



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 17 July 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 Tuesday 22 July unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink that reads "Reeves".

Martin Reeves
Chief Executive

July 2025

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

Note: Date of next meeting: 4 September 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 three working days before the meeting, ask a question on an item on the agenda.

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 on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

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

4. Minutes of the Previous Meeting (Pages 1 - 6)

To confirm the minutes of the meeting held on 24 June 2025 to be signed by the Chair as a correct record.

5. Oxford ZEZ Pilot Scheme Amendments (Pages 7 - 70)

Cabinet Member: Transport Management
Forward Plan Ref: 2025/075
Contact: Bryan Evans, Senior Transport Planner
Bryan.evans@oxfordshire.gov.uk

Report by Director of Environment and Highways (**CMDTM5**)

The Cabinet Member is RECOMMENDED to:

Instruct officers to amend the ZEZ pilot charging order to:

- a) Remove the discount end date for Blue Badge holders and disabled tax class vehicles;
- b) Remove the discount end date for ZEZ businesses' vehicles;
- c) Remove the discount end date for ZEZ residents' vehicles;
- d) Remove the end date for the hybrid taxis and hybrid private hire vehicles transitional period, and
- e) Continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025 as previously planned.

6. Market Place, Wantage - Traffic Management Restrictions (Pages 71 - 112)

Cabinet Member: Transport Management
Forward Plan Ref: 2025/092
Contact: Lee Turner, Principal Officer -Traffic Schemes
(Lee.Turner@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM6**)

The Cabinet Member is RECOMMENDED to:

- a) Approve the making permanent of the existing prohibition of driving & waiting measures for:
 - i) the western section of Market Place (reduced from original proposal to a point 17 metres southeast of its junction with Alfred Street,
 - ii) the southern section of Alfred Street (as advertised),
 - iii) the northern section of Church Street (as advertised).
- b) Approve the making permanent of the removal of 30-minute time limited spaces (Mon-Sat 8am-6pm) on the west side of Alfred Street (approx. 3 spaces), and the southern side of Market Square (approx.1 space),
- c) Approve the making permanent of the relocation of two existing Disabled Persons Parking Places on the south side of Market Square further eastwards,

- d) Approve the permanent removal of existing motorcycle parking placed from the west side of Alfred Street,
- e) Approve the retention of the taxi rank on its current alignment and not to proceed with proposals to relocate spaces further eastwards to sit adjacent to a proposed 'horseshoe' arrangement,
- f) Approve the retention of the 30-minute time limited spaces (Mon-Sat 8am-6pm) on the southern side of Market Square (approx.2 spaces), and
- g) Approve the continuing use of temporary planters and barriers, pending further design work being undertaken by the Wantage Market Place Regeneration (2025) project for a permanent scheme design and subsequent construction works.

7. Proposed Shared Use Cycleway/Footway - Grove Road, Wantage
(Pages 113 - 130)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/116

Contact: Jacob Mowlem, Engineer (Jacob.Mowlem@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM7**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of a Shared-Use foot & cycle path on the east side of the A338 Grove Road, as advertised.

8. B4047 Minster Lovell – Proposed Conversion of 40mph Speed Limit to 30mph Speed Limit (Pages 131 - 142)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/74

Contact: James Wright, Senior Officer (Traffic and Road Safety)

(James.Wright@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM8**)

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of the following 30mph speed limits in Minster Lovell, as advertised:
 - i. B4047 Burford Road, and
 - ii. School Lane.

9. Proposed 40mph Speed Limit - Oxford Road, Kennington (Pages 143 - 160)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/107

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

Report by Director of Environment and Highways (**CMDTM9**)

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of a 40mph speed limit on the A4183/Oxford Road, as advertised.

10. Oxford Airport – Langford Lane Toucan Crossing and The Boulevard Access Removal (Pages 161 - 168)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/084

Contact: Chloe Kirby, Engineer
(Chloe.Kirby@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM10**)

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of ‘No Waiting at Any Time’ prohibition (double yellow lines) on:
 - i. the western side of The Boulevard,
 - ii. on the northern side of Langford Lane,
- b) Approve the introduction of ‘Time Limited 1hr No return within 2 hours’ parking provision on the western side of The Boulevard,
- c) Approve the construction of a ‘Parallel signal-controlled’ crossing on Langford Lane, and
- d) Approve the introduction of ‘Shared-Use foot & cycleway’ on the north side of Langford Lane & the western side of The Boulevard, as advertised.

11. B4031, Hempton - Proposed New Traffic Calming Features (Pages 169 - 202)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/345

Contact: Dave Catling, Technical Officer (Dave.Catling@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM11**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the construction of two kerbed build-outs on the B4031 Hempton Road in Hempton, as advertised.

12. Thame Road, Chinnor - Proposed Waiting Restrictions (Pages 203 - 248)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/094

Contact: James Whiting, Principal Officer – Parking
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM12**)

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of ‘No Waiting at Any Time’ restrictions on sections of Thame Road and Mill Lane, and**
- b) Approve the introduction of a ‘No Waiting on Verge & Footway’ restriction on Thame Road in Chinnor, as advertised.**

13. Road Safety & Pedestrian Improvement Scheme – Chilton Lower Road (Pages 249 - 256)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/117

Contact: Mark Francis, Senior Officer – Traffic and Road Safety
(Mark.Francis@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM13**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of a 30mph speed limit on Lower Road in Chilton, as advertised.**

14. Proposed Parallel Crossing - Blackthorn Road, Ambrosden (Pages 257 - 268)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/119

Contact: Julian Richardson, Lead Engineer – Regulatory Planning Enforcement
(Julian.Richardson@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM14**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of a Parallel Crossing on Blackthorn Road in Ambrosden, as advertised.**

Councillors declaring interests

General duty

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

What is a disclosable pecuniary interest?

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

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

Declaring an interest

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

Members' Code of Conduct and public perception

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

Members Code – Other registrable interests

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

Members Code – Non-registrable interests

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

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

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

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

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

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

Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Tuesday, 24 June 2025 commencing at 2.00 pm and finishing at 3.05 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Officers: Jack Ahier (Senior Democratic Services Officer), Armid Akram (Senior Transport Development Officer) Paul Fermer (Director of Environment and Highways), Mike Horton (Senior Officer – Civil Enforcement Scheme) Anthony Kirkwood (Vision Zero Team Leader), Clever Safuwaru (Engineer), Andy Warren (Senior Project Manager).

Agenda Item **Officer Attending**

5 Andy Warren (Senior Project Manager).

6 Armid Akram (Senior Transport Development Officer) Paul Fermer (Director of Environment and Highways), Clever Safuwaru (Engineer).

7 Mike Horton (Senior Officer – Civil Enforcement Scheme).

8 Paul Fermer (Director of Environment and Highways), Anthony Kirkwood (Vision Zero Team Leader).

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.

31/25 DECLARATIONS OF INTEREST (Agenda No. 1)

There were none.

32/25 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 2)

There was one question received from Cllr Mark Cherry. The question and answer can be seen in the Addenda on the Council's website. There was no supplementary question.

33/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There were 4 requests to address the meeting with some speakers speaking on multiple items. A list of speakers can be seen below:

5. SRF Project – Side Entry Road Treatments (Iffley & Banbury Roads, Oxford):

Danny Yee

Robin Tucker

A420 & Oaksmere: Proposed 50mph & 40mph Speed Limits:

Peter Richardson

Robin Tucker

34/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meetings held on 27 March and 24 April were approved and signed by the Chair as a correct record.

35/25 SRF PROJECT - SIDE ENTRY ROAD TREATMENTS (IFFLEY & BANBURY ROADS, OXFORD)

(Agenda No. 5)

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

The Chair read out a submitted written statement.

Officers confirmed that Bardwell Rd already had minor side road entry treatments, and it was felt Belbroughton Rd would benefit from this scheme.

The Chair referenced coach parking on Charlbury Rd by Oxford High School.

The Chair noted that the intention of the proposals was to reallocate road space to pedestrians and cyclists.

Following a question regarding the compatibility of the scheme with cycling tracks on Banbury Rd, officers confirmed that no funding was available in the short-term and felt the proposed scheme complimented the cycling tracks.

Officers noted that they were investigating the rain gardens being used as sustainable drainage as part of the design process.

The Chair stated that the Council's 20mph speed limits project had concluded, but that Oxford was not actioned during the 3-year period due to the closure of the Botley Rd. It was confirmed that the plan is still to bring forward a proposal for 20mph speed limits in Oxford. This would further help safety in relation to the proposals.

Officers stated that emails of support for the scheme had been received from My Vision Oxfordshire.

The Chair noted that the Council was told by the government on where and how to spend the money available from the Safer Roads Fund.

The Chair referenced several consultation responses.

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

RESOLVED to:

Approve the following highway improvement measures for implementation, as advertised and shown in annex 1 and 2:

a) Continuous crossing points, known as side road entry treatments on the following roads:

- i. Belbroughton Road,**
- ii. Linton Road,**
- iii. Rawlinson Road,**
- iv. Norham Road,**
- v. Bevington Road,**
- vi. Radcliffe Road,**
- vii. Iffley Turn (South),**
- viii. Westbury Crescent, and**
- ix. Courtland Road (North & South junctions), with variation to the design on the following roads with bus routes - St. Margarets Road, and Cornwallis Road.**

b) Extension of the existing 'No Waiting at Any Time' (double yellow lines) parking restrictions on:

- i. the southern side of Radcliffe Road by approximately 7.5 metres, and ii. the northern side of Westbury Crescent by approximately 8 metres.**

c) Install solar studs along the cycle routes to more clearly separate the cycleway from the carriageway.

d) Improvement works to pedestrian refuge islands.

e) Delegate the approval of final design of the scheme to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.

36/25 PROPOSED WAITING RESTRICTIONS & TRAFFIC CALMING - CANADA LANE, FARINGDON
(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair noted the support of the scheme from the local County Councillor.

The Chair noted the scheme was part of a planning approval process from 2017 and that the scheme intended to make the best of constraints at the site.

The Chair referenced several consultation responses.

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

RESOLVED to:

- a) Approve the extension of the existing 'No Waiting at Any Time' parking restrictions on the southern side of Canada Lane in Faringdon, and**
- b) Approve the introduction of a 'Build-out' traffic calming feature on the southern side of Canada Lane adjacent to 'Devon House', as advertised.**

37/25 PROPOSED NO WAITING RESTRICTIONS - CHURCH ROAD, WHEATLEY
(Agenda No. 7)

The Chair introduced the item to the meeting.

The Chair noted the support for the scheme from the local County Councillor.

The Chair confirmed that, if approved, the scheme would be subject to monitoring after implementation to address any issues that arise.

The Chair noted the specific issue of churches regarding parking schemes and that funeral hearses were exempt from double yellow lines restrictions.

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

RESOLVED to:

- a) Approve the introduction of three additional sections of 'No Waiting at Any Time' on the north side of Church Road in Wheatley, as advertised.**

38/25 A420 & OAKSMERE: PROPOSED 50MPH & 40MPH SPEED LIMITS
(Agenda No. 8)

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

The Chair confirmed that the Council was working with Thames Valley Police, and the Police and Crime Commissioner (PCC) to address the issue of speeding on the A420. The Director of Environment and Highways noted that the PCC had committed to introduce speed cameras on the A420. Officers confirmed that the PCC's proposals would include this stretch of road.

It was noted by the Chair that this scheme was a welcome step, but that further improvements were also needed.

The Chair referenced several consultation responses.

Officers confirmed that the 20mph speed limits scheme was completed, but that reviews would be undertaken across the county to address specific concerns and to get feedback from parish and town councils.

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

RESOLVED to:

- a) Approve the 40mph speed limit on Oaksmere in Appleton, between its junction with the A420 & the new 20mph speed limit terminal, and,**
- b) Approve the 50mph speed limit on the A420, between the existing 50mph limits at Tubney Wood & Parklands Manor (ex. Besselsleigh School), as advertised.**

..... in the Chair

Date of signing

This page is intentionally left blank

Divisions Affected – Jericho & Osney

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 July 2025

Oxford Zero Emission Zone Pilot Amendments Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Instruct officers to amend the ZEZ pilot charging order to:

- a) Remove the discount end date for Blue Badge holders and disabled tax class vehicles;
- b) Remove the discount end date for ZEZ businesses' vehicles;
- c) Remove the discount end date for ZEZ residents' vehicles;
- d) Remove the end date for the hybrid taxis and hybrid private hire vehicles transitional period, and
- e) Continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025 as previously planned.

Executive Summary

1. This report outlines the results of two public consultations on amendments to the Oxford zero-emission zone (ZEZ) pilot, which has been in operation in Oxford city centre since February 2022. The purpose of the ZEZ pilot is to test the ZEZ on a small scale to inform future decisions about a possible larger ZEZ in Oxford. If a larger ZEZ is agreed and implemented, it will **replace** the ZEZ pilot. The Cabinet member is recommended to agree several changes to the ZEZ pilot in light of the results of the two consultations.

Consultations on Proposed Changes to ZEZ Pilot

2. Consultations on proposed changes to the ZEZ pilot ran in 2023 and 2024. The consultation in 2023 ran from 12 September to 24 October 2023. The consultation in 2024 ran from 22 November to 20 December 2024.

2023 Consultation

3. The changes proposed in the 2023 consultation and reasons for them are shown in Table 1.

Table 1 – ZEZ pilot changes proposed in 2023 consultation	
Change	Reason
<p>The 100% discount for Blue Badge holders and disabled tax class vehicles, and 90% discount for ZEZ business vehicles is currently due to end in July 2025.</p> <p>The 90% discount for ZEZ residents' vehicles is currently due to end in July 2030.</p> <p>Proposed change: remove these end dates, so the above discounts would continue indefinitely as long as the pilot is in place.</p>	<p>Considering cost of living pressures, the council does not consider it is necessary or appropriate for these discounts to end on the dates shown, so the consultation proposed these discounts should continue for as long as the pilot is in place.</p>
<p>Remove increase in daily charges from 1 August 2025</p> <p>The ZEZ charges are currently due to double in August 2025.</p> <p>Proposed change: ZEZ charges should stay at the current levels indefinitely.</p>	<p>Considering cost of living pressures, does not consider it is necessary or appropriate for the ZEZ pilot charges to double in August 2025, so the consultation proposed the current charges should continue for as long as the pilot is in place.</p>

Results from 2023 Consultation and Officer Responses

4. The results from the 2023 consultation are summarised in detail in the consultation survey report at Annex 1.

5. The majority of respondents support the proposed changes to remove the end dates for discounts and to remove the increase in daily charges. Between 55 and 64 per cent of respondents “definitely” or “somewhat” agreed with the changes, while for each proposed amendment around 25 per cent “definitely disagreed”.
6. Some of those who “definitely disagreed”, appear to have misread the proposal to mean that discounts themselves rather than the end dates would be removed.
7. Others objected to ‘watering down’ the ambition and purpose of the ZEZ.
8. Some respondents used the survey to raise concerns about the principle of the ZEZ, or about the ease of use of the ZEZ payment systems.
9. The main concerns raised in the consultation are summarised in Table 2 below together with officer responses:

Table 2 – 2023 consultation - main concerns and officer responses	
Concern	Response
Watering down of ZEZ, undermining objectives	<p>It is likely that ending some of the ZEZ discounts and increasing the ZEZ charges would increase its traffic reduction, air quality and carbon benefits.</p> <p>The scheme’s main purpose is to test the ZEZ on a small scale to inform future decisions about a larger ZEZ in Oxford. The benefits of the ZEZ pilot will always be limited by its small size.</p> <p>Ending selected discounts and increasing the ZEZ charges would be controversial and would require significant time and resource to communicate and explain to those affected. This time and resource would be better spent working towards a larger ZEZ, which will have far greater sustainability benefits, over a longer period.</p>
Concerns about removing discounts (mis-interpretation of proposals)	No discounts are proposed to be removed. The proposal is to remove the end dates for some discounts, thereby continuing discounts indefinitely.

Concern that disabled people using taxis or private hire vehicles have to pay extra to travel in the ZEZ	The proposed changes covered by the 2024 consultation help mitigate this concern by retaining the current discounts for selected hybrid private hire vehicles.
Objection to principle of ZEZ	Noted. The scope of this consultation was limited to specific scheme changes however the concerns raised will be noted as part of the council's consideration of plans for a larger ZEZ
Concerns about inefficient/difficult to use payment systems	Noted. Officers will consider improvements. These points will also be taken into account as part of the council's consideration of plans for a larger ZEZ.

2024 Consultation

10. The changes proposed in the 2024 consultation and reasons for them are shown in Table 3.

Table 3 – ZEZ pilot changes proposed in 2024 consultation	
Change	Reason
<p>Current scheme The discount for low emission petrol-electric hybrid non-Oxford Hackney carriages and private hire vehicles (PHVs) is currently due to end on 31 July 2025. The discount is 50 per cent.</p> <p>Proposed change: Remove the end date of the discount and instead allow the discount to continue indefinitely as long as the pilot is in place.</p>	<p>Considering cost of living pressures, we don't think it is necessary or appropriate for this discount to end on the date originally specified, so we're now proposing the discount will continue for as long as the pilot is in place. This will:</p> <ul style="list-style-type: none"> • provide relief from additional ZEZ charges for taxi and PHV users, particularly for people with disabilities who may rely on PHVs and taxis for getting around • provide clarity and assurance of costs for the remainder of the pilot scheme's operation for PHV and non-Oxford

	Hackney operators and their customers.
--	--

Results from 2024 Consultation and Officer Responses

11. The results from the 2024 consultation are summarised in detail in the consultation survey report at Annex 2.
12. 50 respondents or 47 per cent, definitely or somewhat agreed with the proposal to continue with the discount, while 55 respondents, or 51 per cent, definitely or somewhat disagreed. Two respondents neither agreed nor disagreed.
13. Some respondents considered that the proposal would reduce the incentive to invest in zero emission vehicles.
14. Some respondents used the survey to raise other concerns about the ZEZ such as the principle of allowing the use of polluting vehicles in the ZEZ and about perceived driving behaviours.
15. The main concerns raised in the consultation are summarised in Table 4 below together with officer responses:

Table 4 – 2024 consultation - main concerns and officer responses	
Concern	Response
Reduces incentive to invest in zero emission vehicles	<p>The overall effect of the proposed change on taxi and PHV vehicle use and emissions is likely to be minor. Taxi and PHV operators with a significant workload in the ZEZ Pilot area will likely continue to transition to zero emission vehicles since they do not incur a ZEZ charge. Whilst some operators may choose not to make that transition, others, particularly those operating higher emission vehicles that have a relatively high daily mileage and for whom access to EV charging infrastructure may be challenging may be incentivised by the retention of the discount to upgrade to a low emission hybrid vehicle.</p> <p>The overall effect on taxi and PHV customers of retaining the discount is expected to be a reduction in costs.</p> <p>The pilot scheme's main purpose is to test the ZEZ on a small scale to inform future decisions about a larger ZEZ in Oxford.</p>

	<p>The benefits and effects of the ZEZ pilot will always be limited by its small size.</p> <p>Ending the discount would require significant time and resource to communicate and explain to those affected. This time and resource would be better spent working towards a larger ZEZ, which will have far greater sustainability benefits, over a longer period.</p>
Discounts should be available only to locally-licensed taxi and private hire operators	<p>Hackney carriage tariffs set by licensing authorities in Oxfordshire are applicable only for travel within the area of the individual licensing authority. Thus, for example, the tariff set by Oxford City Council is applicable only for journeys taken within the City by taxis licensed by the City Council. ZEZ charges for such journeys are not passed on to the customer. Any journey that includes travel beyond the City boundary permits the driver to negotiate a fare with the passenger,</p> <p>Tariffs for Oxford City licenced private hire vehicles are not regulated, and ZEZ charges may be passed on to the customer.</p> <p>Tariffs for private hire and hackney vehicles licensed outside of Oxford are not regulated and ZEZ charges may be passed on.</p> <p>There is a risk therefore that ending the discount would result in higher charges for customers to the detriment of accessibility for customers without access to a private car. This is a particular concern for low income households and people with disabilities who may rely on taxis and PHVs for travel.</p>
Objection to principle of polluting vehicles being allowed in the ZEZ	Noted. The scope of this consultation was limited to the taxi and PHV discount arrangements, however the concerns raised will be noted as part of the council's consideration of plans for a larger ZEZ
Concerns about driving styles and standards.	Noted. These concerns will be fed back to taxi and private hire vehicle operators in Oxford.

Corporate Policies and Priorities

16. The ZEZ pilot was introduced in 2022 to improve air quality, cut carbon emissions, and move towards zero emission travel in the city. The pilot is designed to test the ZEZ on a small scale to inform future decisions about a possible larger ZEZ in Oxford. The ZEZ supports several of the nine priorities in Oxfordshire's Strategic Plan. The ZEZ is part of the council's Local Transport and Connectivity Plan and its Central Oxfordshire Travel Plan.
17. The proposed changes to the scheme will not undermine its objectives.

Financial and staffing implications

18. The ZEZ pilot is a road user charging scheme. The income from the ZEZ charges and penalty charges covers the operating costs of the scheme and generates a surplus which will be reinvested in sustainable transport projects.
19. If the scheme were left unchanged (i.e. with the discounts expiring and charges doubling) the surplus income from the scheme would likely increase compared to the current situation. However, it is difficult to quantify this as the increased charges paid would be offset by a reduction in entries into the ZEZ as drivers and customers of taxis and private hire vehicles seek to avoid the higher charges. Notwithstanding this, an estimate is provided at Annex 4 of potential changes in scheme operating costs and income if the discounts expire and charges double.
20. It would not be logical for the ZEZ Pilot discounts to end and the daily charges to increase, as this would put the ZEZ Pilot in conflict with the published proposals for the wider ZEZ.
21. An increased surplus is not being relied upon to fund any existing or future commitments. No increase in income has been assumed or planned for as a result of the discounts ending or charges increasing. The current income is sufficient to cover the scheme's operating costs and generate a surplus.
22. The officer time required to consult on and make the changes to the scheme will be accommodated within existing budgets and will be charged to the project where appropriate.
23. Ending selected discounts and increasing the ZEZ charges as envisaged by the original scheme would be controversial and would require significant officer time to communicate and explain to those affected.

Comments checked by: Matthew Kocak, Management Accountant, Financial and Commercial Services, matthew.kocak@oxfordshire.gov.uk

Legal Implications

24. A change to the ZEZ pilot requires a modification to the ZEZ pilot charging order, which gives the scheme its legal effect under the Transport Act 2000.
25. The Transport Act 2000 requires that consultation is carried out before a charging scheme is introduced or amended. The consultations completed in autumn 2023 and in November-December 2024 fulfil this requirement.
26. If the Cabinet member agrees this report's recommendations, the charging order will be amended accordingly.

Comments checked by:

Jennifer Crouch, Principal Solicitor, jennifer.crouch@oxfordshire.gov.uk
(Legal)

Local Transport and Connectivity Plan Implications

27. The ZEZ is part of the council's Local Transport and Connectivity Plan and the Central Oxfordshire Travel Plan.
28. The proposed changes to the scheme will not undermine its objectives. The scheme will continue to reduce traffic and emissions in the ZEZ pilot area and provide useful information to inform future decisions about a possible larger ZEZ in Oxford.

Equality & Inclusion Implications

29. An Equalities Impact Assessment of the proposed amendments is at Annex 3. There are no unmitigated effects.

Sustainability Implications

30. Ending some of the ZEZ discounts and increasing the ZEZ charges would increase its traffic reduction, air quality and carbon benefits. However, the main purpose of the scheme was always to test the ZEZ on a small scale to inform future decisions about a possible larger ZEZ in Oxford.

31. The pilot has outperformed expectations in terms of traffic reduction (approximately 25% reduction in the number of motor vehicle movements across the boundary of the scheme) and air quality improvement (approximately 15% reduction in nitrogen dioxide (NO₂) within the scheme area). Nevertheless, the benefits of the ZEZ pilot will always be limited by its small size. As noted above, ending selected discounts and increasing the ZEZ charges as envisaged by the original scheme would be controversial, raises a particular concern for low income households and people with disabilities who may rely on taxis and PHVs for travel, and would require significant time and resources to communicate and explain to those affected. This time and resource would be better spent working towards a larger ZEZ which, if implemented, would be expected to have far greater sustainability benefits, over a longer period.

Paul Fermer
Director of Environment and Highways

Annexes:

Annex 1 – 2023 consultation survey report

Annex 2 – 2024 consultation survey report

Annex 3 – Equalities Impact Assessment

Annex 4 - Estimate of future ZEZ Pilot scheme operating costs and income with and without changes to charges and discounts

Contact Officers: Martin Kraftl, Technical Lead (Transport Planning) – Place
Shaping (Martin.Kraftl@oxfordshire.gov.uk)
Bryan Evans, Senior Transport
Planner, Transport Policy and Strategy
(Bryan.Evans@oxfordshire.gov.uk)

July 2025

This page is intentionally left blank

Oxford ZEZ pilot amendments – six-week consultation

Consultation survey report

Document control

Version	Date	Notes	Completed by	Authorised by
V1	27/12/2023	Initial draft for review	Katariina Valkeinen, Martin Kraftl	
V2	11/06/2025	Final issue	Katariina Valkeinen, Martin Kraftl Bryan Evans	Hannah Battye

Contents

1. Introduction.....	3
2. Proposed changes and reasons for them	3
3. Overall results	4
3.1. Respondent profile	4
4. Responses analysis	4
5. Comments analysis.....	7
5.1. Disagreement with proposed changes	7
5.2. Agreement on proposed changes	8
5.3. Other comments	9
6. Demographic data	11
6.1 Respondents by age	11
6.2 Respondents by sex.....	11
6.3 Respondents by ethnic background	12
6.4 Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?	13
6.5 Are you a Blue Badge holder?	13
6.6. How did you find out about this consultation? (Choose all that apply)	13
7. Appendix.....	14
1.1 Consultation survey	14

1. Introduction

Oxfordshire County Council and Oxford City Council launched a zero emission zone pilot in February 2022 to improve air quality, cut carbon emissions, and move towards zero emission travel in the city.

In autumn 2023 the county council consulted on some changes to the scheme. These were:

- Continuing the discounts for Blue Badge holders, disabled tax class vehicles, ZEZ business vehicles, and ZEZ residents' vehicles indefinitely by removing the discount end dates.
- Keeping the ZEZ pilot charges at their current level by removing the planned increase in daily charges from 1 August 2025.

A six-week consultation was available on the county council's digital Let's talk Oxfordshire platform from midday 12 September to 5pm 24 October 2023. Paper copies were available at Oxfordshire County Library.

The consultation was publicised by a letter-drop to all addresses within the ZEZ pilot area; an email to just over 100 stakeholders; notices in county and city councils' e-newsletters; and an email to city and county councillors.

We received 189 responses – 188 on the digital platform and one paper copy.

2. Proposed changes and reasons for them

Change	Reason
Remove discount end dates The 100% discount for Blue Badge holders and disabled tax class vehicles, and 90% discount for ZEZ business vehicles is currently due to end in July 2025. The 90% discount for ZEZ residents' vehicles is currently due to end in July 2030. We're now proposing to remove these end dates, so the above discounts would continue indefinitely.	Considering cost of living pressures, we don't think it is necessary or appropriate for these discounts to end on the dates shown, so we're now proposing these discounts will continue for as long as the pilot is in place.
Remove increase in daily charges from 1 August 2025 The ZEZ charges are currently due to double in August 2025. We're now proposing ZEZ charges should stay at the current levels indefinitely.	Considering cost of living pressures, we don't think it is necessary or appropriate for the ZEZ pilot charges to double in August 2025, so the current charges will continue for as long as the pilot is in place.

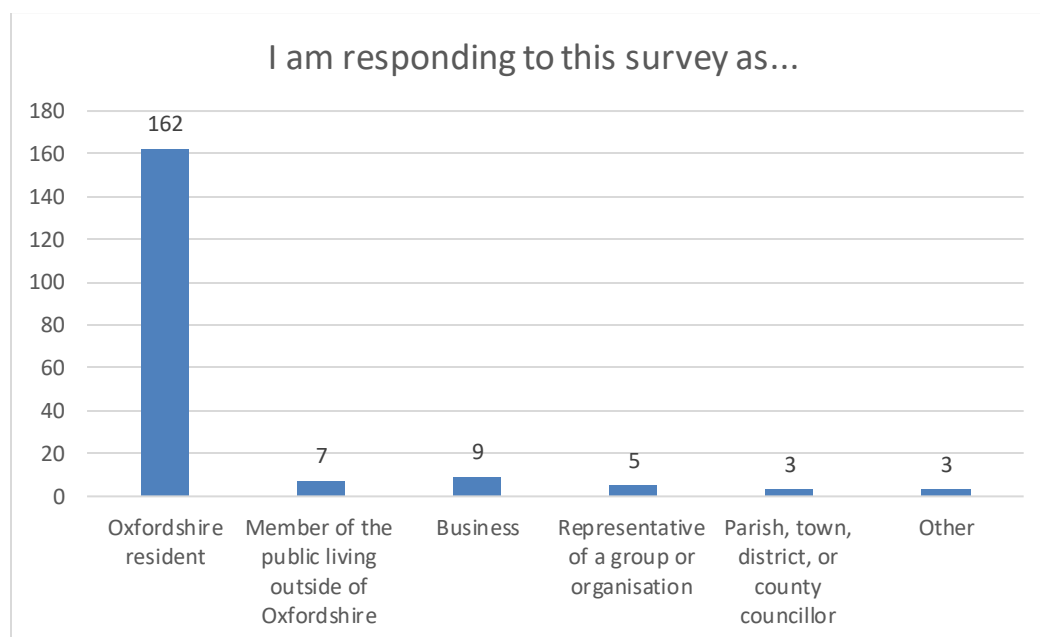
3. Overall results

The majority of respondents support the proposed changes to remove the **end dates** for discounts and to remove the increase in daily charges. Between 55 and 64 per cent of respondents definitely or somewhat agreed with the changes, while for each proposed amendment around 25 per cent definitely disagreed.

Some of those who definitely disagreed, appear to have misread the proposal to mean that discounts themselves rather than the **end dates** would be removed. Others objected to 'watering down' the ambition and purpose of the zero emission zone.

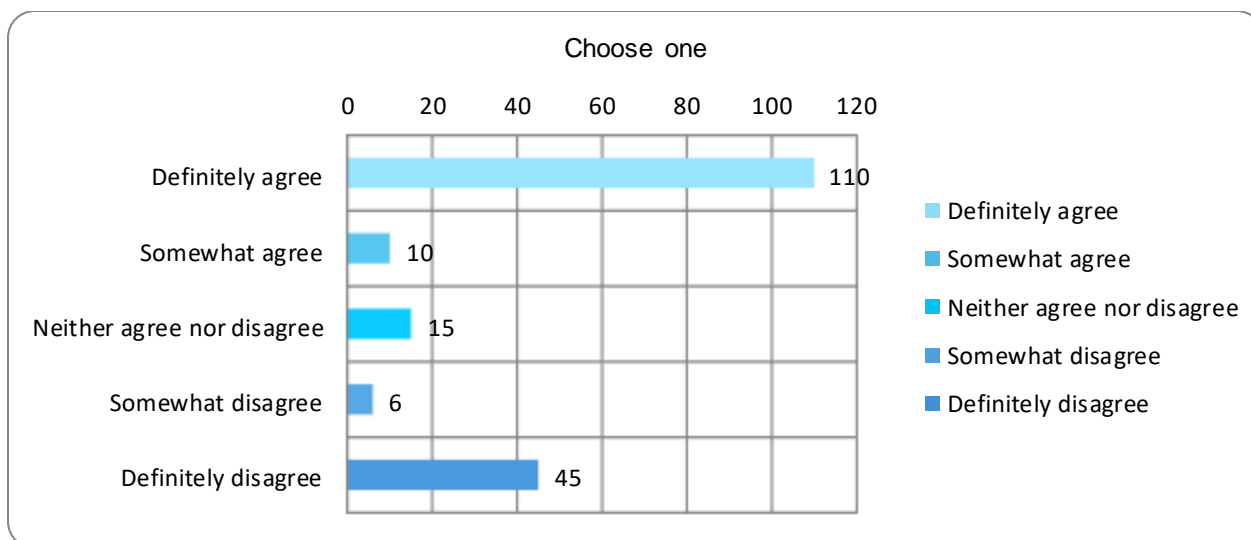
3.1. Respondent profile

There were 189 responses altogether – 188 online and 1 paper survey. Majority of respondents were residents from Oxfordshire (162). 7 were members of the public outside of Oxfordshire; 9 represented a business; 5 represented a group or organisation; 3 were councillors; and 3 responded as 'other', clarifying they regularly travelled to the city for work.



4. Responses analysis

4.1. To what extent do you agree or disagree with the proposal to remove the discount end date for Blue Badge holders and disabled tax class vehicles?



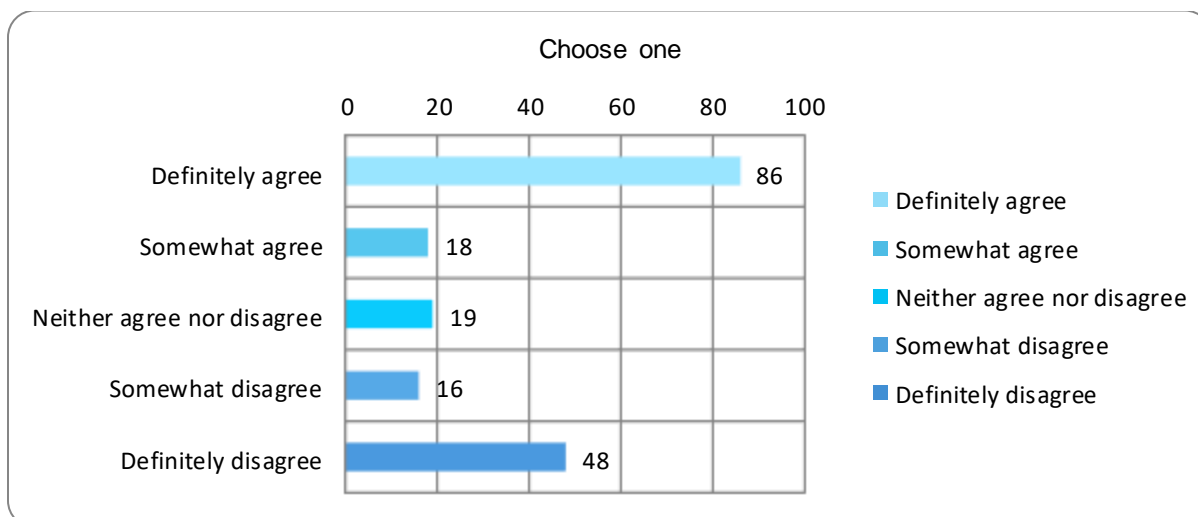
186 people responded to this question.

64.5% of respondents definitely or somewhat agree with the proposal to remove the discount end date for Blue Badge holders and disabled tax class vehicles.

24% (45 respondents) said they definitely disagree. Comments from this group varied. Some people objected to 'watering down' the ZEZ pilot while some had apparently misread the proposal to mean that the discounts, rather than discount *end dates* would be removed. E.g.:

Really are you that prepared to cut the discount for these classes, then you should be ashamed.

4.2. To what extent do you agree or disagree with the proposal to remove the discount end date for ZEZ businesses' vehicles?



187 people responded to this question. 55.6% of respondents definitely or somewhat agreed with the proposal to remove the end date from ZEZ business vehicles.

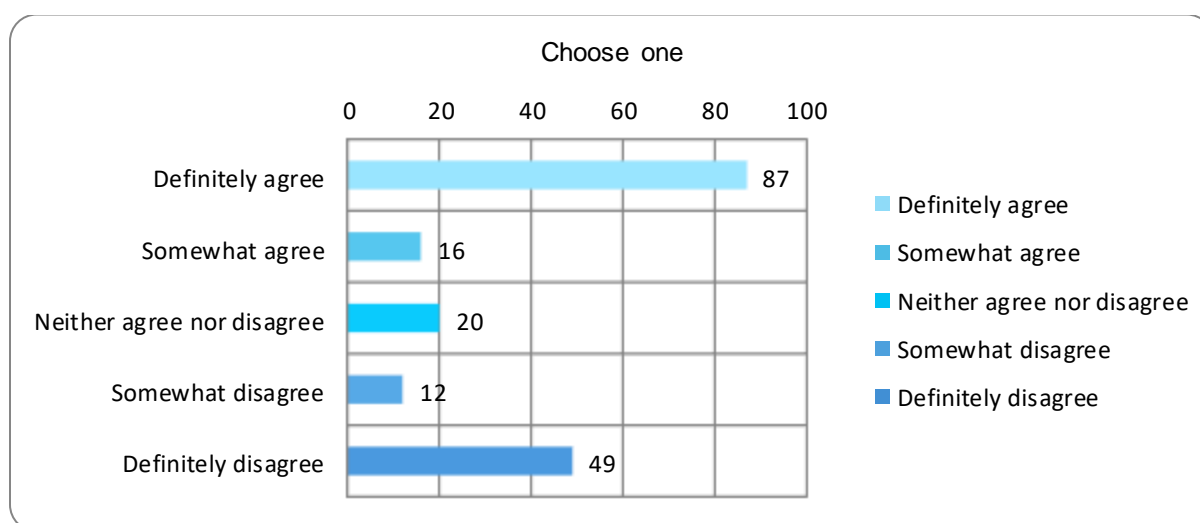
25.6% definitely disagreed. People in this group commented that removing the end date would remove the incentive from businesses to move towards zero emission vehicles. E.g.:

There should be an end date to create a sense of urgency for businesses to adapt by electrifying their vehicle fleet or opting for alternatives such as e-cargo bikes. An option would be to delay the end date to give businesses enough time to adapt. However, removing it altogether removes the incentive/pressure on businesses, risking undermining the purpose of the ZEZ (especially as circulation in the current ZEZ is fairly limited anyway).

Again, some respondents appeared to have misread the proposal to mean that the discounts, rather than the discount *end date* would be removed. E.g.:

Again all these business that struggle to stay afloat and you won't [sic] to take more money off them. Trying to kill the high street are you?

4.3. To what extent do you agree or disagree with the proposal to remove the discount end date for ZEZ residents' vehicles?



184 people responded to this question.

60% of respondents definitely or somewhat agreed with the proposal to remove the end dates from ZEZ residents' discounts.

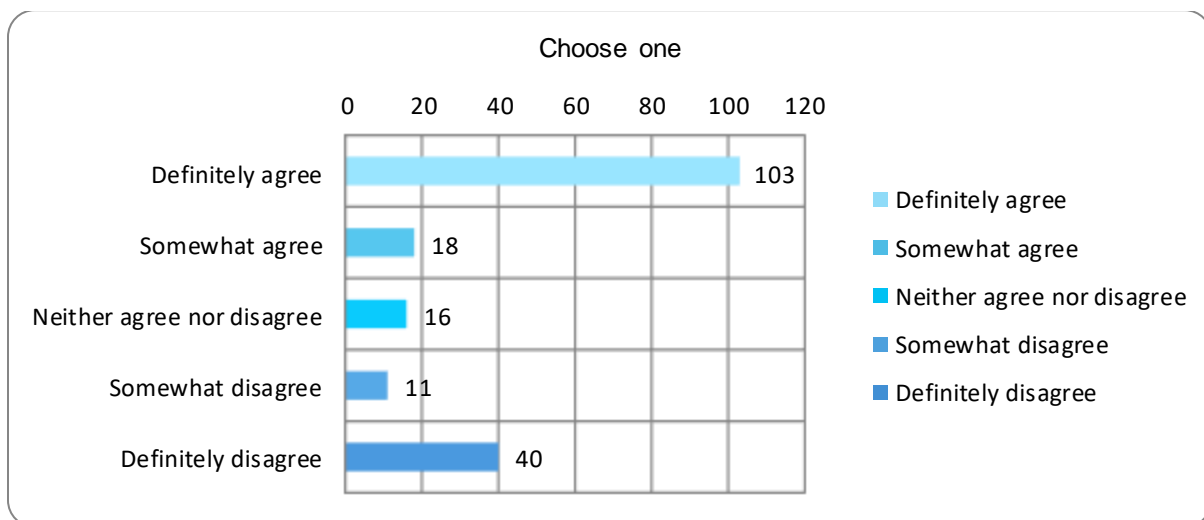
26.6% of respondents definitely disagreed with the proposal. People in this group commented that removing the end date was removing the incentive to move towards zero emission vehicles. E.g.:

Residents have had plenty of warning. They need to plan ahead like the rest of us and use non-polluting forms of transport.

Some respondents appeared to have misread the proposal to mean that the discounts, rather than the discount *end date* would be removed. E.g.:

Why should residents be penalised for where they live. People will just move out of Oxford. But maybe that's your aim?

4.4. To what extent do you agree or disagree with the proposal to continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025?



188 people responded to this question.

64% of respondents definitely or somewhat agreed with the proposal to continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025.

21% of respondents definitely disagreed with the proposal. People in this group urged the council to provide stronger sanctions to encourage a shift to zero emission vehicles.

The idea of paying to pollute is absurd and should not be allowed. Given the law as it stands charges should be progressively increased until users of polluting vehicles get the message.

Some respondents used the comments to express that they disapproved of the entire ZEZ scheme. E.g.:

I think the ZEZ should be removed. This pushes traffic into other routes which are too busy, this penalty also discriminates against the poorer people in our society who cannot afford new cars.

5. Comments analysis

This chapter give a concise account of the comments give in the survey.

5.1. Disagreement with proposed changes

People who strongly disagreed with the proposed changes were primarily concerned about councils 'watering down' the zero emission zone or had misread the proposals to mean that the discounts themselves, rather than discount end dates would be removed. Similar kinds of comments were made on each of the proposed changes. Below is an example of a comments on removing the end date for the 100% discount from Blue Badge holders.

This substantially waters down the ZEZ. Nobody needs to drive in the heart of Oxford - wheelchairs and mobility scooters are needed for the last mile anyway so why encourage more cars into the centre of Oxford. If the ZEZ expansion were to finally go ahead there may be a point in some discount around 50% (i.e. 10 pounds a day) but it being free just voids the claim of being a "ZERO" emissions zone. Other exemptions such as parking allowances that allow blue badge holders to park in the city centre will remain anyway.

Example of a comment on the proposed change to remove the 90% discount **end date** from business vehicles within the ZEZ pilot:

There should be an end date to create a sense of urgency for businesses to adapt by electrifying their vehicle fleet or opting for alternatives such as e-cargo bikes. An option would be to delay the end date to give businesses enough time to adapt. However, removing it altogether removes the incentive/pressure on businesses, risking undermining the purpose of the ZEZ (especially as circulation in the current ZEZ is fairly limited anyway).

Example of a comment on the proposed change to remove the 90% discount **end date** for residents' vehicles within the ZEZ pilot:

Public and active transport from the city centre is excellent. Residents should be encouraged to use it. Owning a car full-time is not usually necessary and requires parking space that could be put to better use.

Example comment on the proposal to continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025:

We have got to stick to the vision articulated in the Local Transport Plan adopted in July 2022. Come on Oxfordshire you can do this!

5.2. Agreement on proposed changes

People who agreed with the proposed changes primarily saw them as a reasonable way to take into account the residents and businesses circumstances and capability to alter their travel arrangements or type of vehicle.

Example comment on proposed removal of the 100% discount end date for Blue Badge holders and disable tax class vehicles:

These classes should never be charged for access (regardless of the current economic situation), as they may simply be unable to access other methods of transport.

Example of a comment on the proposed change to remove the 90% discount **end date** from businesses who are based in the ZEZ pilot:

Sensible not to impose any more hardship on city centre retailers and catering businesses.

Example of a comment on the proposed change to remove the 90% discount **end date** for residents who live in the ZEZ pilot area:

In the current cost of living crisis let's not make life even tougher for people.

Example comment on the proposal to continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025:

It is already high enough and increasing it is unlikely to deter the people who are already coming in and will only punish those who are already in a position of difficulty due to the cost of living.

5.3. Other comments

People were invited to give any other comments they had on the zero emission zone pilot. Below is a compilation on suggestions they had.

The need to pay separately for each trip to the zone was found inconvenient:

A key issue [..] is the process for paying to access the ZEZ. This is presenting a not insignificant administrative burden on the company based upon our relatively limited access to the pilot scheme area. When considering the second phase area this process will be significantly more burdensome.

We are interested to understand what plans are in place for a fleet or multiple vehicle payment method to assist business such as ours. Alternatively an account system where a retrospective bill could be sent to us on a monthly basis or a prepaid account that could be drawn down on.

AND

Cumbersome and time-consuming system, no account billable automatically, thus opening up the possibility of a £30 fine for a 40p (or 20p for a motorcycle) oversight. Has happened to me twice already. I WASN'T trying to avoid paying 20p! Extremely frustrating if we get the day wrong or just simply forget.

There was concern that Blue Badge holder without an own vehicle end up paying extra when private hire vehicles pass the ZEZ charge to the customer:

Not all disabled people who are eligible for Blue Badges can physically drive, or afford to do so or lucky enough to have someone to do so. Disabled passengers like myself using the cheaper as more efficiently run private hire

cars very much rely on them as their mobility aids. It is shocking that now to enter a ZEZ street I am paying £2 extra, as the driver is understandably faced no choice but to pass this onto the customers.

There were concerns about the maturity of market and infrastructure to allow for a move towards electric vehicles:

[...] there are several barriers that still exist for van operators looking to electrify fleets. Many operators cannot find suitable vehicle types on the market, and others have experienced long lead times due to limited quantities available.

There are still concerns over vehicle mileage range and reliability, with reports of inconsistent distances achieved between charges. The cost of electric vans, whilst becoming more competitive, is still between two and three times more expensive than conventional diesel or petrol engines.

As for HGVs, there are currently very limited zero-emission capable solutions available for HGVs between 7.5 tonnes and 14 tonnes and whilst there are manufacturers which are developing some electric alternatives for trucks, these need time to become affordable market-ready solutions. For heavier HGVs, significant further technological developments are required and in the absence of viable zero-emission alternatives for HGVs, the scheme will simply be a tax on vital commercial vehicles servicing Oxford town centre.

And:

While the idea of a total Oxford zero emission scheme is good, in practice there are issues e.g. not enough fast charging points for the whole of Oxford if everyone had an electric vehicle. Capacity of the grid to cope with the full extent of overnight charging and so on. In essence what is needed is a gradual introduction to roads which experience congestion and high levels of traffic.

There was a concern about deliveries that require specific kind of care:

Pharma products to pharmacies in the ZEZ consist of temperature controlled chilled vaccines such as covid and flu. [...] This applies to cancer treatments/childhood vaccines/organ rejections treatments and many more. They all need temp control and currently vehicles don't have the electric capacity to run a van and other sections of the vehicle at different temperatures. This is just another tax which ultimately has to be paid by the government in distribution charges and the cost of medicines. Other cities aren't implementing ZEZ's so why should Oxford?

The project team also received a complaint whose sender asked their email to be included in the consultation. Their main concern was not being able to check if they had entered the ZEZ pilot area:

I wish to complain about the implementation of the ZEZ pilot. This has significant flaws. I saw no prior notification on 23 Sept until a sign which I think said I was entering the zone. I was stuck in the flow of traffic in the flow of traffic at that point and therefore had no option to avoid entering. The website says to register a blue badge 10 days in advance of entering. This is not logically possible for people unaware of the scheme until they arrive as it should be possible to register a

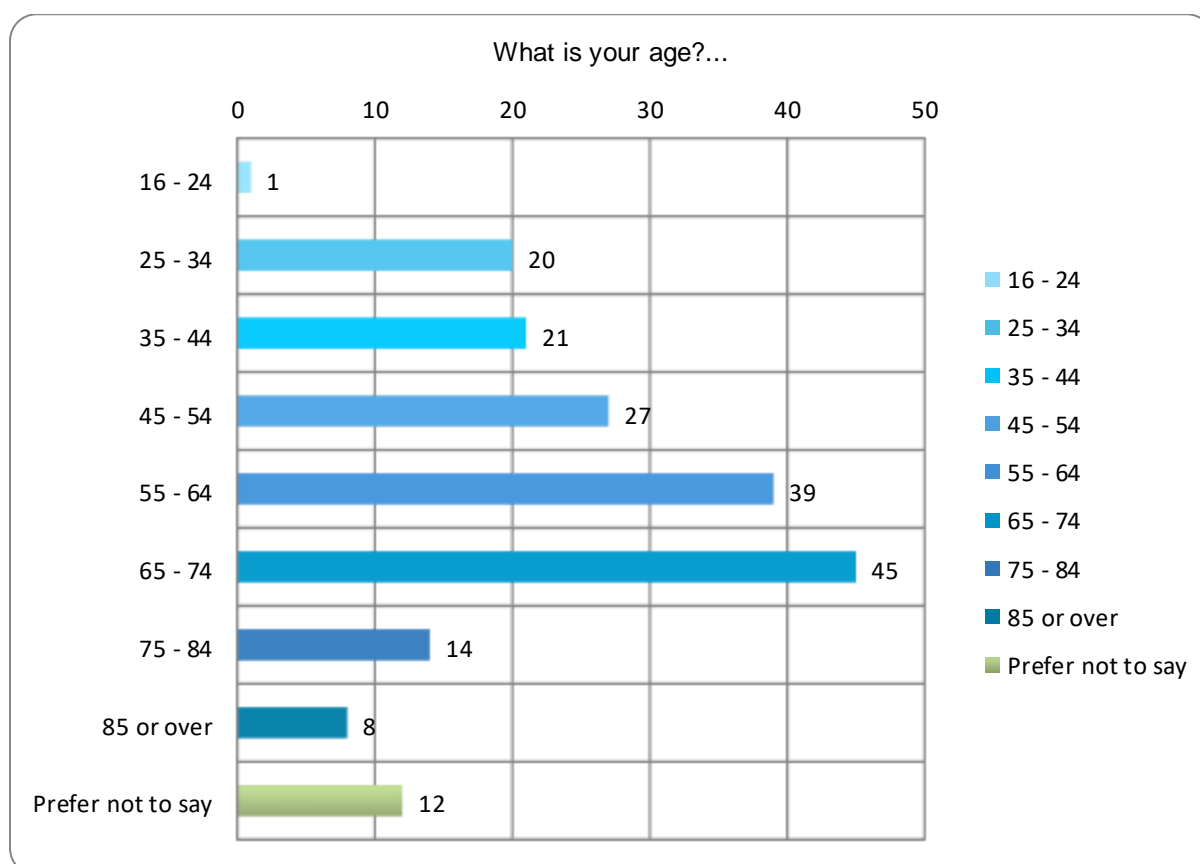
badge at any time and this to be taken into account before a penalty notice is issued. It is an unnecessary rule and discriminates against the disabled.

There is no ability to view a database by car registration or other information to see if I actually went into the ZEZ. This means drivers could miss payments or pay unnecessarily.

The registration process for blue badge exemption does not include an option for a non-disabled driver carrying a disabled passenger. This is a serious and discriminatory omission.

6. Demographic data

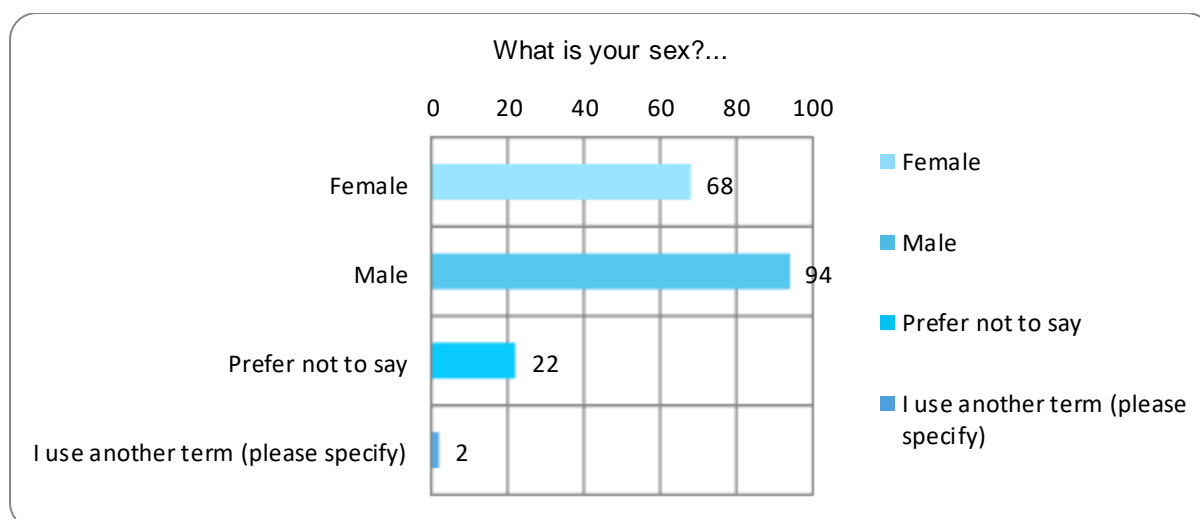
6.1 Respondents by age



187 people responded to this question.

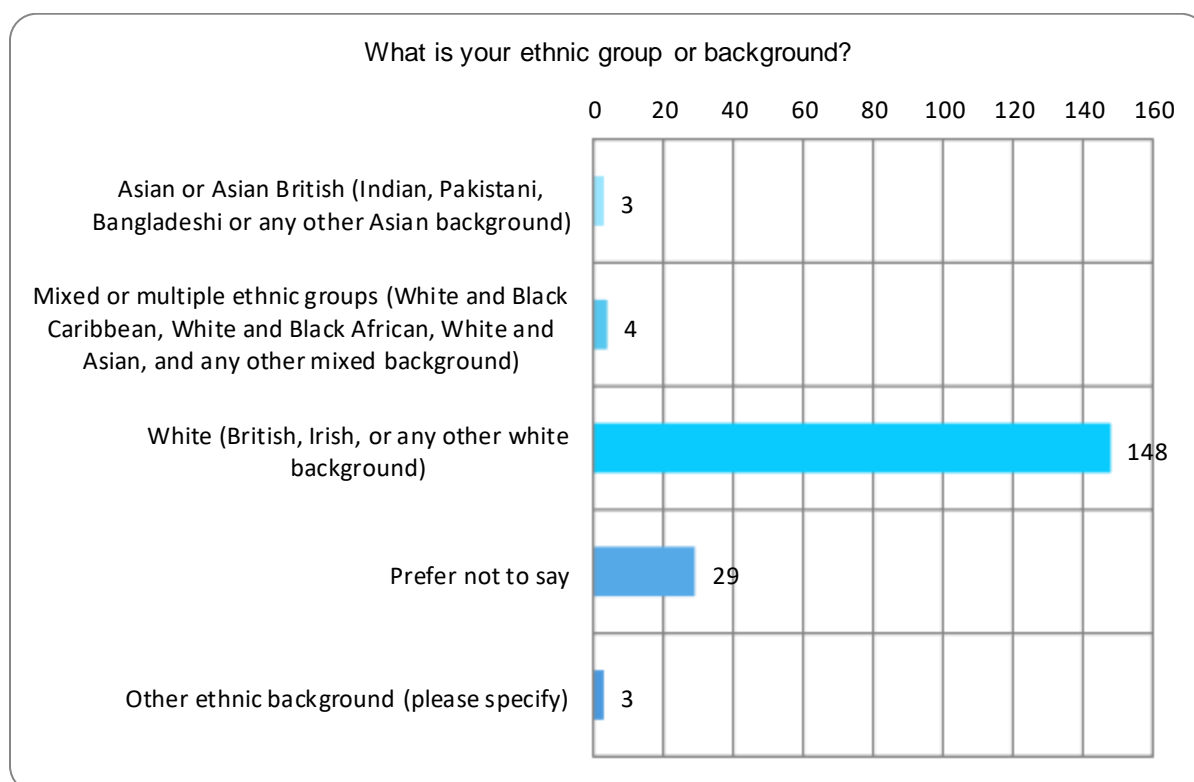
24% of respondents were between 65 and 74 years old; just under 21% between 55 and 64; and 14% between 45 and 54 years old.

6.2 Respondents by sex



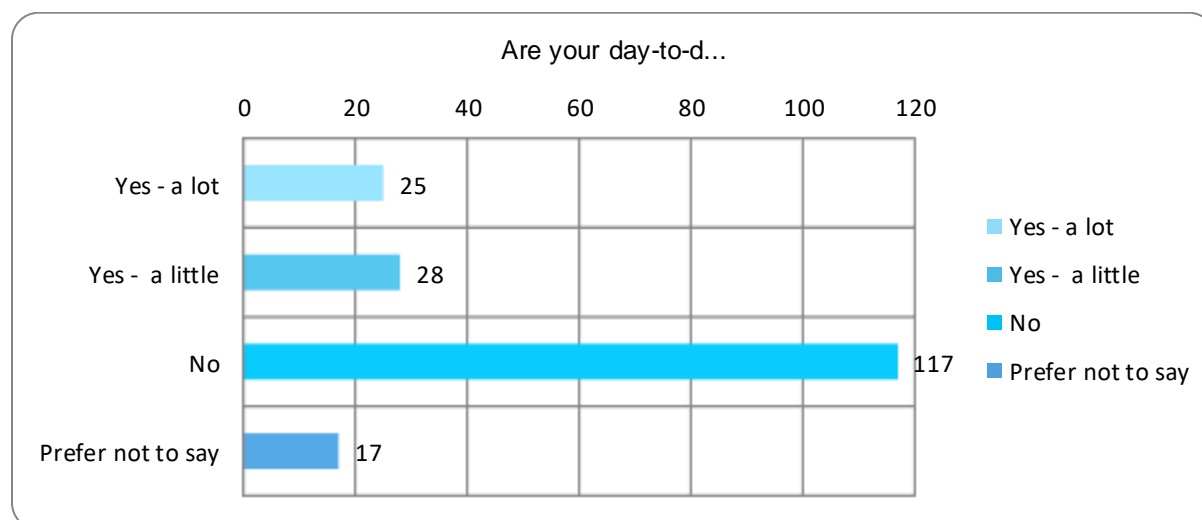
186 people responded to this question. Just over 50% identified as male, 36.5% as female; 1% as other and 12% preferred not to say.

6.3 Respondents by ethnic background



187 people responded to the question about their ethnic group or background. 79% of respondents were white; 15% preferred not to say; and only a few identified as being of other backgrounds.

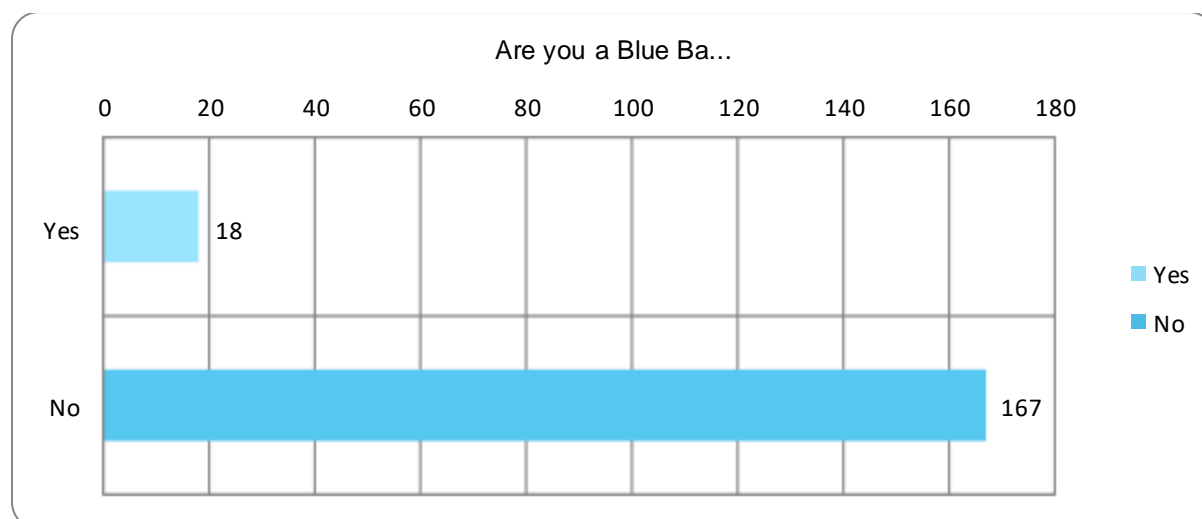
6.4 Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?



187 people responded to the question whether their day-to-day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months.

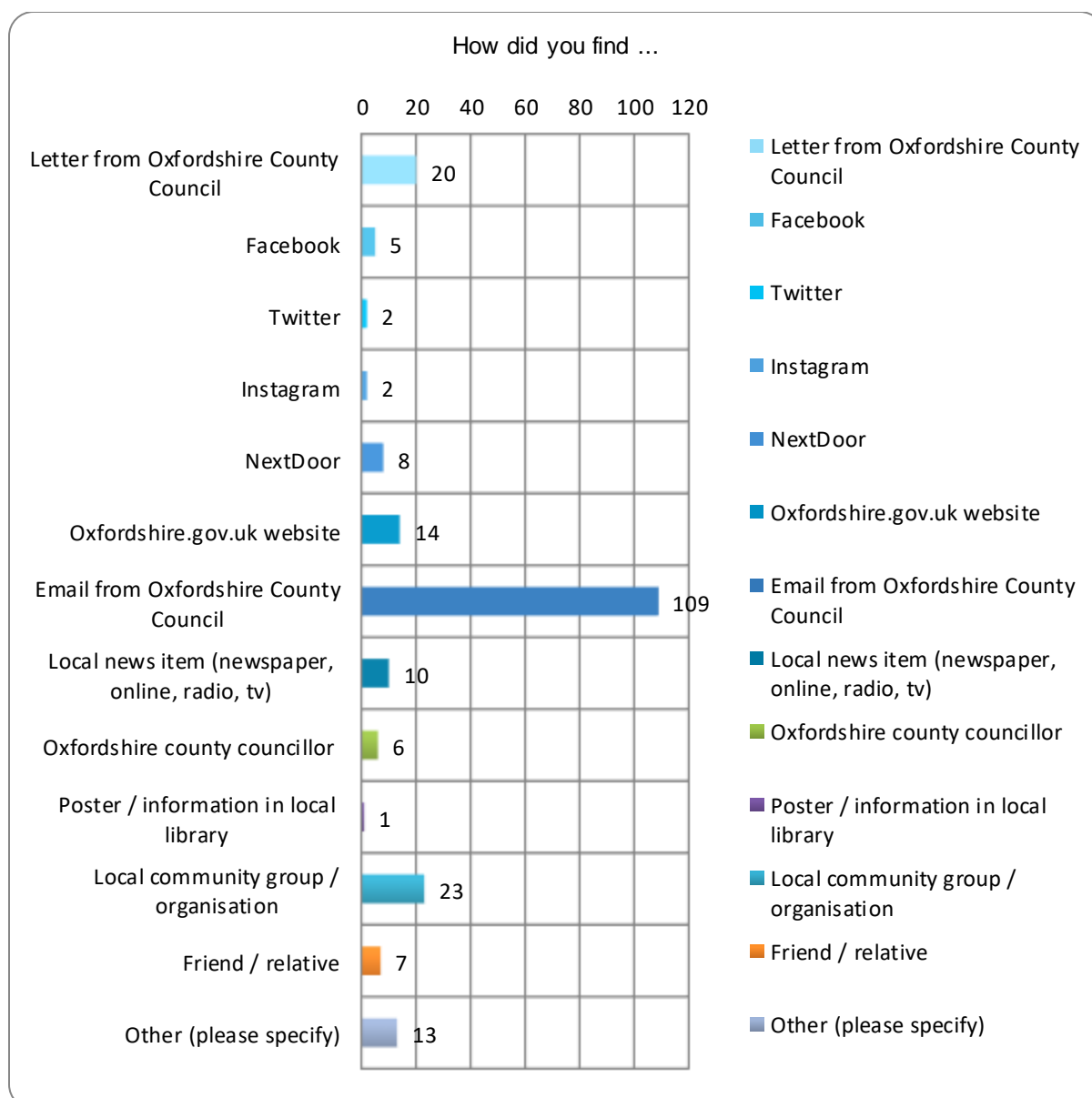
Majority of people, 67.3% said no; just under 15% said yes, a little; 13% said yes, a lot, and 9% preferred not to say.

6.5 Are you a Blue Badge holder?



185 people responded to the question whether they were a Blue Badge holder. Majority, 90% were not, and 10% were.

6.6. How did you find out about this consultation? (Choose all that apply)



Majority of respondents has learned about the consultation from an email. This could comprise the stakeholder emails as well as county council and city council's e-newsletters where the consultation was promoted.

7. Appendix

1.1 Consultation survey

Survey for the consultation on Oxford zero emission zone pilot: scheme changes

We're consulting on proposed changes to the charging scheme in the zero-emission zone pilot (ZEZ pilot) in Oxford city centre.

If you would prefer to complete this survey online, it is available here:
<https://letstalk.oxfordshire.gov.uk/oxford-zez-pilot-updates>.

Once you have completed this survey, you can return it to us for free (as no stamp is needed) by writing this address as **one line** in the middle of the envelope:

Freepost OXFORDSHIRE COUNTY COUNCIL

Please also write '**ZEZ pilot consultation**' on the top left corner of the envelope, so we can easily identify what is inside the envelope.

All responses must be received by **24 October 2023** when the consultation closes.

Alternative formats:

We know that some people can't, or find it difficult to, take part in online consultations or need things in a different format such as large print, Easy Read, audio, braille or a different language, to have their say.

If you, or anyone you know needs an alternative format of the survey or consultation document, paper copies of the consultation document or help with sharing their thoughts, please email: zez@oxfordshire.gov.uk or call Oxfordshire County Council's customer services team on **01865 792422**. Please note the council's customer services team are unable to answer any detailed questions about the consultations, but they can take your details and ask an appropriate member of staff to get in touch.

Introduction

We're consulting on proposed changes to the charging scheme in the zero-emission zone pilot (ZEZ pilot) in Oxford city centre.

The ZEZ pilot was introduced in February 2022 on nine streets in Oxford city centre. You can find out more about the scheme on our main website at www.oxfordshire.gov.uk/zez

Proposed changes

The proposed changes and reasons for them are outlined below.

Change	Reason
Remove discount end dates The 100% discount for Blue Badge holders and disabled tax class vehicles, and 90% discount for ZEZ business vehicles is currently due to end in July 2025. The 90% discount for ZEZ residents' vehicles is currently due to end in July 2030. We're now proposing to remove these end dates, so the above discounts would continue indefinitely.	Considering cost of living pressures, we don't think it is necessary or appropriate for these discounts to end on the dates shown, so we're now proposing these discounts will continue for as long as the pilot is in place.
Remove increase in daily charges from 1 August 2025 The ZEZ charges are currently due to double in August 2025. We're now proposing ZEZ charges should stay at the current levels indefinitely.	Considering cost of living pressures, we don't think it is necessary or appropriate for the ZEZ pilot charges to double in August 2025, so the current charges will continue for as long as the pilot is in place.

Q1 – I am responding to this survey as...

- Oxfordshire resident ☐
- Member of the public living outside of Oxfordshire ☐
- Business ☐
- Representative of a group or organisation ☐
- Parish, town, district or county councillor ☐
- Other ☐

1a - Please give the name of the business you represent

1b - Please give the name of the group/organisation you represent

1c - Please give your name and the parish or town/ward or division you represent

1d – If you answered other, please specify

Q2 - To what extent do you agree or disagree with the proposal to remove the discount end date for Blue Badge holders and disabled tax class vehicles?

- | | |
|----------------------------|--------------------------|
| Definitely agree | <input type="checkbox"/> |
| Somewhat agree | <input type="checkbox"/> |
| Neither agree nor disagree | <input type="checkbox"/> |
| Somewhat disagree | <input type="checkbox"/> |
| Definitely disagree | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Q3 - Comments on Blue Badge holder and disabled tax class vehicle proposals

Q4 - To what extent do you agree or disagree with the proposal to remove the discount end date for ZEZ businesses' vehicles?

- | | |
|----------------------------|--------------------------|
| Definitely agree | <input type="checkbox"/> |
| Somewhat agree | <input type="checkbox"/> |
| Neither agree nor disagree | <input type="checkbox"/> |
| Somewhat disagree | <input type="checkbox"/> |
| Definitely disagree | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Q5 - Comments on business vehicle proposals

Q6 - To what extent do you agree or disagree with the proposal to remove the **discount end date** for **ZEZ residents'** vehicles?

- | | |
|----------------------------|--------------------------|
| Definitely agree | <input type="checkbox"/> |
| Somewhat agree | <input type="checkbox"/> |
| Neither agree nor disagree | <input type="checkbox"/> |
| Somewhat disagree | <input type="checkbox"/> |
| Definitely disagree | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Q7 - Comments on **residents' vehicles** proposals

Q8 - To what extent do you agree or disagree with the proposal to **continue the current ZEZ charges** indefinitely, instead of doubling the charges in August 2025?

- | | |
|----------------------------|--------------------------|
| Definitely agree | <input type="checkbox"/> |
| Somewhat agree | <input type="checkbox"/> |
| Neither agree nor disagree | <input type="checkbox"/> |
| Somewhat disagree | <input type="checkbox"/> |
| Definitely disagree | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Q9 - Comments on **continuing the current ZEZ charges**

Q10 – Other **general comments**

About you

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities.

These questions are optional.

All information given is anonymous and is governed by the [General Data Protection Regulations 2018](#).

Q11- How did you find out about this consultation? (Choose all that apply)

- ☐ Letter from Oxfordshire County Council
- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ LinkedIn
- ☐ NextDoor
- ☐ Oxfordshire.gov.uk website
- ☐ Email from Oxfordshire County Council
- ☐ Local news item (newspaper, online, radio, tv) Radio advert
- ☐ Oxfordshire County Councillor District Councillor
- ☐ Parish or town councillor
- ☐ Local community news item
- ☐ Poster / information in local library Local community group / organisation
- ☐ Friend / relative
- ☐ Other (please specify)

Q12 – What is your postcode? Please provide the first four or five digits of your postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.

Q13 What is your age? (Choose one option) *

- ☐ Under 16
- ☐ 16 - 24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65 – 74
- ☐ 75 - 84
- ☐ 85 or over
- ☐ Prefer not to say

Q14 What is your sex? (Choose one option) *

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ I use another term (please state here)

Q15 What is your ethnic group or background? (Choose one option)

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

Q16 Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? (Choose one option) *

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

Q17 Are you a Blue Badge holder?

- ☐ Yes
- ☐ No

Data protection and privacy*

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public, or shared with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk/privacy-notice

Q18 Please use this space to tell us if there is any specific part of your response you wish to keep confidential:

Stay in touch

We invite you to sign up to get regular email updates on news, events, and developments from across the county.

Q19 Would you like to sign up? We invite you to sign up to get regular email updates on news, events, and developments from across the county. Any contact details you provide will be separated from the feedback you have shared in this survey.*

- ☐ Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- ☐ Yes, I'd like to sign-up to get regular updates on the county's news
- ☐ Yes, but I would only like to be kept informed about this consultation
- ☐ No thanks

Q20 If you have chosen 'Yes' for 'Would you like to sign-up?', please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

--

Thank you for taking the time to answer these questions.

Oxford ZEZ pilot amendment – four-week consultation

Consultation report

Document control

Version	Date	Notes	Completed by	Authorised by
V1	23/12/2024	Initial draft for review	Katariina Valkeinen	
V2	11/06/2025	Final issue	Katariina Valkeinen Martin Kraftl Bryan Evans	Hannah Battye

Contents

1. Introduction.....	3
2. Proposed change and reasons for it	3
3. Results	3
4. Comments analysis.....	4
4.1 Disagreement with the proposed change	5
4.2 Agreement with the proposed change	6
4.3 Other comments	7
5. Respondent profile	8
6. Demographic data	8
6.1 Respondents by age	8
6.2. Respondents by sex.....	9
6.3. Respondents by ethnic background	9
6.5. Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?	10
6.6. Are you a Blue Badge holder?	11
6.7. How did you find out about this consultation?	11
7. Appendix.....	12
7.1. Royal Cars response	12
7.2. Oxfordshire Cycling Network	13
7.3 Consultation survey	15

1. Introduction

Oxfordshire County Council and Oxford City Council launched a zero emission zone pilot in February 2022 to improve air quality, cut carbon emissions, and move towards zero emission travel in Oxford.

In autumn 2024 Oxfordshire County Council consulted on the proposal to remove the end date of the 50 per cent discount for low emission petrol-electric hybrid private hire vehicles (PHVs) and for Hackney carriage vehicles (HCVs) licensed by authorities outside of Oxford (non-Oxford taxis).

A four-week consultation was undertaken and was available on the county council's digital Let's talk Oxfordshire platform from midday 22 November to 5pm 20 December 2024. Paper copies were available at Oxfordshire County Library.

The consultation was publicised by an email to just over 100 stakeholders; notices in county and city councils' e-newsletters; and an email to city and county councillors.

We received 109 responses, 107 online and two by email. Both of the email responses addressed wider issues than just the proposed change to the ZEZ pilot and are included in full in the appendix to this report.

2. Proposed change and reasons for it

The proposed change and reasons for it are outlined below.

Current scheme

The discount for low emission petrol-electric hybrid non-Oxford Hackney carriages and private hire vehicles (PHVs) is currently due to end on 31 July 2025. The discount is 50 per cent.

Proposed change

Remove the end date of the discount and instead **allow the discount to continue** indefinitely as long as the pilot is in place.

Reasons for the proposed change

Considering cost of living pressures, we don't think it is necessary or appropriate for this discount to end on the date originally specified, so we're now proposing the discount will continue for as long as the pilot is in place. This will:

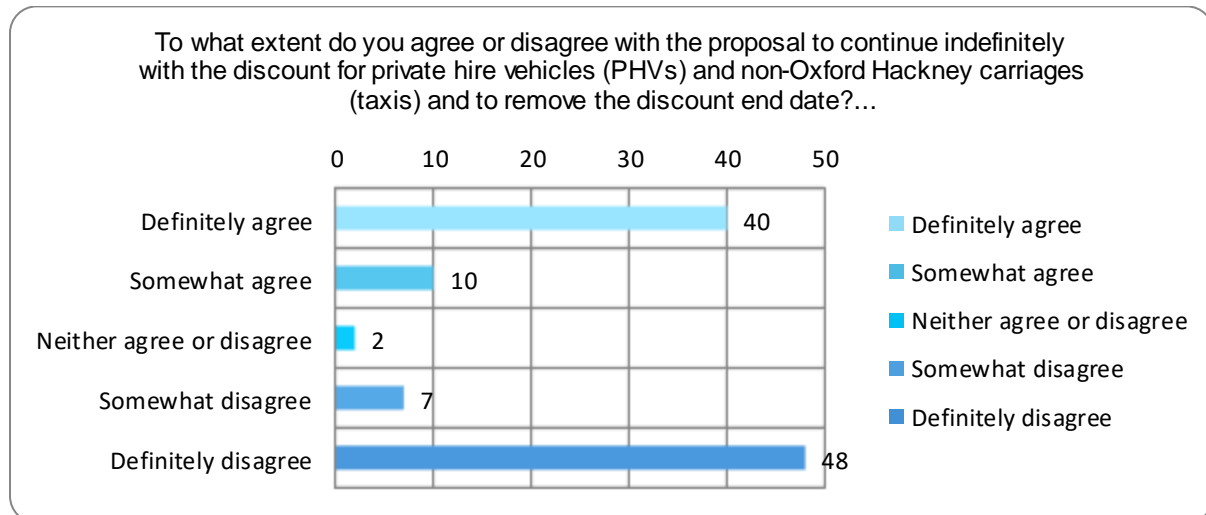
- provide relief from additional ZEZ charges for taxi and PHV users and operators, particularly for people with disabilities who may rely on PHVs and taxis for getting around
- provide clarity and assurance of costs for the remainder of the pilot scheme's operation for PHV and non-Oxford Hackney operators and their customers.

3. Results

We received 107 responses to the survey question:

To what extent do you agree or disagree with the proposal to continue indefinitely with the discount for private hire vehicles (PHVs) and non-Oxford Hackney carriages (taxis) and to remove the discount end date?

Of the respondents, 50 people, or **47 per cent**, **definitely or somewhat agree** with the proposal to continue with the discount, while 55 people, or **51 per cent**, **definitely or somewhat disagree**. Two respondents neither agreed nor disagreed.



In their email response, Oxfordshire Cycling Network (OCN) did not directly state agreement or disagreement but were *“concerned about extending an extra discount to non-Oxford Hackney Carriages and all Private Hire Vehicles in the ZEZ above that already given to hybrid vehicles.”*

It should be noted that the proposal is only to remove the discount end date for low emission petrol-electric hybrid private hire vehicles (PHVs) and non-Oxford Hackney carriages. It does not propose to extend the discount to any other vehicles.

OCN stated they are more concerned about “driver behaviour” and propose that taxis and PHVs are “required to have speed limiters”.
(See OCN response in Appendix 7.2)

The email response from Royal Cars did not directly state agreement or disagreement but requested that:

- “private hire and county hackney vehicles, particularly those licensed in Oxfordshire, receive a **permanent discount for entering the ZEZ pilot zone.**” AND
- the council “grant **full exemptions for Oxford county-licensed private hire and hackney vehicles** in any future expansion zones.”

(See full response in Appendix 7.1)

4. Comments analysis

This chapter gives a concise account of the comments given in the survey.

4.1 Disagreement with the proposed change

Respondents had a variety of reasons for disagreeing with the proposal to continue with the discount. Objections included:

- Subsidising private sector bodies is viewed as an abuse of the tax system and detrimental to public services.
- Current subsidies to fossil fuel corporations are excessive and unwarranted.
- Polluting vehicles, including private hire and taxis, should not be allowed in Oxford's ZEZ regardless of circumstances.
- Electric cabs are available and should be used to reduce pollution.
- Non-zero-emission vehicles should pay the full daily fee without discounts.
- Non-Oxford licensed taxis are contributing to pollution and congestion and should not receive discounts.
- Discounts should only be considered for locally licensed private hires to support the local economy and emissions standards.
- Fees for entering the ZEZ should be a strong deterrent, not minimal amounts like £2 or £4.
- Zero emissions should be mandatory for all taxis, as they have a significant impact on local air pollution.

Some saw the continued discount as a deviation from the ZEZ pilot objectives:

There should be no exemptions for private businesses as this will disrupt their desire to invest in cleaner vehicles. The standard hybrid cars they use output tons of emissions.

It makes a mockery of the zez concept to have indefinite exceptions - especially when taxis will be disproportionately present in the zone compared to private vehicles (relative to the city as whole).

Their emissions are just as harmful as other vehicles, stop continually watering down your proposals.

Broadly but not vehemently against this, enough warning has been given, PHVs and taxis are operated by businesses and they should respond accordingly by evolving their fleet to EVs. As Oxford-licensed taxis are separately exempt, this is a sufficient allowance in my view for disability requirements.

Some respondents broadened their feedback to perceived driver behaviour:

They should have no privilege at all. They are frequently terrible selfish drivers, often without passengers or transporting their own family. Frequently flouting school streets regulations any way the (sic) can too.

As an ex-resident of Oxford who frequently visits, I reject this proposal. PHVs and Hackney Carriages are often responsible for the worst driving seen in Oxford, despite numerous claims from the council that responsible behaviour will be part of their access to restricted streets.

4.2 Agreement with the proposed change

People who agreed with the proposal to continue with the discount, recognised the benefits for people who rely on taxis and private hire vehicles, but comments also included concerns and suggestions. In summary:

- Transport costs are high, and services are limited.
- PHVs and taxis should be allowed to enter the ZEZ free of charge as they provide essential services for local residents and businesses.
- Given the current cost of living pressures, it is not appropriate to end the discount for PHVs and taxis at this time.
- There is a concern about creating too many exemptions, but the discount for non-Oxford PHVs and Hackney carriages should remain due to inclusivity considerations, especially for people with disabilities.
- Encouraging shared transport options, such as taxis, reduces the usage of private vehicles, benefiting patients and staff.
- Using taxis and public transport instead of owning a car can improve environmental outcomes and reduce the number of parked cars in town.
- It is beneficial to have a favourable environment for taxis in Oxford.
- Removing the discount end date helps prevent increased costs for taxi users.
- Taxis are a crucial part of public transport, and many vehicles registered post-2007 have minimal impact on air quality.

Some expressed the wish to extend the discount even further:

Do not tax at all transport is overpriced and limited

Being an Oxford Resident with disabilities that has to use a taxi to get around having to pay anything to go through the ZEZ is wrong as one has no other option. You are penalising residents with disabilities when you should actually be encouraging them to get out and about.

PHVs and Taxis should be allowed to enter the ZEZ free of charge as they are providing a service to local residents and businesses

Others noted that while supportive, they also had concerns about keeping the discount:

My view is that we need to remain mindful not to create too wide a scope for exemptions. As such, I would have concerns about a decision to make the discount for non-Oxford PHVs and Hackney Carriages permanent. However, I agree that, in the context of the cost of living and with considerations about possible impacts on inclusivity for people living with disabilities, now is not the right time to end the discount.

4.3 Other comments

Respondents were also given the opportunity to give any other comments by responding to the question *Is there anything else you would like to say about the ZEZ?*

Responses to this question included both strong support and opposition for the ZEZ. Supporters urged the council to expand the zone, and some proposed even stricter criteria for driving in the city centre. E.g.:

I can't wait for it to be expanded, but I wish it was a restricted access zone, with only disabled and time-restricted commercial loading access allowed. On principle I disagree with the pay-to-pollute model, as it benefits richer people who can afford to pay the charge or buy an electric car, as well as encouraging ongoing (electric) private car ownership rather than using public transport or active travel.

Please add a weight-based charge to the ZEZ, to reflect the greater harms done by heavier and larger vehicles through road damage, particulate pollution, and road danger.

Some doubted whether the ZEZ is effective. E.g.:

Vehicles delivering to businesses should also be allowed to enter free of charge - the ZEZ costs are simply passed on to the business in question increasing operating costs. This is just another way of applying tax to businesses. It does not reduce the Emissions or create a cleaner environment as the vehicles have to enter the zone to deliver, etc.

Does it really have any effect to the environment? Any vehicles, other than electric ones, that need to come to the ZEZ area will very likely need to come to this very small part of the three streets in which we are.

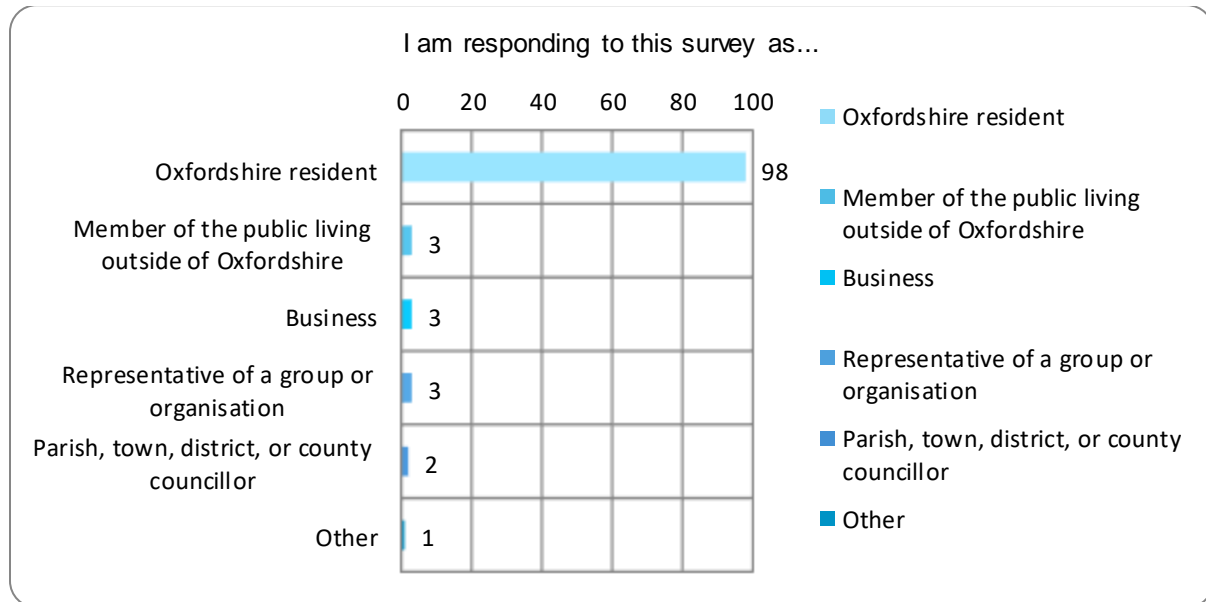
Some highlighted access to city centre and displacement of traffic. E.g.:

I am opposed as by its nature it is causing excess pollution elsewhere. Longer journeys in slow moving queues. Not everyone can afford an electric vehicle (most cannot in fact) and many cannot simply use public transport instead. A nice principle but execution is flawed.

Disabled should go free. It has stopped me going into Oxford now as I can not use public transport because I find it to painful. I really miss going to the he museum. I can't afford to pay the fee every time I want to go in

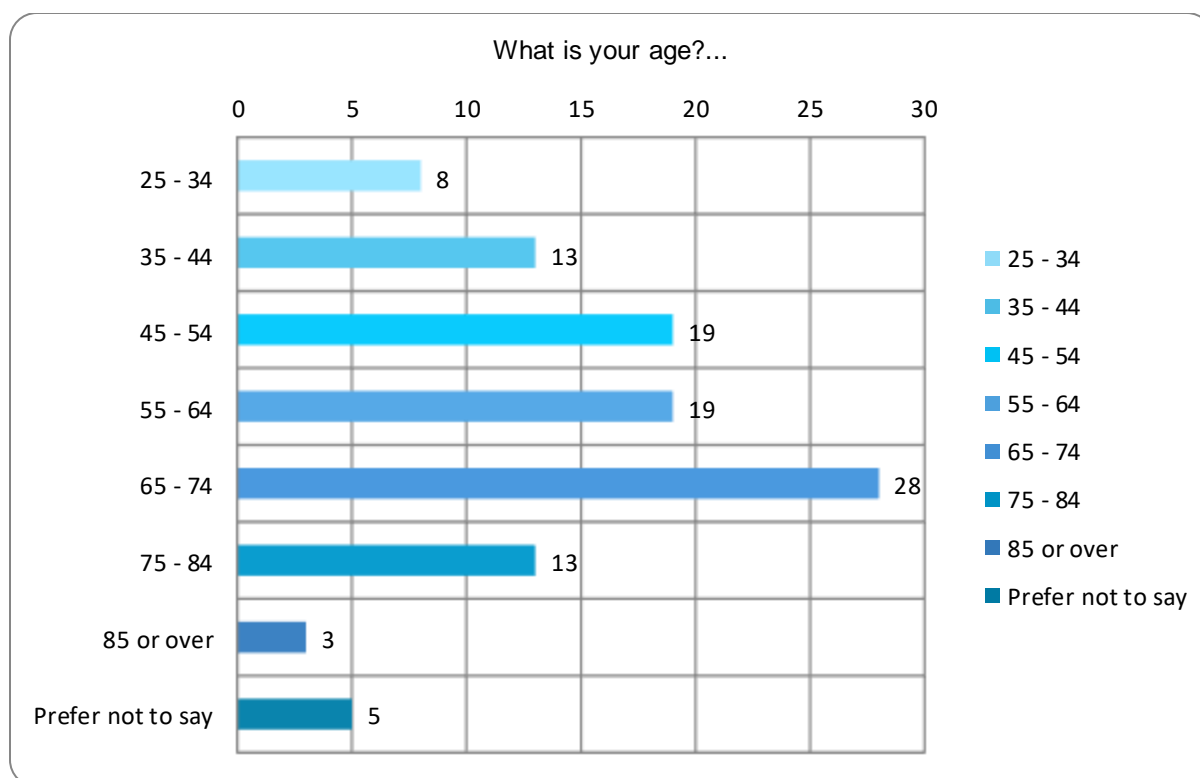
5. Respondent profile

There were 110 responses, including the two email responses. Majority were from Oxfordshire residents (98); 3 were members of the public living outside of Oxfordshire; 3 represented a business; 3 represented a group or organisation; 2 were councillors; and 1 identified as 'other'.



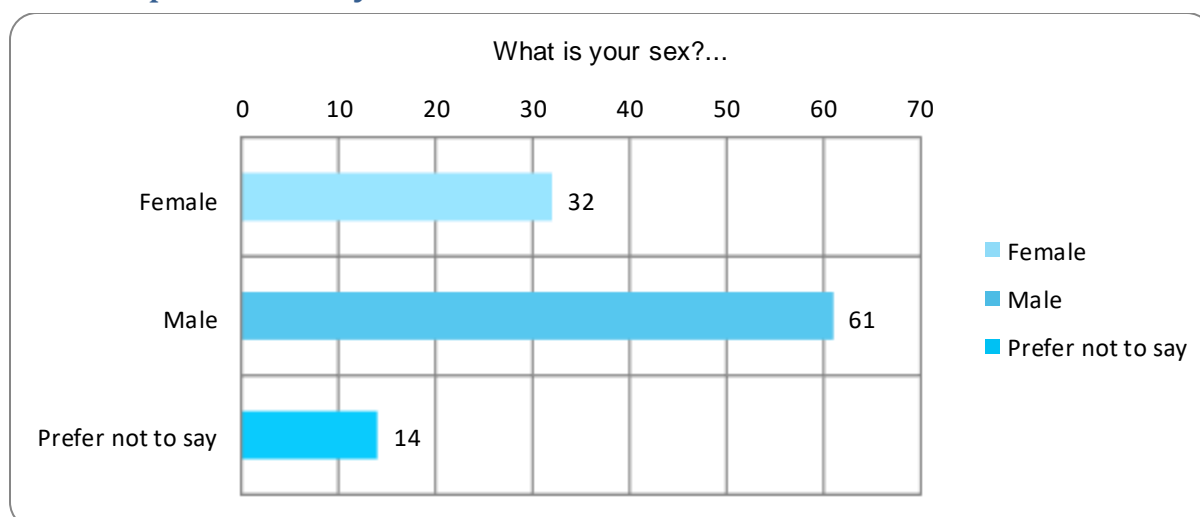
6. Demographic data

6.1 Respondents by age



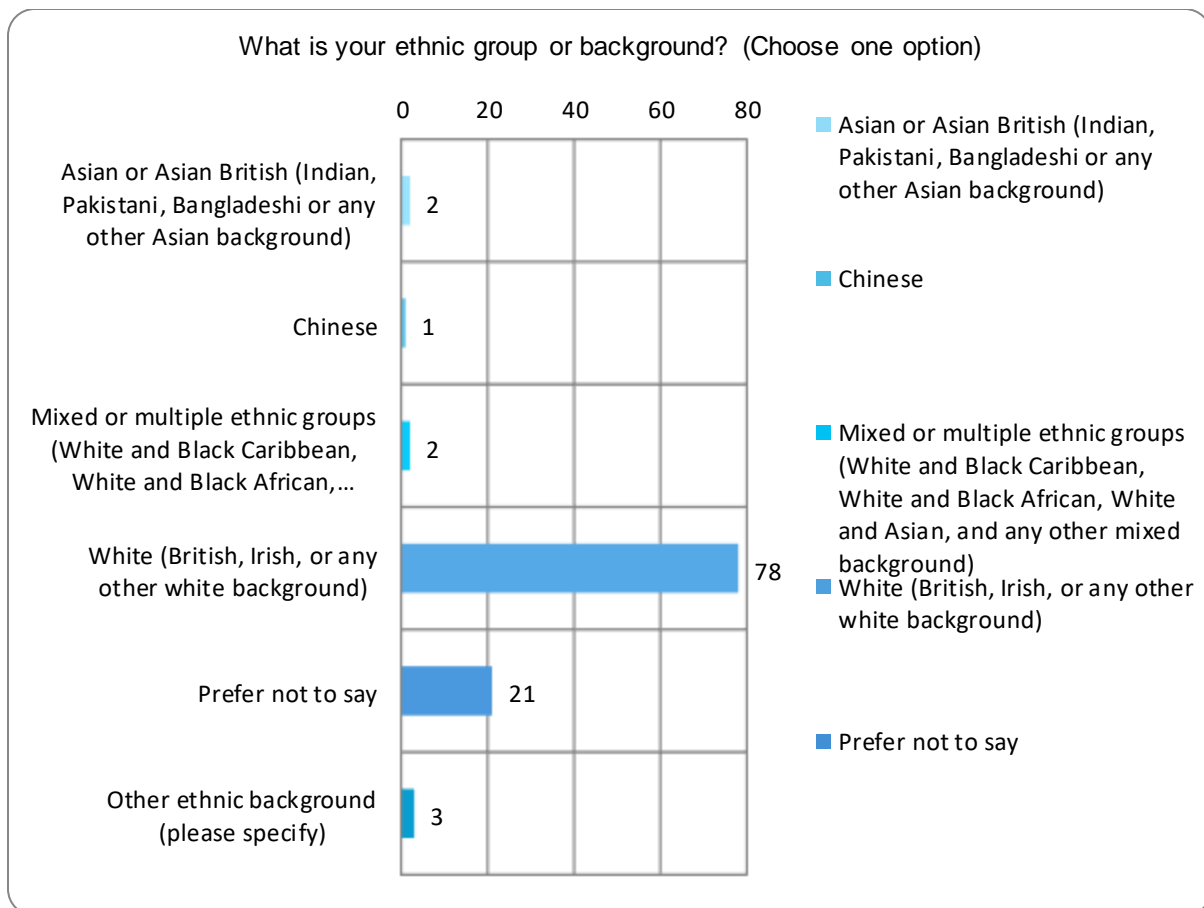
There were 108 responses to the question '*What is your age*'. Over 58% of respondents were over 55 years old, while there were no respondents under 25.

6.2. Respondents by sex



Over half of the respondents, 57%, were male; just under 30% female; and 13% preferred not to say.

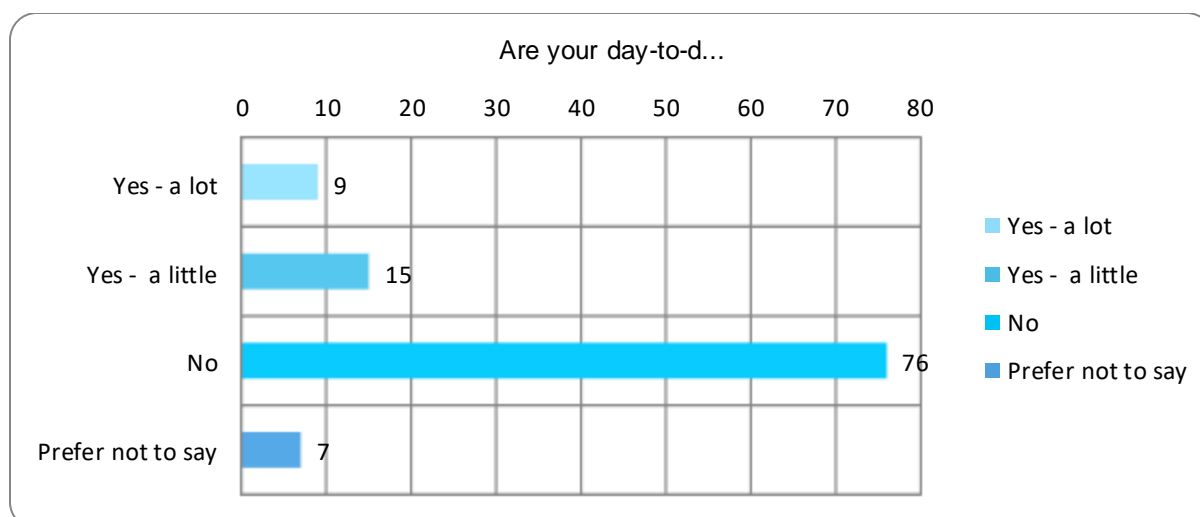
6.3. Respondents by ethnic background



107 people responded to the question about their ethnic background. Majority of the respondents, nearly 73%, were from a white background, while 26% preferred not to say.

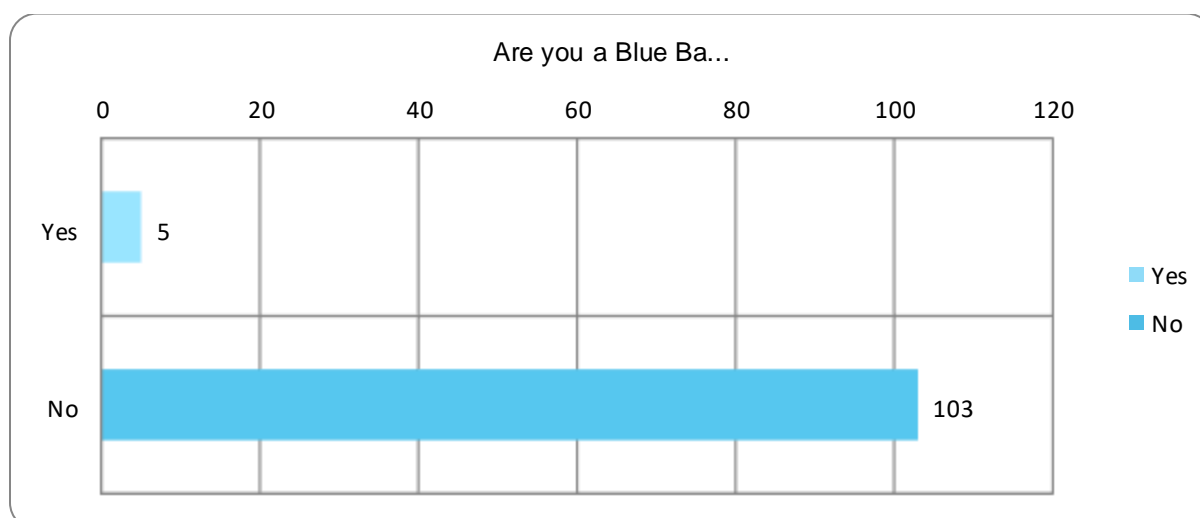
6.5. Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

.



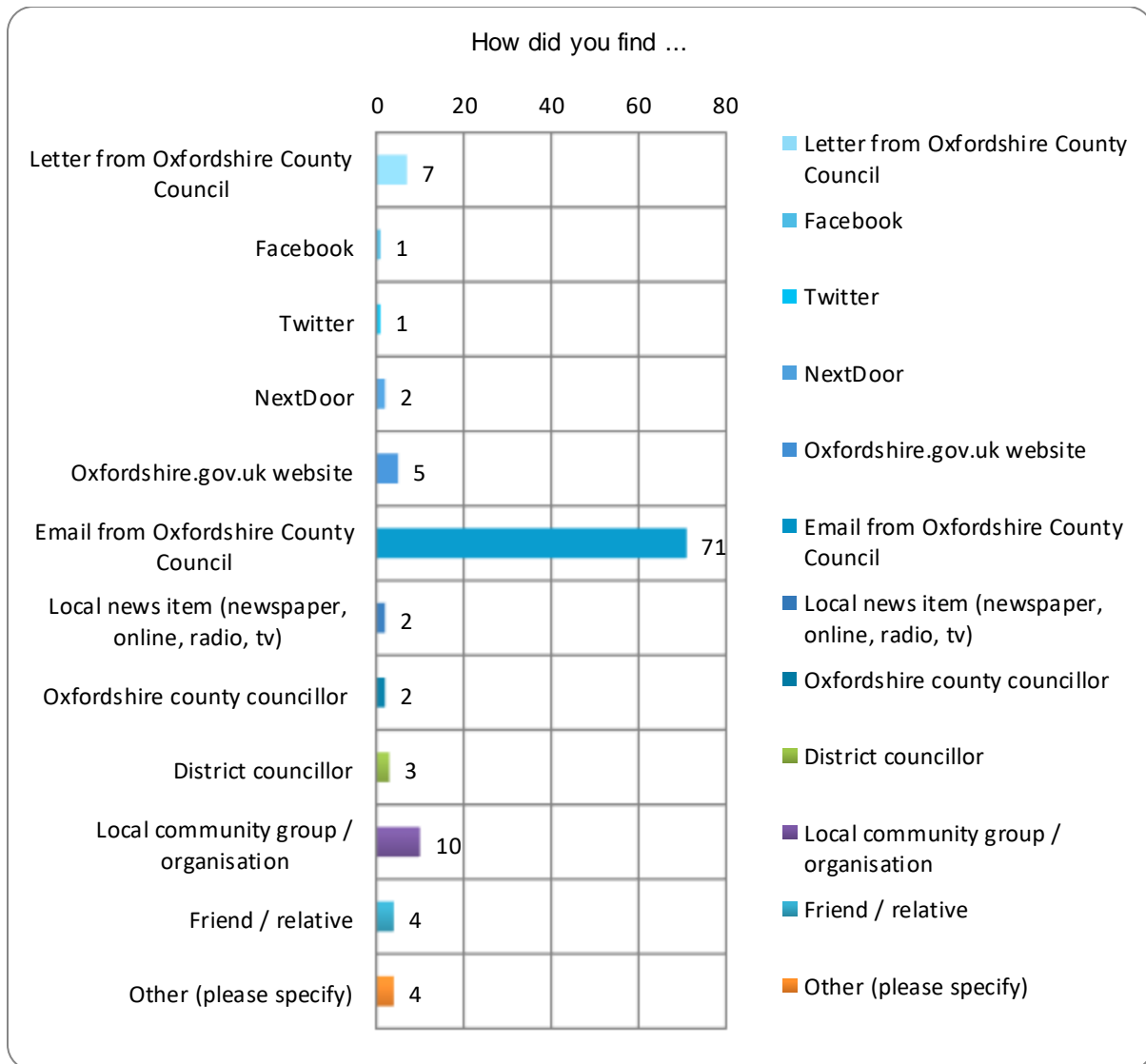
107 people responded to the question whether their day-to-day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months. 71% said no, while 14% said yes, a little. Just over 8% said yes, a lot; and just under 7% preferred not to say.

6.6. Are you a Blue Badge holder?



108 people responded to the question whether they were a Blue Badge holder. Five people said they were.

6.7. How did you find out about this consultation?



Majority of respondents had learned about the consultation from an email. This could comprise the stakeholder emails as well as county council and city council's e-newsletters where the consultation was promoted.

7. Appendix

7.1. Royal Cars response

Email 17 December 2024

Response to Oxford ZEZ Consultation – Request for Permanent Discount and Exemption for Oxford Private Hire Vehicles

Dear Consultation Team/Oxford ZEZ Team,

I am writing on behalf of Royal Cars in response to the ongoing consultation regarding the Oxford Zero Emission Zone (ZEZ) pilot and potential future expansion. We understand and support the Council's objectives to improve air quality and reduce carbon emissions in Oxford. However, we would like to raise some concerns and propose adjustments that will ensure fairness and mitigate adverse impacts on the local trade, drivers, and customers.

1. Request for Permanent Discount in the ZEZ Pilot Zone

As a private hire operator serving Oxford and the surrounding areas, we request that private hire and county hackney vehicles, particularly those licensed in Oxfordshire, receive a **permanent discount for entering the ZEZ pilot zone**. While many of our drivers are transitioning to low-emission or zero-emission vehicles, this process is gradual and costly. A permanent discount would:

- Encourage further investment in low-emission vehicles by easing the financial burden on drivers.
- Maintain affordability for customers, particularly those who rely on private hire services as a vital transport option.

2. Request for Full Exemption in Any ZEZ Expansion Zones

We urge the Council to grant **full exemptions for Oxford county-licensed private hire and hackney vehicles** in any future expansion zones. The introduction of expansion charges could have significant negative effects:

- **Drivers:** Many drivers, already facing the pressures of rising costs, may find it unsustainable to continue operating within Oxfordshire. This could lead to reduced workforce availability.
- **Customers:** Private hire services play a critical role in providing accessible transport for residents and visitors, especially in areas not well-served by public transport. Expansion charges would increase fares, disproportionately affecting vulnerable groups.
- **Trade:** Higher operational costs and reduced availability of private hire vehicles could hinder the city's overall mobility, impacting businesses and trade dependent on reliable transport.

Oxford's private hire sector is an essential part of the city's transport ecosystem. By granting exemptions for private hire vehicles, the Council would demonstrate its commitment to supporting local businesses and protecting essential services while balancing its environmental goals.

We welcome the opportunity to collaborate further on this matter and to discuss how the transition to zero-emission transport can be achieved equitably. Thank you for considering our feedback and proposals.

Qasim Muhammed

Account Manager

Royal Cars

7.2. Oxfordshire Cycling Network



Response to consultation on Oxford zero emission zone pilot - taxi and private hire vehicles (PHV)

**proposed change
- December 2024 -**

This response is on behalf of the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 250,000 people who cycle in the county (Sport England, only adults counted) and the 500,000 who would cycle if it was safe, convenient and pleasant (Dutch rates).

We support the concept of the Zero Emission Zone, and are please with the initial results. Motor vehicle traffic and both climate and toxic emissions have been reduced in the Pilot ZEZ area, and emissions have also been reduced in other areas across the city.

We recognise the role of taxis for private transport from A to B when other modes are not practical for people. 32% of Oxford households don't have a car, and sometimes a taxi will be a preferred choice to walking, cycling or public transport.

On the specific proposal presented, we are concerned about extending an extra discount to non-Oxford Hackney Carriages and all Private Hire Vehicles in the ZEZ above that already given to hybrid vehicles. These vehicles are likely to make more trips per day through the city centre than a private car, and therefore generate more emissions per day than typical for their emission class. A strong incentive to change to electric vehicles would be valuable to the health of the citizens of Oxford, and the other areas that these taxis and PHVs visit. Oxford Hackney carriages for example are already moving to an electric fleet and are exempt from charges.

We are more concerned about driver behaviour. While many taxi drivers drive responsibly, we frequently have reports from our members about ones who do not – particularly tailgating or close-passing cyclists in a dangerous fashion. Sometimes these are reported to the licencing authority, but this does not seem to result in effective action, or to the police, who often have not had the resources to take action, or there is insufficient evidence to take action.

Meanwhile, taxis are gaining an increasing number of special privileges to drive on residential streets and in shopping areas that are not available to other car drivers. For example, Taxis were permitted on several Low Traffic Neighbourhood streets, even though they were not included in a consultation about ANPR camera enforcement and emergency vehicle access.

We propose that to ensure the safety of residents and other vulnerable road users in these areas that taxis are required to have speed limiters. There are cheap and effective devices that improve safety for all road users, both inside and outside the taxi.

Robin Tucker

Chair

Oxfordshire Cycling Network

7.3 Consultation survey

Survey for the consultation on Oxford zero emission zone pilot: scheme change for private hire vehicles (PHVs) and for hackney carriages (taxis) licensed by authorities outside of Oxford (non-Oxford taxis)

We're consulting on a proposed change to the zero emission zone pilot (ZEZ pilot) in Oxford city centre. The proposed change applies to private hire vehicles (PHVs) and to Hackney carriages (taxis) licensed by authorities outside of Oxford (non-Oxford taxis).

If you would prefer to complete this survey online, it is available here:

<https://letstalk.oxfordshire.gov.uk/oxford-zez-pilot-taxi-phv-updates>

Once you have completed this survey, you can return it to us for free (as no stamp is needed) by writing this address as **one line in the middle of the envelope**:

Freepost OXFORDSHIRE COUNTY COUNCIL

Please also write '**ZEZ pilot consultation**' on the top left corner of the envelope, so we can easily identify what is inside the envelope.

All responses must be received by **20 December 2024** when the consultation closes.

Alternative formats:

We know that some people can't, or find it difficult to, take part in online consultations or need things in a different format such as large print, Easy Read, audio, braille or a different language, to have their say.

If you, or anyone you know needs an alternative format of the survey or consultation document, paper copies of the consultation document or help with sharing their thoughts, please email: zez@oxfordshire.gov.uk or call Oxfordshire County Council's customer services team on **01865 792422**. Please note the council's customer services team are unable to answer any detailed questions about the consultations, but they can take your details and ask an appropriate member of staff to get in touch.

Introduction

We're consulting on a proposed change to the discounts in the Oxford zero-emission zone pilot scheme (ZEZ pilot). The proposed change applies to **all private hire**

vehicles (PHVs) and to Hackney carriages (taxis) licensed by authorities outside of Oxford (non-Oxford taxis).

The ZEZ pilot operates on nine streets in Oxford city centre. You can find out more about the scheme on our website at www.oxfordshire.gov.uk/zez

Proposed changes

The proposed change and reasons for it are outlined below.

Current scheme	Proposed change	Reasons for the proposed change
<p>Remove discount end date</p> <p>The 50 per cent discount for non-Oxford Hackney carriages and private hire vehicles is currently due to end on 31 July 2025.</p>	<p>Remove the end date of the discount and instead allow the discount to continue indefinitely.</p>	<p>Considering cost of living pressures, we don't think it is necessary or appropriate for this discount to end on the date shown, so we're now proposing the discount will continue for as long as the pilot is in place.</p> <p>This will:</p> <ul style="list-style-type: none"> • provide relief from additional ZEZ charges for taxi and PHV users and operators, particularly for people with disabilities who may rely on PHVs and taxis for getting around • provide clarity and assurance of costs for the remainder of the pilot scheme's operation for PHV and non-Oxford Hackney operators and their customers.

Q1 – I am responding to this survey as...

- Oxfordshire resident ☐
- Member of the public living outside of Oxfordshire ☐
- Business ☐
- Representative of a group or organisation ☐
- Parish, town, district or county councillor ☐
- Other ☐

1a - Please give the name of the business you represent

1b - Please give the name of the group/organisation you represent

1c - Please give your name and the parish or town/ward or division you represent

1d – If you answered other, please specify

Q2 - To what extent do you agree or disagree with the proposal to **continue with the discount for private hire vehicles (PHVs) and non-Oxford hackney carriages (taxis) and to remove the discount end date?**

Definitely agree	<input type="checkbox"/>
Somewhat agree	<input type="checkbox"/>
Neither agree nor disagree	<input type="checkbox"/>
Somewhat disagree	<input type="checkbox"/>
Definitely disagree	<input type="checkbox"/>

Q3 - Comments on **private hire vehicles (PHVs) and non-Oxford hackney carriages (taxis) proposal**

Q4 – Is there anything else you would like to say about the ZEZ?

About you

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities.

These questions are optional.

All information given is anonymous and is governed by the [General Data Protection Regulations 2018](#).

Q5 How did you find out about this consultation? (Choose all that apply)

- ☐ Letter from Oxfordshire County Council
- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ LinkedIn
- ☐ NextDoor
- ☐ Oxfordshire.gov.uk website
- ☐ Email from Oxfordshire County Council
- ☐ Local news item (newspaper, online, radio, tv) Radio advert
- ☐ Oxfordshire County Councillor District Councillor
- ☐ Parish or town councillor
- ☐ Local community news item
- ☐ Poster / information in local library Local community group / organisation
- ☐ Friend / relative
- ☐ Other (please specify)

Q6 – What is your postcode? Please provide the first four or five digits of your postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.

Q7 What is your age? (Choose one option) *

- ☐ Under 16
- ☐ 16 - 24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65 – 74
- ☐ 75 - 84
- ☐ 85 or over
- ☐ Prefer not to say

Q8 What is your sex? (Choose one option) *

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ I use another term (please state here)

Q9 What is your ethnic group or background? (Choose one option)

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

Q10 Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? (Choose one option) *

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

Q11 Are you a Blue Badge holder?

- ☐ Yes
- ☐ No

Data protection and privacy *

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public, or shared with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk/privacy-notice

Q12 Please use this space to tell us if there is any specific part of your response you wish to keep confidential:

Stay in touch

We invite you to sign up to get regular email updates on news, events, and developments from across the county.

Q13 Would you like to sign up? We invite you to sign up to get regular email updates on news, events, and developments from across the county. Any contact details you provide will be separated from the feedback you have shared in this survey.*

- ☐ Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- ☐ Yes, I'd like to sign-up to get regular updates on the county's news
- ☐ Yes, but I would only like to be kept informed about this consultation
- ☐ No thanks

Q14 If you have chosen 'Yes' for 'Would you like to sign-up?', please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Thank you for taking the time to answer these questions



Oxfordshire County Council

Equalities Impact Assessment

OXFORD ZERO EMISSION ZONE PILOT AMENDMENTS

18th February 2025

Version	Date	Notes	Completed by	Authorised by
V1	18/02/2025	Initial draft for review	Martin Kraftl, Bryan Evans	
V2	11/06/2025	Final issue	Bryan Evans	Hannah Battye

Contents

Section 1: Summary details	3
Section 2: Detail of proposal	4
Section 3: Impact Assessment - Protected Characteristics	7
Section 3: Impact Assessment - Additional Community Impacts	8
Section 3: Impact Assessment - Additional Wider Impacts	9
Section 4: Review	10

Section 1: Summary details

Directorate and Service Area	Economy & Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Amendments to the Oxford zero emission zone (ZEZ) pilot.
Is this a new or existing function or policy?	Change to existing scheme.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>(1) Remove discount end dates The 100% discount for Blue Badge holders and disabled tax class vehicles, the 90% discount for ZEZ business vehicles and the 50% discount for qualifying petrol hybrid private hire vehicles and non-Oxford licenced taxis are currently due to end in July 2025. The 90% discount for ZEZ residents' vehicles is currently due to end in July 2030. Proposed change: remove these end dates, so the above discounts would continue indefinitely.</p> <p>(2) Remove increase in daily charges from 1 August 2025 The ZEZ charges are currently due to double in August 2025. Proposed change: ZEZ charges should stay at the current levels indefinitely. The proposals do not bias, discriminate or unfairly disadvantage individuals or groups within the community.</p>
Completed By	Martin Kraftl and Bryan Evans
Authorised By	Hannah Battye
Date of Assessment	18 th February 2025

Section 2: Detail of proposal

<div>Context / Background</div> <div>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</div>	<div>The ZEZ pilot was introduced in 2022 to improve air quality, cut carbon emissions, and move towards zero emission travel in the city. The pilot is designed to test the ZEZ on a small scale to inform future decisions about a possible larger ZEZ in Oxford.</div> <div>The ZEZ pilot includes various discounts and exemptions.</div> <div>Consultations on proposed changes to the ZEZ pilot ran from 12 September to 24 October 2023 and from 22 November to 20 December 2024.</div>	
<div>Proposals</div> <div>Explain the detail of the proposals, including why this has been decided as the best course of action.</div>	<div>ZEZ pilot changes proposed in consultations</div>	
	<div>Change</div>	<div>Reason</div>
	<div><div>Remove discount end dates</div><div>The 100% discount for Blue Badge holders and disabled tax class vehicles, the 90% discount for ZEZ business vehicles and the 50% discount for qualifying petrol hybrid private hire vehicles and non-Oxford licenced taxis are currently due to end in July 2025.</div><div>The 90% discount for ZEZ residents’ vehicles is currently due to end in July 2030.</div><div>Proposed change: remove these end dates, so the above</div></div>	<div><div>Considering cost of living pressures, the council does not consider it is necessary or appropriate for these discounts to end on the dates shown, so the consultations proposed these discounts should continue for as long as the pilot is in place.</div><div>It is also noted that the proposed changes will:<ul style="list-style-type: none">provide relief from additional ZEZ charges for taxi and PHV users and</div></div>

	discounts would continue indefinitely.	<p>operators, particularly for people with disabilities who may rely on PHVs and taxis for getting around, and</p> <ul style="list-style-type: none"> provide clarity and assurance of costs for the remainder of the pilot scheme's operation for PHV and non-Oxford Hackney operators and their customers.
	<p>Remove increase in daily charges from 1 August 2025</p> <p>The ZEZ charges are currently due to double in August 2025.</p> <p>Proposed change: ZEZ charges should stay at the current levels indefinitely.</p>	<p>Considering cost of living pressures, does not consider it is necessary or appropriate for the ZEZ pilot charges to double in August 2025, so the consultation proposed the current charges should continue for as long as the pilot is in place.</p>

<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The following data is available and has informed the proposals:</p> <ul style="list-style-type: none"> • Impact of the ZEZ on traffic flows and air quality • Feedback from users of the ZEZ • Feedback from other consultations (e.g. Oxford trial traffic filters) and monitoring of attitudes to cost of living pressures and transport schemes in general
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The main alternative considered was to retain in their current form some or all of the scheme features proposed to be amended. This was not adopted because, considering cost of living pressures and the needs of people with disabilities who may rely on PHVs and taxis for getting around, the council does not consider it is necessary or appropriate.</p> <p>In addition, ending selected discounts and increasing the ZEZ charges as envisaged by the original scheme would be controversial and would require significant officer time and resources to communicate and explain to those affected. This time and resource would be better spent working towards a larger ZEZ, which is expected to have far greater benefits, over a longer period.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Retention of discounts and lower charges may reduce transport costs for older people accessing the ZEZ	None		
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Retention of discounts and lower charges may reduce transport costs for people with disabilities accessing the ZEZ	None		
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Retention of discounts and lower charges may reduce transport costs for carers accessing the ZEZ	None		
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Retention of discounts and lower charges may reduce transport costs for people earning lower incomes accessing the ZEZ	None		

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		None		

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

Section 4: Review

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

Review Date	February 2027
Person Responsible for Review	Martin Kraftl
Authorised By	Hannah Battye

Oxford ZEZ pilot amendments

Estimate of future ZEZ Pilot scheme operating costs and income with and without changes to charges and discounts

Document control

Version	Date	Notes	Completed by	Approved by
V1	11/06/2025	First draft	Bryan Evans	
V2	08/07/2025	Final version	Bryan Evans	Matthew Kocak

Table 1: Summary of estimated future costs and income with existing charges and discounts – rounded to nearest £10k, July 2025

Financial Year	2025-26	2026-27	2027-28
Operating Costs	£380,000	£390,000	£400,000
Daily charges income ⁽¹⁾	£390,000	£390,000	£390,000
PCN income	£490,000	£490,000	£490,000
Total income	£880,000	£880,000	£880,000
Net income	£500,000	£490,000	£480,000
50% share	£250,000	£250,000	£240,000

Notes:

1. Payments of discounted charges by businesses and private hire vehicles / non-Oxford hackney carriages is estimated to account for approximately £3,000 per annum of the daily charges income for this scenario
2. Items may not combine to total, net and shared amounts due to rounding

Table 2: Summary of estimated future costs and income with doubling of tariffs and removal of discounts from August 2026

Financial Year	2025-26	2026-27	2027-28
Operating Costs	£380,000	£390,000	£400,000
PCN income	£490,000	£490,000	£490,000
Daily charges income ⁽¹⁾	£540,000	£620,000	£620,000
Total estimated future income	£1,040,000	£1,110,000	£1,110,000
Net income	£660,000	£720,000	£710,000
50% share	£330,000	£360,000	£360,000

Notes:

1. Removal of the ZEZ discounts is estimated to account for approximately £40,000 per annum of the daily charges income for this scenario with almost all of that resulting from businesses and blue badge holder payments
2. Items may not combine to total, net and shared amounts due to rounding

Division(s) affected: *Wantage West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

MARKET PLACE, WANTAGE – TRAFFIC MANAGEMENT RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the making permanent of the existing prohibition of driving & waiting measures for:
 - i) the western section of Market Place (reduced from original proposal to a point 17 metres southeast of its junction with Alfred Street,
 - ii) the southern section of Alfred Street (as advertised),
 - iii) the northern section of Church Street (as advertised).
- b) Approve the making permanent of the removal of 30-minute time limited spaces (Mon-Sat 8am-6pm) on the west side of Alfred Street (approx. 3 spaces), and the southern side of Market Square (approx.1 space),
- c) Approve the making permanent of the relocation of two existing Disabled Persons Parking Places on the south side of Market Square further eastwards,
- d) Approve the permanent removal of existing motorcycle parking placed from the west side of Alfred Street,
- e) Approve the retention of the taxi rank on its current alignment and not to proceed with proposals to relocate spaces further eastwards to sit adjacent to a proposed 'horseshoe' arrangement,
- f) Approve the retention of the 30-minute time limited spaces (Mon-Sat 8am-6pm) on the southern side of Market Square (approx.2 spaces), and
- g) Approve the continuing use of temporary planters and barriers, pending further design work being undertaken by the Wantage

Market Place Regeneration (2025) project for a permanent scheme design and subsequent construction works.

Executive Summary

1. This report presents responses received to a consultation on a proposed permanent Traffic Regulation Order (TRO) which followed on from an Experimental TRO which came into effect on 03 January 2022. This had continued on an experimental basis the provisions of a Covid related Temporary TRO, which suspended waiting & parking places (disabled persons' parking places, general time limited parking places and motorcycle parking places) at the western end of Market Place, the southern end of Alfred Street, and the northern end of Church Street in Wantage. The Order also prohibited the use of these parts of the above roads by all vehicles.
2. The aim of the Wantage Town Council promoted scheme is to provide outdoor seating and an environmental improvement for the benefit of pedestrians, including customers of adjacent businesses as well as a safe, accessible route into Market Place from Mill Street, avoiding the narrow footways at The Bell PH. The experimental and temporary closure has been implemented with substantial planters and chapter 8 compliant barriers.
3. A plan of the recommended changes to the original design can be seen in **Annex 1**, whilst a plan of the original consulted upon permanent scheme (now superseded) has been included at **Annex 2** for context.

Sustainability Implications

4. The proposal reallocates road space to provide outdoor seating and an environmental improvement for the benefits of pedestrians, including customers of the adjacent businesses. Prohibiting vehicles from the western end of the Market Place removes vehicle / pedestrian conflict, therefore improving road safety.
5. From a sustainability perspective, the permanent change in the west end of Market Place will remove vehicle congestion in this space and therefore have a beneficial impact on air quality and reduction in noise. Reallocating the space will also enable an increase in planted roadside furniture and therefore an increase in biodiversity.

Financial Implications

6. Funding for the proposal, including consultation has been met by the town council, and further design and construction work will be undertaken by Oxfordshire County Council Place Planning Team for Vale as part of the 2025 Market Place Regeneration Project – which incorporates some design work from this project. Following the recommendation of this report would reduce risk

to the 2025 project in that it would create a new 'do minimum' option for the existing reserved pedestrian space, potentially enabling a bid for detailed design and construction funding to complete the west end section prior to the rest of the project as a Phase 1 of construction.

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 and Traffic 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

Equalities and Inclusion Implications

9. Objections and concerns have been received that relate to the loss of parking and access to the western end of the Market Place for those that are less mobile or require the use of mobility aids. Also, a concern has been received from an adjacent business who have elderly clients that need to be picked up and dropped off for their appointments.
10. Removal of vehicles and parking from Market Place has already enabled an accessible space for people with mobility issues or with young children in buggies to enter the area from Mill Street without having to use the narrow, busy and uneven footways near to The Bell public house. Access from Church Street, a route that has no footways, would also suffer from a reintroduction of vehicle access and be significantly less safe for people of all abilities. To remove this pedestrianised area would remove these advantages and access would be less safe overall. Making this order permanent will enable semi-permanent works which will create ramps for increased footway accessibility and would meet the basic human needs of most users.
11. The recommendation in **Annex 1** retains the existing disabled bays and makes no changes to the existing parking provision meaning concerns have been mitigated. Further changes to the parking provision in this area will be investigated as part of the co-designed 2025 Market Place Regeneration Project and accessibility and mobility is at the heart of that scheme.

Formal Consultation

12. A formal consultation for the Permanent Traffic Regulation Order was carried out between 16 August 2023 and 16 September 2023. A notice was published in the Oxford Times newspaper on 16 August 2023, and an email sent to the statutory consultees including Thames Valley Police, the Fire and Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled people user groups, Vale of White Horse District Council, and the local County Councillors representing the then Grove and Wantage divisions. Street notices were also placed on site in the immediate vicinity of the proposals.
13. 178 responses were received during the online statutory consultation, comprising of 79 (45%) objections, 18 (10%) raising concerns and 79 (45%) in support.
14. The responses to the consultation were categorised so the public could offer an opinion on each part of the August 2023 scheme. The results can be seen in the following table.

Opinion	Prohibition of motor vehicles	Removal of 30-minute parking places	Removal of Motorcycle parking	Relocation of Disabled Persons Parking	Relocation of Taxi rank	Shared-use Taxi & Loading Bay	Scheme in general
Object	39%	49%	42%	39%	39%	39%	45%
Support	45%	42%	49%	47%	47%	45%	45%
Concerns	15%	10%	10%	14%	14%	16%	10%

15. Whilst the overall opinion of the scheme was evenly weighted for and against, the data indicates that while the categorised results are close, there is clear support for the project in general except for the removal of on-street parking. The on-street parking removal and removal of motor vehicles in the area conforms with LTCP objectives and Placemaking / Vision Zero objectives.
16. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

17. Thames Valley Police & Oxford Bus Company raised no objections to the proposals.
18. **Annex 3** shows the 79 objections, 79 comments in support and 18 concerns which were received from members of the public, broadly relating to seven main

issues. These are, loss of parking / access, loss of disabled persons' parking places (DPPP), loss of taxi rank spaces, detrimental effect on adjacent businesses including deliveries, lack of use of the pedestrian space, negative effect of traffic changes, and people shopping elsewhere. Responses to these issues are listed below.

Loss of parking / access:

19. Eight parking spaces have been removed by the Experimental Order and subsequently the recommendation set out above. Wantage Town Council stated, and it is noted by Oxfordshire Place Planning, that there are adequate alternative parking options within a short walk from the town centre area. The Town Council's own car park in Market Place accommodates 34 vehicles, 4% of Wantage's overall off-street parking provision and on and off street car parking around the town centre provides a further 787 spaces.
20. The loss of spaces is insignificant compared to the total number of spaces available within 5 minutes' walk of the town centre. Reduction in on street parking in Market Place is also key to promoting customer dwell time with people staying for longer and being more economically active. The reduction will also lower the quantity of vehicles rotating the area, looking for a free 'pop-in' spaces, creating a betterment in air quality and a lower risk of collision.
21. The temporary and experimental layout has been in place for three years and four months at time of writing. Wantage Town Council state that no major issues have arisen regarding lack of access. There is a pull in area off Church Street that enables vehicles to get within a very short distance of the few premises requiring front access. It should be noted that following the experimental consultation, Barclays Bank was closed and the cashpoint removed which was a significant attractor for vehicles parking. This building is currently under conversion to a coffee shop and restaurant, in keeping with the pedestrianised feel of this new space.

Loss of disabled persons' parking places (DPPP):

22. Due to the number of objections and concerns received on this issue Wantage Town Council have agreed to retain the two existing DPPP at the western end of the Market Place. Also, the Town Council has recently created two further DPPP within the Market Square car park. In the future, the DPPP may be reviewed, and should they require moving to other areas, a high-quality facility will be provided.

Loss of taxi rank spaces:

23. The changes do involve the reduction of the taxi rank from seven to four spaces. Wantage Town Council state that the use of the rank has diminished in recent years due to customers calling taxis by mobile telephones. There is the possibility of locating three taxi rank spaces to Newbury Street, if it is found necessary, but currently this would appear not to be required. Data collection regarding the taxi rank has been undertaken to understand how the rank is

being used and the results of this survey will be integrated into the future work of the 2025 Market Place Regeneration Project which the taxi trade is involved in early stakeholder engagement.

Detrimental effect on adjacent businesses including deliveries:

24. Wantage Town Council state that there is no evidence that businesses have been significantly adversely affected by the reallocation of road space to pedestrians. The only business near to the area that has closed is Barclays Bank, which was not to do with the pedestrianisation. An empty shop within the closed area was recently occupied and the Kings Head PH has recently changed hands, been refurbished and is utilising the outside space. The former Barclays Bank unit is currently under development into a large coffee shop with accommodation above.
25. Early engagement for the 2025 Wantage Market Place Regeneration Project indicates that the businesses in the West End of Market Place have adapted, are still trading with some enjoying the space with a café and public house deploying tables and chairs for outside dining creating a captive audience for the nearby shop windows. The traders in the project area are keen to have a resolution to the scheme and further construction work to enhance the space. There is a trader who is wary and requires nearby loading access however this is provided by space in Church Street and parking outside the former bank premises as shown in **Annex 1**.
26. Regarding deliveries, Wantage Town Council state that the licensed properties in the western end of the Market Place can be, and normally are, accessed from the rear in Church Street. The new licensee of the King Alfreds Head has noted that they load from the front of their property due to the size of the vehicle used by the brewery. There is a pull in from Church Street by The Swan Public House that is also available for deliveries. A wider business survey regarding business use and loading will be undertaken by the 2025 Wantage Market Place regeneration project.

Lack of use of the pedestrian space:

27. Wantage Town Council state that the pedestrian space has proved popular, which is why it has been supported by 79 respondents. The tables and chairs that are on the public highway are well used and create a pleasant environment away from the traffic. Creating a permanent space, reallocated to pedestrian use, will enable the area to be used for smaller events and wider street trading. At present, with no permanent order in place, there is a risk to businesses purchasing tables and chairs for on-street use, formalising the order will create surety to local businesses that their investment is secure as the facility will not be removed.

Negative effect of traffic changes:

28. This issue relates to changing Alfred Street and Church Street (side) from one-way roads to two-way roads because of closing the western end of the Market

Place. These roads are narrow, with reduced visibility at their respective junctions with Mill Street and Church Street (main) and have inadequate or no footways. However, vehicle movements are minimal and in the three years and four months that the closure has been in place, these roads appear to have been operating satisfactorily as two-way, with no complaints being received by the County Council's Traffic & Road Safety Team. The safety and accessibility benefits to pedestrians entering Market Place from these directions far outweighs the use of the space by cars who have sufficient access from elsewhere.

29. Notwithstanding the above, changing Alfred Street and Church Street (side) to two-way roads will form part of the 2025 Wantage Market Place Regeneration "do minimum" option and permanent scheme design which is subject to a road safety audit, and technical approval by the County Council.

People shopping elsewhere:

30. Wantage Town Council state that Wantage cannot offer the variety of shopping opportunities offered elsewhere and therefore undoubtedly residents are attracted to shop in other locations for certain items. With an increase in people shopping online, to remain economically sustainable, Wantage needs to create an offer for local people and the pedestrianisation of the western end of the Market Place is likely to provide that attractor as people seek town centre experiences at the local independent traders in that space.
31. The Wantage Town Centre Manager monitors the situation regarding empty shops in the town and currently none are empty due to local trading conditions. Some are under offer awaiting completion. Others are affected by specific issues relating to the premises. The car parks in the town get reasonably full and the weekly markets are thriving. Oxfordshire County Council Place Planning Teams are closely monitoring footfall, dwell time and catchment during the project lifecycle and beyond and offering insights to the Town Council and Chamber of Commerce to promote the town.
32. The project team has been working with the local community including the Chamber of Commerce to explain the Market Place West End project and develop an understanding of the process. In terms of support, the Chamber of Commerce state in **Annex 4**:

"For your plans to get OCC Cabinet approval for closure of the existing pedestrianised area on 17th July, Wantage Chamber of Commerce would endorse this as long as you can categorically state by reply that this road closure will not extend beyond the current barriers, or include the current loading areas and taxi rank up to the triangle, and that it will remain open for taxi's, delivery van and customer access as it is now for the foreseeable future? Also please confirm that this access cannot be removed until further planning has been fully consulted upon and agreed with the Chamber and local community."

33. As can be seen in the email response in the same annex, these confirmations have been sent, and the Chamber therefore are assumed to be in a positive position.

34. The local Taxi Association have been asked for final comments however as of the time of writing, nothing has been provided for this report to cabinet

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Recommendation: Market Place West End Annex 2: Draft Consultation Plan of Permanent Scheme Annex 3: Consultation responses August 2023 PTRO Annex 4: Chamber of Commerce Position (Email chain)
---------	---

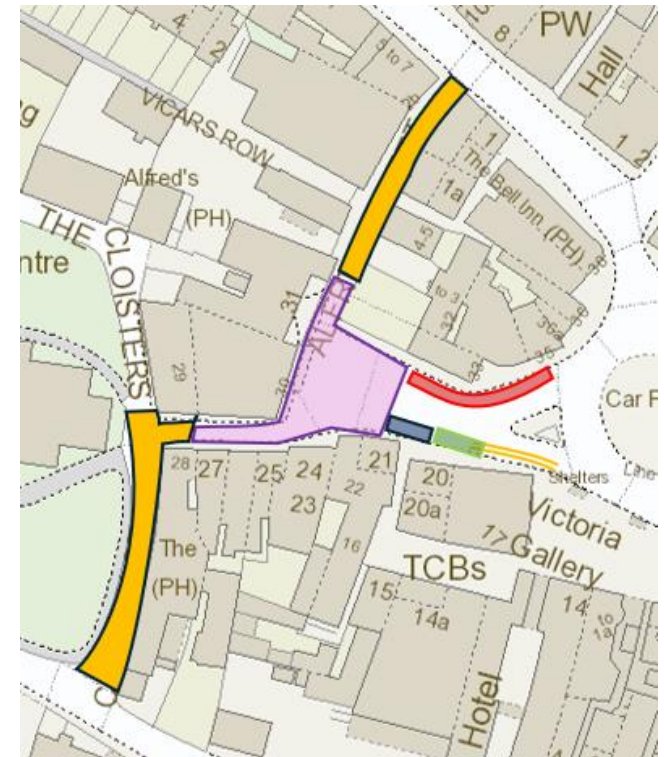
Contact Officers:	Andy Sweeney (Team Leader - Place Planning & Coordination)
-------------------	--

July 2025

Market Place West End



- Taxi Rank
- Disabled Bay
- Limited Wait Parking
- Prohibition of Motor Vehicles
- 2 Way Street



NOTES

This drawing is to be read in conjunction with all relevant documents and specifications.

Based upon Glanville Consultants topographical survey drawing no. 8200883/4101-4104.

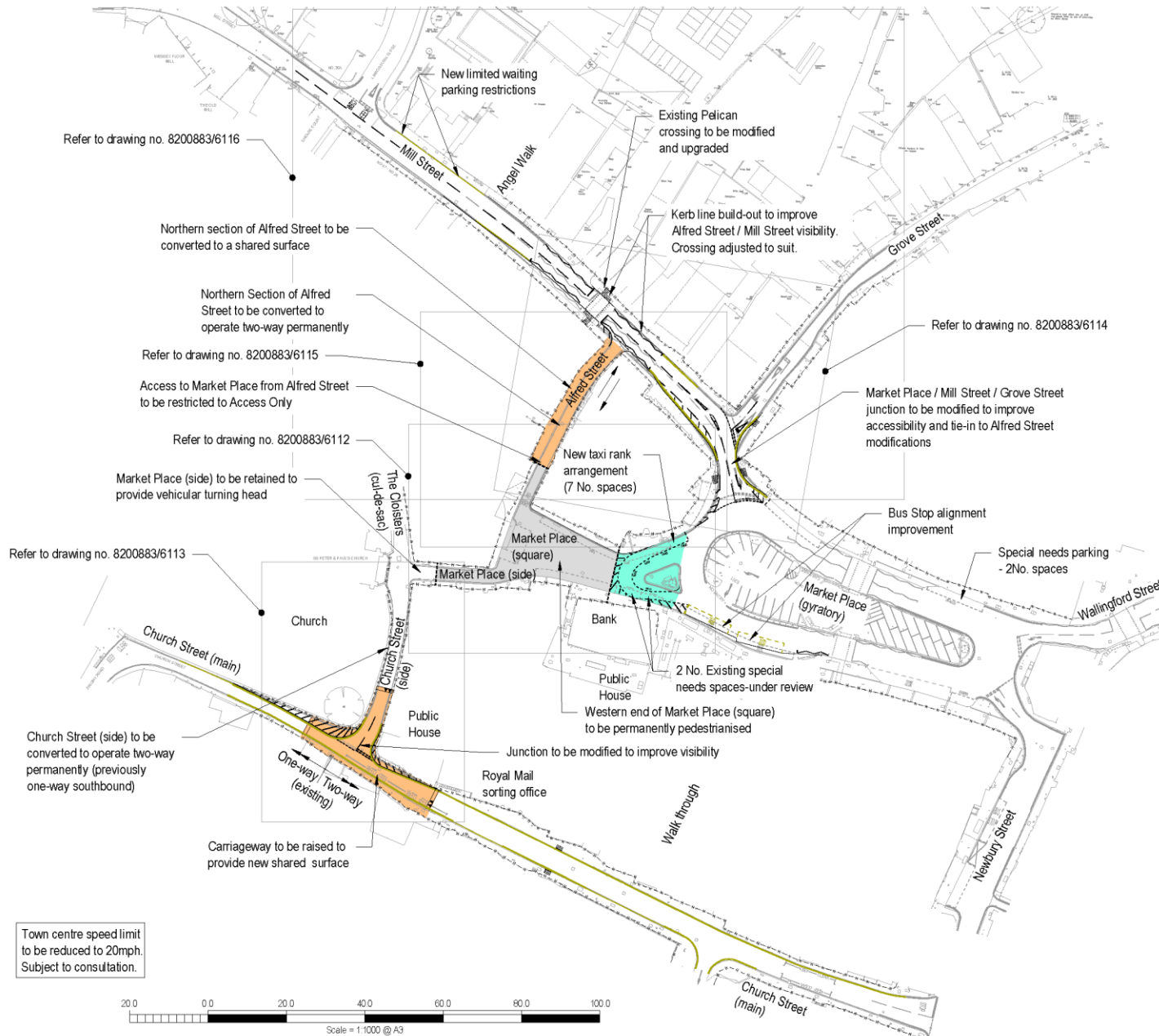
KEY

--- Existing public highway extent

■ New Shared surface

■ Temporary pedestrianisation to be made permanent

■ New taxi rank arrangement



P3	Market Place / Mill Street jct amended in accordance with OCC comments. Parking restrictions updated in accordance with OCC proposals.	03/10/2022 T. Hart	MF
P2	Amended following preliminary OCC comments.	17/06/2022 T. Hart	MF
P1	Preliminary issue	27/04/2022 T. Hart	MF
Rev.	Description	Date	Chkd



Client : Wantage Town Council

Project : Market Place Pedestrianisation Scheme
Wantage Town Centre

Title : Overall General Arrangement

Project Engineer : T. Hart Scale : 1:1000 @ A3
 Project Director : M. Ford Date : February 2022
 Status : CONSULTATION

Drawing No. 8200883/6110 Rev. P3

ID	Capacity	Scheme in general	Specific comments Redacted	General comments
1	Local Resident	Concerns	Removal of disabled parking and moving then further away will certainly not encourage people to shop in Wantage. Will there still be a Market on Wednesday and Saturday? Will you relocate the fair when they are due in the town? Have the public been asked what they would like? To encourage more people here we need more shops not empty buildings.	Surely there are better ways to spend the money, rather than putting people off coming here.
2	Local Resident	Concerns	Motorist Residents that live in and around market place will be disadvantaged	
3	As a business	Concerns	The pedestrianised area at the west end of the Market Place is only used over several weekends in the summer and by two hospitality businesses in suitable weather. The whole of the remainder of the time, it is unused - but prevents any businesses fronting to it from loading, collecting or access by contractor or customer vehicles. Resultingly, as the only garden in the Market Place, No.s [REDACTED] do not have access for regular gardening contractors. Additionally, there are five apartments at 32 Market Place which already do not have any parking but as a result of the measures do not have anywhere even close to load/unload/move home. Since the well intentioned but ill thought out temporary measures were put in place, Alfred Street has been used as a general drop off route or quick shopping parking spot - from the postman to delivery drivers, shoppers and even drivers who are lost. There is nowhere for any of this traffic to turn, resulting in all of it having to reverse out into Mill Street, which is highly dangerous. More than one property in Vicar's Row now have to pull out in vehicles into Mill Street which is still highly dangerous in spite of any contrary comments from Oxfordshire Highways. The occupants of the four parking spaces at 32/33 Market Place not only need to use a length of road towards the top of Alfred Street (vehicle length past the car park) to turn their vehicles around, to prevent reversing into Mill Street. Notwithstanding, they all suffer an extremely dangerous exit from Alfred Street to Mill Street, this is often multiple times per day and often at busy times. This is an accident waiting to happen. Fortunately no emergency services have been required within this restricted access but if made permanent, that is an additional consideration that has not been considered fully. The	Reducing traffic within the town centre is a good concept but we MUST protect the existing businesses which already struggle to remain in the high street. The proposed system does not do that it purely reduces parking, endangers traffic and general safety, hinders business, and so makes the town less attractive to visitors, in fact anyone other than non-driving residents of the town centre itself.

			best solution is to have Alfred Street as No Entry and used for residents only. At least on week days those confirmed residents should be able to access the full length of Alfred Street and exit at 5mph into the Market Place, sharing the space available with pedestrians. This cannot be claimed to be dangerous, it is no different to Grove Street or many other local market towns that operate a similar system.	
4	Rather not say	Concerns	Our little towns business need as much support as possible during these financially tricky times. Any changes to the town need to be with discussion with these businesses. Changes could have massive implications on all traders.	
5	Local Resident	Concerns	Will there be enough space for local businesses to have stock delivered and for customers to short term park to collect items?	
6	Local Resident	Concerns	My concerns are that delivering goods and services to all the businesses including a Gallery are NOT sufficient at all. It is hard enough to deliver stuff there, there are often random cars vans parked not even delivering and there is no way a sculptor or potential buyer can walk far with a heavy load, nor someone delivering goods to the pubs, cafe or Gallery.	I think the businesses it affects need to have more say in how this plan is put forward.
7	Local Resident	Concerns	Disabled people need access to essential services. In particular, the advice centre, Royal Mail, the optician as well as cafes etc. It is not clear whether there will be accessible features such as dropped kerbs. The public are being asked to comment on plans that lack details.	See above
8	Local Resident	Concerns	For the town itself and retailers in particular, the access of motor vehicles (including motor cycles) is essential and for elderly/ infirm people who are not classed as disabled, shopping and visiting nearby cafes etc. means that they must have reasonably close parking facilities. My concern about the shared Taxi & Loading bay means that a mid-morning van delivery may not be able to park because a Taxi is already occupying the space.	
9	As a business	Concerns	I often deliver ceramics that I have made to the Dolphin gallery. It is very useful to have a 30 minute waiting space near the gallery. I am concerned that this will negatively affect business for the gallery.	While it is great to have seating outside the pub and cafe, we should also support local independent shops who need to have some space set aside for deliveries and in the case of the gallery, collections too.
10	Local Resident	Concerns	If u want people to shop in the town. Then u need to allow car for shopping.	
11	Local Resident	Concerns	Whilst I understand the desire to increase pedestrianised areas in town centres, I will say that the existing scheme seems to strike a happy balance	

			between the needs of pedestrians and motorists. The proposed relocation of the taxi rank troubles me the most as I feel it to be unnecessary and it could disadvantage the taxi drivers, as well as those users of their services that are possibly less able than others. The fact that the local businesses, including a cafe and bar that has existing outdoor seating in the same area, are objecting says to me that the reasons for behind the proposals haven't been thought through enough and certainly haven't been shared.	
12	Local Resident	Concerns	Main concern would be the traffic being rerouted around Wantage once pedestrianised - it'll cause havoc on all of the other roads around Wantage and they're either in poor condition or not wide enough for some of the traffic.	
13	Local Resident	Concerns	I support the businesses being able to have deliveries	
14	Local Resident	Concerns	Will there be provision of suitable motorcycle parking as trying to park a motorcycle safely in town is very difficult when the square is in use for markets or other events.	The changes to this area can not be taken in isolation, this needs to be part of a total wantage town plan for the entire retail area and the Market Place which appears to be lacking.
15	Local Resident	Concerns	I feel it may be beneficial for Wantage to have the pedestrianised area, but I am not sure it would work with the taxis sharing 2 spaces with deliveries. There is very limited access to the shops in this area. Another thought is, could delivery access be provided from the rear? Via church street? There is never enough 'free' 30 mins spaces which a lot of people use primarily for a quick pop to the shop for whatever the reason. I will quite often go to grove as it is better parking.	
16	Local Resident	Concerns	I am concerned that the continual demonisation of the motor vehicle will lead to even more shops closing in Wantage	Leave it as it is and give the shops that are still open a fighting chance.
17	Local Resident	Concerns	Local resident and I believe some of these things have an impact on the town.	
18	Local Resident	Concerns	My concern is damaging existing businesses. Changes should not limit or damage their ability to operate - including loading / delivery of large items (eg furniture / paintings)	Pedestrianised area is lovely but please ensure the plans allow businesses to co-exist. Be creative to ensure we retain our independent shops and don't become another homogenised bland town.
19	Local Resident	No opinion	It's all well and good stopping traffic from using the king alfreds head/taxi rank section in the spring and summer. Come autumn and winter who is going to be sat outside having a coffee?! No one. Why not try changing it to a seasonal thing?	This town desperately needs a new lease of life. Shops are awful and the market looks incredibly small these days

20	As a business	No opinion	<p>I'm a resident and potentially a business owner (if I can get planning permission) of a restaurant just off the square.</p> <p>There's obviously much concern from residents about the changes you're making.</p> <p>The underlying objection I feel is that you're trying to stop people using their cars. And many of the policies Oxford City council have put in place have been terrible for small business.</p> <p>I know the facts, I know that the square should be 100% pedestrianised in order to support business. And I believe that there should be no parking in the square. But at the same time, you stopped free parking in the beacon car parks (less than an hour), and you can't park for in Waitrose anymore, even though that's council property. And there's signs in Sainsbury's that you can't park there for more than 2 hour.</p> <p>It truly feels like you're trying to get rid of us using our cars.</p> <p>In order to conjure support for this, I would suggest:</p> <ul style="list-style-type: none"> - Tackle the problem of where to park. i.e. Speak to Waitrose & Sainsbury's and encourage use as a free public car park for all - You need a safe CCTV monitored area for bicycles. - Get rid of the traffic warden and just have free parking in the civic car park. If there's any issue with illegal parking, we can call the police. - Remove traffic lights and replace with a roundabout at the junction between Newbury Street, Ormond Road and Ickleton Road. And mark the road better down Osmond Road as it's not very pleasant driving with the current road markings. Those two reasons alone is why I prefer to drive through town in the first place. - Look into cheap and frequent minibuses between areas such as Stockham, Grove, Charlton. 	I used to consult for the Hong Kong councils. And I would love to volunteer if help is needed.
21	Local Resident	Object	Too focussed on pedestrians and there just aren't enough visitors to warrant the attention at the cost of access. The theory and wish of what is being created has gone too far and doesn't match need or requirement of town as a whole	
22	Local Resident	Object	It's fine as it is	

23	As a business	Object	As a local business there is nowhere near enough parking in the town centre now which obviously decreases footfall into local businesses. Our deliveries on Church Street used to use the blocked off road to turn back onto the market place. It is too narrow to get down Priory Road so causes problems	Ridiculous scheme that brings nothing to the town other than less access and ways to manoeuvre around the town. Only people who benefit are Marmalade and Blackbird! Absolute shambles with no thought to the needs of other rate payers.
24	Local Resident	Object	Whilst as a pedestrian I enjoy the layout at the west end of the Market Square, the impact of two way traffic in the section of Church Street that leads from the Museum to the Market Square and The Cloisters is unacceptable - often dangerous and potentially lethal. The lack of visibility when exiting this road towards the Museum, combined with continuing slack parking enforcement of double yellow lines outside the Museum means that a head-on collision at this site is inevitable	It is essential that the traffic flow and visibility issues around the Museum are addressed at the same time as the development of the Market Square
25	As a business	Object	The area is already too large for a pedestrianised area that is rarely used	The town is already falling behind other destination areas its already hard work to drive in and around the town, this will make things worse, we do not need more pedestrian only areas!
26	Member of public	Object	Over congested lack of parking	
27	As a business	Object	Why do we need the West End closed its unfair on the local businesses there.	
28	As a business	Object	The original temporary closure was to ease the "West End" for covid measures, since restrictions have been lifted I don't see the need for further disruption to businesses residents and shoppers. Previously, temporary closures for specific events worked really well and everyone could enjoy the "West End", from motorists to pedestrians, businesses and their customers to residents. This appears to be the thin edge of the wedge easing full pedestrianisation of the Market Place which would be disastrous for all stakeholders.	Ill-conceived, poorly delivered and dangerous.
29	As a business	Object	Dear Sir/Madam I write as the joint owner of [REDACTED]. These properties together comprise five flats and offices with 15 staff and a related small car park. It should be noted many of those staff come and go several times a day, which is the nature of our business. The permanent closure of part of Alfred Street is dangerous and proposals for access to Mill Street do not meet Highways standard for visibility splays. Furthermore, the intended point of closure of Alfred Street prevents the traffic accessing [REDACTED] Market Place car park as it does now. If it was closed at	

			<p>the top (southern end), this would enable cars to reverse into the car park and leave in a forward direction, enabling much safer (if not ideal) exit from Alfred Street.</p> <p>In spite of the above points of detail I am supportive of the principle of partial pedestrianisation of Wantage Town Centre and all sensible policies which can continue to support the viability of the town, especially those which increase its attraction, given the effects on smaller traders of on-line retailing (and supermarkets).</p> <p>That said a balance must be struck and it is a fact that many people still need/choose to visit by car and the future viability of the town in part relies on not ignoring that reality.</p> <p>In my view, the proposal is flawed and the pedestrianised area should not be one end of the square but rather be the south side of the market place as is the case when the fair is operational. This enables all the traffic to continue to pass through the square in the way it does with all the major roads still being accessible. Existing car parking could be retained, redesigned and improved and a large pedestrianised area created.</p> <p>To create a small semi-Market Place at one end as proposed is to miss the opportunity to give the whole square a more thorough redesign and give the town a more viable future.</p>	
30	Local Resident	Object	There are businesses at that end of town that need deliveries. A consultation with residents about this is needed	It is complex, and needs further input and discussion. If you kill the businesses the town would die too
31	Local Resident	Object	Why would you close the roads off so the shops cannot get deliveries. Shops will close, Wantage will lose customers to Didcot, Abingdon, Faringdon and you'll wonder why	
32	As a business	Object	What is the reason for extending the pedestrian area? I don't see any reason for the use of the area.	Apart from restricting deliveries and Customer collections of larger purchases stopping which will have a negative effect on the local business as they have no rear access for deliveries,
33	Local Resident	Object	I do not believe these measures will improve Wantage Market Place. They will be damaging to existing businesses in particular those at the West end of town as it would make it difficult for customers collecting goods and hamper deliveries to those businesses.	<p>We do not want to add to the poor decision made to allow parking in Mill Street and Wallingford Street affecting the flow of traffic through the square. Parking in these streets should have been limited to disabled and properly managed.</p> <p>I note the only time I have ever seen two traffic control</p>

			There is not need to change the current setup which seems to working well.	officers was on the day (9th September) when you have closed the square to all traffic when they were not needed. What a waste of time and money again !!!
34	Local Resident	Object	Ormond Road, a residential road, is already a thoroughfare for heavy traffic. Your plans will add to this. Many businesses are also saying this will affect them adversely. Please listen to residents and local businesses. You are there to work for us and our wellbeing.	Can you show us how we the residents of Ormond Road benefit from this scheme of yours?
35	Rather not say	Object	The town is absolute chaos now and these new proposals are ludicrous. RIP Wantage.	The loss of Motor cycle, Disabled and Taxi Spaces is ridiculous... especially the crazy scheme of shared taxi/delivery spaces.. lorries reversing without a banksman is illegal. So you the council are inputting illegal manoeuvres. Also it is allotted 7 taxi spaces at present, if the number is reduced then there may be issue with Vof W H council licensing!
36	Local Resident	Object	vehicle spaces in wantage are already at a premium - this proposed change will only make the situation worse. the bus issue has not been addressed - please focus on this.	General spelt incorrectly attention to detail key. Parking in Wantage a real issue - please focus on this before trying to making it worse.
37	Local Resident	Object	Like to use car for Wed/Sat markets for short time.	
38	As a business	Object	The town has always worked very well as it was Having recently had a funeral at Wantage Church life was made very difficult at an already very emotional time for vehicles to get to the church for the elderly and disabled people wanting to attend The lack of access for emergency vehicles to the area. Losing parking of any sort for a town is not a good thing as parking is always a premium, also with the residential conversions in the market place which have no allocated parking its needed even more. Church Street and Priory Road are not designed to take the volume of traffic and it was always a one way street its not wide enough to now suddenly be 2 way!!	For the odd sunny day we get in this country and no wet weather option it is not worth losing so much space. The pub has a large garden and the cafe/wine bar doesn't open all day every day. I can't believe so much space can be given to one business and no one else's opinion seems to matter
39	Local Resident	Object	This survey appears to have conflated the existing scheme with the new proposals. I am objecting to the new proposals, ie, the extension of the pedestrianised area. The current pedestrianised zone is sufficiently large. There are no obvious benefits to the planned extension and extending it will be detrimental to the surrounding business and traffic flow in the market place generally.	Why are people who don't live and work in Wantage making decisions for those who do?!

40	Local Resident	Object	Most of the pedestrian area is rarely used and the uses (when they do happen) could be accommodated through temporary closures. Enlarging what is already a waste of space makes the town look even more empty. It is difficult enough getting a taxi in Wantage and reducing the number of spaces to 4 (with some only available part of the time) is ridiculous. Reducing the size of the bus waiting area will just cause the market place to block more often than it does at the moment with buses spilling out across the crossings making the whole market place dangerous for both cars and pedestrians.	Just put the Market Place back to what it was before Covid and think seriously about what is currently a bus station not a town centre.
41	Local Resident	Object	I am against any further pedestrianisation of the market place as the businesses will be adversely affected. There are already too many empty shops/charity shops and thus will make the problem worse. Removing disabled bays makes it even harder for people to access services and there is very little parking in Wantage as it is.	Please don't kill Wantage off completely by making it harder for people to shop there. The council should be encouraging people to shop locally and be promoting the town to potential businesses.
42	Local Resident	Object	I am objecting as your proposals are unclear. Irrespective of what comments you receive, you will approve what you want and totally ignore public opinion. This has been proven with the "consultation" on the 20mph speed limit proposals in Wantage. On 7th September the delegated decision by the cabinet member for highways management (Cllr Gant) approved the introduction of 20mph speed limits in Wantage as advertised despite the fact that 52% objected, 16% had concerns and only 32% were in support. As with previous consultations this is just a box ticking exercise to comply with statutory obligations.	Spelling mistake in the question! Seems a total waste of time as has been the pedestrianisation of the west end of the market place.
43	Local Resident	Object	THIS WILL KILL THE TOWN	IT WILL KILL THE TOWN
44	Rather not say	Object	traffic	the flow of traffic is bad enough without doing this
45	Local Resident	Object	This will impact the amount of people that will be happy to use the town, if parking is more difficult to find/ they have to walk further. The local businesses will suffer from this is it goes ahead.	
46	Local Resident	Object	The statement of reasons states you are making it safer for cyclists and pedestrians, there is adequate provision for pedestrians but attempting to cycle from Grove to Wantage is dangerous, there is no point in trying to make the market place safer for cyclists when the resources would be much better used to make safe movement of cyclists around the area your priority. The flats were built along the old canal basin with a very	See comments above, the resources should be used to protect cyclists and pedestrians around the outskirts of the town to make it safe for pedestrians and cyclists to get into the market place. And cyclists and e- scooters should be stopped from riding on pavements as per the road traffic act to make the pavements safer for pedestrians again.

			nice shared use pavement/cycle track but it doesnt go anywhere, it has a 6 foot fence across it, the cycle track along side the A338 only goes to the traffic lights at Harcourt road and now has a bypass through the middle of it.	
47	Local Resident	Object	I see no widespread calls for expansion of the pedestrianised area, and understand the proposed changes will restrict further access for suppliers to the local businesses. The diagram published seems to indicate further constrictions to traffic flow at the top of Mill Street, which is a bottleneck already.	This seems to be change no one is asking for, and as such a waste of money.
48	Local Resident	Object	I believe the proposals have not considered the impact on the established businesses at the west end of the town, as it makes no allowance for supplier deliveries to the local retailers and public houses. Similarly it will prevent customers from collecting large items.	Wantage Town Council don't seem to have provided any real justification why the existing pedestrianised area should be extended.
49	Local Resident	Object	In support of the local businesses at that end of town who will struggle with their deliveries	
50	Local Resident	Object	This is an old town and removing vehicular access changes the character of the market place. Short stay in the market place is essential for quick visits. Inactive people will not be able to access shops	Use a spell check. Do the staff on the council live in the area to see how residents go about their business
51	Local Resident	Object	No proper discussion of the plan, either with local residents or the affected businesses.	
52	Member of public	Object	The pedestrian area as currently laid out, seems to work well for users and businesses. Vehicle access to/from the businesses is vitally important as we must not do anything which potentially will further "kill off" the centre of Wantage. It is always a balancing act between the aspirations of pedestrians and motor vehicle users and the practicality of running a successful business in a small market Town. It currently works, its attractive and makes that end of the market square niche and also stops the "rat run" up/down to Mill Street and from the Church to the market square. There are other areas/things in Wantage that could be improved but this is not one of them.	Waste of money and officer time, detrimental to local business which if they close the council loses income and the town becomes even more unattractive. Wantage like many towns have already seen a decline in the retail sector, please do not inflict any more damage on the economy of Wantage town.
53	Local Resident	Object	no facility in the square for motorcycles on market days. impact to local businesses situated in the area stated	total lack of respect for and support of local businesses.
54	Local Resident	Object	Its working as it is!	
55	Local Resident	Object	Footfall in the town is already low, by reducing the number of parking spaces for private vehicles as well as the number of taxi spaces, which then have to share the spaces with delivery drivers, will make the town centre a	Not discussing these plans with the local residents or business is so wrong. It is like WTC want the town to be a ghost town

			no go area for so many people. As a physical disabled person and cared for two disabled relatives, reducing the number of parking spaces in an area where it is already difficult to park will mean that we have to stop using our local shops. It will make us have to go further a field just to be able to do our normal shopping to prevent extra pain for us.	
56	Local Resident	Object	Need to encourage people into town to shop. This will kill the shops off. Its already sad to see so few shops.	
57	Local Resident	Object	am disabled and relocating these space will cause issue getting purchases from shops at that end to my car.	It was working fine for decades at that end before you interfered and as usual pay no attention the the things that really need looking into/attention like the actual state of the roads and lack of clothes/shoe shops etc . Back in the 80's we had all those shops and the town was a much busier, happier and enjoyable place to spend time in. Focus on what's needed by the people and not what you, the government tick sheet says is needed. Listen to people who live here and not the people who come up with these plans that have no idea about the place.
58	Local Resident	Object	Absolute ridiculous idea	
59	Local Resident	Object	It will be very difficult to purchase larger items from shops. Motorbikes will likely park in standard car parking thus reducing further. Shared use of the taxi rank will likely cause challenges. Taxis are an essential option for many and therefore should be encouraged to remain available. If they can't wait they will move on. No mention of plans for the buses?	
60	Local Resident	Object	The disabled parking places and the taxi rank are important to allow disabled residents to visit the market place and should be kept in the most convenient location. They should not be discriminated against in this way. It is also important that the businesses in the west end of the market place are supported, by ease of delivery of goods and ease of collecting items from the shops. There are too many businesses in the town failing.	The pedestrianised area at the end outside the hospitality businesses is working well. Why change it?
61	As a business	Object	Further pedestrianisation of Wantage central areas will have an increased detrimental impact on local businesses, encouraging people who have to use motor vehicles away from the town.	
62	Local Resident	Object	It is essential for small independent businesses which make Wantage town centre thrive to be able to have deliveries and customers park to collect items which can't be carried over long distances. If this goes ahead it's	What's the point of having a pedestrian area with nothing to walk to, and no reason to be there?

			likely those businesses will be forced to close or relocate.. leaving Wantage with nothing.	
63	Local Resident	Object	<p>I had thought that the business owners directly affected by these proposals would find them favourable, this does not appear to be the case.</p> <p>Recently received e-mails show them to have great concerns that these proposals will be very detrimental to their business's operation and and their ability to provide good service to their clients.</p> <p>I object most strongly to these proposals as they appear to be simply the whim of our town council to tinker, somewhat expensively, to provide a small additional area of pedestrianisation the purpose for which only they appear to know!</p> <p>The, as yet unpublished, cost of this unnecessary scheme would be better earmarked to assist the town's business community once the A417 to Mabley Way link road opens and the town's trade withers away for want of passing business.</p>	<p>My main concern is that this 'Consultation' is a mere box ticking exercise and will neither be heeded nor its content used to persuade the council to change these plans.</p> <p>This fact is borne out by the most recent 'Consultation' regarding parking restriction in Church Street in which every considered argument and reservation was ignored.</p> <p>We still have a very dangerous blind junction with Church Lane and Church Street, the parking restrictions have gone unenforced, parking in Priory Road has become a challenge, the passage of HGV's greatly increased and the night time illegal parking frequently prohibits the passage of emergency vehicles, particularly fire engines.</p> <p>Be assured any objection to the Market Place proposals will be treated in a similar cavalier manner.</p>
64	Local Resident	Object	<p>Concerns for local businesses needing lorry access for deliveries. Unnecessary expansion of pedestrian zone - not used by council for any events over consultation period. Car unfriendly attitude, putting potential customers who live in surrounding villages off bothering to use the local businesses where they can't park.</p> <p>Basically unnecessary and unwarranted and not business friendly.</p>	<p>As above. A waste of money and not properly researched. Fix potholes instead perhaps?</p>
65	Local Resident	Object	<p>The impact this plan will have on the local businesses in the immediate area where they need the current access to run their businesses successfully.</p>	<p>I do not believe the proposed scheme will increase business to Wantage. We need more investment and support to our small businesses and attract new businesses to the area.</p>
66	Local Resident	Object	<p>Everything seems to work well since the Covid changes were approved and I see no reason to change. It is wrong that local businesses have not been consulted.</p>	<p>We need some 30 minute spaces for a myriad of reasons. We need to take any concerns of the businesses affected seriously.</p> <p>It works well as it is.</p>
67	Local Resident	Object	<p>Local people need short term parking arrangements near to the shops they are visiting. Shops need easy delivery options. We don't need more vaping and coffee seating areas.</p>	<p>Not everyone lives so locally that they don't need a car and often in challenging weather conditions easy short term parking is essential</p>
68	Local Resident	Object	<p>The current scheme works. These new suggestions and the lengthening of the pedestrian area contradicts Oxford Council's own experimental order 2021 dated 23 Dec 21 of the provision of convenient and safe movement of motor vehicles and other traffic. In congests the area for cars to manoeuvre and the suggestion that delivery vehicles can share parking areas with taxis is ludicrous. Whoever thought this would work needs to have a good talk to themselves. The adjacent independent shops</p>	<p>Keep what is there. It works. Change it to the new scheme and wait for businesses to fail.</p>

			such as the Dolphin art and motor cannot dictate when deliveries can happen. It would appear the council would force these businesses to close if this plan goes ahead. We have enough closed shops and businesses in Wantage without this scheme.	
69	Local Resident	Object	It seems hugely short sighted!	
70	Local Resident	Object	Partially disabled without a blue badge	It will kill the town center, we'll look elsewhere for our shopping
71	Local Resident	Object	It would kill off business in town. It is a headache on Saturdays to park in / near town. The space already out of use hasn't been used to improve the area / bring in more business. Personally I avoid Wantage and drive out of area to shop... ie Witney where there is free parking with enough free time to shop / browse the shops. Wantage is dying as no one wants to trade there as you feel unwelcome.	It would kill Wantage even further
72	Local Resident	Object	Proposals will deter people from visiting the market place and local small businesses located in the vicinity of the market place. People will go to neighbouring towns where there is plenty of parking and easier access to shops	
73	Local Resident	Object	As a customer of businesses at this end of Wantage, I want access to collect bulky items without having to carry them across town to a remote car park in all weathers. Removal of all parking spaces is excessive and unexplained.	Where were these proposals debated and what options were presented prior to this point? This feels autocratic.
74	Local Resident	Object	This idea is stupid and no one wants	It's stupid
75	Local Resident	Object	It's only for tables and chairs coffee shops and flowers that's all they want in the Market Place. Don't matter about anyone else. This is not France .	
76	Local Resident	Object	Traffic must flow through town to stop congestion in other parts Of Wantage.	
77	Local Resident	Object	The parking needs to stop there as people take the mick out of it but we need our taxi rank, if any council really cared about their citizens they would leave the taxi rank alone it is very valuable to all!!!!!!	
78	Local Resident	Object	It works leave it alone or end up with a dead town centre like Newbury	

79	Local Resident	Object	Wantage does not have a suitable layout to push traffic out of the Market Square. By banning more cars from the centre, businesses will see a reduced footfall and become more difficult to run with problems receiving good.	
80	Local Resident	Object	As a disabled man the taxi rank is a needed service and making it smaller is just crazy. You need to concentrate on fixing the bus service and sort out the problems Wantage have. Not fixing a problem that is not a problem. Non of the businesses want this. To do this yes makes money for the council. But it is taking away money from our businesses eg the taxi companies that work out of the rank that have been here for years. And also who wants to sit outside in winter eating food and drinking coffee. ? Doesn't make sense.	It is suicide for businesses around that area. I am one disabled person in this wonderful community there are many more of us that need that space to be the taxi rank it should be. 4 taxis from 7 sorry that is just wrong.
81	Member of public	Object	Simply that businesses in the town have clear concerns about the deleterious effect and they should and rarely are listened. We need viable businesses to keep the town a thriving area.	
82	Local Resident	Object	We have little parking and fewer accessible parking spaces. Making the town less car friendly will reduce people wanting to shop and congregate in Wantage further reducing the facilities in the town and having a knock on effect to more travelling for those who have access to cars or the finances to get public transport making more families disadvantaged.	
83	Local Resident	Object	I believe this scheme is discriminatory as it affords some businesses to expand onto the road while other local businesses in this area are at a disadvantage for their essential deliveries and collections.	The Council have simply not through this through sufficiently enough. If they actually went and spoke to the local businesses first and understood where they are coming from, rather than steam rolling ahead to virtue signal a net zero agenda, it would have been much better.
84	Local Resident	Object	Currently there is a lack of parking across Wantage for users of the market place, specifically for people who are popping into a shop, e.g parcel collection at the post office in town. Removal of the 30 min spaces will increase the issues with this. Safety could be implemented better using traffic control methods rather than traffic removal. Further, by removing access for loading and unloading, the businesses in the off shoot in the market place (location of current taxi rank) will make operation and access much more difficult. This could impact custom, supply, sales, more than it should impact the safety of pedestrians in that area where there are current pavements and the ability to be safe. Across multiple shopping areas I have observed the number of open and functioning shops decreasing, often left empty, or	

			alternatively becoming yet another cafe or charity shop, both of which we have in abundance. Removal of the current taxi rank, HGV loading area, and market square parking seems to predict only negative impacts in my understanding.	
85	As a business	Object	Plans are inadequate and endanger taxi customers and taxi drivers. Disabled parking will be inadequate. Traders who need to access the area to work won't be able to. Deliveries will be a nightmare for businesses. Severely impacts local trade.	
86	Local Resident	Object	There is already limited parking in the square for existing traders. The only people who benefit from the pedestrianisation are the people who use it for trade. There are ample provisions for coffee elsewhere and it has limited use during the spring/summer period.	
87	Local Resident	Object	Think some changes detrimental to local businesses and customers	Think could be left as is without even more changes. It's ok for cafe and Alfred's but what about other shops already affecting them need more parking spaces not less
88	As a business	Object	There is already loads of space been pedestrianised in the west end. The fact of wanting to use more space is crazy. This town needs loads more parking to get more people in and spending money in local businesses. A lot of other business's in this town would love more outside space but aren't given it. The taxi rank is so important in this town and should stay where it's always been	After speaking to a lot of other businesses in the area I can confirm that we don't want this to happen and it could have devastating effects on all local businesses
89	Local Resident	Object	I feel that the already pedestrian allocated area is undersubscribed due to restrictions applied to the businesses within the prescribed area therefore, extending it further would be an absolute waste of money and caused nothing but inconvenient to local residents and businesses directly affected. This would certainly not enhance Wantage market place in any shape or form.	The area to the right of the bear hotel and directly in front of the post office collection point is already pedestrianised, but a waste of space! The money would be better spent rejuvenate in this area and making it more social space without impacting the businesses and residents from your current plan.
90	Local Resident	Object	To have a disabled badge you can't walk more than 50 metres. You have placed disabled parking in areas that contravene this distance and by making the centre area a pedestrianised place you are excluding disabled people. It's disgraceful!	Why do you keep mucking around with the square? Prioritise a better varied shopping experience. No more pizza places, charity shops and hair dressers - we have enough M&Co has been vacant for ages. It's looking run down No incentive to visit it or browse.
91	Local Resident	Object	These relocations and amendments will put a number of local businesses at risk. These independent shops are one of the only tangible reasons Wantage is better than Didcot and other surrounding high streets. If these measures are enforced it'll begin a slow march to Wantage town centre turning into nothing more than a bus stop on the way to Oxford.	
92	Local Resident	Object	Since the pedestrianisation of the far end of town parking is greatly reduced and I rarely use the shops in the town centre as I can't do a quick 'pop' in. Instead I	This is going to further reduce shops trade.

			<p>use Sainsbury's & go no further. I think Wantage Market place is failing miserably & I feel sorry for the shop owners who have decreased trade. There is reduced parking. It is much worse for the elderly/ disabled parking and trade vans are often parked in their spaces (who are making quick dashes into takeaways). The only shop to gain from taking out our roads & public parking is 'Marmalade', reducing the business of the other cafes particularly the museum. I add that us road users pay our road tax for that area of town.</p> <p>I also hate that if you turn down Church street you have a long drive around tiny narrow streets, to get out. I think this proposal is insane & I don't believe the council listens to the public but has their own biased objective in so many of their decision making.</p>	
93	Local Resident	Object	<p>1. Prohibition of Motor Vehicles: What is the actual proposed benefit of the planned horseshoe shape for the west end of the market square? What are the costs? Pedestrians and diners at the local restaurants are perfectly safe at present with the existing arrangements and space provided.</p> <p>2. Removal of 30-minute time-limit parking spaces: Many locals use these bays, if there is abuse of the time-limit then local enforcement will take care of it. However, I approve of the removal of the single space to the north of Market Square opposite the entrance to the central car park to facilitate the extension of the pedestrian path around the narrow corner onto Mill Street.</p> <p>3. Removal of Motorcycle parking places: Wantage seems to be very popular with the biking community, who enjoy the hilly and open countryside around the town, and they use the market square facilities and local shops. Why reduce local commerce?</p> <p>4. Relocation of the disabled persons' parking places: Considering the increasing age of the Wantage residents, surely more disabled parking places are needed, so keep the existing ones, and find more spaces.</p> <p>5. Relocation of Taxi Rank: Taxis are probably well used in Wantage, and reducing the number of spaces for them is probably going in the wrong direction. Would it not be more beneficial to put the extra taxi spaces in the 30-minute bays at the north side of the market square after the Mill Street junction, as the proposed widening of the path at that corner would allow taxi users easy access to taxis without crossing the road?</p> <p>6. Shared used for Taxi and deliveries: See point 5 above.</p>	<p>There are some merits to the scheme, however, local commerce, shops, taxis, and how they are to operate within the scheme doesn't seem to have been taken into consideration. How do emergency crews shift planters if there is a real emergency in the Market Place?</p> <p>A better use of the money might be to raise the area already used by pedestrians and diners at the far west end of Market Place and fence it off from the rest of the road. Then re-introduce vehicle access to the rest of Market Place for deliveries and pick-ups, perhaps talking to local shops in the area would help to create an impact report.</p>

94	Local Resident	Object	No entry to the town from Alfred street and Church street	Has Taken away convenient PARKING spaces
95	Local Resident	Object	<p>I wasn't sure which ones to tick so please see my comments below.</p> <p>I am in favour of having a pedestrianised area as it has been during the trial period. I was a bit confused as to where the barriers would be, so I went up to have a look and spoke to the owner of the shop called Creations. It appears that they are being moved and loading and unloading times are being restricted. I would like to know why it's being changed. The owner said it works as it is at the moment and changes would make loading and unloading more difficult. I think you need to have a meeting with the business owners and taxis in that area as they have some good ideas and need to be supported. They see how people use the space. Also the owners of Creations have been visiting other pedestrianised usable spaces for ideas (he mentioned Oxford and Ludlow). I think local businesses should be supported in ways that they would like as it's great that we have so many independent traders in the square and it would be a shame to lose them.</p> <p>I was also worried about the access for fire engines, as Alfred street looks very narrow? I looked up how wide a fire engine is and they need 3.7 metres. On your plans it looks like Alfred street is only 2.4 metres wide, plus would they be able to turn into from Mill Street between the buildings? I think there should be a movable access from the market place. I think this needs discussing with the traders and people that live there.</p>	<p>I am in favour of having a pedestrianised area as it has been during the trial period. I was a bit confused as to where the barriers would be, so I went up to have a look and spoke to the owner of the shop called Creations. It appears that they are being moved and loading and unloading times are being restricted. I would like to know why it's being changed. The owner said it works as it is at the moment and changes would make loading and unloading more difficult. I think you need to have a meeting with the business owners and taxis in that area as they have some good ideas and need to be supported. They see how people use the space. Also the owners of Creations have been visiting other pedestrianised usable spaces for ideas (he mentioned Oxford and Ludlow). I think local businesses should be supported in ways that they would like as it's great that we have so many independent traders in the square and it would be a shame to lose them.</p> <p>I was also worried about the access for fire engines, as Alfred street looks very narrow? I looked up how wide a fire engine is and they need 3.7 metres. On your plans it looks like Alfred street is only 2.4 metres wide, plus would they be able to turn into from Mill Street between the buildings? I think there should be a movable access from the market place. I think this needs discussing with the traders and people that live there.</p>
96	Local Resident	Object	The town works fine and causes traffic on alternative roads	
97	Local Resident	Object	Wantage town centre already has limited parking spaces - this proposal would cut this down even more. The fact that the existing spaces are well used indicates their importance to the public	
98	Local Resident	Object	<p>Why has this been proposed? Who will it benefit? Not the Public, not the Businesses not the Market Place The adjacent businesses strongly oppose this new scheme. It is detrimental to their business So listen to them.</p> <p>The west end of the market place already has a very adequate pedestrianised area.</p>	<p>Stop wasting our money on extravagant schemes that are useless and ill considered. We DON'T need more pedestrianised Areas Use the money to help regenerate the businesses and fill empty shops. Make Wantage Buzz Don't kill the town Revive it. Exclude the Car, exclude the people</p>

			<p>We do not require it expanded at the loss of taxi spaces (7 down to 4) of which 2 spaces have to be shared with lorries unloading the removal of 30 min car parking and Prohibition of motor vehicles.</p> <p>With insufficient traffic warden presence illegal parking will be rife and taxi / unloading area will be massively congested especially as the island is being extended making an even smaller area.</p>	
99	Local Resident	Object	<p>There is no access from Church Street and Alfred Street into the Market Square which makes it extremely difficult for access to and from the church, especially for funerals and weddings. This was not a good idea. It is not fair on other businesses particularly The Dolphin Gallery who rely on EASY ACCESS for deliveries. It is not helpful for the many people who need to make purchases in the town when they have very limited time.</p>	<p>It is a waste of time and money. It was fine before you blocked off Church St and The Alfred St 's approaches to the Market Square. I objected to that and I object to further proposals. I object to my money being used in this way!!</p>
100	Wantage Town Council	Support	<p>Wantage Town Council strongly supports the amended version of the scheme for permanent pedestrianisation of the West End of Wantage Market Place which will enhance the town centre environment, allow for outdoor cafés and events, and increase its attractiveness to residents and visitors.</p> <p>The Council specifically welcomes the proposed general loading arrangements which should benefit businesses in the area. The changes to the taxi rank are a proportionate measure to allow for these loading arrangements. The adjustments to the traffic island will facilitate these new arrangements.</p> <p>The retention of the relocated disabled spaces is welcome and the remaining proposals are necessary in order to implement the scheme.</p>	<p>Please see text under section 3</p>
101	Local Resident	Support	<p>I support all the proposed changes except removing the disabled parking spaces. The reason people have them is because they cannot walk far so moving them elsewhere does not help when you want to go to the west end of the square! (If you could stop non-disabled badge holders from parking in disabled spaces this might help!!!!)</p>	<p>Love the pedestrianised area with cafes and pub. As a disabled person I do need to park near that end to take advantage of the entertainment held there and use the cafes and bars.</p>
102	Local Resident	Support	<p>The rearrangement of the parking bays will lead to the only step free street crossing in the western end of the market place to be potentially blocked by parking vehicles. Please consider moving the step free crossing sites e.g. to next to the planters or removing</p>	<p>In general, making the pedestrianisation permanent is much appreciated.</p>

			the sidewalk-step in the pedestrianized area altogether. It is important to maintain step-free options to enable safe crossings for the large number of both, parents with children/push chairs and elderly persons with mobility scooters.	
103	Local Resident	Support	Great scheme. Safer for pedestrians and lovely open space for relaxing and having a coffee. Better still, make whole of Market Square pedestrianised.	In "geenral" we wholly support the scheme.
104	Local Resident	Support	The temporary arrangement has proven to be a great success and should be enlarged and made permanent	
105	Local Resident	Support	I have found the outside seating area to be a factor in inducing me to visits Wantage centre and I have also enjoyed the Summer street performances, eg Wantage Silver Band.	I would welcome an extension of the scheme to the whole south side of the market place and part of Newbury street as I believe, on balance, it would enhance the experience of visiting the town centre.
106	Local Resident	Support	I think the trial has worked well, and welcome the opportunity for permanence with some tweaks, which I consider to be beneficial.	Nothing to add. I think the proposal looks good.
107	Local Resident	Support	Having lived in Germany and frequented the Nederland a lot it's so much nicer to sit and have coffee, cake and a conversation without exhaust fumes around you. The towns, villages and cities are plenty busy and having lived in these places it most definitely didn't affect the businesses. Also it would level the playing field for other businesses to have space to trade as well.	
108	As a business	Support	The parking bays within the closed area have been unusable for 2 years now so no change there. As a business within this area with no rear access we need the front of shop loading and unloading capability.	Now the closure is permanent the area needs to be made safe and inviting for use. Path levelling or drop kerbs for wheelchair users and some extra greenery would help.
109	Local Resident	Support	The closed area of the square has been great for Marmalade Cafe and King Alfred's Head pub. It gives residents a nice quiet central area to walk. I support all of these amendments, and would hope that eventually, all of Market Square could one day be closed to motor traffic.	This scheme will help make the town centre friendlier for pedestrians and more attractive for tourists to visit. Wantage is a beautiful market town and could attract tourists like Burford does, if it tried!
110	Local or County Cllr	Support	I still feel loading / unloading space is essential near Campbell's / old Barclays Bank for those local businesses at that end. There's many places a taxi rank could be. Why isn't it somewhere like Sainsbury's car park or beacon car park which is a very short walk or repurpose the spaces outside the boat / domino's to be loading / unloading / taxi. The bistro style seating areas are a lovely addition and needs to be expanded to help promote those businesses and uptake of their offerings.	There is no need to park in central market place. There is a lot of additional parking around. I do worry slightly about the bus space, and if the buses would fit as sometimes there's 2 in that zone at any one time. Couldn't the central parking area be a better bus stop / loading and unloading. How could that work on market days ?
111	Member of public	Support	The outdoor seating area for the cafes is fantastic. I imagine that if this proposal is approved, then the outdoor seating can be invested in such that it is	I would suggest that permanent street food stalls in the gyratory roundabout would be beneficial for Wantage - in

			appropriate for more of the year (heaters/rain cover etc).	the same style as Dish in Harwell Innovation campus. This could easily coexist with the Wed and Sat markets.
112	As part of a group/organisation	Support	<p>The historic centre of Wantage is blighted by through-traffic, most of which is not even destined for the centre of town. There is now strong, reliable evidence that re-balancing 'High Streets' in favour of pedestrians, cyclists, mobility actually INCREASES retail footfall. Therefore any proposal which discourages through-traffic and makes 'active travel' safer and more attractive is to be strongly welcomed, both for business, and for general amenity.</p> <p>It is a pity the proposals do not go further. For example, the width of the footways on either side of the Mill St where it enters the Market Place will still be only just over one metre, FAR too narrow for busy town-centre footways. Here a choice could have been made, for example, to prioritise pedestrians (as mandated by council policy) and widen the pavements more. The resulting narrower roadway could have been marked for single-file traffic (eg with direction 'priority' signs). Such a measure would have helped to discourage through-traffic, and would have indicated a firm policy direction towards reclaiming the town centre for people, not for cars.</p>	Please, please bring forward further proposals to continue the re-balancing of the Market Place and its surrounding streets away from through-traffic, and in favour of people walking, cycling and wheeling. Taking such measures has been shown elsewhere to be good for retail business.
113	Local Resident	Support	Generally a very good idea. Why not make all of Market Square a pedestrianised area.	
114	Local or County Cllr	Support	<p>The pedestrianised space has been welcomed by many local people and creates a public space where open air events can happen as well as providing open air cafe space. Making the pedestrianisation permanent gives certainty for future planning of its use and makes a major contribution to the attractiveness of the area and the town as a whole.</p> <p>The adjustments to loading, taxi and disabled spaces are sensible and in particular the permitted loading spaces will assist access to those businesses in the area that require it.</p>	The attractiveness of Wantage and the success of its businesses are interlinked and rebalancing the use of space away from cars towards pedestrian use makes a major contribution.
115	Local Resident	Support	The above reflects the changes required relating to the pedestrianisation of the western end of the Market Place.	Changes are required. The current situation is a free for all.
116	Local Resident	Support	I am speaking in favour of the pedestrian scheme proposed for Wantage Town. The pedestrianised area has become highly valued by residents and if approved tonight the Town Council would be able to set about works to improve the look and feel of the area in line with the approval to the benefit of residents and local	Please make this permanent

			<p>businesses.</p> <p>The scheme has now been running in a temporary format for a long time - approximately three years, and I would judge it to have been successful.</p> <p>My understanding that vehicles being able to have designated spaces during loading periods feels like a good compromise proposed by the Traffic Officer.</p> <p>This feels like a really good step for us reclaiming the Town Centre for people rather than for vehicles.</p>	
117	Local Resident	Support	<p>We need to do more to discourage car use in general. The town centre is served by enough buses and people should be prepared to walk or cycle. We are too dependent on car use in society and small market towns are best placed to lead the way for further pedestrianisation. Car owners are drivers wrongly enjoy a sense of entitlement to use their cars for all journeys and this new scheme will help to remind people to use their feet and other methods of transport, whilst still some provision for those who cannot remain (taxi rank, bus stop)</p>	<p>As per my comments above, I feel very strongly that car owners and drivers should have their sense of entitlement removed. We are in a climate crisis and these small measures to encourage foot traffic to what could be a beautiful market town should be embraced wholeheartedly. We need change and that can only be implemented in small measures such as this, all residents should be behind this and any who are not should be encouraged to see the benefits of such a scheme.</p>
118	Local Resident	Support	<p>The pedestrian scheme is such an improvement over what was there. It would be brilliant if it could go further and pedestrianise the whole town centre.</p>	<p>Please pedestrianise the whole town centre</p>
119	Local or County Cllr	Support	<p>It has taken a long time, with many potentially conflicting interests, to reach an eminently sensible proposal</p>	<p>I look forward to it being put in place, with clear benefits for the majority of local residents and businesses. Please spell general correctly!</p>
120	Local or County Cllr	Support	<p>As a resident of Wantage for 20 years, I have found the recent pedestrianisation one of the best changes to the town. I have regularly enjoyed sitting outside in the sun, enjoying the atmosphere and local entertainment. It has even been a pleasant experience in winter with patio heaters providing comfort.</p> <p>These changes are slowly bringing life back into the town. They attract people to come and enjoy the market and browse local shops. It is clearly having a positive impact on the local economy.</p>	<p>Wantage has an opportunity now to change its economic future. With other local towns investing in shopping areas, there is a real need to develop a unique culture in Wantage that will attract visitors and support local businesses. Businesses such as Marmalade are clearly benefitting from additional seating in the first instance but the knock on effect is to create a vibrant and lively market square. This can only be a good thing for the local economy in the town.</p>
121	Local or County Cllr	Support	<p>The previous temporary scheme proved overwhelmingly popular with residents and provided a haven of traffic free public space in an otherwise congested Market</p>	

			Place. Expansion will allow more events to be held in this area thus increasing footfall for local businesses. studies across the country have proven that pedestrianisation increases turnover for local businesses.	
122	Local or County Cllr	Support	Improve area for pedestrians, reduce traffic through town centre, encourage walking, cycling and public transport	Keen to see further pedestrianisation in the future if public support is there
123	Local or County Cllr	Support	I have been a resident for the last 49 years and I have lost count of the number of times local people have said just how much better the market place would be with more pedestrianisation. This has been proved extremely successful at the West End of the market place	I truly believe this scheme will enhance the town and start making it a destination rather than just a pass through. With more pedestrians local businesses will start to thrive again
124	Local Resident	Support	I want the town centre to be an ideal place to socialise. I want my grand children to be safe.	
125	Local or County Cllr	Support	the temporary closure gave great enjoyment to local residents, the cafes and the music events which could use the area - so enhancing the attractiveness of the town to residents and visitors alike	hopefully the start long term of further pedestrianisation of other areas of the market place and newbury street
126	Local Resident	Support	I'm in favour of increase Pedestrianisation in the Town Centre	Seems logical.
127	Local Resident	Support	The market place is a much pleasurable place to be with reduced traffic levels.	
128	Local or County Cllr	Support	Hugely improves market square which is open to cars with a small area without cars. outside space for cafes which are well used by residents and visitors who are more likely to visit the displays of the close by local shops and walk through our local museum and parish church. Space also used for occasional open air concerts by silver band. Supported by town council consultation.	
129	Local Resident	Support	I think it would be good to keep the market place free of traffic	
130	Local Resident	Support	My family are in favour of these proposals. They would make the town centre a better place for the community to socialise	
131	Local Resident	Support	To enhance the town.	
132	Local Resident	Support	I am a teenager and it's nice to keep the peacefulness	
133	Local Resident	Support	Prioritising pedestrians over vehicles is a great step forward to, hopefully, closing the whole of the south of the market place to traffic.	Do not need vehicles in the Market Place. Cars cannot park in the Market Place when there is a market in town and everyone copes with that.

134	Local Resident	Support	Greater pedestrianisation whilst preserving disabled access and public transport.	
135	Local Resident	Support	<p>The proposal is excellent as it extends the traffic free area of the Market Place. I do have a concern re a shared Taxi/Loading bay; this has the potential to be an area of 'conflict' between the loading and taxi uses. Better to have specific loading/off loading times of day eg loading between 7 and 10am.</p> <p>As a resident of the Town I very much welcome the pedestrianisation of this area and would want other areas of the Market Place to be similarly traffic free. I would like to see the existing tarmac area within the proposed scheme replaced with increased permanent planting, to include trees, and a more informal surface such as stone flags, with seating. In this way a relaxed, calm area will be created safe from traffic pollution and noise.</p>	<p>I have another concern in relation to the overall scheme. Incrementally increasing the pedestrian area of the Market Place is great and long overdue but why stop there? With the new northern link road, from Mably Way to A417 east of the Town, local traffic patterns will change and the need to drive through the Market Place will I suspect, and hope, reduce.</p> <p>Rather than a piecemeal approach to the Market Place, there is a need for a more strategic plan for the centre, taking into account and encouraging changes in traffic flow, the need to discourage car borne journeys whilst adequately providing for Market Place businesses and their customers. I see no reason that, hopefully in the next phase of Market Place pedestrianisation, proposals will be more broadly based about the overall environment of the Market Place. Limiting parking to designated existing parking areas around the Town, discouraging through traffic and encouraging more people to come and enjoy the Market Place as a pleasant area to relax in and support the local economy.</p>
136	Local Resident	Support	I believe that it's long-overdue that our town centres be reclaimed from the tyranny of motor vehicles inasmuch as this can be reasonably done consensually.	The trial run of the pedestrianised area has been a great success and has seen a cafe culture develop in that part of the market place. Its use for concerts and stalls is also most welcome.
137	Local Resident	Support	I am supporting the proposals as I feel the town centre would benefit from being pedestrianised. The busy traffic is a health and environmental concern and to have Cafe seating outside, with live music and entertainment on occasion can only improve the footfall for the corner by the church	
138	Member of public	Support	Taxis can park at rear of Sainsbury's, get rid of motorcycle spaces and install larger bays to support parents with children.	
139	Local Resident	Support	In support I would like to see the town square free of traffic in the future	I would like to see the square traffic free and encourage a cafe alfresco vibe to the town
140	Local Resident	Support	I agree with the proposals and believe it is right for the town	
141	Local Resident	Support	<p>I enjoy the independent businesses at this end of town and they have stated that delivery issues may cause them to close.</p> <p>I very much enjoy the pedestrianised area and visit it frequently. I would visit less so if the traffic were allowed back.</p>	<p>Please ensure the local businesses are supported.</p> <p>Please also fix the traffic road signs along the Cloisters side of the scheme - these are still showing one way which causes confusion to drivers.</p>

142	Local Resident	Support	I wish to express my support for pedestrianisation of the market Square and the resulting creation of safe spaces for public use. The loss of disabled spaces is regrettable but could be accommodation through conversion of other spaces in the market Square.	
143	Member of public	Support	It is a lovely place to sit and listen to the band on Sundays it brings people to the town who wouldn't otherwise go. There is a need to ensure deliveries and pickup can be made for existing shops	
144	Local Resident	Support	My only concern is adequate delivery & loading space for the businesses, providing this is provided I think this area works well as a pedestrian area.	
145	Member of public	Support	I like the fact the area is currently pedestrianised and think the plans will improve this further	
146	Local Resident	Support	I believe that the pedestrianisation of the Market Square should continue and if anything it should expand to include the whole side of the Square where The Bear sits. To allow along that stretch only buses and taxis and to make the other side of the square two-way traffic as it has been during periods when the fair has been set up there.	Fully support it!
147	Local Resident	Support	My wife and I have really enjoyed using the space outside at this end of Wantage. It is peaceful and a lovely place to sit and talk. It's nice that Wantage now has such a space but I would likely to see this expanded further if possible.	
148	Local Resident	Support	The driving around market square prohibits my enjoyment of using the town with my children as we are constantly worried about cars.	Strongly support pedestrianisation
149	Local Resident	Support	Support due to the better usage of the location to create a more social use of the space.	
150	Local Resident	Support	The west-side of the market place being open and safe for pedestrians has been fantastic. It boosts business revenue in the summertime and gives a warm feeling to the town which is slowly increasing in industrial buildings. I think this should be kept, by doing so we are following suit to other countries where pedestrians /restaurant tables can be.	
151	Local Resident	Support	Allows for a safer and more enjoyable environment	
152	Local Resident	Support	It is so much better than when cars were allowed to use the route and park in this area.	The removal of cars and traffic has made this space an oasis of relative calm in a hectic Market Place. Allowing cars to use the area and park would see the potential loss of the outdoor pavement licence spaces enjoyed by businesses such as Marmalade and Blackbird. All studies

				show that pedestrianisation increases footfall and is good for businesses.
153	Local Resident	Support	It's very nice to have a space which is not dominated by car and being able to sit outside.	
154	Local Resident	Support	Creates a much nicer ambience and atmosphere in the area.	I think more of the market square should be pedestrianised.
155	Local Resident	Support	On the whole I support the move to pedestrianise the town further and feel there will be many benefits both to visitors to the town and also businesses. I think allowing motorcycle parking does less harm and would allow smaller vehicles to do some deliveries and personal bikes will have expensive safety equipment like a helmet which they will not want to leave on their bike out of town/sight.	I really hope that progress is made with getting some leaves of pedestrianisation in place. Good luck
156	Local Resident	Support	Town is a much better place to visit since initial implementation of seating	
157	As a business	Support	The reason there is local opposition from the west end businesses and in particular Dolphin Gallery, Creations and Marmalade is that prior the first part of pedestrianisation they would park their own vehicles in those spots all day long. No customers were ever able to park. They are being vindictive and spiteful. Nothing but troublemakers. I fully support the entire town centre being pedestrianised. This will bring and has been proved to increase footfall into a town.	It will make the centre of the town more environmentally friendly, safer and bring a vibrant outdoor dining scene to the town.
158	Local Resident	Support	The temporary arrangements have been working well and the proposed changes would continue / extend this. I think the proposals give adequate provision for deliveries, taxis and accessible parking.	
159	Local Resident	Support	I am supporting the proposals as I feel that the temporary measures that have been in place for a while now have created a pleasant and well-used pedestrian area. The proposed scheme will expand this area, which I feel will improve this area further	Whilst I am supportive of the proposed scheme, it is imperative that arrangements made for access/deliveries to businesses located within the pedestrianised area are entirely suitable, in order to support local businesses, and not just a token solution that may in fact hinder their success.
160	Local Resident	Support	Reduction in town centre traffic is good. The outside seating area has been enjoyed by many. The Wantage Silver Band outdoor summer concerts have been great.	
161	Local Resident	Support	I think pedestrian areas where people can sit outside are great. Aren't enough of them. Great for markets too.	
162	Local Resident	Support	I am very much for the pedestrianisation of the west end of Wantage Market Place. I do share the traders concern about loading/unloading.	

			<p>In this regard:</p> <ul style="list-style-type: none"> - I have seen one of the existing planters moved out of the way so that there sufficient space such that a lorry carrying, for example, drinks for the pub is able to get through and unload. It is not clear to me that this will be possible in the new arrangement but it is a requirement. - The need for short-term stopping for loading/unloading smaller vehicles (vans & cars) is clearly required. It is not clear to me how well this will work under the new arrangement. In particular: <ul style="list-style-type: none"> - As far as I can see the parking bays shared with the taxi rank means that in the day there will be space for just two taxis, and in the evening four. This may be sufficient - I don't know the usage. - The loading/unloading bays have a max. 1 hour, no return with an hour limit proposed. Again, it is not clear to me how well this will work. Might a 30-minute time be more appropriate for example? Will these be clearly labelled as for loading/unloading and what measures can stop them just being used for parking? - Reducing the size of the planter may well help things and I have no objection to this. - Whatever form the barrier across the end of the area takes it must allow mobility scooters and double-buggies to have access. <p>Regarding the arrangements at the top of Mill Street: This is currently a very bad pinch point for pedestrians and cars. Giving pedestrians a bit more space and re-working the layout as proposed is worth a try. In particular there may be better visibility of and for pedestrians crossing the road in the new arrangement, which would be welcome.</p> <p>If these re-arrangements go ahead their effect needs to be monitored and possible further adjustments made.</p>	
163	Member of public	Support	<p>I am fully supporting these as I would ideally like to see much greater pedestrianisation of the Market Place. a rethinking of the area where Pedestrians are the priority. Not to get rid of cars but restrict their use and movement through the area. This is just a start</p>	<p>From what I can tell, in spite of some noisy voices against, the majority of town users are very supportive of this. The value of the Pedestrian Pound needs to be better communicated and this will be a true asset to the town. The council have worked very hard on communicating via their newsletters and face to face conversations. I suspect that a couple of the negative voices are not recognising that the issue is their business acumen not a space that townsfolk love to use. This is the way forward for a healthy and happy future for our market towns</p>
164	Local Resident	Support	<p>I like the seating area and would see it expanded if possible</p>	

165	Local Resident	Support	The existing pedestrianisation scheme has been a great success and has made that end of the Market Square a much more pleasant environment for local people and visitors to spend time	
166	Local Resident	Support	The pedestrianisation has been wonderful in injecting a real community feel to this part of town. After the isolation of Covid, this is much welcomed and promotes wellbeing and people's mental health. Plus it definitely attracts more business as aesthetically it looks so much better than before with all the parked cars. The beacon car park is only seconds away! Park there!	
167	Local Resident	Support	Really enjoy the pedestrianised area. Feels safer, space for children to run about in whilst having a coffee etc. You could never see around that corner by the church and felt like you could easily have an accident with a car.	
168	Local Resident	Support	There are too many car users in the area and many do not follow speed restrictions, especially while going around the corners in the market place which has led to a couple near misses when I've crossed the road. The area is also a beautiful and historic, which feel more peaceful without noisy cars and parked ones spoiling the environment. I think there also needs to be more of a push to get public transport in the best shape it can be - for example running the X36 on a Sunday, more regular S9 buses in the evening, and obviously progress on a local train station would be even better	
169	Local Resident	Support	This will improve Wantage market place and public realm	
170	Local Resident	Support	The existing pedestrianised area has been a great asset to the town. It makes the area much nicer to walk through and makes access to the businesses safer, without the fear of vehicles on narrow streets and pavements. Making the zone permanent and expanding it will provide a better experience for town centre users. Other towns the have pedestrianised areas have seen footfall increase because the retail environment is more pleasant. This can only be a benefit to all residents, businesses and the environment. I wholeheartedly support this proposal and look forward to its implementation.	I hope this is the start of wider pedestrianisation of Wantage Market Place. I look forward to further developments in the coming years.
171	Local Resident	Support	I fully support these amendments because any further pedestrianisation can only be good for the town as a whole. Of course some people will have to make changes to the way they operate their businesses or receive deliveries, however we are in climate crisis and anything which further discourages cars and pollutants from a market square can only be a good thing.	This appears to be highly contentious for the business owners who appear to object based on concerns about deliveries. People always resist change, there was uproar about the first closure of west market place and that has brought so much good to the town and its residents, as well as businesses and visitors. We all need to adapt and

				small business owners are no exception - let's make it work for the sake of our town, the people and the planet!
172	Local Resident	Support	Removal of ascribed parking places will lead to maverick, illegal parking in the square and approaches.	
173	Local Resident	Support	I support the pedestrianisation of the Market Square as I'd like to see it become a more pleasant environment and people happy to spending more time in the centre	
174	Local or County Cllr	Support	I think it will become a vibrant area of town and allow for better provision of markets and events	My one concern is the potential for parking around the physical barrier on Alfred strett
175	Local Resident	Support	Wantage is lacking so much but we do have an area where we can have an, all be it small, outside café culture. Please don't change that.	
176	Local Resident	Support	The pedestrian area is brilliant and such an asset for the town. Please make it bigger!	Do the whole town centre
177	Local Resident	Support	It's good for the town	Can it be made bigger
178	Local Resident	Support	It's really good	More like this please

From: Sweeney, Andy - Oxfordshire County Council
Sent: 12 June 2025 13:45
To: Martin Gillott REDACTED
Cc: REDACTED
Subject: RE: Wantage town centre

Hi Martin,

Thank you and yes it was a pleasure to see you all and listen to any concerns from your Chamber and wider Wantage interested businesses.

Your understanding is correct that we will be developing plans and ideas post 26 July for the wider area to create a master plan. We will hopefully be engaged hand in hand before the 26th during the engagement process, and afterwards, all the way through this year as we bring together the masterplan, or different options.

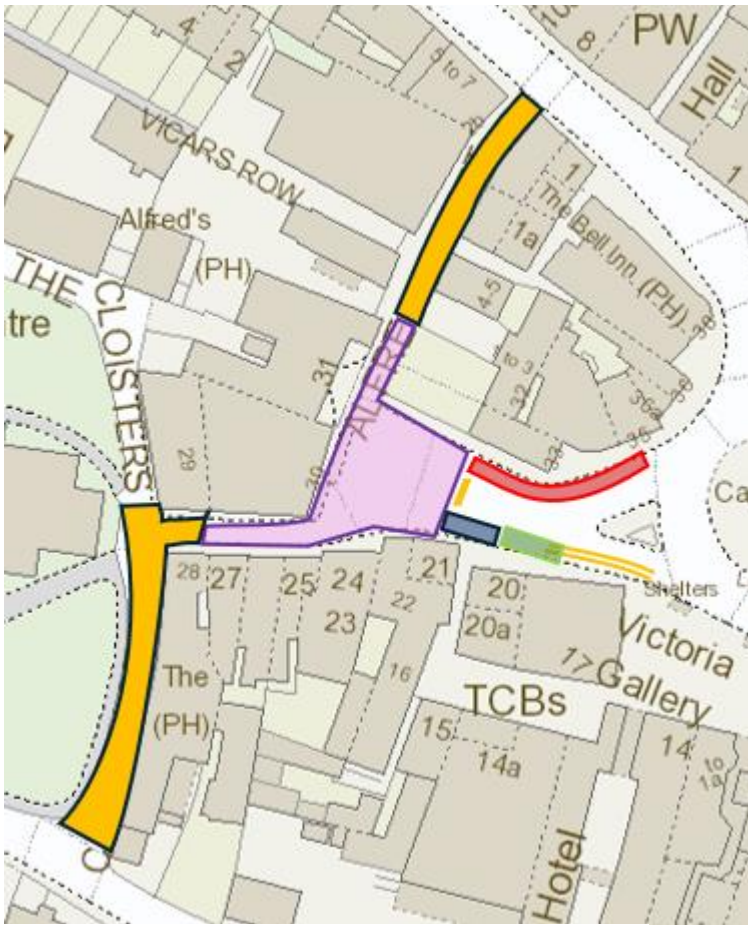
The project team will be with you, and the community outside of the Chamber during the course of this year while together we work through the process of bringing forward a finished masterplan. We really understand that the process of change can sometimes be difficult and concerning. The best remedy for that is to be involved, be engaged and ask questions as a critical friend. Our inboxes will be open to you, and hope to see you at any organised meetings or events. I'm also happy to attend any Chamber meetings to provide any progress updates, bringing along any work outputs as we generate them. We are trying an enhanced, co-productive approach when it comes to the Wantage Market Place project, trying to work with a community to make a place better, rather than thinking we know what is the best and moving ahead with that option regardless.

We are also here to challenge expectations and traditional ways of thinking when it comes to local economy, transport and town centre management, as I'm sure you will challenge us on engineering, safety and other matters. Disagreement, resolution and conversation is all completely acceptable, encouraged and completely fine!

Thank you for confirming your active participation throughout the project and we are also eager to meet with as many members of your community as possible, developing any plans together so that surprises are kept to a minimum. During the engagement process we will be sure to meet with your members again as part of the process to look at their needs, their desires and any red lines they may have. As stated at the recent chamber meetings, there are push and pull factors impacting on the space from the business community and other groups – some people will be disappointed, others will be happy and meeting somewhere in the middle to help the community as a whole is our aim.

Claire and I will be working through the questions in the next few working days to try and get this information to you as soon as possible, as well as some revised slides so your members are able to refresh their memories. With regard to the 2023 Consultation for Market Place West End, I can confirm that for the time based on work in other areas that this level of engagement was indeed expected and probably above the norm. With our 2025 project, with 16,000 homes receiving the town letter, separate postage to more local addresses and the posters in the area, I'm hoping for a few more responses.

I am happy to add that the recommendation for the West End, heading to for cabinet decision on 17 July is based on the current arrangement as it is at present, and no changes will be made to the parking, disabled bays, taxi rank present without further, legal process.



Market Place West End



Should the recommendation to make the order permanent go ahead, the businesses street trading in that area will have some certainty regarding investment in tables and chairs, and we can look to remove unrequired signage and install ramps for access following work with the accessible community and business owners.

I mentioned in the meeting that there was possibility to change the parking / disabled bay arrangements to install a dedicated loading bay in their place. If this is a desire from the independents in West End then I can begin looking at alternatives for disabled parking, working with that area of the community and raise an order to go out to consultation and make the change.

Hopefully this answers your comments below, if you need any clarity then please let me know.

If you could please return a position statement based on the above I will be sure to include it within the Cabinet Decision Report.



Andy Sweeney
Team Leader Place and Planning (South and Vale)
Oxfordshire County Council
E: REDACTED
W: www.Oxfordshire.gov.uk

From: Martin Gillott REDACTED
Sent: 12 June 2025 12:17
To: Sweeney, Andy - Oxfordshire County Council
Cc: REDACTED
Subject: Wantage town centre

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Andy,

Thank you for your presentation last night regarding the consultation on proposed changes to enhance Wantage as a destination for shopping, dining, and commerce. We appreciate Oxford County Council's recognition of the Chamber's role in representing the business community and our history of active participation in town development initiatives.

The Chamber is committed in principle to working collaboratively with the Council on this important matter. We recognise that successful town centre revitalisation requires genuine partnership between local government and the business community, and we welcome the opportunity to contribute meaningfully to this process.

We understand that detailed proposals are not yet available and that these will be developed as part of the next stage of the process (post 26 July). Our members are aware of this timeline and are keen to understand the impact of proposed changes as they develop at each stage of the consultation.

The Chamber remains enthusiastic about participating in this consultation - as you may have gathered from last night's meeting. Many of the businesses who were there are independently owned businesses that will feel the impact of the changes (hopefully positive) but are nervous that this is something that could also affect them negatively.

At this preliminary stage, we can confirm the Chamber's commitment to active participation throughout the process. Our members are eager to engage constructively as more concrete details become available, ensuring that the business community's voice is heard and their practical concerns are addressed as proposals take shape.

We look forward to receiving a reply to the questions that were asked last night that needed more detail and will pass these along to our members as part of our continued communication about the consultation. Particularly this refers to the 2023 Consultation results you referred to which very

much surprised our members in volumes of return and outcome, as at the time it immediately led to an unconditional withdrawal of the existing scheme.

For your plans to get OCC Cabinet approval for closure of the existing pedestrianised area on 17th July, Wantage Chamber of Commerce would endorse this as long as you can categorically state by reply that this road closure will not extend beyond the current barriers, or include the current loading areas and taxi rank up to the triangle, and that it will remain open for taxi's, delivery van and customer access as it is now for the foreseeable future? Also please confirm that this access cannot be removed until further planning has been fully consulted upon and agreed with the Chamber and local community. Look forward to your response on this matter.

Kind regards
Martin Gillott
Vice Chair Wantage Chamber of Commerce

This page is intentionally left blank

Division(s) affected: *Wantage West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

PROPOSED SHARED-USE CYCLEWAY/FOOTWAY – GROVE ROAD, WANTAGE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a Shared-Use foot & cycle path on the east side of the A338 Grove Road, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce sections of Shared-Use foot & cycle path on the east side of the A338 Grove Road, between its junction with the King Alfred Way/Mably Way roundabout & its junction with Grove Road/the access to the Elms Farm business park – as shown in **Annex 1**.
2. The proposals have been put forward in connection with the adjacent planned new retail development.

Sustainability Implications

3. The proposals will help improve pedestrian and pedal cyclist safety in the vicinity of the development.

Financial Implications

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

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 22 May and 20 June 2025. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Cllrs, Wantage Town Council, and the local County Councillor representing the Wantage West division.
9. A letter was sent directly to approx. 150 properties in the area, and public notices were also placed on site in the immediate vicinity of the proposals.
10. During the course of the formal consultation, 69 responses (including from the Parish Council) were received via the online survey, comprising of: 16 objections, (23%), 21 in support (30%), 25 partially supporting (36%), and seven submitting a non-objection (10%).
11. Additionally, a further two emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting – although OBC did want to raise concerns with the relevant ‘Highway Agreements’ Engineer about the bus stop relocation potentially involving a boarding area considered to be too small.
12. 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 Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

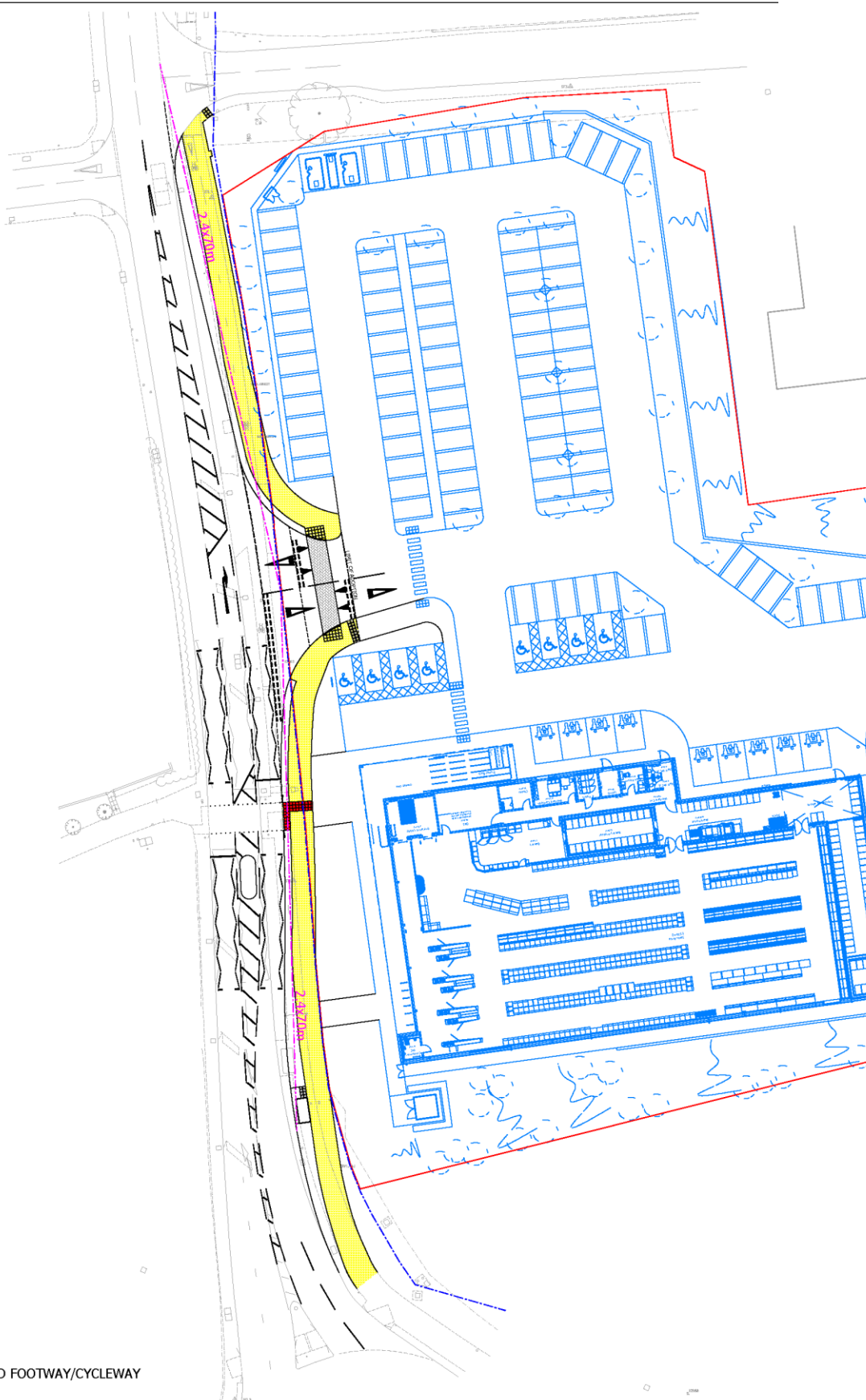
13. The proposed change of use of the existing two-way cycleway to a shared footway/cycleway is necessary to facilitate safe pedestrian access to the Lidl Store on the eastern side of Grove Road from the residential developments at King Alfred Way to the south and the Elms Farm Business Park to the north.
14. In response to comment o10, the proposed shared footway/cycleway will be constructed to a width of 3.0 metres, which complies with OCC's standards and the national guidance set out in LTN 1/20. Regarding the second concern raised, the speed limit wouldn't need to be reduced to facilitate these proposals as the existing speed limit is 30mph and there are adequate footway and cycleway provisions away from the carriageway.
15. In response to comment 'o11', shared footway/cycleways are compliant with both OCC and national design standards. Appropriate warning signage has been incorporated into the scheme to alert cyclists that they will be sharing the route with pedestrians and vice versa. The proposed layout has also been reviewed as part of an independent Road Safety Audit, which raised no concerns.
16. The remaining objections do not relate to the works being consulted on, with most relating to the location of the access, which would have been determined and approved during the planning process by the Local Planning Authority (LPA).
17. In response to comments 'o1' and 'o14'. The proposed junction prioritises pedestrians and cyclists, in line with OCC's standard approach for new junctions of this nature across the county. The design adheres to LTN 1/20 and reinforces Rule H2 of the Highway Code, which requires drivers to give way to pedestrians crossing or waiting to cross at junctions. The layout has also been reviewed through an independent Road Safety Audit, which identified no safety issues.
18. Regarding comment 'o3', at the point vehicles exit Wolage Drive travelling south, this will be a single white line and not hatching. In relation to the second concern the exit of the Lidl access will not be a mandatory left turn out, if it is found that there is an issue surrounding this after construction, OCC may consider this at that time. Regarding the third concern the amendments to the signalised crossing have been reviewed and approved by OCC's Traffic Signals officer.
19. In response to comment 'o9', a dedicated right-turn lane will be provided as part of the access works to accommodate vehicles entering the store. For the second concern, please refer to the response to comment 17 above, the crossing type has been assessed and determined at the planning stage. A signalised junction would not be appropriate and would discourage active travel. Regarding the third concern, vehicle tracking has been undertaken and demonstrates that HGVs can safely enter and exit the site.

20. In response to comment 'o15', the pedestrian crossing will be constructed using block paving to provide a clear visual contrast with the surrounding asphalt surface. National standards do not require additional signage for this type of crossing, give-way markings will be provided at both entry and exit points. The crossing will also be raised to enhance visibility and driver awareness.
21. In response to comment 'o17', the proposed kerb radii are necessary to ensure safe manoeuvring for HGVs. OCC cannot accept a layout that would require vehicles to encroach onto the opposing lanes as this would cause conflict with other vehicles. The geometry of the access including the junction radii were considered as part of the independent Road Safety Audit and safety concerns were raised. The crossing will be raised and surfaced in block paving to distinguish it from the surrounding access road. Give-way markings will be included, and if further signage is deemed necessary post-construction, OCC will review and implement as appropriate.
22. In response to comment 'o26', the bend in the footway/cycleway is required to provide a setback area where vehicles can wait safely while giving way to crossing pedestrians. This arrangement is safer than positioning the crossing closer to the Grove Road carriageway. The scheme includes give-way markings, a raised crossing, and contrasting surfacing to alert drivers of the priority at the crossing. No issues were identified during the independent Road Safety Audit stage 2, and a further Road Safety Audit stage 3 will be conducted upon completion of the works and any issues identified at that stage will be addressed accordingly.
23. Whilst the concerns from Oxford Bus Company about the bus stop relocation potentially involving a boarding area considered to be too small are noted – as they fall outside of the scope of these proposals, Highway Agreements Engineers will discuss the issue with them separately outside of this specific decision-making process.

Annexes

Contact Officers:

July 2025



KEY



SHARED FOOTWAY/CYCLEWAY

© Crown copyright, all rights reserved. 2025. Licence number 0100031673.



Mayer Brown Limited, Lion House
 Oriental Road, Woking, Surrey GU22 8AR
 Telephone 01483 750 506 Fax 01483 750 437
 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
 LIDL GREAT BRITAIN LIMITED

title
 TRO DRAWING

scale
 1:500 @ A3

drawn by
 JRH

checked by
 PMA

date created
 APRIL 2024

date revised
 APRIL 2024

cad file
 04

suitability rev.
 - P2

drawing number

LIDLWANTAGE.2/04

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – It is a shame that the southbound bus stop relocation involves a boarding area that is too small and will fail Equalities Act 2010 requirements. This had slipped through my net – likely to have been before I joined the company – but irrespective if you could alert the relevant colleague in RAT about this I'd be grateful. I am hoping its not too late to effect some detail changes to the s278, that wouldn't impinge on the TRO process.
(o1) Local resident, (Abingdon, Caldecott Road)	Object - Giving this pathway right of way will be dangerous as those using it will likely fail to check the road is sufficiently clear to proceed and end up in a collision - regardless as to who is at fault. In addition, to give this pathway right of way will cause traffic entering the site to queue on the A338. This will cause huge amounts of congestion as we have seen already during the construction process. This entrance is just not sufficient and needs redesigning.
(o2) Local resident, (Grove)	Object - The map you provide shows no road names and other document won't open. How interesting yet not surprising. So, all I know is you want to paint a big yellow line somewhere on the A338 between Mably Way and old dairy. So, why the [REDACTED] is that? There is already a cycle way (which is regularly ignored by cyclists who prefer the road - but as long as the selfish pricks are happy that's fine.) Still no idea what the hell is going on or why.
(o3) Local resident, (Grove, Elm Farm Close)	Object - At the planning enquiry stage we raised objections which were not addressed by the traffic scheme. The hatched lines extend beyond Wolage Drive meaning that exiting and turning right vehicles will have to cross the lines. Visibility is already very poor as there is steep incline making turning right a hazard. Secondly will vehicles leaving Lidl have to turn LEFT? Thirdly will the pedestrian lights timing be adjusted in favour of pedestrians (as is the case in Kind

	Alfred Way roundabout)? The whole traffic scheme will not work with the adjoining bus stops on both sides. Gridlock will ensue
(o4) Local resident, (Grove, Farm End)	Object - I am a cyclist and think it would have been better to have the entrance off the new road as it will be dangerous trying to cross there walking or cycling .
(o5) Local resident, (Grove, Kennet Close)	Object - No worse site could have been chosen for this super market. I do not see the need for this store. It exits onto an already busy road. Vehicles having to stop to allow cycles to turn will hold up traffic even more. The exit/entrance should be on the new road if the store had to be built there. Fields have been sacrificed in the name of greed yet again.
(o6) Local resident, (Grove, Rooks End)	Object - An entrance to a farm is completely different from an entrance to a supermarket with cars and lorries, the entrance should be on the new mably way roundabout, this was very short sighted from all the planning committees.
(o7) Local resident, (Grove, Sharland close)	Object - I think the complete layout is wrong. There has been a huge increase in volume of traffic along this road and any disruption is met with long delays. Vehicles wanting to exit right back towards Grove will have to contend with traffic turning into the car park and the continuous flow of the main lane. Personally i would have exiting traffic turning into left only and return by going around the new roundabout.
(o8) Local resident, (Grove, Wolage Drive)	Object - Turning is far too close to the turning for Wolage Drive
(o9) Local resident, (Grove, Woodhill Drive)	<p>Object - I object to the proposal because the A338 is the main route for traffic heading towards Abingdon and Oxford and is an extremely busy road, it is also a narrow road, especially where the new Lidl store is. Without a central area in the road for traffic to turn right it would hold up a lot of traffic during busy times.</p> <p>If it is busy with traffic visibility of cyclist will be obscured and if a car or lorry needs to stop to let a cyclist pass this could lead to accidents on the road, if indeed the motorist does stop. There are no other places in Wantage and Grove</p>

	<p>with a priority for cyclist and pedestrians to cross, this might confuse drivers who are unaware and don't look at road signs . I suggest a traffic light system to ensure everyone's safety if this is going to happen.</p> <p>I am also concerned about the size of Lorrie's entering the site and if there is enough room for them to manoeuvre a narrow entrance or exit.?</p> <p>A slip road off of the new Kingsgrove estate road would be a much better idea, or even off of the first roundabout you come to on the Kingsgrove estate.</p> <p>Please do not put a narrow entrance on the A338.</p>
(o10) Local resident, (Grove, Woodgate)	<p>Object - The path would be too narrow on an already narrow road. I have seen from Marcham to Abingdon the cycle path, not only do cyclists rarely use it, but when they do, someone has to enter the road when others are coming the other way. People will use this as a foot path which will put further strain on the cycle path. To maintain safety, speed limit will need to be reduced.</p> <p>It would be better if we had a visualization of the plans with the dimensions.</p>
(o11) Local resident, (Grove/Wantage, Wolage Drive)	<p>Object - This is in answer to your letter dated 22 May 2025.</p> <p>I strongly object to to the sharing of footways with cyclists, e bikes and e scooters. They are a danger to pedestrians. My experience is that an increasing number, of mainly youths, travel carelessly fast, with scant regard for pedestrians, they have no warning systems and are too often a serious threat, particularly to the elderly. They are not licenced and have no insurance.</p> <p>Footways are intended for pedestrians. Cyclists, e bikes and e scooters, should use the road. Cycle lanes should be provided for that purpose, with legal enforcement.</p>
(o12) Local resident, (Wantage, Elder Way)	<p>Object - A338 is a very busy road and having an entrance/exit to Lidl to this road will add to traffic jams and make it difficult for the vehicles going between Wantage and Grove and extremely difficult for vehicles exiting from Lidl. It'll create extreme congestion and tail back due to vehicles from Wantage side wanting to enter Lidl and very long wait time, frustration and fuel wastage for vehicles wanting to exit Lidl. It would be easier to have the entrance/exit onto</p>

	King Alfred Way as the vehicles will be able to make use of the Mably Way roundabout and the one at the top of the hill, making traffic movements smoother.
(o13) Local resident, (Wantage, Kingsrove Estate)	Object - it adds risk to school kids and other path users. it will permanently block up grove road (unless a small roundabout is put by entrance. it would have been better if the entrance had come out on to the new roundabout OR the first roundabout up the new road towards kingsgrove.
(o14) Local resident, (Wantage, Ogbourne Close)	Object - I do not think the proposed entrance should be there for the reasons that have already been stipulated i.e pedestrians, children walking across the entrance you are going to get the idiots that think because they are in a motor vehicle they will have right of way and ignore pedestrians and equally the other way round as well with pedestrians.
(o15) Local resident, (Wantage, Warmans Close)	Object - The information provided is insufficient to be convinced that this junction will be safe for pedestrians and cyclists. Is the junction crossing a pelican/zebra crossing? What type of surface is it? What is the signage on the road for cars coming in and out to warn of pedestrians and cyclists?
(o16) Local resident, (Wantage, Wasbrough Avenue)	Object - I object to Lidl coming out on to the cycle path as it should have had a separate entrance on to the new relief road as it would make it safe and easier to use because when you have the rush hours nobody is going to get in or out of Lidl.
(o17) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p>Partially support - We support the overall intent and most of the design aspects of this proposal, but we would like to make some proposals for further improvement as this is an important active travel corridor between Wantage and Grove, including for children travelling to and from school.</p> <p>1) The overall design that gives priority to the active travel route following the main road, we support. This is compliant with both LTN 1/20 and reinforces Highway Code Rule H2.</p> <p>2) The turn radii should be reduced to reduce vehicle turn speeds. At present the design has very wide radii, which enable high entry and exit speeds for motor vehicles, which reduce observation time, increasing the chances of a crash. Tightening the radii will reduce the speeds and reduce chances of a crash. If the junction is to be used by HGVs, then either (a) HGVs will use it at night when there is negligible other traffic, so they can use both lanes or; (b)</p>

	<p>a rough textured over-run area can be used to present a tight radius to car drivers, but enable HGV drivers to make the turn.</p> <p>3) The shared active travel route should be given as much visibility as reasonably possible. This can be done by (a) raising it (as appears planned); (b) using coloured paving e.g. red (which may be planned); (c) painting cycle or shared use symbols on the crossing; (d) placing shared path signs (blue, circular) near the junction.</p>
(o18) Local resident, (East Hanney, Main Street)	Partially support - Make it clear that vehicles exiting the main road must give way to users of the pathway. Coloured tarmac, raised section?
(o19) Local resident, (Grove, Blenheim Gardens)	Partially support - I dont understand the point of this consultation. The path indicated on the consultation diagram already is a shared use path for cyclists and pedestrians. Its one of the few truly useful bits of cycling infrastructure in the whole of Grove and Wantage, as it takes you between places you need to get to, is off road and has sufficient space. The question is why are you building a big junction in the middle of it that by the look of it will allow HGVs delivering to Lidl an opportunity to cross a cycle path. Why isnt the entrance to Lidl off the newly built road at the south of Lidl site where there is a lot more space. Again, I support the use of this path for pedestrians and cyclists but have no clue (as its not indicated why) the council are asking for objections to an existing piece of multi use infrastructure. Is it to claim you have built new cycling infrastrctre for Wantage and Grove?
(o20) Local resident, (Grove, Blenheim Gardens)	Partially support - I support the car length buffer and that the cycle/footpath will have priority but I strongly believe that this MUST be clearly marked as such, preferably with different coloured tarmac/paving. My opinion is that cyclist/pedestrian safety will be at risk otherwise.
(o21) Local resident, (Grove, Glebe Gardens)	Partially support - 'This is a well-used shared path and is an important route for students going to school. I fully support giving priority to the users of the path across the junction as indicated in the plans. I only have comments on some of the details. In considering the layout all users of the shared path (pedestrians, cyclists, mobility scooters etc.) should be taken into account. For this reason there are some detailed design issues that I think must be kept in mind. Not all drivers may be familiar with this type of arrangement. For this reason I think the crossing priorities must be very clear to all users and the setback off the carriageway must readily accommodate a car entering the site waiting to cross the path.

	<p>Specifically I suggest:</p> <ul style="list-style-type: none"> - Clarity of the priorities: The priority for those using the shared path over those entering or leaving the store needs to be clear to drivers and path users. - Set back needs to be at least 5 metres to enable a car to wait while entering the store. - The path across the junction raised and in a different colour to the rest of the entrance. - Zebra crossing indications for pedestrians across the junction. - Sight lines (for all) must be clear and not obstructed by signage etc.
(o22) Local resident, (Grove, Hawthorn Crescent)	Partially support - Need safe travel options for cyclists and walkers
(o23) Local resident, (Grove, Linden crescent)	Partially support - It is essential that cyclists have priority over the cars as children use this cycle track for school each day and they must be safe! That is my main concern that cars are really careful here. It would have been so much better if the entrance had been on King Alfreds way but that isn't a possibility. Not the best planning.
(o24) Local group/organisation, (Wantage & Grove Active Travel)	<p>Partially support - We support the overall intent and most of the design aspects of this proposal, but we would like to make some proposals for further improvement as this is an important active travel corridor between Wantage and Grove, including for children travelling to and from primary & secondary schools.</p> <p>1) The overall design that gives priority to the active travel route following the main road, we support. This is compliant with both LTN 1/20 and reinforces Highway Code Rule H2.</p> <p>2) The turn radii should be reduced to reduce vehicle turn speeds. At present the design has very wide radii, which enable high entry and exit speeds for motor vehicles, which reduce observation time, increasing the chances of a crash. Tightening the radii will reduce the speeds and reduce chances of a crash. If the junction is to be used by HGVs, then either (a) HGVs will use it at night when there is negligible other traffic, so they can use both lanes or; (b) a rough textured over-run area can be used to present a tight radius to car drivers, but enable HGV drivers to make the turn.</p> <p>3) The shared active travel route should be given as much visibility as reasonably possible. This can be done by (a) raising it (as appears planned); (b) using coloured paving e.g. red (which may be planned); (c) painting cycle or shared use symbols on the crossing; (d) placing shared path signs (blue, circular) near the junction.</p>

(o25) Local resident, (Grove, Mayfield Avenue)	Partially support - Unless there are restrictions on which side can be entered from (eg. Left turn only; left entry only), this will create an enormous bottleneck in /out of the car park! This is quite a busy road anyway, unless there were restrictions on which side you can enter from, or leave from, it will create permanent blockages!
(o26) Local Cllr (Grove, Old Mill Hall)	Partially support - I fully support the cycle path being there. However, it should not bend with the road, as this will likely decrease compliance with the cycle path. I would also recommend signage highlighting cycle path priority over the driveway into Lidl.
(o27) Local resident, (Grove, Sharland Close)	Partially support - As a regular user of the shared-use path (mainly to cycle between Wantage and Grove) I am disappointed to see yet another crossing to be negotiated. However, I recognise the need to access the Lidl supermarket site, and hope that the required crossing will be made as safe as possible for cyclists and pedestrians using the path.
(o28) Local resident, (Grove, Vale Avenue)	Partially support - Is already used by cyclists and pedestrians
(o29) Local resident, (Grove, Vestry Close)	Partially support - Concerns over safety of school pupils using the cycleway. Concerns over the volume of traffic in that area
(o30) Local resident, (Grove, Hawthorn Crescent)	Partially support - I support the proposal of cars having to give way to cyclists and pedestrians but in reality the cars coming from Grove will speed round the corner with little regard for people. The cars coming from Wantage will be focused on the traffic and finding a gap in the flow and probably not even look at what is happening on the cycle path. I use the cycle path a lot and the use of bumps to slow the traffic would be good and as many signs and painted alerts on the road as possible please. That junction is going to be a complete nightmare!
(o31) Local resident, (Grove, Minns Road)	Partially support - Hopefully cycles won't have priority crossing the entrance when cars are trying to turn from the road into the new shop car park.

(o32) Member of public, (unknown)	Partially support - Ok
(o33) Member of public, (Letcombe Regis, Long Barn)	Partially support - Pedestrians and cyclists should have separate provision
(o34) Member of public, (Oxford, Reliance Way)	Partially support - I always support cycle lanes but as a very keen cyclist, cycle lanes where the rider must give way to each road the path crosses are not practical. I encourage the designers to give the cycle lane right of way in the so-called dutch style. This makes the cycle lane much safer and easier to use and keeps cyclists out of the way of pedestrians.
(o35) Local resident, (Wantage, Charlton Village Road)	Partially support - The plan to give pedestrians/cyclists priority over car users is excellent, however there needs to be really visible road markings/change of tarmac to make sure motorists know this. Some kind of speed limiting needs to be in place too. - either bumps or tighter corners.
(o36) Local resident, (Wantage, Coates Close)	Partially support - I do support the proposal in principle but yet too see every last possible way taken to make this safe for people, kids, those walking and on bikes. Something to guarantee speed can't be high and VERY clear markings so those in cars have no excuse too say they did t see or they didn't know. Brightly coloured tarmac to highlight where others have priority and lots of clear signage.
(o37) Member of public, (Wantage, Foliat Drive)	Partially support - I am very keen to promote walking and cycling in the area and make it as safe as possible for everyone.
(o38) Local resident, (Wantage, Foliat Drive)	Partially support - I would like to see tighter corners on the road entrance to keep speeds lower and also very obvious markings for the path, like coloured tarmac or a raised area
(o39) Local resident, (Wantage, Stockham)	Partially support - Cyclists should have priority over cars, the cycle path was there first. Cars should be made to go very slowly across the cycle path and given no other option. Otherwise there will be collisions as the cycle path is

	regularly used by many school children. Parents won't feel safe letting their children cycle unless their safety is guaranteed beyond the possibility of a reckless driver taking a life.
(o40) Local resident, (Wantage, Witan Way)	Partially support - Really doesn't separate pedestrians and cyclist from cars coming in and out of the car park. It's ridiculous place to put the entrance - why not feed into the roundabout?
(o41) Local resident, (Wantage, Hans Avenue)	Partially support – no comments
(o42) Member of public, (East Challow, Windmill Place)	Support - People shufing you out of the way
(o43) Local resident, (East Challow, Childrey Way)	Support - This is the main commute route between Wantage and Grove, used by children to get to from school and adult walking and cycling along this major road. The shared use path should be vlearly marked, maybe in red colour and should have right of way over vehilces crossing in and out of the Lidl carpark.
(o44) Local resident, (East Hendred, St Mary's Road)	Support - I am keen for there to be substantial cycle provision. I would prefer it if pedestrians and bikes were kept separate, as it is not feasible for cycling to be a major mode of transport if they are effectively only going at walking pace - nor likewise if pedestrians keep having to duck out of the way of cyclists. However, I assume that this path is the best that we are going to get.
(o45) Local resident, (Grove, Armstrong Avenue)	Support - Plan looks sensible
(o46) Local resident, (Grove, Elm Farm Close)	Support - Replying to a letter you sent me in the post recently for my views on this topic.
(o47) Local resident, (Grove, Massey Road)	Support - I would like to shop using my bike & trailer and also be able to safely cycle to the store with my young children.

(o48) Local resident, (Grove, Mayfield Avenue)	Support - I thought it was already in use for both people and cyclists. Between the traffic lights at grove bridge and mably way roundabout
(o49) Local resident, (Grove, The Maples)	Support - Need to ensure safety and accessibility of pedestrians and cyclists alongside a very, very busy A road where the volume and speed of traffic has increased significantly in recent years and will continue to do so.
(o50) Local resident, (Kingsgrove Wantage, Cherry Croft)	Support - The road is too narrow for cyclists
(o51) Local group/organisation, (Vale Place Planning Team)	<p>Support - Place planning Vale fully support the implementation of the shared pathway as marked on the drawings supplied with this consultation pack. The route is an important link between Wantage and Grove and is of significant importance to local school children travelling from one settlement to the other twice daily.</p> <p>On a side note, please can the EV Chargers conform to PAS 1899: https://www.bsigroup.com/en-GB/insights-and-media/insights/brochures/pas-1899-electric-vehicles-accessible-charging-specification/</p> <p>I'm happy to see the inclusion of the continuous footway over the vehicle entrance to the site as a significant improvement on previous application submissions.</p> <p>There is currently nothing in the key to identify the material being used for the continuous footway crossing point - a buff coloured tarmac surface would increase visibility of this crossing point and as there will be a significant quantity of turning vehicle movements, the tarmac would remain far longer than the lines painted or any high friction surface. The drawing also indicates that the crossing point is humped and raised due to the road markings - Is this the case?</p>
(o52) Local resident, (Wantage, A338 Grove Road)	Support - As both a pedestrian and cyclist I support any measures to improve matters for both.

(o53) Local resident, (Wantage, Black Croft)	Support - I'm a local resident living on Black Croft, likely to cycle to the supermarket through the Willow Walk Nature Reserve, crossing at the traffic lights onto the shared-use path along the A338, then crossing King Alfred's Way at the traffic lights and onto the proposed cycle/foot path. I also use this path to cycle towards Grove and it's good to see that the proposal extends to the crossing of Grove Rd.
(o54) Local resident, (Wantage, Challow Road)	Support - I welcome the provision of any/all cycle paths. I am a keen cyclist and will cycle rather than drive whenever feasible. Most of the people I know who choose not to cycle will give safety on the roads as their reason. Anything to make our community safer for cyclists has my support.
(o55) Local resident, (Wantage, Charlton Village Road)	Support - I regularly cycle along this route. A shared path will ensure safer travel, away from cars, for both pedestrians and cyclists. I think it is important that the right of way should be clearly given to cyclists and pedestrians using this path, rather than the cars entering / leaving Lidl. This should be supported by signage. There must not be signage requiring cyclist sto "dismount" simply to pass the entrance of Lidl - anyone who has ever cycled will know that is an unreasonable expectation.
(o56) Local resident, (Wantage, Flowe Drive)	Support - I fully support a proper cycle path and walk way there. The cycle path ending at the end of king alfred way would enable people to continue cycling into Lidl or further on which would enable a lot more safety. It does need to be large enough to enable both cyclists and pedestrians to share the path though to avoid potential accidents
(o57) Local resident, (Wantage, Larkdown)	Support - I want my children to be able to cycle with as low a risk as possible. I also use this route myself regularly. I also plan on using the supermarket.
(o58) Local resident, (Wantage, Springfield Road)	Support - What is important is that those on the path have priority over those turning into LIDL, and that this is obvious to drivers (big signs, white lines on road), and that the path is clearly marked (eg, a different colour paving to the road, raised up). I am sorry, I couldn't find any detailed plans, only a drawing, so I don't know if this is already included. My concern is that this cycle path is already interrupted for the roundabout & the care home, and the users lose right of way. I am worried that a further interruption to the path at Lidl will make it useless.

(o59) Local resident, (Wantage, Springfield Road)	Support - Need more cycle routes in the town in general
(o60) Local resident, (Wantage, Wasbrough Avenue)	Support - I think it'll be safer for all road and path users
(o61) Local resident, (Wantage, Wolage Drive)	Support - It seems a sensible solution to support pedestrians and cyclists
(o62) Local resident, (Wantage, Mably Way)	Support - I would like assurances that the cycle path will be still safe to use and that cyclists and pedestrians take priority of vehicles using the Lidl car park.
(o63) Local resident, (Wantage, Elm Farm Close)	No objection - you also need to make a 20mph area from the traffic island to, at least, the turning to the builders merchants.
(o64) Local resident, (Grove, Blenheim Gardens)	No objection - I have no objection
(o65) Local resident, (Grove, Glebe Gardens)	No objection - I cycle along this path several times a week. By responding, I hope to draw attention to the vital importance of this path for local active travel.
(o66) Local resident, (Grove, Wolage Drive)	No objection - The path is already shared use so not sure why you are consulting. It would be more meaningful to consult on the traffic flow in and around the new site. Also question 2 above incorrectly references a road in Banbury rather than the A338. This feels like lip service to consultation.

(o67) As a business, (Grove, Taxi company)	No objection - If only the cyclist used the shared pathway ,instead of going onto the road. Also may be a good idea to exit to the left only because some will take a risk to get across.
(o68) Local resident, (Wantage, Elm Farm Close)	No objection - I live near the new pedestrian/cycleway. From a safety perspective, commercial/domestic traffic and traffic into the car park will cross this new route. Also, there should be a plan for a safe route from Wantage centre to Grove centre. Why a Banbury proposal is included in this survey is confusing.
(o69) Local resident, (Wantage, Elizabeth Drive)	No objection - Welcomemore cycle paths to help keep my kids safe and give more options of routes for cycling around town and to/from school. Our cycle proficiency course for year 6 kids also got cancelled by the school/council this year, so more cycle paths would help keep them safe.

Division(s) affected: *Burford & Carterton West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

MINSTER LOVELL: B4047, BURFORD ROAD & SCHOOL LANE – PROPOSED CONVERSION OF 40MPH SPEED LIMITS TO 30MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the following 30mph speed limits in Minster Lovell, as advertised:**
 - i. **B4047 Burford Road, and**
 - ii. **School Lane.**

Executive summary

1. This report presents responses received to a statutory consultation on proposals to introduce 30mph speed limits in Minster Lovell, replacing existing 40mph speed limits in the process on the B4047 Burford Road, from a point 155 metres west of its junction with Holloway Lane, eastwards to a point 235 metres east of its junction with School Lane, and on School Lane, from its junction with the B4047, north-westwards to a point 67 metres southeast of its junction with the road mapped as School Lane (but signed as Little Minster) – as shown in **Annex 1**.

Sustainability Implications

2. The proposals will help improve road safety in the vicinity, especially for the more vulnerable road-users.

Financial Implications

3. Funding for consultation on the proposals (and implementation if approved) has been provided by the local County Councillor and the Parish Council.

Legal Implications

4. 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.
5. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic 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

Equalities and Inclusion Implications

6. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

7. Formal consultation was carried out between 14 May and 13 June 2025. A notice was published in the Witney & West Oxfordshire Gazette, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, relevant local District Cllrs, Minster Lovell Parish Council, and the local County Councillor representing the Burford & Carterton West division.
8. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
9. During the course of the formal consultation, 18 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion /objection	Total
B4047 Burford Road	5 (28%)	-	13 (72%)	-	18
School Lane	3 (17%)	-	13 (72%)	2 (11%)	18

10. Additionally, a further two emails were received directly – with Thames Valley Police objecting to the B4047 Burford Road proposals, citing that unless extensive engineering is included, compliance wouldn't be achieved, and Oxford Bus Company submitting a non-objection.
11. 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 Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

12. Officers are aware that speed limits can be an emotive subject, however excessive speeds are one of the main causes of road casualties in Great Britain. Whilst local residents want lower speed limits where they live, many still drive too fast generally.
13. OCC are committed to reducing the number of people killed and injured in road accidents, and improving road safety for all road users, including the more vulnerable groups, such as pedestrians and cyclists. Officers feel that 'appropriate' speed limits can help achieve this when deemed necessary.
14. 30mph speed limits can be considered to be appropriate on some town and village roads that are away from areas of higher pedestrian activity, and where the road has higher levels of traffic. The B4047 is such an area.
15. Officers note that the consultation has shown a good level of support (approx.70%).

Paul Fermer
Director of Environment and Highways

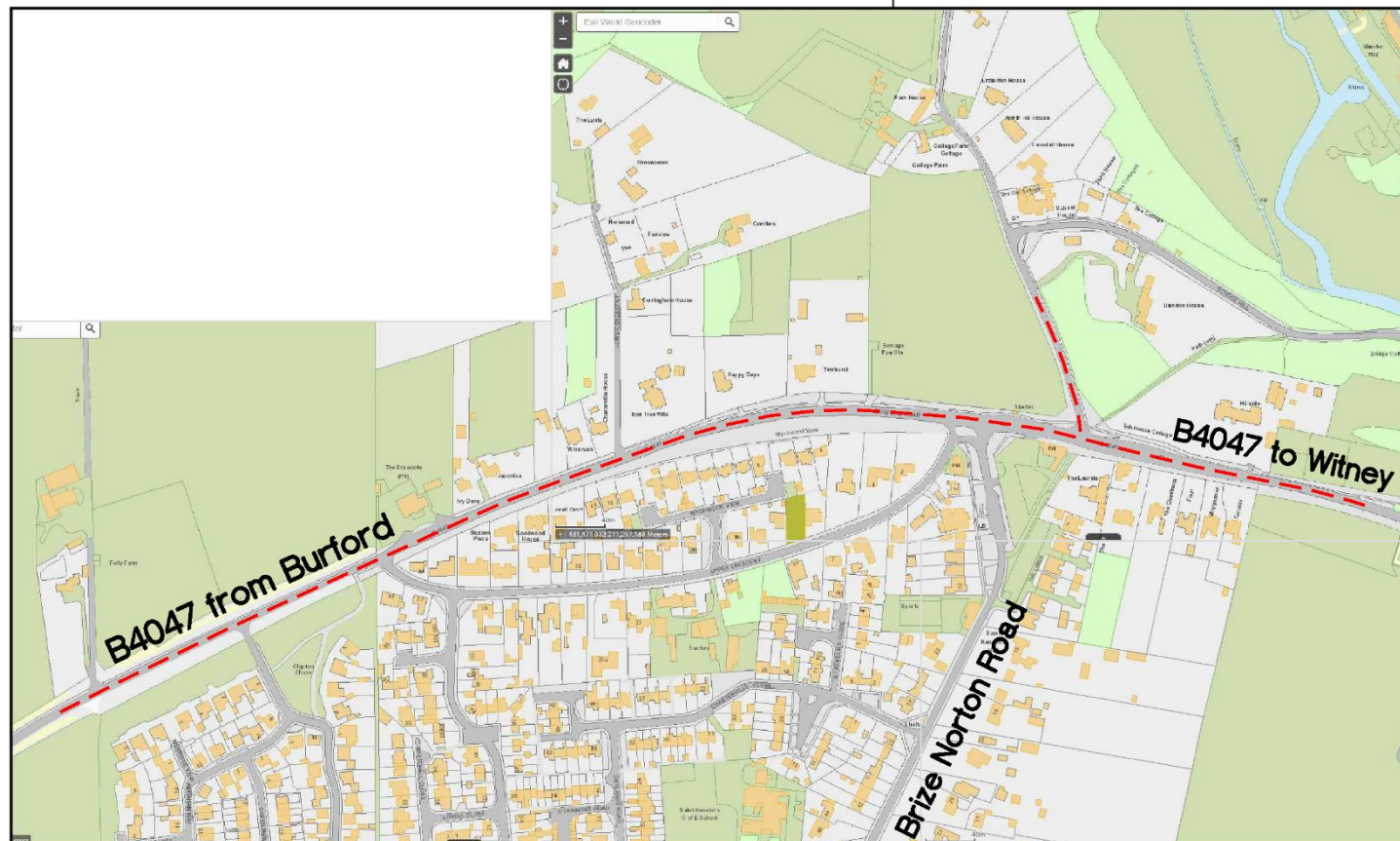
Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: James Wright (Senior Officer – Traffic & Road Safety)
 Lee Turner (Team Leader – Traffic & Road Safety)

July 2025

Drawing No.

--- Existing 40mph to become 30mph.



662. Where a 40 mph speed limit is imposed on an unlit road, it is necessary to make an order in this case it is recommended that 40 mph repeater signs are provided (see 662). Once 40 mph is imposed on a road subject to a 40 mph limit it is for any part of its length, it is recommended that a repeater sign for the limit is provided when leaving the 40 mph limit at a distance of not more than 200 m from the last street lamp. Where two consecutive street lamps on a 40 mph road are more than 400 m apart 400 m in both directions from the first repeater sign is recommended as it is not a restricted road with repeater signs provided where considered to be appropriate. Where the two lamps are less than 200 m apart it is unlikely that a repeater sign will be necessary.

Speed limit and type of road ¹	Size of sign (mm)	Maximum distance (m) between first repeater sign and first repeater	CVD (m)
40 mph (unlit road)	300	250	200

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Paul Ferner
Director of
Environment & Highways
County Hall
New Road
Oxford
OX1 1HD
Tel: 01865 210 1111

Project title

**B4047
Minster Lovell**

Drawing title

**Proposed 30mph
speed limit**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	JEW		
	Date drawn APRIL 2025	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Object – to the B4047 proposal.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . There are other reasons 30mph 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 some speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (The speed data provided does not support this lowering) • road environment <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> <p>Unless extensive engineering is included in order to achieve compliance I object to the proposals detailed for the B4047 aspect.</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objeciton – This is a bus route – Stagecoach is the main public bus operator on this stretch. Pulhams Coaches runs a number of school coaches in addition.</p> <p>It is the former A40 trunk road and although long bypassed it clearly retains its character as a high status road, that appear once to have been realigned away from the top of the village. There is limited direct frontage. That said there has been recent development consolidating the village south of the road to the west, and a second adjoining parcel has also secured consent. There are no bus stops on this section that I am aware of and it would be beneficial to provide them to serve these sites. Reducing the speed limit would help facilitate this to some extent, though it's far from critical in my professional view. The facilitation of turning movements out of Brize Norton Road by buses might also become a little bit safer and easier.</p> <p>How compliant traffic will be having regard to the character of the road is a moot question. This all tends to serve to erode bus productivity. Notwithstanding the points above we have no objection to raise.</p>
(o1) Member of public, (Didcot, Trent Road)	<p>B4047 Burford Road – Object School Lane – Object</p> <p>Speeds are being lowered to make driving as awful as possible by anti driver zealots, scrap the scheme</p>

(o2) Local resident, (Minster Lovell, Stratford Row)	<p>B4047 Burford Road – Object School Lane – Object</p> <p>There is no evidence that suggests a level of risk that required intervention in either of these locations. Therefore reducing the speed limit serves no useful purpose and this exercise is nothing but a waste of tax payers money. Oxfordshire County Council's strategy for reducing speed limits in the county is focused solely on the reduction of 30mph limits to 20mph. The wider use of the funding to reduce 40mph limits to 30mph (for instance on other parts of Burford Road and Deer Park Road is an abuse of the funding and does not contribute to the strategy.</p>
(o3) Local resident, (Witney, Raleigh Crescent)	<p>B4047 Burford Road – Object School Lane – Object</p> <p>It's slow already. Fix the pot holes and maintain the road at the speed limit that has been perfectly fine for years.</p>
(o4) Local Cllr, (Minster Lovell, Cotswold Close)	<p>B4047 Burford Road – Object School Lane – Support</p> <p>I object to Burford Road reduction as the origin of the request came from residents complaining of excessive speeding on the road. A surveyor speed was carried out . This found that , if I remember it correctly, only 12% of drivers were exceeding the speed limit. This of course means 88% were obeying g it. I have not seen any accident statistics to justify the reduction.</p> <p>I support keeping Scool lane at 30 mph as only the top 20 yards or so has been reduced to 20 mph</p>
(o5) Local resident, (Minster Lovell, Brize Norton Road)	<p>B4047 Burford Road – Object School Lane – Support</p> <p>30mph Matter was considered locally leading to recent imposition of village 20mph limit and was not felt necessary then. Nothing has</p>

	<p>changed. Burford Road is very wide with wide visibility splays and protective central `ghost` islands at junctions. There is no significant accident rate to be considered and no need to reduce from 40mph.</p>
<p>(o6) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>We support this proposal for safer speed limits in Minster Lovell, as part of the Council's Vision Zero strategy, because speed is a direct factor in 35% of road fatalities, and probably contributes to many more by reducing observation and reaction time.</p> <p>With residential frontages and a pub on the B4047, 30mph is more appropriate and safer than the current 40. On School Lane, linking this to the existing 30 limit makes sense for coherence.</p>
<p>(o7) Local resident, (Minster lovell, Abraham Way)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>To slow traffic down for safety reasons. Vehicles and especially HGVs really hurtle through here. People are crossing the road for the bus stop and children are playing nearby.</p>
<p>(o8) Local resident, (Minster Lovell, Holloway Lane)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>I walk this road with my dog on a daily basis and on occasion find it like a race track the majority of the time and even with the 40MPH painted on the road surface plus the 40MPH slow down warning light obvious for all to see, these signs are generally ignored by daily traffic such as cars/suvs/lorrys/wodc vehicles/ motorbikes and public transport buses. It is very intimidating as the pathways are narrow .</p> <p>I live on the new estate Dovecote Park and it has come to light an issue with the speed and potential dangers. These include the fact that there in the last couple of months we have been privileged to have a bus stop located at the footpath entrance to the estate and on the opposite side of the road adjacent to The Horse and Radish Pub, however the buses when stopped to drop off or pick up blocks the view of oncoming traffic from Witney or Burford . There is</p>

	also no lighting at the bus stops so with speeding traffic is dangerous for passengers and public crossing the road, particularly the elderly and young alike. There is also no signage from Witney approach indicating a turning into Dovecote Park Estate which also with speeding traffic is a danger when we turn out as they are unaware. With the new estate that is planned along the Burford Road and extra traffic and pedestrians (including children) the need for a reduction to the speed limit is imperative.
(o9) Local resident, (Minster Lovell, Upper Crescent)	<p>B4047 Burford Road – Support School Lane – Support</p> <p>I live in Upper Crescent and walk my dog in old Minster and use the footpaths across fields to the north of Burford Road. I cross the Burford road every day and walk along the footpath towards Burford. Traffic travelling at 40mph is not just fast but feels frightening with some of the big lorries. The road is relatively narrow and so is the footpath so you are inevitably very close to the road. I suspect much of the traffic is travelling in excess of the current speed limit. By reducing the limit, it would hopefully make most of the vehicles travel below 40mph. A pedestrian cross could also help slow traffic and make it safer for everyone.</p>
(o10) Local resident, (Minster Lovell, Wenrisc Drive)	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Walking on the pavements along both these roads is very dangerous when cars are speeding way than 40mph also with the new building of houses will be creating more traffic on this already busy</p>
(o11) Local resident, (Minster Lovell, Abraham Way)	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Vehicles speed along Burford Road. There are people coming out of entrances and crossing roads. Children playing close by There will be a serious accident if this continues.</p>
(o12) Local Cllr, (Minster Lovell, Brize Norton Road)	<p>B4047 Burford Road – Support School Lane – Support</p>

	School Lane is already 20 mph. supporting to reduce the speed for the safety of vehicle users and pedestrians and to help to reduce the speed of traffic through our Village.
(o13) Local resident, (Minster Lovell, Wenrisc Drive)	B4047 Burford Road – Support School Lane – Support Increased traffic makes it more difficult to turn out onto main road from Upper Crescent, Brize Norton Road etc. A speed decrease should help
(o14) Local resident, (Minster Lovell, Abraham Way)	B4047 Burford Road – Support School Lane – Support I live in the new Dovecote estate where the entrance to the estate is extremely narrow when another car is also trying to maneuver in/out of the estate. All types of vehicles, cars, buses, lorries, are all going well over 40 mph along this stretch including through the village but the White Hart. The speed limit should reduce way before any residential properties to ensure the safety of those having to cross this busy road, ie to get to bus stops etc
(o15) Local resident, (Minster Lovell, Abraham Way)	B4047 Burford Road – Support School Lane – Support Nearly all vehicles speed along his road. Ive had cars overtake me when I'm trying actually turning into one of the side roads. This has been on a few occasions and very dangerous. I'd prefer it dropped to 20 mph
(o16) Local resident, (Minster Lovell., Burford Road)	B4047 Burford Road – Support School Lane – Support Burford road has become VERY dangerous for pedestrians, especially in the winter. Traffic numbers have increased and because it is a straight road its become a race track. There have been a number of accidents, dogs killed and property damaged. Please reduce the speed.

<p>(o17) Local resident, (Minster Lovell, Burford Road)</p>	<p>B4047 Burford Road – Support School Lane – No opinion/objection</p> <p>The Burford Road is a nightmare, as I live on it, but School lane is already 20, so do not understand why it is included in this survey. Traffic is not taking any notice of the flashing 40 signs and the types of lorries that use the Burdord Road are getting bigger and more frequent. These signs are now in the wrong place as there has been a new estate built coming from Burford direction. It is dangerous walking along the pavement as lorries suck you and dogs off the pavement, and getting out of a driveway is dangerous too as some cars are not slowing down but speeding up as the road is so straight. Children get off school buses and there are now 4 bus stops, 2 extra this year, which means crossing the road is more dangerous and cars overtaking buses that have stopped is dangerous. The new estate, and another one going to built soon have also helped to increase traffic, noise, pollution etc on the Burford Road. Some cars leaving the new estate are doing well above the speed limit by the time they reach the Brizenorton Road junction.</p>
<p>(o18) Local resident, (Minster Lovell, Wychwood View)</p>	<p>B4047 Burford Road – Support School Lane – No opinion/objection</p> <p>As a resident whose property is in close proximity to the B4047 Burford Road, I see and hear vehicles travelling fast along the aforementioned road. This causes excessive noise and air pollution. Furthermore the current speed limit makes it hazardous when exiting from Brize Norton Road onto B4047 Burford Road.</p> <p>Therefore, reducing the speed limit on B4047 Burford Road to 30mph will help to reduce noise and air pollution for nearby residents, as well as improve road safety for drivers.</p>

This page is intentionally left blank

Division(s) affected: *Abingdon North, Abingdon East, Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

PROPOSED 40MPH SPEED LIMIT: OXFORD ROAD, KENNINGTON

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 40mph speed limit on the A4183/Oxford Road, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a 40mph speed limit on Oxford Road/A4183, replacing the existing 50mph speed limit in its entirety between its junction with the Dunmore Road / Twelve Acre Drive roundabout at Abingdon, through Bagley Wood to the existing 40mph speed limit south of its junction with Foxcombe Road in Kennington – as shown in **Annex 1**.
2. The proposals have been put forward in preparation for the extended 'A34 Lodge Hill Interchange Scheme' following local consultation with Parish Councils and local stakeholders in 2022/23, during which numerous issues & potential solutions were identified.

Sustainability Implications

3. The proposals will help support the wider 'Lodge Hill' traffic calming works, as well as helping to facilitate the anticipated traffic increases as a result of extensive local development and the extension of the A34 interchange to a four-way junction.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the A34 Lodge Hill Interchange Project.

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 11 September and 11 October 2024. A notice was published in the Oxfordshire Herald Series & the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Cllrs, Abingdon Town Council, Kennington & Radley Parish Councils, and the local County Councillors representing the Abingdon North, Abingdon East, and Kennington & Radley divisions.
9. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
10. During the course of the formal consultation, 77 responses were received via the online survey, comprising of: 36 objections (47%), three partially supporting (4%), 34 in support (44%), and four non-objections (5%).

11. Additionally, a further two emails were received directly – with Thames Valley Police raising concerns, and Abingdon Town Council offering their support.
12. 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 Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

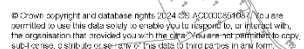
13. Thames Valley Police (TVP) comments are noted – surveys were previously undertaken on A4183 Oxford Road at three locations. The mean speeds range from between 40mph and 43.5mph, with 43%-65% travelling between 40mph-50mph, and between 19%-46% travelling below 40mph. This is in line with DfT guidance for reducing a speed limit from 50mph to 40mph without further interventions.
14. The majority of the objection's received suggested that there is no requirement to change the speed limit from 50mph, in particular since there are no crossing points, and that traffic is relatively free flowing. However, as part of the A34 Lodge Hill Interchange scheme, the A4183 Oxford Road will be improved with the introduction of 'dumbbell' roundabouts. The introduction of the new roundabouts will introduce give way lines, non-motorised road user (NMU) facilities, and crossing points.
15. The mean speed at this location is likely to reduce further following the introduction of the scheme, including more NMU usage. The change to 40mph is necessitated by the introduction of A34 Lodge Hill upgrade and subsequent changes proposed to A4183 Oxford Road.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Sharaz Arif (Project Manager – Infrastructure Delivery)
 Dan Hammond (Project Lead – Infrastructure Delivery)

July 2025



Notes:

- Key:

-

Class



Woodlands Court,
Burnham Road,
Beaconsfield,
Buckinghamshire,
HP9 2SP

Title

202010-MIL-HGN-KEN-TRO-ZH-001	F	001
-------------------------------	---	-----

Printed: 31 July 2014 11:24:38. File location: P:\cawcys\GastroIntest\GastroIntest2012\cawcys\11_TerileGastroIntest\2012\07\070714\GastroIntest2012_070714_Cawcys_Rd_Reopened_Archival.d

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – based on current 85th percentile speeds.</p> <p>Thank you for the consultation documents including the Speed Limit review dated September 2024 in relation to the proposed speed limit change.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>Compliance with new limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p>
(e2) Abingdon-on-Thames Town Council	Support – are in full support of this proposal. This will be noted in the council's planning committee minutes of the meeting 23rd September 2024.
(o1) Local resident, (Abingdon, Elizabeth Avenue)	Object – 50 is a perfectly reasonable speed for that road. There is no reason to reduce the speed. It is not a residential area. There are no pedestrians owt.
(o2) Local resident, (Abingdon, Henor Mill Close)	Object – The speed limit should be kept at 50 to keep traffic moving. There is no need to reduce it.
(o3) Member of public, (Abingdon, Langley Road)	Object – Too many unnecessary speed reductions
(o4) Rather not say, (Abingdon)	Object – Why do we keep lowering the speed limits, it is safe to do 50 along there, so let's keep it at 50

(o5) Local resident, (Abingdon, Thames View)	Object – The reduction of the speed limit elsewhere has impacted my mental health negatively. Please don't cause any more unnecessary suffering. We are already time poor, this road, at times is perfectly safe to use at 50mph, and when it is not, drivers reduce their speed anyway. How many crashes have there been on this stretch due to driving at 50 rather than 40, and would a different outcome have occurred at 40mph? Pointless change. Also, I would love to know the carbon footprint of manufacturing and transporting and implementing all the new signage. More than leaving it as it is...
(o6) Local resident, (Abingdon, The Grove)	Object – Lower the speed limit doesn't help traffic whatsoever it causes more. Planning roadworks accordingly and not all at once would be the far more logical answer....
(o7) Local resident, (Abingdon, Chandler's Close)	Object – Leave it alone it's been fine for years with no problems if you have excess money you need to dispose of use it to cut overgrown weeds from curbs not only for better views for the motorist but to make it less scruffy around Abingdon
(o8) Member of public, (Abingdon, Daisy Bank)	Object – It's a busy road but very little accidents so is not needed.
(o9) Local resident, (Abingdon, Hobbs Close)	Object – There is no need to change it! It is perfectly safe as it is.
(o10) Local resident, (Kennington, Bagley Wood Road)	Object – There is no reason to lower the speed limit, why does everything always have to get worse??
(o11) Local resident, (Kennington, Meadow View Road)	Object – I don't see what benefit there is to a 40 mph limit
(o12) Local resident, (Kennington, Otters Reach)	Object – Slowing speeds won't help with the level of traffic and is a waste of money that should be spent elsewhere. There are not many accidents on that road so it's not necessary to change speed limits. The current speed is fit for purpose.

(o13) Local resident, (Kennington, Playfield Road)	Object – There is no reason to change the speed limit
(o14) Local resident, (Kennington, St Swithuns Road)	Object – When consulted on the Lodge Hill slip roads, we were promised traffic calming measures for the surrounding communities. None of the included traffic calming measures were included in the final design. Note that the recent consultations on measures like a zebra crossing at the Avenue were forced through by a local resident, with the local council dragging their feet the whole time, and are completely unlinked from the Lodge Hill developments. This 40MPH limit might be seen as the traffic mitigation for Lodge Hill. It is not, and I am angry that we were misled on the original proposals.
(o15) Local resident, (Kennington, The Avenue)	Object – There is nothing wrong with the current 50 mph speed limit. Feel that speed limit should be clearly higher than Kennington village. Traffic will just be diverted through the village. You are already pondering adding double yellow lines to make traffic easier to flow through the village.
(o16) Local resident, (Kennington, Upper Road)	Object – The 50 mph speed limit is right for the road. Constantly lowering the speed limit creates more congestion, more pollution and is unnecessary, especially on that stretch of road. I have no faith in this consultation though because you are corrupt eco fascists who force through what you want regardless of the majority view.
(o17) Local resident, (Kennington, Bagley Wood Road)	Object – It works well currently. Leave it along.
(o18) Local resident, (Kennington, Cranbrook)	Object – Whats the point?
(o19) Local resident, (Kennington, Edward)	Object – <i>no comments</i>
(o20) Local resident, (Kennington, Grundy Crescent)	Object – Stop lowering speed limits! The 20mph zones are completely absurd on main roads, they bottleneck traffic and create far more pollution. They're fine on tiny residential roads but stop creating even more traffic in our city - it's

	becoming inaccessible. Not all of us have the luxury of being able to walk or cycle to work or can afford to live in the city centre.
(o21) Local resident, (Kennington)	Object – I believe it's fine as it is
(o22) Local resident, (Kennington)	Object – <i>no comments</i>
(o23) Local resident, (Kennington, Poplar Grove)	Object – I it is more intimidation of car drivers by Oxfordshire Council s
(o24) Local resident, (Kennington, Poplar Grove)	Object – People already ignore the 50mph, traffic calming measures would work better. Also actually finishing/reopening the Dunmore slip road onto Oxford road would help as it's been close for a year.
(o25) Local resident, (Kennington, Simpsons Way)	Object – Not necessary as there are few residential properties along that stretch of road
(o26) Local resident, (Kennington, Sycamore Crescent)	Object – I think it getting beyond the joke with all these new speed limits you spend more time looking at your speedometer checking your speed then concentrating on the road, how can this by car roads safer
(o27) Local resident, (Kennington, The Avenue)	Object – Leave the speed limit as is, improve on infrastructure instead to reduce traffic!!! Waste of timw
(o28) Local resident, (Kennington, Upper Road)	Object – What possible justification is there? It is a wide road with good visibility and few joining roads. 50mph for the whole length would be sensible.

(o29) Local resident, (Radley, Howard Close)	Object – I see no reason as to why the speed reduction is needed. It just feels like pointless spending when the money could go towards community centres or fixing roads.
(o30) Local resident, (Radley, Lower Radley)	Object – There is currently a 50mph limit on part of the road reducing to 40 and then 30mph. I believe the limit should remain as it is currently and there should be no change. It would be better to put a speed restriction on the road which goes from the Oxford Road to Sunningwell - currently this is National Speed Limit and would benefit from a lower speed limit.
(o31) Local resident, (Radley, Thomas Crouch Drive)	Object – The road does not require a 40mph limit
(o32) Local resident, (Radley, Further Wore)	Object – Feel that the current limit works well & given the road etc that the lower limit will give no benefit
(o33) Local resident, (Radley., Selwyn Crescent)	<p>Object – The current speed restriction of 50mph and signage of junctions are more than adequate for this road, considering its width, absence of sharp bends, lack of junctions and absence of housing: it is a good, rural road. The only danger spot is the junction with Sugworth Lane, where the narrowness of the Lane and the unkempt hedge on the north side of the Lane make maneuvering hazardous; this issue could be relatively easily and cheaply remedied by the County Council if the will were there. There is already a 40mph limit on the section of road where there has been subsidence, and Hinksey Hill is already subject to a 30mph limit. Any further restrictions are needless, especially considering the amount of traffic that uses it; Sugworth Lane has a far greater need of improvement now that so many new houses have built locally.</p> <p>Presumably any further restrictions would involve the installation of electronic signs, road signs and painted signs on the tarmac, all at further expense to the taxpayer when the country's national debt is fast approaching £3 trillion, mainly as a result of the covid pandemic and lockdown. The cost-benefit ratio makes no sense and there are numerous other road safety issues that the Council should be looking at if safety is the true consideration.</p>

(o34) As a business, (Sunningwell, Dark Lane)	Object – There is no need to reduce the speed limit on this road. There are no residential areas along the stretch. Problems with the rest of Oxfords Road normally cause chaos and long queues backed up along here anyway
(o35) Member of public, (Wantage, Hangar Lane)	Object – I see absolutely no need for further restrictions on that road. I use it quite a lot as it is better to get to Oxford for me as I don't like the A34. I've come across a lot of bad drivers on the A34. There are far more accidents on the A34 compared to Oxford Rd, so there will be no justification for it
(o36) Member of public, (Woodcote, Reading Road)	Object – I am object to both proposals. This proposal reflects how the Council ignores the actual road conditions before proposing speed restrictions while lacking proper risk assessment. There are very few residential properties in the area. The roads are wide with good visibility. The existing 50 mph speed limit is good enough. Lowering it to 40 wouldn't help cyclists. What they need is a pedestrian/cycle lane that is separated from the carriage way.
(o37) Local resident, (Kennington, Bagley Wood Road)	<p>Partially support – I only partially support this proposal because it does not go far enough.</p> <p>Bagley Wood Road is heavily used by pedestrians walking up from Kennington to use the Bagley Wood open space preserve, the entrance to which is at the A34 bridge. A high number of cars do park there as well, loading/unloading kids and dogs. It is further a popular cycle route.</p> <p>Sugworth lane is being dropped to 30MPH. Dropping Bagley Wood Road to 30 MPH would greatly increase safety for pedestrians and cyclists—as per roadwise, a pedestrian has a 90 percent chance of being killed by a 40MPH car, but a 20 percent chance of being killed at 30MPH.</p> <p>Today (Sep 13th), it is painfully obvious there is a problem on the A34, as Bagley Wood Road is backed up badly as rat-runners try to get to the Hinksey Hill roundabout / Southern Bypass Road through surface streets. This results in lots of conflict between those going to the primary school at the bottom of Bagley Wood Road and the commuting rat-runners. The backup extends up to the A34 overpass as I write this.</p> <p>The Lodge Hill northbound sliproad will make cutting through Sugworth Lane, Bagley Wood Road, or Hinksey Hill much, much more attractive. Both Sugworth Lane and Hinksey Hill have dropped to 30MPH. Only Bagley Wood Road remains NSL, and the plan here is to make it a faster road than the others (including Hinksey Hill which is wider, more clear, etc).</p>

(o38) Local resident, (Kennington, Cranbrook Drive)	Partially support – If you slow that road to 40 mph, it would be absurd to keep Bagley Wood Road (and Sugworth Lane) as delimited because that's the alternate route to access the current rat run in to Oxford that will be more accessible once the Lodge Hill junction is changed. A34 north slow = gridlock in Kennington courtesy of people avoiding the Hinksey Hill junction.
(o39) Local resident, (Kennington, Kennington Road)	Partially support – My biggest concern is that traffic will route down the cut-through to Kennington, especially if there are problems on the A34. If traffic is slow due to reduced speed limit this may make this worse as people will look for alternative routes in busy times putting more pressure on Kennington and the surrounding areas.
(o40) As part of a group/organisation, (Abingdon, Bostock Road)	Support – This road is in proximity to a major housing development, and will see a large increase of traffic. It's role will change into an increasingly busy short feeder to the new Lodge Hill slips, and there will be an increased number of crossings, and due to improved facilities, an increased number of pedestrians and cyclists on the side paths. Reducing the speed limit will not greatly affect journey times, but will improve safety, particularly on approach to the junctions. We are most concerned with the speed of traffic at the roundabout on the Abingdon ring road, which will see pedestrians and cyclists crossing on all sides.
(o41) Local resident, (Abingdon/Radley, Sugworth Lane)	Support – Very busy road which speed limit needs to reduce. Cyclists and pedestrians use this road and without a cycle or path it's very dangerous for them going at 50mph. It is also dangerous when trying to leave Sugworth Lane to join Oxford Road as the bend is blind. It would help if limit is reduced so motorists and cyclists can join Oxford road from Sugworth Lane more safely.
(o42) Local resident, (Bagley wood, Oxford Road)	Support – With developments traffic is increasing and so need for traffic to not race along the Oxford road
(o43) Local resident, (Kennington, Bagley Wood Road)	Support – We live on this road and take our children to school, go for walks, etc. The speed that cars currently drive makes the road unsafe for everyone who isn't in a car. The users of Bagley Wood are also at risk as the entrance to the wood is where most vehicles hit maximum speed. It's now the rat run for the morning commute with aggressive drivers not respecting walkers or cyclists who are local.

(o44) Local resident, (Kennington, Bagley Wood Road)	Support – Bagley Wood Road is too tight for two cars to pass comfortably in several points. There are also many people using bikes and going for walks around the wood and coming out onto the road. Lots of animals (badgers, muntjac...) cross the road. 60mph on that road is excessive. Several junctions on Oxford Road, could also benefit from slight speed reduction.
(o45) Local resident, (Kennington, Further Worr)	Support – Evidence suggests lower speed limits are safer. It is also common sense. The road sees a lot of people crossing the road from the wood, there are dangerous turnings and some blind bends. Cyclists are also at particular risk not that anyone cares about them but if we want to reduce traffic in and around Oxford, encouraging safe cycling is paramount.
(o46) Local resident, (Kennington, Links Road)	Support – The road is quite narrow, and used as a rat run, a sensible limit would be thirty miles per hour not forty.
(o47) Local resident, (Kennington, Links Road)	Support – Supporting the proposal. it's very dangerous for walkers, cyclist and cars turning out of Sugworth lane and the Sunningwell turning.
(o48) Local resident, (Kennington, Otters' Reach)	Support – The road is far too narrow for a 50mph speed limit!
(o49) Local resident, (Kennington, River View)	Support – The reduced speed should improve safety on this road for those brave enough to cycle along it and pedestrians that need to cross to get to Sunningwell. It would be preferable to see local traffic calming at the side road junctions, but this is a step in the right direction. The reduced limit will also help to reduce Satnav traffic redirecting off the A34.
(o50) Local resident, (Kennington, River View)	Support – Anything that reduces the danger of traffic diverting off the A34 is a good thing for the Kennington area. Enforcement as always will be the issue requiring investment, such as average speed cameras. Please also consider some localized traffic calming at the Oxford road crossing points so people can more safely enjoy the country road routes between Kennington and Sunningwell.

(o51) Local resident, (Kennington, Simpsons Way)	Support – This short stretch of road passes through woodland, and the traffic noise has significant (negative) impact on the users of that. Additionally, there are no safe crossing places for pedestrians who need to cross to the other section of woodland on the other side of this road, and a reduction in speed will significantly increase the safety of non-motorised vehicle users. As a cyclist, this stretch of road feels extremely dangerous due to the high speed limit, which is already not obeyed by many drivers. As a car driver (of which I am one as well) who regularly uses this stretch of road, this is a really quite a short stretch, and a reduction in speed limit to 40mph as proposed would not cause any undue inconvenience when driving. I would strongly support this proposal, for its benefits in increasing safety to cyclists and pedestrians, and in the reduction in noise pollution for the surrounding area.
(o52) Local resident, (Kennington, Bagley Close)	Support – Many cars speed on this section well above the 50mph. In my experience drivers observe the 40mph limit so it makes sense to extend it.
(o53) Local resident, (Kennington, Bagley Wood Road)	Support – It would make the road safer and reduce traffic diverting off A34 trying to 'save time'. It might also benefit the toads which cross the road to Chandlings and the group of people who try to rescue them.
(o54) Local resident, (Kennington, Playfield)	Support – Because it makes sense to slow traffic to 40 plus it will be better for the toad patrol happening every spring when volunteers risk their lives
(o55) Local resident, (Kennington, Poplar Grove)	Support – I think it makes the road much safer and also could mean better use by cyclists and pedestrians.
(o56) Local resident, (Kennington, The Avenue)	Support – I use this road and turn into Kennington where I live. I find generally that this road would be safer for all car drivers if it was 40 rather than 50
(o57) Local resident, (Kennington, Upper Road)	Support – Increased safety for cyclists, of which I am one.

(o58) Local resident, (Kennington, Woodcroft)	Support – Safer
(o59) Local Cllr (Kennington, Kennington Road)	Support – At the September's Kennington Parish Council meeting its members agreed to support the proposed 40mph speed limit (Minute No 200.24)
(o60) Local resident, (Kennington, Kennington Road)	Support – I prefer lower speed limits because I believe it is safer in that it is easier to react to changes in the conditions at slower speed, the car stopping distances are shorter, it is better for the environment with fewer particulates and tyre material emitted and a less stressful driving experience. There will always be some people that drive too fast/ over the speed limit but most will adhere more closely to limits and those unfamiliar with the road will appreciate lower speed limits.
(o61) Member of public, (Oxford, Marsh Lane)	Support – Makes it safer
(o62) Local resident, (Oxford, Florence Park Road)	Support – Reduced speed improves road safety, particularly for vulnerable road users
(o63) Local resident, (Oxford, Norreys Avenue)	Support – It would make the road feel safer, particularly when crossing the road here
(o64) Local resident, (Radley, Badgers Copes)	Support – There are parts of the road that I think are currently dangerous at 50 mph, e.g. the junction with Sugworth Lane.
(o65) Radley Parish Council	Support – The Council welcomes the proposed speed limit change
(o66) Local resident, (Radley, Gooseacre)	Support – It's hard to cross the road at Lodge Hill so a speed reduction would be very welcome.

(o67) Local resident, (Radley, St James Road)	Support – Lower speed limit here may help to keep driver's speeds on other roads in the vicinity lower.
(o68) Local resident, (Radley, Sugworth Lane)	Support – I live on Sugworth Lane. The junction with Oxford Road is very difficult. A lower speed may help reduce risk.
(o69) Local resident, (Radley, Sugworth Lane)	Support – I live on Sugworth lane and the junction can be difficult getting onto that road.
(o70) Local resident, (Radley, Norfolk Close)	Support – I often cycle this way, and the speed of the traffic can be intimidating. I'm also fearful that with the new A34 junction the volume of traffic will increase. A lower limit will help encourage traffic to use the A34, instead of this bendy road.
(o71) Local resident, (Radley, Sugworth Lane)	Support – I live on Sugworth lane and it is so dangerous when attempting to turn right on to the Oxford road as you can't see far enough along to see what cars are coming from Abingdon direction towards hinksey. I have seen lots of near misses and it's only a matter of time before there is a dangerous collision.
(o72) Local resident, (Radley, Hither Wore)	Support – Safer
(o73) Local resident, (Radley, Sugworth Lane)	Support – We live in Sugworth Lane, near the junction crossroads with Oxford Road. The traffic speed along Oxford Road is far too fast and in fact we would prefer 30 mph from the new lodge Hill junction along the Oxford Road Bagley Wood and then 40mph after that. The reason we think the first part should be 30 is that the Sugworth Lane and Sunningwell lane crossroad is dangerous and extremely difficult with poor visibility to cross or turn out of by car or bike. There are also two bus stops and pedestrians including children and elderly need to cross the road to get to them. There is also a school, CHandling Manor, and then the turn into Bagley Road. We fully support 40mph but 30mph would be much safer and sensible along the first stretch of the Oxford Road until after Bagley Wood Road.

(o74) Local Cllr, (Abingdon, Evenlode Park)	No objection – I think this will be safer, especially in view of the roadworks, and it being a busy and windy road often with poor visibility
(o75) Local resident, (Kennington, Bagley Wood Road)	<p>No objection –</p> <p>I have previously raised concerns about the impact of the proposals on Bagley Wood Road and its residents. The two lane section of the road through the wood will not carry lots more traffic doing up to 60 miles an hour. In parts it is very narrow and many people drive in the middle of the road.</p> <p>We have lived on the lower single track part of BWR(from the top of St Swithun's Road) for the last 9 years. The road is well used by walkers and cyclists. There is no pavement and is very narrow in places with several blind bends. Whenever there is congestion on the A34, as this morning BWR is used as a "rat run". Kennington becomes clogged (especially when, as this morning there is lots of school traffic combined with the refuse collection lorry. This will be exacerbated with the changes to the Lodge Hill junction as so many more vehicles will be attempting to rat run. The drivers who are in a hurry use BWR and lots attempt to use the narrow lower section as a short cut making no allowance for traffic coming the other way or the many families with school children using the road (with no pavement available) to walk to school.</p> <p>This has been a worry for many years and will only get worse once the proposed Lodge Hill works get underway. Please could consideration be given to some traffic restrictions, especially along the lower one lane section of BWR to reduce the risk of a serious accident and also to allow residents on the road the ability to leave their house (either on foot or by car) when there is a hold up on the A34?</p> <p>I am very fearful that there will be a serious accident and also frustrated that those out walking or even trying to get home in a car against the flow of traffic are unable to do so.</p> <p>Those who are not resident are oblivious to the dangers and frustration and drive along the narrow lower section at speed and with no concern for pedestrians or residents.</p>
(o76) Local resident, (Kennington, Jackson Drive)	No objection – If you really want to impact on the speeding then reduce the speed to 30. Seems like tinkering and there are other things you should be addressing like a safe route out of the village to town!

(o77) Local resident,
(Kennington, Upper Road)

No objection – Any speed reductions will help the wildlife in Bagley Woods survive and hopefully less roadkill.40 will be some people's 50 so enforcement will be needed especially at nighttime

Division(s) affected: *Kidlington West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

OXFORD AIRPORT – LANGFORD LANE (TOUCAN CROSSING) & THE BOULEVARD (ACCESS REMOVAL)

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the introduction of ‘No Waiting at Any Time’ prohibition (double yellow lines) on:
 - i. the western side of The Boulevard,
 - ii. on the northern side of Langford Lane,
- b) Approve the introduction of ‘Time Limited 1hr No return within 2 hours’ parking provision on the western side of The Boulevard,
- c) Approve the construction of a ‘Parallel signal-controlled’ crossing on Langford Lane, and
- d) Approve the introduction of ‘Shared-Use foot & cycleway’ on the north side of Langford Lane & the western side of The Boulevard, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to implement a parallel crossing (signal-controlled’ crossing with separate crossing facilities for pedestrians & cyclists) on the western arm of the Langford Lane/The Boulevard roundabout, a section of shared-use foot & cycleway on Langford Lane and The Boulevard, and management of ‘commuter’ car parking through the introduction of new ‘Time limited 1hr parking’ provision and additional ‘No Waiting at Any Time’ restrictions (double yellow lines) – all as shown in **Annex 1**.
2. The proposals have been put forward in connection with the relevant planning consent (ref: 23/00517/F) as part of the development of the new Science Park adjacent to The Boulevard, Oxford Airport, and Langford Lane in Kidlington,

with the associated works forming part of the agreed `Section 106` requirements.

Sustainability Implications

3. The proposals will help form a part of the January 2022 Kidlington Local Cycling and Walking Infrastructure Plan for the wider Langford Lane Employment Area, which identifies the location and types of improvements to the cycling and walking network that are required to help support more people to cycle and walk in the Kidlington and Gosford urban area, as well as links to the immediately surrounding villages.

Financial Implications

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

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 22 May and 20 June 2025. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council,

relevant local District Cllrs, Kidlington Parish Council, and the local County Councillor representing the Kidlington West division.

9. A letter was sent directly to approx.180 properties in the area, and public notices were placed on site in the immediate vicinity of the proposals.
10. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. During the course of the formal consultation, four responses (including from the Parish Council) were received via the online survey, and these are summarised in the tables below:

Proposal	Object	Partially support	Support	No opinion /objection	Total
No Waiting at Any Time' (DYLs)	-	-	4	-	4
Time Limited' 1hr parking	-	1	3	-	4
Parallel signal-controlled' crossing	-	-	4	-	4
Shared-Use foot and cycleway	1	-	3	-	4

12. Additionally, a further three emails were received directly – with Thames Valley Police not objecting (providing the necessary speed monitoring has taken place), and a local District Cllr & local business offered their support.
13. 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 Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

14. The proposed shared foot & cycle path is in accordance with 'Cycle Infrastructure Design (LTN 1/20)' which provides guidance for local authorities on designing high-quality, safe cycle infrastructure. Additionally – if approved – the proposed crossing and shared-use path would follow the required Road Safety Audit process (i.e. GG 119), which will ensure safety for those using the highway facilities.

Paul Fermer
Director of Environment and Highways

Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Chloe Kirby (Senior Engineer - Regulatory Planning
Enforcement)
Julian Richardson (Lead Engineer - Regulatory Planning
Enforcement)

July 2025

Fountain C

P 60 Mins max
No return
within 2 hours

THE BOULEVARD

Oxford Spires
Business Park

Fn

Langford Hall

Meadow House

Langford Annexe

Proposed
Toucan
Crossing

Proposed no waiting
at anytime
restrictions

SM

69.7m

Sta

LANGFORD LANE
LANGFORD LANE

BASED ON ORDNANCE SURVEY MAPPING AND
REPRODUCED BY TRANSPORT PLANNING
PRACTICE WITH THE PERMISSION OF THE
CONTROLLER OF HMSO © CROWN COPYRIGHT

This drawing has been prepared for planning purposes and should not be used for construction.

REV	COMMENTS	DR	CH	DATE

NOTES



DRAWN BY
LD

CHECKED
CW

SCALE @ A2
1:500

DATE
12/03/25

LONDON OXFORD AIRPORT

TRO Plan

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk



DRAWING NUMBER
31236/AC/031

REV
-

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle the Police do not object providing the necessary speed monitoring has taken place and the crossing meets current design standards .
(e2) Local District Cllr, (Kidlington West ward)	Support – I am happy with that although is it necessary to paint double yellow lines rather than a few signs?
(e3) Local business, (Kidlington, Technology Drive)	<p>Support – Following receipt of your letter, I have spoken to colleagues who walk, cycle and drive to their place of work and our response is as follows. As outlined in your letter, we 100% support the traffic improvements you are introducing as part of the development in the area. Traffic has increased considerably, especially Langford Lane. We would like the additional improvements to be considered:</p> <ul style="list-style-type: none"> - There is no crossing for the bus stop on Langford Locks. Therefore, pedestrians must try and navigate across that busy road which also has traffic chevrons. See photo 1 above. We would strongly recommend a crossing in place here. - There is also another crossing needed at Evenlode Crescent. Again, you must cross a very busy road to be able to get to this bus stop. It is very dangerous. - There is no crossing from the Langford Lane bus stop, so again this is a fast and dangerous road where pedestrians must navigate across. - The speed limit should be 20mph Langford Lane. - As there has been various building works, cyclists have noticed lots of rubble and metal debris which has accumulated at the edge of the road. Is there a possibility of a road sweep to clear this problem? <p>I hope you will be able to take all the above into consideration as these are of a concern to our staff who are currently walking and taking the bus as transport every day.</p>
(o1) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p>No Waiting at Any Time' (double yellow lines) – Support</p> <p>Time Limited' 1hr parking – Support</p> <p>Parallel signal-controlled crossing – Support</p>

	<p>Shared-Use foot & cycleway – Support</p> <p>We support this plan to improve the access and safety for walking and cycling around the Oxford Airport and business park entrance.</p>
(o2) Local Cllr, (Begbroke Parish Council)	<p>No Waiting at Any Time' (double yellow lines) – Support Time Limited' 1hr parking – Partially support Parallel signal-controlled crossing – Support Shared-Use foot & cycleway – Support</p> <p>The road is very hazardous as it is. Too much fast moving traffic, speed limit widely ignored, (needs more policing) Nowhere currently for pedestrians to cross road or even to walk safely on the far too narrow pavement. Improvements are long overdue and this news is very welcome. Please can we have an S7 bus stop at the A44 end of Langford Lane for people travelling towards Oxford?</p>
(o3) Local business, (Kidlington, Oxford Technology Park)	<p>No Waiting at Any Time' (double yellow lines) – Support Time Limited' 1hr parking – Support Parallel signal-controlled crossing – Support Shared-Use foot & cycleway – Support</p> <p>I believe those measures will reduce car traffic and help pedestrians to feel safer. I'd like also to propose more zebra crossings across Langford Lane, one for every bus stop and at the beginning and end of the road, as currently there are no zebra crossings in the whole of the road.</p>
(o4) Local resident, (Eynsham, Back Lane)	<p>No Waiting at Any Time' (double yellow lines) – Support Time Limited' 1hr parking – Support Parallel signal-controlled crossing – Support Shared-Use foot & cycleway – Object</p> <p>Generally support but shared pedestrian cycle paths are not safe in my opinion</p>

This page is intentionally left blank

Division(s) affected: *Deddington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

B4031, HEMPTON – PROPOSED NEW TRAFFIC CALMING FEATURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction of two kerbed build-outs on the B4031 Hempton Road in Hempton, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct two kerbed build-outs on the B4031 Hempton Road, at the Eastern end on the westbound carriageway, approx. 42m west of the junction with Snakehill Lane as shown in **Annex 1**, and at the south-western end on the eastbound carriageway, approx. 42m southwest of the junction with Duns Tew Road as shown in **Annex 2**.
2. The build outs will each be approx. 3m long by 1.5m-2m wide reducing the width of the carriageway to approx. 4 metres, and will be accompanied by additional signing and lining improvements. Priority will be given to traffic exiting the village, i.e. travelling south-westwards at the southwestern end, and eastwards at the eastern end.

Sustainability Implications

3. The proposals seek to improve road safety in the area by slowing motor-vehicle traffic entering and exiting the village.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the 'United States Visiting Forces Road Safety Fund'.

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law – Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 14 November and 13 December 2024, with 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, local District Cllr's, Deddington Parish Council, and the local County Councillor representing the Deddington division.
9. Letters were also sent to approx. 120 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
10. 69 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Eastern end	26 (38%)	6 (9%)	37 (53%)	0	69
South-western end	24 (35%)	6 (9%)	38 (55%)	1 (1%)	69

11. Additionally, a further eight emails were received, with Thames Valley Police, Oxford Bus company & Cherwell District Council submitting non-objections, Deddington Parish council & a local organisation (charity run by disabled people

& carers for disabled people & carers) submitting their support, two local residents objecting, and one raising concerns.

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

Officer Response to Objections/Concerns

13. Thames Valley Police did not object to the proposals.
14. Additional measures have long been requested by Deddington Parish Council to improve compliance with the prevailing speed limit. The funds used for these proposals have been provided by central government, and are 'ring-fenced' for safety improvements on routes used by United States Visiting Forces – this specific route is a significant one between RAF Croughton and RAF Barford St John.
15. It is anticipated that the build-outs will help assist with speed reduction within the village, owing to the 'give & take' arrangements, with priority given to outgoing traffic, with outgoing speeds being monitored. Concern about potential driver disregard cannot be seen as a case for not introducing traffic calming measures. The majority of motorists are expected to observe the proposed arrangements properly, and Thames Valley Police have raised no concerns about this.
16. The build-outs have been requested by the parish council and designed in close consultation with them and local residents – including farmers who requested adequate width to help cater for their large machinery. The required carriageway width precludes the inclusion of 'cycle bypasses', which in any case can present a separate risk i.e. of conflict on the exit from the calming feature. At the eastern end there is an adjacent shared path; at the western end the presence of pedestrian traffic is unlikely and it is considered that cyclists will be able to safely negotiate the build-out.
17. Farmers' concerns have been taken into account when designing this proposal, and the build-outs have been drawn up in consultation with local farmers with the intention of preventing damage either to the feature or any farm vehicle. Whilst the design of the build-outs has also been adjusted in line with government guidance regarding the safety of cyclists and horse riders.
18. A temporary trial was carried out demonstrating that build-outs at the suggested locations will effectively moderate speeds without undue build-up of traffic, with the observations from this shown at **Annex 4**. The proposed modular construction would facilitate a straightforward removal of the features should traffic conditions change significantly in the future.
19. The concern about the impact of forcing vehicles to drive on the wrong side of the road is noted by Officers, who confirm that carriageway deflection arrows

will be appropriately marked in addition to the two-way arrows already in place at other locations in the village.

20. The measures are deliberately placed within the 20mph speed limit as a reminder/reinforcement of the speed limit. An additional speed indicating device has also been installed at the eastern end of the village.
21. The concerns over the safety of young cyclists, pedestrians, pushchairs and dog walkers using the footpath is noted, but it is not considered that moving the build-out to a location where there is a very small amount of separation from the footpath would make a significant difference. It is anticipated that vehicles would only be 'idling' for a very short time.
22. Drivers on the B4031 or accessing or leaving St John's Way must be expected to drive in accordance with perceived conditions, including other traffic navigating the build-out, in the same way as if there were a parked vehicle at that location. The island at the eastern end is placed approximately 40 metres from the start of the kerb radius into St John's Way, which is considered adequate to enable vehicles to resume position on the near side. It is not considered that the proposed location of the build-out alongside the existing facility presents a hazard.
23. There may be scope once installed for the parish to research and propose additional features but the need for passive safety must be kept in mind. See response above regarding the unavoidable need for associated signage and markings, which arguably have much more visual impact on the street scene.
24. The intention is to further reduce speeds on the approaches both to the pinch point and the staggered crossroads. A modular construction is proposed that has reduced potential cost significantly and will minimise the installation time and traffic disruption.
25. Traffic at the south-western end may build-up opposite the residential driveway (thereby blocking access) on rare occasions, but any risk of inconvenience is deemed to be minimal, as shown during the monitoring in **Annex 4**.
26. Drivers on the B4031 or accessing or leaving side roads must be expected to drive in accordance with perceived conditions, including other traffic. The islands are placed at locations which leave adequate space to enable vehicles to resume position on the near side.
27. There is now a VAS unit at each end of the village. Thames Valley Police do not now have a speed camera programme. Speed counts have demonstrated that although traffic speeds are now lower, further measures are still needed to complement the speed limit signage.
28. As with other villages recent speed counts have demonstrated that despite the 20mph speed limit the 85%ile speeds in both directions are still high. It is anticipated that the physical measures will reduce these considerably. The

concern regarding motorists simply speeding on the opposite side of the carriageway is acknowledged, and outgoing speeds will continue to be monitored by Community Speed Watch.

29. The point about 'visual impact' is noted, but any fixed obstruction to the highway would have to be accompanied by the same signs and road markings, regardless of the materials used, and the requirement for passive safety would preclude the use of items such as planters. It is anticipated that these proposals would be introduced using a modular product that does not require excavation or concrete.
30. There is a 7.5 tonne weight limit through Croughton, however we are not currently in a position to be able to introduce such a restriction on the B4031 between the A361 and Deddington.

Paul Farmer
Director of Environment and Highways

Annexes	Annexes 1 & 2: Consultation plans Annex 3: Consultation responses Annex 4: Temporary trial monitoring observations
---------	--

Contact Officers:	Dave Catling (Acting Senior Officer – Highway Schemes) Lee Turner (Team Leader – Traffic & Road Safety)
-------------------	--

July 2025

Drawing No.

NOTES

1. DO NOT SCALE FROM THIS DRAWING.

2. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.

3. REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.

4. SIGN LOCATIONS TO BE CONFIRMED.

KEY

New RediPave

New road marking

RediPave

1	2	3	4	5	6	7	8	9
0	0	2	10	2	4	0	0	0

LOCATION PLAN

NTS

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Oxfordshire

COUNTY COUNCIL

Owen Jenkins

Director of

Communities Operations

Oxfordshire County Council

County Hall

New Road

Oxford

OX1 1ND

Tel 0645 310 1111

Project title

Proposed new build-out

Drawing title

Hempton - between Snakehill Lane & St John's Way

Drawing Status

Consultation

Scale @ A3

Drawn by LN

Checked by DC

Approved by

NTS

Date drawn 19/09/2024

Date checked 19/09/2024

Date approved

XXXXXX

XXXXXX

XXXXXX

XXXXXX

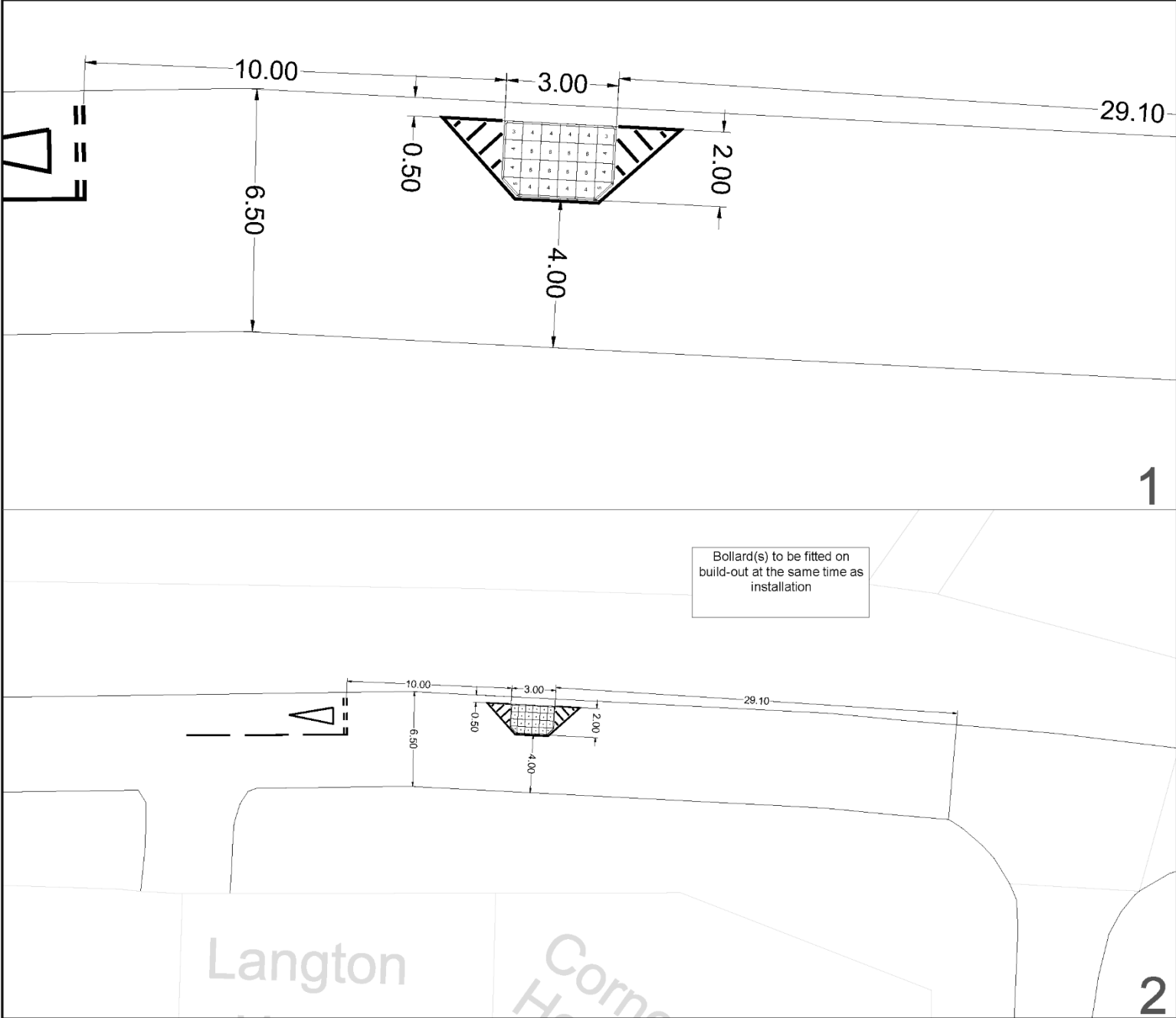
Oxfordshire Project No. & File Ref

2

Drawing No.

Revision

Page 174



Drawing No. 1

NOTES

- DO NOT SCALE FROM THIS DRAWING.
- VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.
- REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.
- SIGN LOCATIONS TO BE CONFIRMED.

KEY

- New RediPave
- New road marking

RediPave								
1	2	3	4	5	6	7	8	9
0	0	2	12	2	8	0	0	0

LOCATION PLAN

NTS

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director of
Community Operations
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0645 310 1111

Project title

Proposed new build-out

Drawing title

Hempton - New build-out

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	DC	XXXXXX
Date drawn	Date checked	Date approved	
19/09/2024	19/09/2024		XXXXXX

Oxfordshire Project No. & File Ref

Drawing No.	Revision

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – We can confirm that this does not make changes that affect bus operations, and thus we raise no objection.
(3) Deddington Parish Council	<p>Support – This parish council is very pleased that evidently the funding for traffic calming in Hempton has been found and the formal consultation is under way.</p> <p>At its meeting on November 20th, the council voted unanimously to support the proposal for two build-outs at the east and west end of Hempton.</p>
(4) Barford St John and Barford St Michael Parish Council	Object – There is absolutely no requirement for further traffic calming measures. There is already a 20 mph speed limit in place and there is a single file restriction in the middle of the village. .
(5) Cherwell District Council, (Development Management)	No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.
(6) Local group/organisation, (Unlimited Oxfordshire)	<p>Support – I note that this scheme is for two narrowings on the B4031, one on each approach to the village. At the site of the western narrowing there are no footways. At the site of the eastern narrowing there is, on the south side, a footway/cycleway which extends all the way to Deddington, about one mile to the east.</p> <p>I would not expect the scheme to cause any difficulty for disabled people. The interruption of the traffic flow might actually make it easier for them to cross between the houses (and the side road) on the north side and the footway/cycleway on the south side. Therefore we welcome the scheme.</p>

(7) Local resident, (unknown)	<p>Object – I have spent considerable time weighing up the reality of the proposed scheme, and unfortunately I remain extremely concerned that the proposed measures will cause additional dangers to roads users.</p> <p>I would like to lodge a strong objection to the scheme for the following safety reasons:</p> <ol style="list-style-type: none"> 1. They will only reduce the speed for cautious drivers. For those intent on driving too fast, they present an obstacle which has to be dealt with by driving on the wrong side of the road. We currently have a few drivers who overtake those who are doing 20 through the village, and both car and lorry drivers who do not observe the 20mph smiley sign. This means that if the scheme goes ahead we will have cars and lorries driving too fast into the village on the wrong side of the road. This is of particular concern where they will be approaching a junction or coming down the hill where there is less visibility and less stopping time. This creates a worse situation than the current one where the majority of speeding drivers are at least on their own side of the road. We have seen this happen at Deddington (where there is a build out like the ones proposed here) where incoming traffic has forced outgoing traffic off the road onto the grass verge rather than give way. A double chicane or a combination of speed cushions / speed table and build-out would be needed to actually slow people down. 2. Driver psychology: Since Covid we have seen a difference in mentality from some members of the population - some people now drive in a way that is more selfish, more reckless and they have more disregard for the rules. There is a resentment of being told what to do or having more rules imposed. This change in psychology must be taken into account when predicting how drivers will respond to new measures. These build-outs are seen as a frustration to many drivers, and some will ignore them - crucially, they will not reduce people's speeds unless people are being careful and observing the give way rules. For those who choose not to, they will be putting other road users more at risk than currently. Creating two further give way points to deal with the existing pinch point will make some drivers more impatient and lead to increased aggression in how some people drive through the village. 3. The Highways Hierarchy is not being observed with these measures - pedestrians, cyclists and horse riders are the most vulnerable road users and as such any scheme should take their needs into account first and foremost. These build outs do not allow for cyclists or horse riders to pass through to the left as some schemes do, instead forcing them into the middle of the road into the path of oncoming traffic, and with reduced room for overtaking or the ability to take evasive action. This makes them more at risk than the current situation. (This is an issue with the one in Deddington too, which has already caused problems for some cyclists.)
----------------------------------	---

Furthermore, the Eastern build-out has been situated next to the pavement where young children and adults cycle and walk. It would be safer, and reduce their exposure to traffic fumes if the build out were situated further to the East, where the pavement is set back from the road with a grass verge buffer.

This would also give easier refuge for equestrians should they encounter speeding vehicles.

I have asked why humps or tables or cushions have been dropped from the proposals, and was told that local farmers objected. From reading the document linked below- these would seem to be safer for vulnerable road users, more effective in reducing speeds and should not cause damage to vehicles who travel within the speed limit. It would be wrong in my view for priority to be given to farm vehicle convenience over vulnerable road user safety. There may be other reasons why these were dropped, e.g. noise, but this has not been shared. I don't think consultation is even needed to install humps of a specified height in a 20 mph zone? They may also have the effect of reducing HGV traffic along this B road.

4. The fact that these measures are being put in place for USVF makes me even more worried about the impact of forcing vehicles to drive on the wrong side of the road. If there were to be an incident the diplomatic fallout would be huge.

5. Location of the build outs: In both cases they have been situated close to junctions and not at the limit of the 20 mph zone. This gives drivers less time to react and adjust their course between the obstacles and the junctions / existing pinch point blind spot. I think the reasons for this are in recognition that vehicles will enter the village at speeds greater than 20 mph?

6. Visual impact: compared to concerns over safety this is a minor issue, but it does add an eyesore to what is otherwise a lovely rural village. Given that it is within a 20 mph zone, should this go ahead, I would hope something suited to a rural village location could be constructed with planter and local materials. Psychologically this would also be more acceptable to drivers passing through as they would respect the village and community aspect more than they would the perceived dictatorial concrete.

I would like to propose that an additional speed light up sign is placed at the Eastern approach to the village, as this does seem to be effective for many road users and largely uncontroversial. This was written from my observations of the recently installed sign on the SW approach and drivers' subsequent behaviour, but I have now seen is also backed up by the document below. The table on page 9 sums things up well.

I was interested to read 6.1.2 and 6.1.3 as this does tie in with my understanding of how road users will approach these build outs - traffic is somewhat tidal through our village, and there are very quiet periods in the day especially in hours of darkness. At these times some vehicles pass through at speeds in excess of 50 mph. For cars entering the

	village at this speed on the wrong side of the road in the dark, the potential for serious accidents is extremely worrying. I know I am not the only resident to have these concerns, but as we have been told that should we object we will get no traffic calming measures at all, very few people want to cause conflict with what has been presented.
(8) Email response, (unknown)	<p>Object – I believe that this is a poorly thought out scheme that will put all road users, cars, cyclists, pedestrians and equine riders at increased risk.</p> <p>As you have been warned of this risk should there be an accident then there may be a legal case, including corporate manslaughter if there were to be a fatality.</p> <p>The build out in Deddington is already controversial and dangerous. This scheme really does need considerably more discussion.</p> <p>There are several other areas where the road safety could be better, not just in Hempton/Deddington and other methods that could be used to reduce speeding.</p>
(9) Local resident, (Hempton, The Lane)	<p>Concerns – While building the proposed measures to slow traffic passing through Hempton is to be welcomed, I question whether it will be completely effective. Regularly we see very large trucks speed up after the constriction towards the east end of the village and reach 30-40 mph as they pass The Lane and the Chapel.</p> <p>In a neighbouring village, but in Northamptonshire, there is an excellent example of how stop over-large vehicles and all vehicles from speeding would seem Croughton, where successive measures make it difficult for vehicles to ignore the obstacles but make it perfectly easy for law-abiding traffic to move smoothly. I have never seen a large lorry drive through Croughton. Farm vehicles would still be able to drive through, which is important, as this is farming country.</p>
(10) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Object South-western end – No objection</p> <p>Having carefully considered the design and the impact it will have, I feel it would be safer and more effective in traffic calming to be sited further to the East, closer to the village limits for the following reasons –</p>

	<p>1: The safety of young cyclists, pedestrians, pushchairs and dog walkers using the footpath. The build out has been drawn at a point where this pathway is directly next to the road rather than further back where there is a wide grass verge separating the two. It would be good to slow traffic before the path is directly alongside the road, closer to the village limits. In the interests of health and safety of vulnerable users it would be preferable not to have children at exhaust height where there are idling engines for cars waiting. Moving the build out further East would improve the safety and wellbeing for these users.</p> <p>2: The proximity to St John's Way means that as cars exit St John's Way heading East, they may well meet traffic on the wrong side of the road where West-bound incoming traffic has moved over to circumnavigate the build out. Moving the build out further East would give drivers more time to adjust which would be safer. This would also benefit cars exiting the pinch as they would keep their speeds slower for longer with the build out moved further East, and again, it allows more time for Westbound drivers to move over onto the correct side of the road. Where the build out is currently proposed could well make the area less safe for those heading East, in particular for those heading out of St John's Way. This is because cars coming from the East may not be aware of waiting traffic from St Johns Way, or of traffic exiting the pinch and sail past the build out on the wrong side of the road at too high speeds to adjust in time.</p> <p>Other concerns that I have - The build out does not consider the needs of cyclists using the road as there is no option for them but to move closer to the path of oncoming traffic. This is a problem with the current build-out near Hempton Gate where children and adults have reported having to move uncomfortably close to the oncoming traffic who don't give way. Is there no design where they can go to the left of the build out? Younger cyclists use the footpath when it is not overgrown, but again, the siting of the build out has not taken their needs into account.</p> <p>I would urge you to make the most of this opportunity to make this route safer for cyclists and young children, and make it possible for them to cycle on the left of the build out, and for the build out and associated waiting traffic to be sited where it is separated from the pavement by a grass verge.</p> <p>My final comment is on the design - is there any way these can be less of an eyesore? Hempton is a really pretty ironstone village in places, and it would be nice to have pleasant looking traffic calming measures to match! One of the build outs is to go next to a listed building. Is there an alternative design that is more in keeping with this? Guessing we will have these in place for a long time, so be good to get things as pleasant looking as possible.</p>
(11) Local resident, (Barford, Batford)	<p>Eastern end – Object</p> <p>South-western end – Object</p>

	Absolute waste of money. Looks an eyesore. Spend the money on fixing roads!
(12) Local resident, (Barford, Robins close)	Eastern end – Object South-western end – Object It is already tricky getting through that part of the road.
(13) Local resident, (Barford st john, Lovell and son)	Eastern end – Object South-western end – Object I would like to object to these changes. As a farmer this will make it very difficult to move farm machinery safely through the village.
(14) Local resident, (Barford St Michael, Church Street)	Eastern end – Object South-western end – Object Cause traffic build up
(15) Local resident, (Barford St Michael, Lower Street)	Eastern end – Object South-western end – Object I consider these proposals unnecessary because there is already a pinch point in Hempton which by its very nature slows down the traffic coming from Deddington and where you are proposing to place your calming measure would give drivers insufficient time to react. Also now the speed limit has reduced to 20mph throughout Hempton I believe that further measures are not necessary and would be a waste of rate payers money and the costs incurred should and could be better spent elsewhere.

<p>(16) Local resident, (Barford St Michael, No thank you)</p>	<p>Eastern end – Object South-western end – Object</p> <p>There is already a width restriction where the road is not wide enough for 2 cars, adding additional points either side of this is not going to slow traffic down any more than this already does, if anything it will create additional bottlenecks in the village. Installing a dropped kerb alone costs on average £1650, adding additional labour, equipment etc for a build out would increase that cost exponentially, then x by 2, I'm struggling to see the return on investment for the associated cost, let alone maintaining it in future. Add into that the roadworks and traffic disruptions that will ensue (see Deddington's latest installation for reference as that was on a traffic light system for weeks), concerns for cyclist safety having to merge with traffic, accessibility issues for residents.</p> <p>I think the idea of coming up with a plan to reduce the speed limits of drivers is not a bad one, but making Hempton Road a new chicane style road belonging on an F1 track is maybe not the brightest.</p>
<p>(17) Local resident, (Barford st michael, Robins close)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Unnecessary and waste of council money. The road is already 20 mph and there is a natural traffic calming narrowing of road in the middle.</p>
<p>(18) Local resident, (Clifton, Main road)</p>	<p>Eastern end – Object South-western end – Object</p> <p>These curbed build outs don't work and create more driver aggression and an obstacle in poor weather conditions and ice. All it does is encourage parking around them and doesn't solve the issue at all. You only have to look around Clifton, the road Alderbury to Bloxham with these in place and it's terrible. Please stop ruining our villages with these. They are also an eyesore. Don't work, people speed up to them to see who gets there first</p>
<p>(19) Local resident, (Hempton, B4031)</p>	<p>Eastern end – Object South-western end – Object</p>

	Speed control already overdone in this area. For example In Barford the speed control narrowing is excessive.
(20) Local resident, (Hempton, Hampton Road)	<p>Eastern end – Object South-western end – Object</p> <p>Objecting as this will make the road even more dangerous</p>
(21) Local resident, (Hempton, Hempton Road)	<p>Eastern end – Object South-western end – Object</p> <p>The size of the build outs plus the use of bollards will make it extremely difficult for farm vehicles to pass without damage to the vehicles or the build outs.</p> <p>In addition the Southwestern end will cause car traffic to line up opposite a residential driveway thereby blocking access.</p> <p>The southwestern build out may cause traffic to slow down /stop when entering the village but then they will proceed to speed through the village. This measure does not SLOW traffic down in the village, rather it creates a chicane to drive around. We need ANPR and an average speed camera system.</p> <p>We also need proper highway signage at the Deddington end and at the junction of the Chipping Norton Road end stating that this is a B road (not an A road) and unsuitable for heavy goods vehicles except agricultural vehicles. Current traffic uses this road as an A road. Both the speed and the type of vehicles using the road are a substantial problem.</p>
(22) Local resident, (Hempton, Snakehill lane)	<p>Eastern end – Object South-western end – Object</p> <p>There measures irritate road users and do not have any benefit in reducing speed in general. Increase congestion and are not of any environmental benefit</p>

<p>(23) Local resident, (Hempton, St John's Way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Absolute waste of money. If funds can be found for this, why does the county have such poor road surfaces and thousands of potholes?</p>
<p>(24) Local resident, (Hempton, St Johns Way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>The build outs will not stop many people speeding, they will just be speeding on the wrong side of the road. This will add dangers near to the junctions in the village and increase the risk of accidents.</p>
<p>(25) Local resident, (Hempton, st johns way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>Since the 20 mph speed limit most people go at a reasonable speed. Putting in more delays will make people annoyed, and create road rage situations. We already have people honking angrily in the pinch, but now there will be two more pinch points where there will be arguments over who has over right of way. It will just create more anger in the village. It will also make the village seem less like a nice place to live</p>
<p>(26) Local resident, (Hempton, st johns way)</p>	<p>Eastern end – Object South-western end – Object</p> <p>i feel that build out increases drivers being impatient and aggressive because sometimes when they see a car coming the other way they speed up . This has happened at the Deddington one where I have seen cars have to drive up the verge to avoid being hit by a car coming the other way.</p> <p>I do a lot of cycling and these build outs do not allow space for cyclists to pass through without putting them near the path of oncoming traffic.</p>

	<p>I think having them on a hill and next to a junction isn't very safe. Making drivers go on the wrong side of the road doesn't feel like the safest solution to the problem of people who are driving too fast.</p> <p>There should be a stop sign at the pinch point, so drivers know to stop, not just slow down, to give them a chance to actually see what is coming.</p>
(27) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Object South-western end – Object</p> <p>Both of these build out are planned to be sighted too close to the middle of the village. This will cause traffic build up outside of residential properties leading to noise and exhaust fume pollution to local residents. If it is felt there needs to be further traffic calming in the village then these build outs should be sighted before any houses coming into the village from both directions. Traffic has been much calmer since the introduction of the 20mph speed limit and it is now only occasional drivers who ignore this and drive dangerously through Hempton. Occasional speed traps would remedy this.</p>
(28) Local resident, (Hempton, St John's Way)	<p>Eastern end – Object South-western end – Object</p> <p>I believe they will make the route more dangerous, especially for more vulnerable road users. I do not believe that all speeding cars will drop their speeds for these measures (some have been observed to accelerate at Deddington Build-out to force their way through), and therefore they will pass through on the wrong side of the road as they enter the village putting other road users at greater risk.</p> <p>The simplest most cost effective measures would be VAS or speed cameras - many local residents are massively in favour of speed cameras. Some support VAS but feel they would be less effective. We would love to catch lorry drivers out on speeding, and reduce the numbers coming through the village at speed.</p> <p>The current design will not deter them, neither will it cause all of them to slow down sufficiently. This is hugely concerning when one carriageway will now have a blockage.</p> <p>I object to the needs of cyclists and horse riders (of which there are several in the village) not being considered carefully in the designs. We are trying to enable people to live more sustainably, and we should not be putting in</p>

	measures that suit lorry and farm vehicles the most, we should be looking at what our more vulnerable road users most need in order to reduce car use.
(29) Local resident, (Hempton, St John's Way)	<p>Eastern end – Object South-western end – Object</p> <p>As the build out is only on one side and is not a full chicane, cars are likely to simply continue their speeding habits on the other side of the road. This creates greater risk than the current road situation.</p>
(30) Local resident, (Hempton, The Lane)	<p>Eastern end – Object South-western end – Object</p> <p>Since 1999, there have only been 9 road traffic accidents in Hempton (all non-fatal; only 3 within the built up area [source: crashmap.co.uk], equating to roughly one every 2.5 years (0.38 accidents per year). I've found walking and cycling around the village to be safe, and drivers courteous of pedestrians and cyclists. The biggest determinant of road traffic accidents is speed, and the 20 mph limits that were recently brought into the village have greatly reduced the speed of those drivers who obey them.</p> <p>Trials of other speed-reduction interventions suggest that build-outs such as the two proposed here could reduce accidents by ~33%, although the data are very heterogenous. Given the low absolute rate of accidents in Hempton, this relative reduction would equate to a potential absolute reduction in accidents to 0.25 accidents per year (or one every 4 years). Put another way, it would take 8 years to reduce the number of accidents by one (from an expected '3 in the next 8 years' to '2 in the next 8 years').</p> <p>I don't think this represents value for money, when traffic improvements could be made elsewhere in Oxfordshire and be more effective. The "pinch point" in Hempton where the road narrows to a single lane already serves to slow traffic, and I don't believe adding two more will improve things. The pinch point is also a subject of much local discussion (and conflict, with people beeping horns and being called out to settle disputes); I'm not sure why two more of them will help.</p> <p>We should evaluate the impact of the 20 mph speed limit before installing more street furniture. Hempton is a rural village that doesn't need these additions.</p>

(31) Local resident, (Hempton, The Lane)	<p>Eastern end – Object South-western end – Object</p> <p>I am objecting to the build out proposals as I don't think they will be effective at stopping dangerous driving and instead they will create more traffic problems in Hempton. The eastern build out seems a duplication of the pinch point, so if there is concern about drivers speeding or not giving way here, I can't see why adding essentially another 2 pinch points is going to be better.</p> <p>I don't have concern about the speed of traffic through Hempton, both as a pedestrian with young children and as a driver. Especially so since the 20 mph limit came in, this has already calmed traffic further. I walk though the village most weeks and I drive through including the pinch point at least 1-2 times most days. I acknowledge that occasionally (approx. 4 times a year) a driver pushes through the pinch point when it isn't their right of way, but not at excessive speed and I've never felt unsafe.</p> <p>If there is evidence of excessive speed through the village, I'm not convinced the build outs will work. Any drivers going too fast are still going to go too fast, and potentially more dangerously while seeking to avoid giving way (as has been the negative of the 20mph when impatient drivers overtake). The build outs can only calm traffic during busier periods when two way traffic forces drivers to slow to give way.</p> <p>Therefore if the build outs are to be effective in calming speed, this has to mean an increase in bunched up traffic through the village. I am therefore concerned about the associated increase in emissions and noise pollution from idling and stop start traffic. I also think the build outs and their signs create unnecessary urbanisation and Hempton will lose its rural feel.</p> <p>Another concern is that the build outs make cyclists and horses more vulnerable as there is no room for them and a car if the car misjudges or doesn't see them. I see cyclists and horses most weekends and this is far more often than I see speeding cars. Any drivers coming out of St John's Way will need to contend with traffic approaching on the wrong side of the road from the eastern build out.</p> <p>I would like to query why there is no background information and analysis available as part of this consultation? The information on this link is limited to the diagram and I would have appreciated understanding the evidence and rationale behind the proposals.</p> <p>I suggest that the traffic behaviour is monitored over a year (as it does vary between winter and summer) to gain better understanding of traffic speed and flow through Hempton to inform if traffic calming is required and what impact</p>
---	---

	<p>build outs would have. Has there been any traffic counting to assess how often traffic is coming in both directions and what build ups are likely to be created? This is likely to be more problematic in spring/summer and especially weekends in these seasons as traffic frequency picks up a lot due to cars travelling into the Cotswolds. Alternatively the recently installed build out near Deddington cemetery gives an opportunity to see how traffic builds up (this has not yet been in place over a summer).</p> <p>I am concerned that the proposals don't come with any reassurance that there will be ongoing monitoring and the opportunity to review or remove the build outs if they are not working or causing any negative effects or safety concerns. Given that those in the village who have requested speed calming in the past have been denied due to lack of funds to monitor the situation, I don't feel confident that funds will be available to monitor the traffic calming proposals, and I fear Hempton could be left in a worse state with no funds or say in making adjustments if needed.</p>
(32) Local resident, (Hempton, The Lane)	<p>Eastern end – Object South-western end – Object</p> <p>Don't think it would help to slow traffic Pinch point need a stop sign Kerb by pinch point needs railings And speed camera on chipping Norton end would help</p>
(33) Local resident, (South Newington, Moor Lane)	<p>Eastern end – Object South-western end – Object</p> <p>I object in the basis that speed limits are already reduced to 20mph and money would be more wisely spent on fixing the enormous number of potholes that damage tyres and cars.</p>
(34) Local Cllr, (Barford St Michael, Lower Street)	<p>Eastern end – Object South-western end – Partially support</p> <p>I drive through the pinch point at Hempton often. Positioning a calming block such as this will increase the danger, not lessen it. The new 20 mph signs have made a difference to the speed of the traffic and, at peak times, school buses</p>

	etc can cause tailbacks which would jam the road completely. Allow more time for the new speed limit and signs to work before taking such a drastic move.
(35) Local resident, (Deddington, Mill Close)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>I have concerns that without speed bumps next to the build out the traffic from Chippy will race to the give way line as seen in Hempton Road - similarly at the Deddington end but hopefully this will slow vehicles down sufficiently to reduce serious accidents injuries at the pinch point - noted nil for over 18 months since 20 mph limit has been in force. A smiley VAS at the Deddington build out site will be able to contribute to this.</p> <p>I also think speeding traffic through Hempton will continue and suggest speed humps should be installed out side the church</p>
(36) Local resident, (Hempton, No name road)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>I have no objection on principal to the proposals but wonder if the build outs should be further out of the village nearer the 20mph limit signs ?</p>
(37) Local resident, (Hempton, St Johns way)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>The speed that people drive through our 20mph limit is ridiculous. We have lost two cats to speeding drivers and often have huge deer killed. People overtake in the village just by StJohns way. I have had to assist in numerous R.T.A in the narrow pinch point-a nutirious accident spot</p>
(38) Local resident, (Hempton, The Lane)	<p>Eastern end – Partially support South-western end – Partially support</p>

	In spite of the costing pinch point and the 20mph speed limit, some vehicles travel at excessive speed through the village. Additional 'discouragement' has to be supported.
(39) Member of public, (Sutton Courtenay, Asquith Park)	<p>Eastern end – Partially support South-western end – Partially support</p> <p>Whilst I do not object to traffic calming it must consider all road users. As per LTN 1/20, cycle bypasses should be provided between the build-out and the footway. If width is at a premium, this should be raised (this can also help prevent the build-up of debris). Thought needs to be given to the safety of cyclists 're-entering' the carriageway. Of course, this needs to be considered in relation to the width of the narrowed carriageway i.e. not narrowing the width to a degree that would put cyclists (going in the opposite direction that cannot use the cycle bypass) in danger of close overtakes.</p>
(40) Local resident, (Hempton, St John's way)	<p>Eastern end – Partially support South-western end – Support</p> <p>Concerned about turning left out of St John's way</p>
(41) Local resident, (Barford St John, Barford Road)	<p>Eastern end – Support South-western end – Support</p> <p>Many cars and vans fly through the village which means there is a larger issue at the pinch point because vehicles are coming through at speed. These measures would ensure a slower speed in the area.</p>
(42) Local resident, (Barford St Michael, Broad Close)	<p>Eastern end – Support South-western end – Support</p> <p>I think it's sensible to try and slow people down, although I'm not sure it will make any difference to the pinch point, where many, many people take no notice of who has right of way. Those signs and markings should really be made clearer - like overly obvious and bright and multiple types of sign/ markings/ bollards/ speedups. That's where the real</p>

	<p>problem is. I wonder if your (our taxpayers) money would be wasted with the proposed calming effects, and better spent improving the pinch point.</p>
<p>(43) Local Cllr, (Deddington, Park View, High Street)</p>	<p>Eastern end – Support South-western end – Support</p> <p>I think these two build-outs will help to slow down traffic entering Hempton from the east and west. I think the build-outs would be most effective if they conformed to the OCC Highways officer's original proposal that there should be a speed bump on the carriageway alongside the build-outs. I also think a couple of speed bumps on Main Street in the centre of the village would be very helpful, alongside the church where there is no house in the immediate vicinity and unlikely to be a noise problem.</p>
<p>(44) Local resident, (Hempton, St John's way)</p>	<p>Eastern end – Support South-western end – Support</p> <p>I live on St Johns way with my garden backing onto the main road. The speed drivers race through at is scary and often causes issues at the pinch point. These measures will force speed compliance and increase safety</p>
<p>(45) Local resident, (Hempton, B4031)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Own last house in village Chipping Norton side. 20mph speed limit is totally ineffective as not enforced and no compliance by motorised road users.. To access my property, by car I reverse in as I can at least control the speed of vehicles behind me. driving out is a lottery, Cars departing the village towards Chipping Norton increase speed significantly as soon as they see the open road.</p> <p>Cars approaching from the other direction have increase speed speed because of the long straight. I believe the proposals are the only viable means available which will force compliance</p>

<p>(46) Local resident, (Hempton, College Court)</p>	<p>Eastern end – Support South-western end – Support</p> <p>To reduce speeding traffic through the village</p>
<p>(47) Local resident, (Hempton, Deddington Road centre of village)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Shame no build out in centre of village by the Old School Room/Church We certainly need these to slow traffic down Thanks for suggesting. Anything in the centre would be welcome</p>
<p>(48) Local resident, (Hempton, Duns Tew Rd)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Cars do come through at speed and it would make the road safer.</p>
<p>(49) Local resident, (Hempton, Duns tew road)</p>	<p>Eastern end – Support South-western end – Support</p> <p>Traffic regularly exceeds speed limits in our village. Pathways are narrow & walking with dogs/children can be quite dangerous.</p>
<p>(50) Local resident, (Hempton, Hempton)</p>	<p>Eastern end – Support South-western end – Support</p> <p>We desperately need the speed to be reduce throughout the village, I'm in support of this and hope we can add something to the middle of the village to reduce that speed.</p>

(51) Local resident, (Hempton, Hempton Road)	<p>Eastern end – Support South-western end – Support</p> <p>While I support the traffic calming measures, I do not believe this will be sufficient. cars tend to stop at the kerbed build outs and then speed through the village. I believe traffic light and real time speed feedback with potential cameras would need to be considered too.</p>
(52) Local resident, (Hempton, Hempton Road)	<p>Eastern end – Support South-western end – Support</p> <p>I support the plans because I strongly believe that something must be done as soon as possible to slow down traffic before a serious accident happens. However, I believe we still need more than these, as I'm worried the proposed actions may not completely solve the issue.</p>
(53) Local resident, (Hempton, Hempton Road)	<p>Eastern end – Support South-western end – Support</p> <p>It will help slow the traffic down through Hempton , although if we had a police speed camera once in a while this would also work as people never know if they are there , like in Adderbury where majority of people slow down as police are there on and off</p>
(54) Local resident, (Hempton, Main road)	<p>Eastern end – Support South-western end – Support</p> <p>A lot of people ignore the current speed limit signs. Build outs seem to help in other villages. If it is possible to also put the signs that tell you your current speed as you enter the village, as in Clifton, that might help in addition.</p>
(55) Local resident, (Hempton, St John's Way)	<p>Eastern end – Support South-western end – Support</p>

	Hempton needs a traffic calming system that will drastically reduce the speed of drivers to at least 20mph. The recent reduction in speed has no effect on passing traffic whatsoever. So the additional build outs will be a greater deterrent.
(56) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Support South-western end – Support</p> <p>Will be very pleased to have traffic calming for Hempton in place nothing has worked to date.</p>
(57) Local resident, (Hempton, St Johns way)	<p>Eastern end – Support South-western end – Support</p> <p>Traffic calming measures are needed to enforce the speed limit.</p>
(58) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Support South-western end – Support</p> <p>I am supporting the proposals because I am concerned about the speed of traffic through the village.</p>
(59) Local resident, (Hempton, St Johns Way)	<p>Eastern end – Support South-western end – Support</p> <p>I have lived in hempton over 30 years and have witnessed multiple standoff's at the pinch point, a couple of head on accidents and nearly been run over when a car mounted the footpath. Vehicles including HGV's, Tractors and HS2 lorries tavel far too fast through Hempton and road calming is required before someone dies.</p>
(60) Local resident, (Hempton, St John's Way)	<p>Eastern end – Support South-western end – Support</p>

	The new 20mph has had little effect on slowing much of the traffic down. I would think these traffic calming measures may help the issue and make it safer for the residents
(61) Local resident, (Hempton, ST. John's Way)	<p>Eastern end – Support South-western end – Support</p> <p>Its important to reduce current traffic and speed vehicles travel through village, failing to stop and give way at pinch point</p>
(62) Local resident, (Hempton, Steepness Hill)	<p>Eastern end – Support South-western end – Support</p> <p>We hope these will significantly reduce speeding in our village which is dangerous and noisy.</p>
(63) Local resident, (Hempton, Steepness Hill)	<p>Eastern end – Support South-western end – Support</p> <p>I support these proposals as the will deliver OCC's objective of "safer roads" for Hempton and the wider county, especially as the build outs will deter non local thoroughfare HGV traffic.</p>
(64) Local resident, (Hempton, Steepness Hill)	<p>Eastern end – Support South-western end – Support</p> <p>Supporting because non-residents drive through the village at 40-50 miles an hour which is dangerously considering there are people, old and young, walking around as it is a country village. No regards for safe.</p>
(65) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p>

	I am in support because cars come into and pass through the village far too quickly, with regular incidents occurring in the 'pinch'.
(66) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>We have to run the gauntlet of speeding traffic passing through the village every day. Someone is going to get killed soon unless the speed of traffic is reduced.</p>
(67) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>The speed with which vehicles both large and small drive through this village has been a problem for the 16 years I've lived here and continues to get worse. Once cars enter the village, it is a straight road through - drivers just pick up speed as there is simply nothing to slow them down</p>
(68) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>As a resident of The Lane in Hempton, the volume and speed of traffic now passing through the village is dreadful. Something has to be done to slow the traffic down as it passes through the village, or there will be a fatality. Within the 20 mile speed limit, cars are overtaking those following the limit. Ignoring the speed limit completely. As residents, we also pass along the road as pedestrians/dog walkers . To do so is dangerous and on occasions frightening because of the speed and volume of traffic passing close by to the narrow pavements. Elderly residents with slower reactions are particularly at risk. Traffic calming measures such as build-outs would be very welcome and I think would help considerably.</p>
(69) Local resident, (Hempton, The Lane, Hempton)	<p>Eastern end – Support South-western end – Support</p>

	<p>At present traffic through Hempton is dangerous in three regards.</p> <ol style="list-style-type: none"> 1. Traffic from the East entering the pinchpoint often does not stop, resulting in either crashes or danger to vehicles and pedestrians. 2. Large trucks use the B4031 as a shortcut despite the official limits on vehicle size and weight. 3. Exiting The Lane, Hempton is often dangerous. Despite the 20 mph signs, many vehicles exceed 30 ,ph. The danger is acute from vehicles coming from Deddington because there is not enough distance to the road bend and so there are problems of visibility. <p>Anything which reduces traffic speed to 20 mph is to be welcome.</p>
(70) Local resident, (Hempton, College Court)	<p>Eastern end – Support South-western end – Support</p> <p>To reduce speeding traffic</p>
(71) Local resident, (Hempton, Duns Tew Roadl)	<p>Eastern end – Support South-western end – Support</p> <p>A lot of traffic proceeds through Hempton at speeds greater than the legal speed limit. Hopefully the build-outs will slow down the rat run from both directions.</p>
(72) Local resident, (Hempton, Hempton road)	<p>Eastern end – Support South-western end – Support</p> <p>Hempton needs a form of reducing the traffic. Speed as there are many offenders</p>
(73) Local resident, (Hempton, St John's way)	<p>Eastern end – Support South-western end – Support</p> <p>I was hoping that the ghost Island to the West of the "Pinch Point" in the middle of the village would also be widened to prevent Eastbound traffic with right of way through the pinch staying Left and being hidden from view of Westbound traffic which needs to see them to give way to them.</p>

(74) Local resident, (Hempton, St John's Way)	<p>Eastern end – Support South-western end – Support</p> <p>The type and volume of traffic currently used by HGV vehicles on this route are in excess of the anticipated numbers when this road would have been constructed. It does not have the compressive strength to sustain continual use and will therefore suffer through improper use. The solution would either be to upgrade the road specification or simply implement measures to discourage its use.</p>
(75) Local resident, (Hempton, The Lane)	<p>Eastern end – Support South-western end – Support</p> <p>Traffic remains too fast through the village</p>
(76) Local resident, (Hempton, Saint Johns way)	<p>Eastern end – Support South-western end – Support</p> <p>I also think a crossing with lights ditto deddington windmill junction @ saint johns junctions way is DEFINITELY REQUIRED this can be filtered with minimal time disruption</p>
(77) Local resident, (Hempton, B4031 Chipping Norton Road)	<p>Eastern end – Support South-western end – Support</p> <p>having lived in Hempton for over 50 years, on the B4031, we have suffered speeding cars and accidents on numerous occasions. These suggestions, will help ease some of that</p>

Traffic movement monitoring 04/06/2025**10:30 to 17.30 @ westbound approach to Snake Hill Lane (east of proposed build-out)**

Monitoring was intermittent during the day, with video footage and photos taken as vehicles approached or passed the build-out.

It was noted that the speed indicating advice east of the build-out was triggered red by every approaching vehicle but this had without exception changed to green by the time vehicles were approaching the build-out.

The flow of traffic was roughly even in both directions until about 16.00 when the flow from west to east increased. The maximum number of vehicles in convoy was 6 and there were no failures to give way at the build-out.

There was no difficulty in exiting Snake Hill Lane or St John's Way, left or right.

Only a handful of pedestrians were seen, plus one cyclist and one horse rider who waited for two oncoming cars to pass before riding past the build-out.



**10:30 to 17.30 @ Steepness Hill Hempton eastbound
approach**

(west of proposed build-out)

Monitoring was intermittent during the day, with video footage and photos taken as vehicles approached or passed the build-out.

It was noted that the speed indicating advice east of the build-out was triggered red by every approaching vehicle but this had without exception changed to green by the time vehicles were approaching the build-out.

The flow of traffic was roughly even in both directions until about 16.00 when the flow from east to west increased. The maximum number of vehicles in convoy was 5 and there were no failures to give way at the build-out.

There was no difficulty in exiting Duns Tew Road or Hempton Road (from Barford) left or right. No pedestrians, cyclists or horse riders were seen.



Notes from parish council traffic monitoring
05/06/2025

06:30 to 08:30 @ bus stop opposite St John's Way

(between proposed build-out and existing pinch point)

The time was chosen because this was the busiest period of the morning. There were a couple of periods of heavier vehicle use when people were travelling to work or taking children to public/private school. There was another phase a little later with vehicles taking children to primary schools. The school bus did stop at St John's Way and pick up 3 children this did not cause any traffic issues.

Speeds require further monitoring by CSW once permanent features are in place, but vehicles were visibly slowed down on entering the village. In the absence of Give Way road markings there were predictably a couple of instances where vehicles failed to give way, one of which was 'tailgated' past the build-out.

There were fewer HGV's than anticipated; this is significant in the light of previous concerns raised by the parish and some residents about the use of the B4031 by HGV traffic. These concerns contributed to the parish's refusal to incorporate vertical traffic calming ie cushions alongside the build-outs, because of the fear of excessive noise and vibration. Outbound vehicles have priority at the build-outs and are therefore not slowed as effectively as incoming traffic. In light of the observed reduction in HGV flows it is anticipated that the introduction of permanent build-outs will be seen as a first step, with the addition of speed cushions to be considered later.

Concerns had been raised by a resident at a DPC meeting regarding possible stacking of vehicles at the build out on the westbound approach – during the monitoring period the maximum stack was 4 vehicles. This did not impact the pinch point vehicle queue and there was no gridlock between the pinch point and the build out.

From 06:30 to around 07:00 the flow of traffic was mostly west to east and the maximum number of vehicles in convoy was 7.

The flow of traffic from the east increased at about 07:00 with the concentration of traffic thought to be dependent on the traffic lights in Deddington – again the maximum travelling in convoy was 7.

In either direction the average number of vehicles in convoy was 3 to 4 vehicles.

The positioning of any vehicle turning right into St John's Way from the East may require monitoring should the build-out be installed, but no problems were observed during this period.

At around 07:30 a school coach entered St John's way; it was able to access and exit safely and without difficulty.

There was no difficulty in exiting St John's way left or right and sight lines are good. The peak period of movement into and out of St John's way was around 08:00hrs.

There were few pedestrians during the monitoring period – 2 dog walkers, 3 adults and 3 primary school children (who waited at the corner of St John's Way for the school bus.) No cyclists or horse riders were observed.

Division(s) affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

CHINNOR: THAME ROAD & MILL LANE – PROPOSED WAITING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of ‘No Waiting at Any Time’ restrictions on sections of Thame Road and Mill Lane, and**
- b) **Approve the introduction of a ‘No Waiting on Verge & Footway’ restriction on Thame Road in Chinnor, as advertised.**

Executive Summary

1. The purpose of this order is to introduce waiting restrictions on Thame Road and Mill Lane in Chinnor, to ensure access and pedestrian safety is maintained in the vicinity of local coffee shops and retail stores.
2. The proposals have been developed in response to local concerns raised about vehicles being parked on footways in close proximity to local shops and cafes in the area. The local Parish Council and County Councillor have given their support for further restrictions to be introduced and would welcome physical barriers to prevent parking on footways to be considered in the future.
3. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

Sustainability Implications

4. The proposals would help facilitate a safer environment for pedestrians and other users, which will encourage visitors to use more sustainable forms of travel.

Financial Implications

5. The proposals are being funded through budgets secured under a Community Infrastructure Levy.

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

8. Given that the proposals will make the footways safer and more accessible there will be a positive benefit to the disabled and vulnerable users who needs to access local services.

Formal Consultation

9. Formal consultation was carried out between 15th May and the 13th June 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, Chinnor Parish Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Thame & Chinnor division.
10. A total of 143 responses were received via the online survey during the course of the formal consultation, with 138 identifying as local residents, one responding as part of a business, one as a local councillor, and three as members of the public.
11. Thames Valley Police responded to confirm that they have no objection to the proposal, and Oxford Bus Company responded to confirm their support for the proposals.

12. A further four emails were received directly, and summarising the general views, two were in support, and two raised concerns about how the restrictions would be enforced and highlighted the lack of parking for the facilities in the area.
13. The charts shown in **Annex 2** present the general position of the respondent to the introduction of the proposals. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.
14. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) Responses in support of the proposals

15. In support of the proposals a high number of respondents raised concerns about road safety in the area around the shops. Areas highlighted included:
- Vehicles parking on footways and the potential for interactions with pedestrians.
 - Illegal parking taking place on the white zig-zag markings, obscuring visibility for users of the crossing and passing motorists.
 - Parking close to junctions and in obstructive ways to impact of the flow of traffic.
16. A common theme in the responses was the need for physical barriers (e.g. bollards) to prevent motorists driving onto the footway. This was linked to other points of view that if the restrictions are currently not effectively enforced, the abuses will continue with signs in place to prohibit footway parking.
17. Other suggestions included the use of ANPR to enforce contraventions, and also the need to consider parking restrictions in the wider area.

Officer response:

18. The enforcement of footway parking outside of London can only be undertaken where a traffic regulation order and associated signage is in place. The objective of the proposals is to make it illegal for motorists to park on the footways in the vicinity of the shops and formalise existing yellow lines restrictions, so some enforcement can take place.

19. It's noted that given the location and the nature of how users of the local businesses choose to park, there is a higher potential for contraventions from short visits. If the proposals are introduced, officers will review their effectiveness and if required, further measures including the use of physical barriers will be considered.
20. At the present time, the council is not able to use ANPR devices for the enforcement of parking contraventions.

b) Responses in objection to the proposals

21. A small number of objections were received in response to the proposals, which raised concerns on a number of issues, including the impact on the local businesses and the need for a bigger car park in the village.
22. Other responders felt that the proposals not needed and a waste of time, when funds could be better spent on road maintenance. The issue of displacement was also raised as some respondents have concerns that parking will be pushed into other areas causing further problems.

Officer response:

23. The proposals have been developed following complaints and requests for the council to take action to make the area safer. The nearby car park off Mill Lane is not part of the public highway and under private ownership.
24. With any scheme of this nature, officers will monitor feedback received and will consider whether further measures are necessary.

Monitoring & Evaluation

25. 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: Summary Charts
 Annex 2: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)

July 2025

Drawing No.

U

KEY

PROPOSED FORMALISATION OF EXISTING DOUBLE YELLOW LINES

PROPOSED INTRODUCTION OF A NO WAITING ON FOOTWAY OR FOOTWAY AND VERGE RESTRICTION

PROPOSED NEW DOUBLE YELLOW LINES

NEW TRAFFIC SIGN REQUIRED

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)

© Crown copyright and database rights 2023 OS AC00000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE

COUNTY COUNCIL

Paul Farmer

Director of Environment & Highways

Oxfordshire County Council

County Hall

New Road

Oxford

OX1 1ND

Tel: 01845 353 1111

Project title

CIL PROJECTS 2024-25 SOUTH OXON

Drawing title

Proposed verge and footway parking ban Thame Road, Chinnor

Drawing Status

Scale @ A3	Drawn by JW	Checked by MH	Approved by CC
	Date drawn 18/11/2024	Date checked	Date approved

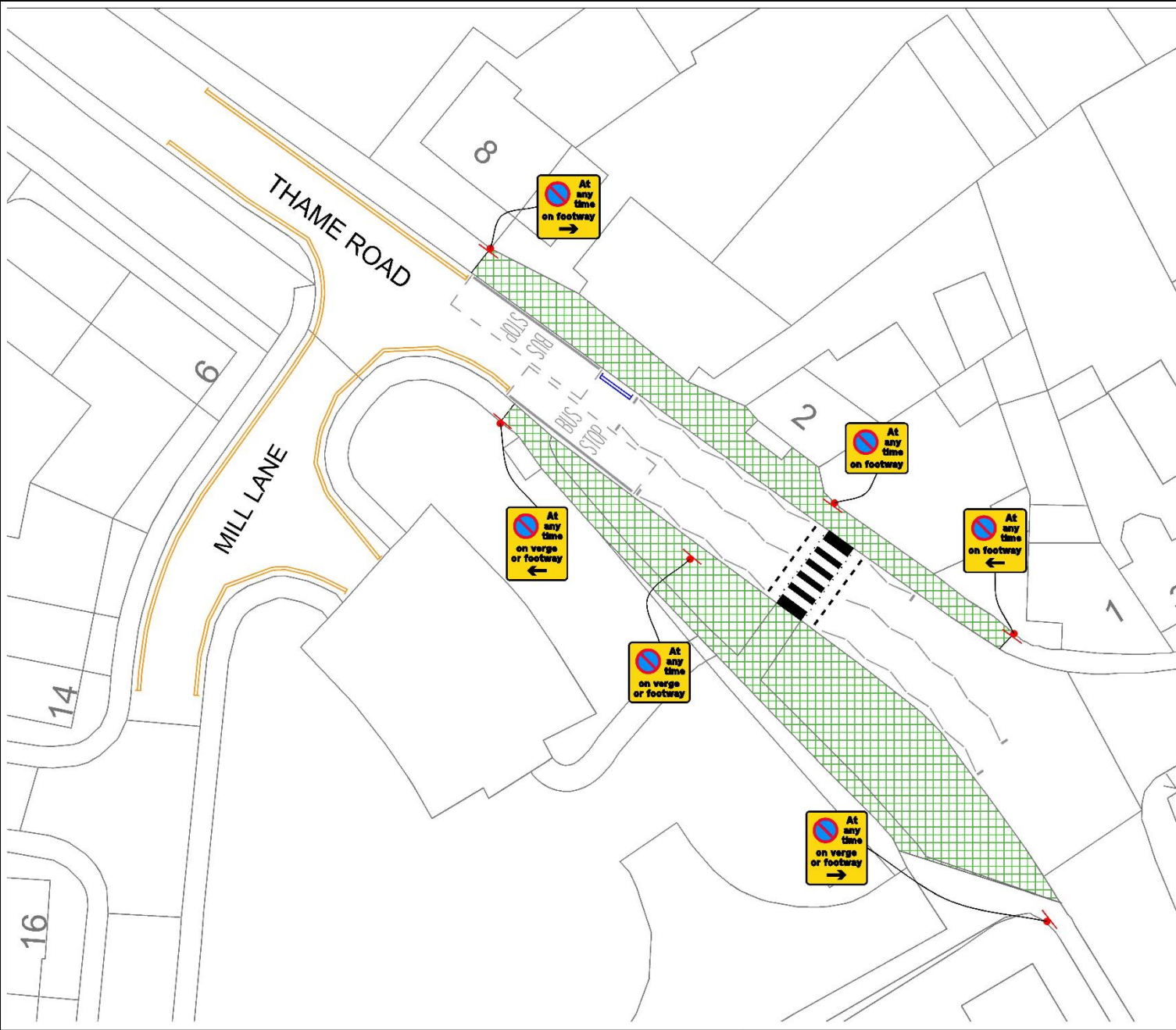
Oxfordshire Project No. & File Ref

Drawing No.

CIL24.25/SOUTH/CHIN/001

Revision

0



ANNEX 2

Chart 1. Responses to the proposed introduction of a verge and footway ban on Thame Road.

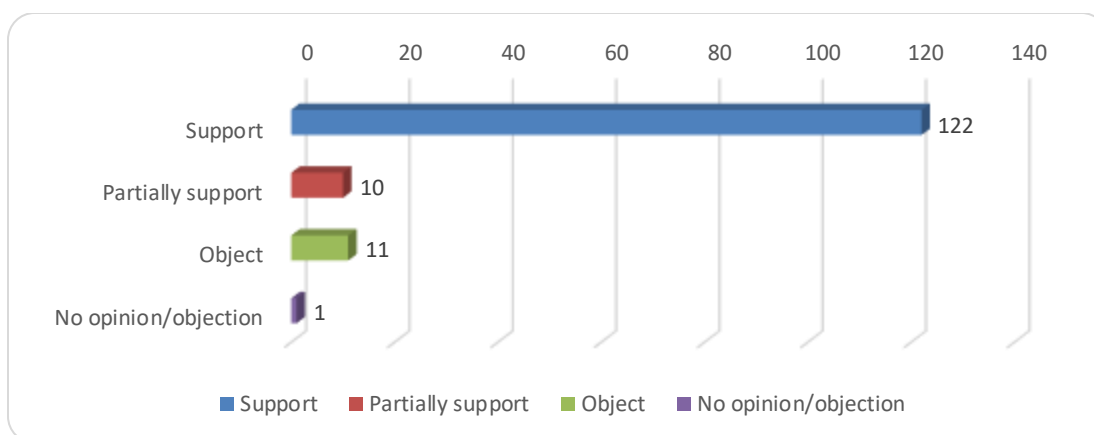


Chart 2. Responses to the proposed introduction of no waiting at any time restrictions (double yellow lines) on the north side of Thame Road.

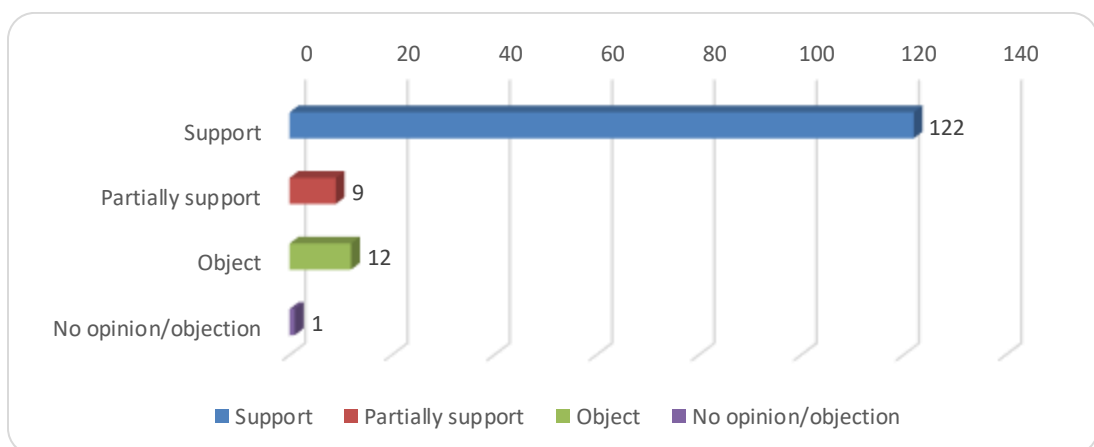
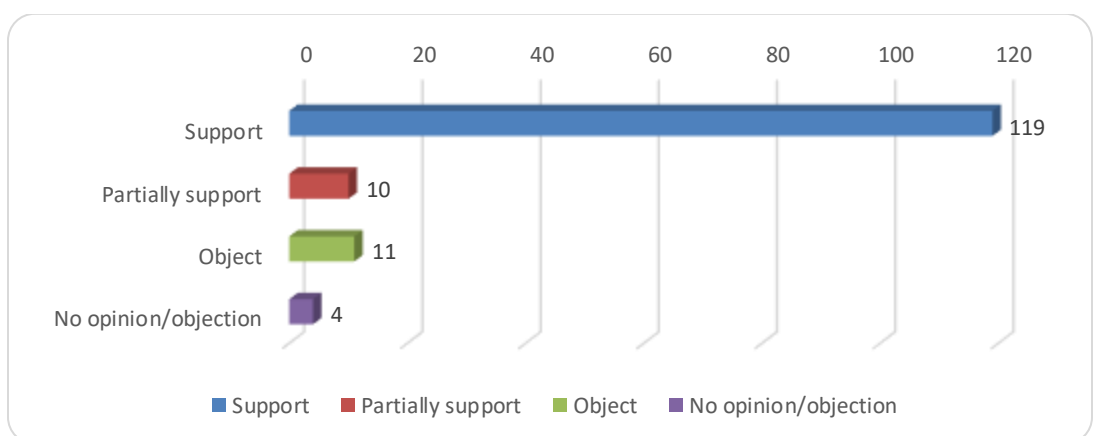


Chart 3. Responses to the proposed formalisation of existing no waiting at any time restrictions (double yellow lines) on Mill Lane.



RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – We are pleased to record our support for these changes, which largely formalise restrictions that are already in place.</p> <p>Within the Oxford Bus Group, Carousel Buses Ltd. operate bus services in Chinnor, including the 275 to Oxford. Being broadly at the centre of the village these stops at Thame Road are among the busiest in the settlement. The striction will have the additional benefit of ensuring that buses can approach and depart from the kerbside without obstruction which is essential to allowing the door to be positioned close to and parallel to the kerb to effect safe boarding and alighting for all users especially so when the wheelchair ramp needs to be deployed. Off-road parking is available in the immediate area.</p>
(e3) Local resident, (Chinnor, Thame Road)	<p>Support – I have received notice of planned parking restrictions and am fully in favour.</p> <p>The footway on my (eastern) side of the road is frequently used for parking which is a problem for pedestrians, particularly since the Biker Bean Cafe has outdoor seating and tables (I understand permission was granted for this). People are parking for the cafe, the barbers or the convenience store. It is difficult for pram pushers and wheelchair users to pass.</p> <p>When the estate on the west side was developed, a parking area was included to service the shops. However this carpark is often full day and night, largely with overflow parking for the residents of the estate. I would suggest a limit of 2hours parking there (as at the Village Centre) and that it be policed.</p>
(e4) Local resident, (Chinnor)	Support – As a resident who transits this location daily during the school run I am fully seized and highly supportive of such action.

	<p>I have video clips of various vehicles, from cars to large HGVs, parking on the zig zag lines. These have gone to Thames Valley Police already but they clearly demonstrate the risk to pedestrians in this location from such parking.</p> <p>The solution, given limited Police resourcing, are physical barriers (bollards) in this area. More lines and signs will not reduce the risk.</p>
(e5) Local resident, (Chinnor, Mill Lane)	<p>Concerns – I welcome that Oxfordshire County Council is taking some action to protect the Zebra Crossing, I fear that your actions do not go far enough.</p> <p>The type of person that currently parks their vehicle in the area proposed by the restrictions will still do so. The Police do not come by enough now, and probably will not after the signs are installed. How are you going to action the "Effective and Robust Enforcement"? The signs will only make sense if you install a camera as well, so that you monitor the vehicles that park in the restricted areas and can fine all the offenders.</p> <p>If you are not prepared to install a camera then bollards or planters should be considered, but signs alone will, I am afraid, not suffice.</p>
(e6) Local resident, (Chinnor, Thame Road)	<p>Concerns – Although I can see why I will also say there isn't enough parking for both residents and visitors to the large coffee shop, barbers, small coffee shop and food shop, there needs to be more parking.</p> <p>Also while on the subject of the Thame road which I live down the pedestrian pathway that runs adjacent to the road the cutting where you cross further down is absolutely shockingly dangerous there needs to be a crossing there a child is most definitely going to be hit.</p>
(o1) Local resident, (Chinnor, Burgidge way)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>This is ridiculous. Parking is difficult at the best of times especially when family visit. Just stop this nuisance. It is unnecessary and creates stress</p>

(o2) Local resident, (Chinnor, Cowleaze)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>Unnecessary waste of time when there's so many potholes to fix instead</p>
(o3) Local resident, (Chinnor, High street)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>Not required - it's not an issue in context the road is wide and the speed limit is already reduced to 20mph.</p>
(o4) Local resident, (Chinnor, Lower Road)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>I've put 'object' because my support is really conditional, and that was not an option. The reason it is conditional is as follows: if parking restrictions are implemented in Thame Road, it will just push parking out, in particular up Lower Road. Yet there is already a parking problem on Lower Road within 100yards of the crossroads. There are local residents who do not have off-street parking who park there, but also others who use it as a parking area for dropping off their dogs at the local dog walker, take their kids to the play area in the park, and countless other reasons. The end result is that the area of Lower Road near the junction becomes a single lane. This makes cars and lorries accelerate and drive at speed to try and pass before oncoming traffic stops them. The combination of parked cars and speeding traffic on a single lane make it very difficult for residents to leave or enter their own driveways.</p> <p>If Lower Road were made residents parking only I'd support the plan, but I can't support forcing more parking in an area which already has a serious problem.</p>
(o5) Local resident, (Chinnor, Nursery close)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p>

	There isn't enough parking available for people to use the shops as it is. I have lived here all 29 years of my life and I don't want to see parking wardens in Chinnor. Allow people their freedoms rather than trying to control everything they do and finding excuses for fining them
(o6) Local resident, (Chinnor, Nursery close)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>We don't need more rules added our village. The traffic calming measures leaving Chinnor to Thame road has made drivers driver more aggressively. Let's not add to the communities frustrations by adding more restrictions</p>
(o7) Local resident, (Chinnor, Thame road)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>Instead of wasting money on things that don't affect anybody maybe you could fix the dangerous state the roads are in around here.</p>
(o8) Local resident, (Chinnor, Van Diemens Close)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p> <p>We need to consider the impact this will have on our valued local shops. They will lose lots of trade if people can't stop. And noone will take any notice so the problem will not be solved. The zebra crossing should never have been put where it is. Move the crossing further down the road and let drivers park and use the shop. That would then work for both drivers and pedestrians.</p>
(o9) Local resident, (Chinnor, Riders Way)	<p>No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object</p>

	Notices & painted lines do not deter drivers who already would be aware from Highway Code that they shouldn't park on pavements or close to crossings as "it's ok, I will only be a minute"
(o10) Local resident, (Chinnor, Windmill close)	No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object I object the proposals are no need. And causes no issues.
(o11) Local resident, (Thame, N/a)	No Waiting on Verge or Footway' on Thame Road – Object DYLs on Thame Road – Object Formalisation of DYLs – Object Theres is already not enough parking to go the the shops/cafe and this will make is a lot harder and potentially cause the businesses to loose out on money
(o12) Local resident, (Chinnor, Chiltern View)	No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support Formalisation of DYLs – Partially support Alternative parking needs to be considered, the small parking area behind the bus stop is almost always full due to residents in Mill Lane.
(o13) Local resident, (Chinnor, Greenwood Meadow)	No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support Formalisation of DYLs – Partially support It just needs bollards next to the shop to prevent parking and additionally save enforcement costs policing the area.

<p>(o14) Local resident, (Chinnor, Kiln Ave)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support Formalisation of DYLs – Partially support</p> <p>There won't be anyone to enforce it so painting lines will do nothing. A better option would be railings or bollards.</p>
<p>(o15) Local resident, (Chinnor, Oakley roof)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support Formalisation of DYLs – Partially support</p> <p>The issue is no one actually enforces anything. If people got a ticket for parking on the verge or zig zags for the crossing it would soon get word around and people would stop but changing restrictions will make zero sense if it is not being policed</p>
<p>(o16) Local resident, (Chinnor, Thame Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support Formalisation of DYLs – Partially support</p> <p>I'm not clear exactly where you're proposing some of these restrictions so have said partially support. I fully support no waiting at any time on the pedestrian crossing zig zags .</p>
<p>(o17) Local resident, (Chinnor, Middle Way)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support Formalisation of DYLs – Partially support</p> <p>I only partially support the proposals because I don't think they are enough. I think barriers or bollards are the only things that are going to stop people parking illegally.</p>
<p>(o18) Local resident, (Chinnor, Cherry Tree Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Partially support DYLs on Thame Road – Partially support</p>

	<p>Formalisation of DYLS – Support</p> <p>I believe that signage needs to be accompanied by actual physical barriers i.e large planters or bollards to drop the opportunists. Also clear signage for the parking opposite.</p> <p>Any enforcement needs to be followed up by CCTV / ANPR or regular patrol. Particularly at school bus pick up/ drop off times. This is when an incident is most likely to occur.</p>
(o19) Local resident, (Chinnor, Lower road)	<p>No Waiting on Verge or Footway' on Thame Road – Partially support</p> <p>DYLS on Thame Road – Partially support</p> <p>Formalisation of DYLS – Support</p> <p>Na</p>
(o20) Local resident, (Chinnor, Emmington View)	<p>No Waiting on Verge or Footway' on Thame Road – Partially support</p> <p>DYLS on Thame Road – Partially support</p> <p>Formalisation of DYLS – Support</p> <p>Increased visuals is welcomed, but vehicles regularly park half on the footpath and zig zags for the crossing, as well as the bus stop. I strongly feel signage will have negligible impact. Physical barriers will be far more appropriate in this instance (concrete bollards, rather than fencing).</p> <p>Signage may obstruct narrow footpaths in sections, particularly the South-most proposed sign on each side of the road.</p>
(o21) Local resident, (Chinnor, Oakley Lane)	<p>No Waiting on Verge or Footway' on Thame Road – Partially support</p> <p>DYLS on Thame Road – Support</p> <p>Formalisation of DYLS – Partially support</p> <p>Support as there is a real and ongoing problem with vehicles parking, often on the zigzag lines, outside the shop which severely restricts view of the crossing.</p> <p>Unfortunately, if this serious violation is unable to be policed or enforced, I have reservations as to the effectiveness of the proposed restrictions unless a solution to the lack of enforcement is also found.</p>

(o22) Local resident, (Chinnor, Chiltern View)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Object Formalisation of DYLs – Support</p> <p>This will only improve matters if enforced Also consider limiting the car park to Max Stay of 2 hours (so it isn't filled with residents' cars) and improve signage of parking from Thame road</p>
(o23) Local resident, (Chinnor, Mill Lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – No opinion/objection</p> <p>Support signage but with full belief that such signage on north side of Thame Road will have absolutely no effect. The only measure which will stop cars and vans regularly parking illegally (on zig zag lines adjacent to crossing), is to install bollards or similar.</p>
(o24) Local resident, (Chinnor, Thame Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – No opinion/objection</p> <p>I live on Thame Road but these plans do not directly affect me as my driveway has sufficient parking. Of course we and our neighbours may find ourselves deluged with parking as it will merely shift the problem elsewhere. Many people may not respect that we need access to our properties. It might be helpful if double yellow lines were in place as far as the chicane. Unlikely I suspect.</p>
(o25) Local resident, (Chinnor, Doveleat)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – No opinion/objection</p>

	<p>I believe there should be no parking on any verge or pavement. So much of it in Chinnor, blocks walking on pavements with prams, pushchairs, wheelchairs and without any. I seen cars parked on the pavement and on the zigzag white lines in front of the shops.</p>
<p>(o26) Local resident, (Chinnor, Windmill close)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Partially support</p> <p>People are parking half on pavement and road and on zigzags and even on part of zebra crossing thus obstructing drivers view of people on crossing</p>
<p>(o27) Local resident, (Chinnor, Glynswood)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Partially support</p> <p>It is always difficult to see pedestrians waiting at the Zebra crossing. Also stops the flow of traffic on Thame Road. It can also obscure your view of cars coming out of the junction of Lower Road.</p>
<p>(o28) Local resident, (Chinnor, Mill Lane)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Partially support</p> <p>Definitely support the proposed parking restrictions for Thame Road</p>
<p>(o29) Local resident, (Chinnor, Ashridge)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I use the crossing regularly and cars coming in to the village can't always see you when cars parked outside shops or on the pavement. I've had a few near misses and shouted at from one man.</p>

<p>(o30) Local resident, (Chinnor, Barley Rye)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I support the restrictions but considering people are already ignoring the fact that parking on the zig zags is illegal merely putting signs up is not going to prove as a deterrent. Bollards and/or railings are needed to prevent people from parking on the pavement and zig zags. When asking people to move on as an off duty officer people respond with I will only be 2 seconds in the shop. There is already a blatant disregard to the laws so signage is not going to change this.</p>
<p>(o31) Local resident, (Chinnor, Beech rd)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Safety issue Needs rigid reinforcement such as physical bollard to prevent any stopping. A proper highly visible sign to tell drivers where the parking is allowed and a camera to record illegal stops. Fed up of seeing this around the pedestrian crossing . It's inconsiderate and dangerous.</p>
<p>(o32) Local resident, (Chinnor, Beech Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Fede up with people parking on Tyne zig zags to use the shop.</p>
<p>(o33) Local resident, (Chinnor, Beech Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Having been involved in, and witnessed, a number of near misses, it is only a matter of time before there is a crash. The bus stop is clearly in the wrong location, causing an obstruction and dangerous passing, adding parked cars to</p>

	the mix causes confusion and irrational driving behaviour. There is no need to park in this location with available (safe) spaces nearby. I don't want someone driving on the pavement and having to shield my children again.
(o34) Local resident, (Chinnor, Braken road)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support To allow robust parking enforcement
(o35) Local resident, (Chinnor, Burgidge Way)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support Constant parking on pavement outside local shop next to zebra crossing causing me to go onto road with small children and pushchair.
(o36) Local resident, (Chinnor, Burgridge Way)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support Trying to through with my grandson in a pushchair has been nightmare, having on a many occasions having to step into main rd to be able to pass due to parked cars
(o37) Local resident, (Chinnor, Buriage Road)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support we support these amendments. The amount of drivers stopping on the zebra crossing and generally causing obstructions is very dangerous - how someone has not been killed or injured is a miracle. This has been raised in the local newspaper but no action or enforcement has happened yet, so hopefully these proposals will go through.

	Unfortunately people will still try to park there even if these proposals are agreed. Therefor a camera on the corner would soon put a stop to this.
(o38) Local resident, (Chinnor, Cherry Tree Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Current parking is a danger to pedestrians attempting to use pedestrian crossing & also an issue for traffic turning into/out off both Mill Lane & Lower Icknield Way</p>
(o39) Local resident, (Chinnor, Cherry Tree Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>While I support the restrictions, Bollards will be more effective on the pavement area outside the shops on Thame road. Cars are always parking on the path, blocking the sight of zebra crossing user's and cars driving past the shops.</p>
(o40) Local resident, (Chinnor, Chiltern view)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Too many people park on the doorway on the Thame side of the zebra crossing so that they can go into the shops. There should be some sort of physical barrier to stop people from parking there as drivers just ignore the zig zags from the crossing, line markings on their own will continue to be ignored. You could also argue at the same time as painting line markings the state of disrepair of the “bird in hand” junction could also be addressed</p>
(o41) Local resident, (Chinnor, Cowleaze)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Traffic hazards and the congestion it causes</p>

(o42) Local resident, (Chinnor, Cowleaze)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I support the proposal because The visibility of traffic & pedestrians is extremely reduced when vehicles are parked in these positions. Forcing vehicles onto the wrong side of the carriageway on a blind bend on mill lane. Often you cannot see people waiting to cross on the pedestrian crossing as people regularly park on the zig zags, or park on the pavement in front of the shops. Could some of the grassed area behind the car park have additional spaces put in? Even an extra 4/5 would make a difference. Also, double yellow lines would be a good addition to the top of Oxford Down with the junction to Mill Lane, as people often park just into Oxford Down. This obstructs the view when pulling out of Oxford Down, and forces you onto the wrong side of the carriageway pulling into Oxford Down.</p>
(o43) Local resident, (Chinnor, Dimbles Gate, Thame Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>People often park on the pavement and it can be very hard to safely walk past with children, particularly if you have a pram. I have often had to go onto the road to get past the vehicle parked outside biker bean/the corner shop. There is a carpark opposite for people to use, so I don't understand why so many people continue to park there. It's inconsiderate for pedestrians and dangerous.</p>
(o44) Local resident, (Chinnor, Emmington View)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	I am a resident in Chinnor in my opinion there's an accident waiting to happen driving towards Chinnor from Thame it can be difficult to see if someone is trying to cross the Zebra crossing due to cars or vans parked on the zig zag lines or the pavement.
(o45) Local resident, (Chinnor, Foresters)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support Parking is causing a major problem with pedestrian safety
(o46) Local resident, (Chinnor, Glimbers Grove)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support Cars parked along those roads make it incredibly hard crossing roads with my young son, and drivers being impatient and frustrated by the parking make stupid and unsafe decisions as the swerve and speed round parked cars
(o47) Local resident, (Chinnor, Glynswood)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support Outside the shop, barbers and coffee shop need railings or bollards. Double yellow line not stop people parking on the pavement, in fact it will make it worse. There is a zebra crossing there currently and the parking on the pavement is dangerous as you can't see people stepping out onto the zebra crossing.
(o48) Local resident, (Chinnor, Golden Hills)	No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support Traffic is getting heavier in Chinnor and this should hopefully speed up getting in and out.

<p>(o49) Local resident, (chinnor, grafton orchard)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Navigating the traffic around that area is a nightmare in busy times. The fact that there is a cafe there just increases it</p>
<p>(o50) Local resident, (Chinnor, Greenwood Meadow)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Driving around Chinnor is dangerous! There are far too many cars parked on many of the roads; reducing the carriageway to a single lane with nowhere to pull in to allow oncoming traffic through. As an example Church Road, Station Road Estover Way are all main routes through, and within the village and there are daily near misses on all of them.</p>
<p>(o51) Local resident, (Chinnor, Greenwood meadow)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The traffic is an absolute nightmare and the parking is dreadful it is so so dangerous, the parking all the way through Chinnor particularly along the Thame road and station road all the way along through the village past the roundabout and onto the crazy slopes roundabout by kiln lakes waste all needs re doing, cars park outside St Andrew school along by the entrance to the road and before it and it is terribly dangerous</p>
<p>(o52) Local resident, (Chinnor, Hailey Croft)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The areas are dangerous, in particular for pedestrians. This is particularly the case for the area in front of the convenience shop near the pedestrian crossing where parking vehicles obscure the view for approaching vehicles.</p>

	<p>Similarly, with Mill Lane being a Primary School area, parked cars do obscure the view of drivers, so not having vehicles parked would make the area safer and also easier to navigate when walking with kids.</p>
<p>(o53) Local resident, (Chinnor, Hailey Croft)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The zebra crossing is dangerous at present as people continuously park on the pavement right next to it or across the zig zag lines. I had to pull my pushchair back in quickly when a car that I could see had clearly failed to spot me crossing. The crossing is supposed to make pedestrians safe not put them in more danger!</p>
<p>(o54) Local resident, (Chinnor, Hedgerley)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Parking near the zebra crossing is dangerously as it limits drivers vision of people waiting to cross. Parking near the junction of Mill Lane reduces the visibility further on an already dangerous junction with reduced visibility</p>
<p>(o55) Local resident, (Chinnor, Hedgerley)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Cars parked on the road and pavement outside the shops at the Station Road / Mill Lane cause an obstruction and restrict views close to the zebra crossing</p>
<p>(o56) Local resident, (Chinnor, Hedgerley)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>When cars are parked outside the shop in Chinnor you can not see if anybody is waiting to cross the zebra crossing. This is an accident waiting to happen.</p>

(o57) Local resident, (Chinnor, Hedgerley)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Many near misses with blocked view of zebra crossing. Turning right out of Mill Lane onto Thame Rd very difficult with cars parked on road, cars half on half off and also blocked pavement with cars using shops as well.</p>
(o58) Local resident, (Chinnor, High Street)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>This will make a significant increase in safety around the zebra crossing. As a driver on this stretch, and as a pedestrian user of this crossing, I have found that parked cars can obscure the view of other people/vehicles in a dangerous way.</p>
(o59) Local resident, (Chinnor, Hunters Point)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>This section of Thame Road is very congested. I have witnessed many potential accidents since the road layout was changed. Parking on the pavement outside Biker Bean cafe stops traffic from Thame seeing people crossing/waiting to cross at the pedestrian crossing (often children and families with buggies). Also traffic from Lower Road cannot see if the road is clear to enter because of parked cars/vans. This is made ten times worse when buses/school transport are at the bus stops (which are almost opposite it each other). Parked vehicles also make it dangerous to exit Mill Lane as it is not possible to see far in either direction of Thame Road due to the hedge on the left and the bend on the right.</p>

(o60) Local resident, (Chinnor, Kiln Avenue)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Currently there are continuous issues with parking here , blocking safe passage on both pavements and roads. It is down to laziness that people park here and not in the spaces provided off mill lane.</p>
(o61) Local resident, (Chinnor, Leyburne Gardens)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Safety</p>
(o62) Local resident, (Chinnor, Leyburne Gardens)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Pedestrian safety.</p>
(o63) Local resident, (Chinnor, Lower Icknield Way)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>As a resident of Chinnor, I fully support the proposed prohibition of footway and verge parking, along with the formalisation of the double yellow lines ('No Waiting at Any Time') on Thame Road and Mill Lane. The current parking situation, particularly near the shops and zebra crossing, poses regular safety risks for pedestrians, schoolchildren, and those with limited mobility. Footway parking also obstructs visibility and access for emergency and waste collection vehicles. The introduction of these measures would ensure a safer, more accessible environment and enable consistent enforcement by the authorities.</p>

	Formalising the existing restrictions in the Traffic Regulation Order is a sensible and overdue step that reflects the needs and concerns of the community. I encourage the Council to proceed with these changes and implement them at the earliest opportunity.
(o64) Local resident, (Chinnor, Lower Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>This area is so dangerous and an accident waiting to happen</p>
(o65) Local resident, (Chinnor, Lower Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Thame road is a busy entrance and exit to and from Chinnor. The area in question, with a Zebra crossing, a general store and large coffee shop represents a significant attraction for pedestrians along with pedestrian traffic from the Mill lane estates/Chinnor centre between schools and playing field/children areas. Parking (some of it illegal) restrictions as suggested would in my opinion would very much ease the flow of traffic and greatly improve safety for all.</p>
(o66) Local resident, (Chinnor, Mill lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Parking on mill lane has increased with the opening of the cafe and potentially the barbers. This causes issues for access to Oxford down making it challenging and sometimes dangerous to navigate. Vehicles are often parked on corners resulting in leaving a junction blindly.</p>
(o67) Local resident, (Chinnor, Mill Lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	<p>We live on Mill Lane, opposite the shop car park, and see many near misses but if this goes ahead we DO NOT want the cars parking in Oxford Down. There are often cars parked there now & makes turning into our parking area very difficult at times.</p>
<p>(o68) Local resident, (Chinnor, Mill Lane)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>At the moment it's dangerous for pedestrians to have cars and vans always parked on the pavement and driving on the pavement. It's also dangerous to have cars parking so close to a zebra crossing used by lots of school children as they can't see properly and cars can't see them.</p>
<p>(o69) Local resident, (Chinnor, Mill Lane)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I support that action is being taken, but feel that lines & signs will make no difference as there is no one around to enforce it. What is needed is bollards - that means no one can park there. Planters would look good but someone would have to be responsible for maintaining them.</p>
<p>(o70) Local resident, (Chinnor, Mill Lane)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>It is dangerous and very busy. We live very close by (on Mill Lane) and our children go to the shops. Often parked cars create obstructions to having a clear sight for crossing the road. There should also be speed bumps on Mill Lane as cars race up there at great speed despite houses, a primary school and playing fields.</p>
<p>(o71) Local resident, (Chinnor, Mill Lane)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	It is dangerous because multiple vehicles often park there making it unsafe for people crossing the road including children.
(o72) Local resident, (chinnor, moor close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>the parking is absolutely horrendous down oxford downs they park where they want blocking views to on coming traffic and pedestrians</p>
(o73) Local resident, (Chinnor, Oakley lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Please just do something.. accident waiting to happen.. have seen near misses on crossing as vision impaired due to parked cars</p>
(o74) Local resident, (Chinnor, Oakley Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I support the parking restrictions however my concern is from who will actually enforce the double yellows. I'd suggest a more extreme restriction is necessary.</p>
(o75) Member of public, (Chinnor, Oakley Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>These roads are difficult enough to traverse without cars parked all over the place. My only concern would be how well they are regulated and by whom. It's no good having these restrictions if they aren't enforced</p>

(o76) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Dangerous</p>
(o77) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>As a mum with two young children. People park on the pavement so we can't get a buggy past. We also can't see around the cars to cross the road and vehicles can't see people waiting to cross. So the crossing becomes very dangerous and almost void as cars can't see people waiting to cross. It is very dangerous area and an awful place to cross the road. I feel bollards or something to enforce the no parking would be needed as simple yellow lines or paint won't deter people</p>
(o78) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The parking has been dangerous by a turning and on bends which is close to causing an accident</p>
(o79) Local resident, (Chinnor, Oxford Down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	That is already a dangerous road and quite scary to walk with little kids with dangerous parking and people driving far too fast on those roads
(o80) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>This area becomes quite congested during football matches at the recreation ground, as cars often park along the main road, causing traffic to build up.</p>
(o81) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Dangerous parking</p>
(o82) Local resident, (Chinnor, Oxford Down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I think double yellow lines should go past Oxford Down on Mill lane. Often get cars parked directly opposite the junction of Oxford down making it very difficult to see when pulling out of the junction.</p>
(o83) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Extremely dangerous for entering and existing windmill chase estate.</p>

<p>(o84) Local resident, (Chinnor, Pilmore Meadow)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Mill Lane is an accident waiting to happen. There's 3 chicanes and a mini roundabout within 100m of each other plus cars parked down the road all day. Cars dart out, children are running into school, it's dangerous. Your priority needs to be double yellow lines all down Mill Lane by the school</p>
<p>(o85) Local resident, (Chinnor, Pilmore Meadow)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>It is a hazard</p>
<p>(o86) Local resident, (Chinnor, Pilmore Meadow)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I support new proposals. Parking outside of the MPS store is constantly poor and illegal. There is no obedience to current yellow lines so a sign is not going to be adhered to. It needs more.</p>
<p>(o87) Local resident, (Chinnor, Rushland Field)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I have witnessed several near misses with pedestrians due to cars parked on Thame Road and on Mill Lane, both on the road itself and on verges. This is particularly a problem with children crossing the roads walking to/from the two primary schools in Chinnor, and with secondary school pupils walking to/from the bus stops serving Lord Williams School and Icknield Community College. It's only a matter of time until there is a tragedy.</p>

<p>(o88) Local resident, (Chinnor, Rushland Field)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>People completely ignore current restrictions often parking on zigzag lines causing traffic jams both ways as also obstructing the view of near by zebra crossing and the busy junction which creates massive danger. Sadly this new restrictions will also need an action plan and regular checks, especially during rush hours to execute them. Otherwise, and what is sadly common in Chinnor, drivers will keep ignoring them as they just 'used to how it is', or they put the hazard lights on, as an excuse to justify them breaking the rules. I would also mention that parking restriction on both sides should be also considered on B4009 Lower Icknield Way as parked cars causing obstruction to visibility, constant traffic jams, especially that there is an unofficial crossing near the junction which is used by school kids to cross the road.</p>
<p>(o89) Local resident, (Chinnor, Siareys Close)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The current situation with drivers parking either entirely on the pavement or partly on the pavement and partly on the zigzag lines for the pedestrian crossing is totally unacceptable, as this obscures the view for drivers approaching the crossing and for those at the junction of Thame Road and Lower Icknield Way. The existing road markings (zigzag lines) are being blatantly ignored and there appears to be absolutely no enforcement of same. Please don't let an accident be the prompt to stop this careless and lazy behaviour by some drivers. May I suggest that the proposed new signage is accompanied by the erection of bollards on the pavement outside the premises concerned.</p>
<p>(o90) Local resident, (Chinnor, Springfield Gardens)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The area outside the shops should be protected with bollards preventing parking on the pavement.</p>

<p>(o91) Local resident, (chinnor, Station Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The area outside the shop on the Thame Road has become so dangerous. I've witnessed numerous cars having to slam brakes on because they are unable to see pedestrians due to the fact cars are parked outside the shop. There needs to be a railings installed, even with parking restrictions, people will still park there because there's no enforcement.</p>
<p>(o92) Local resident, (Chinnor, Station Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>For reasons of safety for people using the crossing. To avoid traffic accidents at the two junctions on Thame Road.</p>
<p>(o93) Local resident, (Chinnor, Swallowtail Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>There has been a problem with parking in the immediate area blocking pavements or dangerously reducing visibility of the zebra crossing. It also impacts the busy junctions and can cause blockages.</p>
<p>(o94) Local resident, (Chinnor, Swallowtail Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>It is extremely chaotic to get through the village with the level of parking currently. Any reduction in this would be a huge win for pedestrians and drivers.</p>

<p>(o95) Local resident, (Chinnor, Thame Road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Our son was hit by a car on this stretch of Thame Road 4 years ago. Luckily he recovered fully but it terrifies me seeing all the vans and cars parked on the pavement next to the zebra crossing when school children are crossing to get the bus in the morning and evening coming back. The 20 mile an hour limit is pointless and cars speed down this straight bit of road. If a van is parked outside the off licence, drivers can't see people about to step out. It is only a matter of time until someone is seriously injured or worse</p>
<p>(o96) As a business, (Chinnor, Thame road)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>We are supporting the proposal due to the constant vehicles parking on the footpath outside our business, on occasion blocking our fire exit and potential danger to our customers and pedestrians.</p>
<p>(o97) Local resident, (Chinnor, The Avenue)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Traffic in Chinnor is horrendous and since the introduction of the pinch points and 20mph restrictions moving cars bunch together. Pair this with cars abandoned along the sides of roads restricting flow even further it is common to see the village gridlocked at key times of the day. The plight for those brave enough to cycle or walk anywhere is even worse with views restricted at zebra crossings and impatient drivers failing to abide by the new high way code amendments. Anything to help ease traffic flow and make the village safer for pedestrians is encouraged. However, this will do nothing to aid the wacky races around the high street parade. The village needs a bigger car park (if only the village hall had one that could be used) and parking outside shops reserves for disabled users only.</p>
<p>(o98) Local Cllr (i.e. Town/Parish/District), (Chinnor, Timber Way)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support</p>

	<p>Formalisation of DYLS – Support</p> <p>Because it's an accident waiting to happen - you can not see if anyone is on the crossing when coming into the village from Thame. Parked vehicles Inc people carriers/white vans completely obscure your vision. When the coffee shop put tables out with SODC's permission it then created another problem! Cars vans etc flying inches past people sitting having a coffee. It's simply dangerous - that whole area is an utter disaster since the new development was built and the hidden public car park is just now additional parking for the residents who live in Oxford Down. It demonstrates how there is little if no joined up thinking between the different local authorities. Just to reiterate I've seen patrol cars drive past when there are vans parked on the zig zags.</p>
(o99) Local resident, (Chinnor, Van Diemens Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLS on Thame Road – Support Formalisation of DYLS – Support</p> <p>Vehicles drive up on the pavement outside the barber's, cafe and food store with no regard whatsoever for pedestrians</p>
(o100) Local resident, (Chinnor, Windmill Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLS on Thame Road – Support Formalisation of DYLS – Support</p> <p>Irresponsible drivers park all day long outside MPS Stores, parking illegally on the white lines ahead of the zebra crossing. Frequently cars are also parked across, or partially across the zebra crossing, blocking sight lines down Thame Road for pedestrians. There is no police enforcement either. I have actually seen the police drive past when cars have been illegally parked.</p> <p>The yellow lines on Mill Lane also need to be extended as vehicles are now parking opposite to the entrance to Oxford Down, which is also dangerous. Cars are forced onto the opposite side of the road as cars come round the sharp bend of Mill Lane. It is not possible to see them coming.</p>
(o101) Local resident, (Chinnor, Windmill close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLS on Thame Road – Support Formalisation of DYLS – Support</p>

	<p>When people stop here it is highly dangerous for pedestrians crossing the roads and especially the children walking to and from mill lane and St Andrews schools.</p>
<p>(o102) Local resident, (Chinnor, Windmill close)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I'm supporting. The cars that park are obstructing the vision to clearly see if any pedestrians are crossing zebra crossing. The cars that park opposite Oxford downs are doing so on a junction and before a blind bend. Children from Mill Lane school do there cycling awareness in this area.</p>
<p>(o103) Local resident, (Chinnor, Windmill Close)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I've witnessed dangerous parking by the shops. I've even see a car park half on footpath/half on road across the zebra crossing, thus blocking it for pedestrians. Car and deliveries vans park on the footpath by the shops. This means oncoming cars cannot see pedestrians who are about to cross the zebra crossing. My own view is that bollards need to be erected to stop car parking on footpath by shops. Double yellow lines or "no waiting times" will not stop some people who will simply disobey the lines, especially as it seems unlikely to be policed.</p>
<p>(o104) Local resident, (Chinnor, Windmill Close)</p>	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Making Chinnor roads safer. We also need a crossing between the windmill chase estate on mill Lane and the estate on the left as you come into Chinnor from Thame, Burgidge way. The crossing between them is extremely dangerous</p>

(o105) Local resident, (Chinnor, Windmill Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Parking fully on pavements and over zig zags in area often used by school children generates unnecessary risk to life.</p>
(o106) Local resident, (CHINNOR, Windmill Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Cars are parked with disregard to pedestrians</p>
(o107) Local resident, (Chinnor, Beech Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Needs proper enforcement or will be pointless</p>
(o108) Local resident, (Chinnor, Cowleaze)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The number of vehicles that abuse this area is ridiculous it and needs to be addressed as soon as possible. The use of posts on the pavement may also be required to stop people parking just off of the road rather than use the parking area opposite and walking.</p>
(o109) Local resident, (Chinnor, Equine Way)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	<p>There is significant culture of dangerous parking that obstructs safe crossing throughout the village. There is no legal mechanism to prevent cars from parking on pavements, causing an obstruction or increasing the risk to pedestrians. The majority of pedestrians by volume are school children. It is essential that legislative controls are introduced to protect pedestrians.</p>
(o110) Local resident, (Chinnor, Glynswood)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Parking outside the shops where the zebra crossing is on Thame Road is frequent and becoming increasingly dangerous for people using the Zebra crossing - cars are parked both on the zig zag lines of the zebra crossing and on the pavement outside the shops - this illegal parking results in complete disregard for the safety of children and adults using the crossing and zero visibility of cars approaching the crossing - my concern is that there will be a major accident if this continues - or worse...loss of a child's life. There is ample parking across the road for users of the shops so this will have no effect on the businesses. Putting things in place to discourage illegal parking at the earliest opportunity is essential.</p>
(o111) Local resident, (Chinnor, Greenwood Avenue)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I fully agree with these proposals. We also need to look at other parts of Chinnor.</p>
(o112) Local resident, (Chinnor, High Street)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>There are often people parked outside the convenience shop there, on the zigzagged lines, which partially blocks a driver's view of the crossing if entering Chinnor from the Thame direction. This is thoughtless and dangerous, and is done just to save a short walk and a couple of minutes.</p>

(o113) Local resident, (Chinnor, Leyburne gardens)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>It's extremely dangerous at the moment. My daughter crosses twice daily on her way to and from school. Oncoming cars cannot see if people are waiting to cross the zebra crossing.</p>
(o114) Local resident, (Chinnor, Leyburne gardens)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I am concerned about the danger to pedestrians posed by motorists parking in inappropriate areas and pleased the council is proposing to take action to enforce sensible road safety enforcement measures</p>
(o115) Local resident, (CHINNOR, Malyns)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>It's only a matter of time before there is an accident caused by people parking outside the shop blocking the view of the zebra crossing. The crossing is far to close to the bend in the road and the problem being exacerbated by the very dangerous road surface on the bend, which is apparently under investigation.</p>
(o116) Local resident, (Chinnor, Mill Lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The current stopping and parking outside the shop, both on the pavement on the road and also on the approach to the pedestrian crossing is dangerous. Pedestrians using the crossing are obscured to traffic by vehicles illegally parked. There have been several near misses to date, with me being involved in one such. I am in favour of anything to alleviate this problem. However who is going to "effectively and robustly enforce " it. Vehicles currently stop on the zig/zag lines and on the crossing itself. Painting more lines and posting notices will have no effect whatsoever. The</p>

	only police seen in the village are the occasional drive through, no foot patrols. What is required is both bollards to prevent vehicles driving onto the footpath and in addition a fixed camera to record parking violations. With this in mind perhaps the only practical solution is to relocate the pedestrian crossing to the south so that it is no longer outside the shop.
(o117) Local resident, (Chinnor, Mill Lane - in view of Oxford Down Junciton and Thame Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I support the no waiting as this is very DANGEROUS for the crossing and with buses and school buses and pupils all of the time. NOTE: Important consideration - the car park opposite the new Mill Lane houses is NOT now large enough to take capacity of people popping into the coffee shop and convenience store. They will and already do now park at the end of the T-Junction opposite Oxford Down on a REGULAR basis (as there are no yellow lines) which is very DANGEROUS too. School buses come along there a lot also. So clogging it up is already is a major hazard. It is illegal to park opposite a junction and maybe this is why no yellow lines. But drivers don't seem to know this! So maybe yellow lines should simply be continued along this area also. As many drivers don't seem to know this.</p>
(o118) Local resident, (Chinnor, Mill Lane estate)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Bus stops and crossing All badly located in particular the bus stops. Bus stop on same side obscures vision when exiting Mill lane.</p>
(o119) Local resident, (Chinnor, Mill Lane estate.)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Restricted vision at all junctions caused by inconsiderate parking on and near pedestrian crossing.</p>

(o120) Local resident, (Chinnor, Moor Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Safety of residents</p>
(o121) Local resident, (Chinnor, Oakley Lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Cars Block the site of pedestrians using the crossing and blocks the public footpath</p>
(o122) Local resident, (Chinnor, Oakley Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>It makes it difficult to pass other cars</p>
(o123) Local resident, (Chinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Road blockages,turning nearby become dangerous,inconsiderate people go to shop blocks road</p>
(o124) Local resident, (Chinnor, Oxford Down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	To make it safer as crossing is dangerous.
(o125) Local resident, (Chinnor, Oxford Down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I live in Oxford Down, the first turning off mill lane. The number of vehicles parking makes pulling out dangerous, especially when often parked directly opposite the junction and directly on the corner of the junction. It would be better if the double yellows extended further into mill lane road as no one obeys the 10 metre rule</p>
(o126) Member of public, (Chinnor, Penley Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>People park everywhere down there and it's a hazard for pedestrians and road users alike but it will need enforcing or put concrete bollards there to stop the parking</p>
(o127) Local resident, (Chinnor, Penley Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>These are very busy roads in Chinnor, which often have carelessly parks all over the place. This makes it difficult to use these roads for other road users, including public transport, school buses, and making crossing roads dangerous for pedestrians.</p>
(o128) Local resident, (Chinnor, Rushland Field)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p>

	<p>Cars are parked all over the Chinnor on the main road. It's very dangerous while you are driving. Drivers must to speed up when taking over cars which are parked as when drive slow is nowhere to pull off and you can't see much as car are parked slowo on curves. This is also dangerous to people walking alongside roads. Additionally drivers are rude, beeping and making Horrendous traffic daily.</p> <p>This has to stop, as one day somebody will get hurt badly or lost their life.</p>
(o129) Local resident, (Chinnor, St Andrews Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Currently traffic is constantly parking on the verge causing delays and obstructing other traffic</p>
(o130) Local resident, (Chinnor, Station Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Safety and being able to walk on the pavement</p>
(o131) Local resident, (Chinnor, Station Road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Stop cars parking near the crossing</p>
(o132) Local resident, (Chinnor, Thame Rx)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Because on several occasions I have had cars not stop as I cross due to parked cars obscuring the view and driving too fast. Somebody will get killed or injured if measures are not put in place!!</p>

(o133) Local resident, (Chinnor, Van Diemens Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Current parking is dangerous</p>
(o134) Local resident, (Chinnor, Willow road)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>The way people are parking at the moment is dangerous.</p>
(o135) Local resident, (Chinnor, Windmill Close)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I walk my children across crossing to school every(school) day and have had numerous near misses when vehicles are parked in front of crossing blocking visibility for oncoming traffic.</p>
(o136) Local resident, (Chinnor., Burgidge Way)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>I currently live in a street off Thame Road and when I walk to our corner shop or down to the village I find cars parked on the footpath, sometimes 2 wheels but also 4 wheels sometimes, and I feel it is really dangerous. The cars have sometimes swerved off the road near me to come on to the path, I feel it is unacceptable for any pedestrians whether they are older like me, a mother pushing a pushchair or a blind person, or someone who walks with a stick.</p>

(o137) Local resident, (Chinor, Glynswood)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Current parking habits are dangerous & make it hard for motorists to have a clear view of pedestrians and other traffic.</p>
(o138) Local resident, (Henton, Henton)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Congestion is a serious problem in Chinnor.</p>
(o139) Local resident, (Kingston Blount, Brook Street)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Existing parking restricts traffic flow</p>
(o140) Local resident, (Lchinnor, Oxford down)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Coming out of or into Oxford Down is often blocked by another car. This could easily cause a collision. Also outside the shop where people park and block the view of the crossing so the drivers don't stop.</p>
(o141) Local resident, (None, Mill lane)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Only time before someone will be knocked over on the crossing</p>

(o142) Local resident, (Sydenham, Millstream)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>Especially on the Thame rd parking is massively hazardous and makes seeing pedestrians on the crossing really hard. There is literally a car park on the other side of the road and laziness puts everyone at risk</p>
(o143) Member of public, (Trowbridge, Cornbrash Rise)	<p>No Waiting on Verge or Footway' on Thame Road – Support DYLs on Thame Road – Support Formalisation of DYLs – Support</p> <p>My Grandchildren live nearby and I see this proposal as a “No-Brainer”. Reducing their risk has my total support.</p>

This page is intentionally left blank

Division(s) affected: *Harwell, Western Valley & Blewbury*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

ROAD SAFETY & PEDESTRIAN IMPROVEMENT SCHEME – CHILTON, LOWER ROAD

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 30mph speed limit on Lower Road in Chilton, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a 30mph speed limit ('Restricted road' by virtue of the existing street-lighting) on Lower Road in Chilton, by removing the current 40mph speed limit in its entirety between the Chilton roundabout, and the existing 20mph speed limit terminal point north of its junction with The Paddock – as shown in **Annex 1**.
2. The proposals have been put forward as a result of requests made by the Parish Council and local residents, as Lower Road is one of the main roads into Chilton, and provides pedestrian access between the two residential areas either side of the A34 (via Jubilee footbridge) and the recreational ground, village hall and primary school.

Sustainability Implications

3. The proposals will improve road safety, by helping to slow traffic in the immediate vicinity of an area with a high number of more vulnerable road users (i.e. pedestrians & pedal cyclists).

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 21 May and 20 June 2025. A notice was published in the Oxfordshire Herald Series & the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Cllrs, Chilton Parish Council, and the local County Councillors representing the Harwell, Western Valley & Blewbury division.
9. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
10. During the course of the formal consultation, nine responses were received via the online survey, comprising of: two objections, and seven in support.
11. Additionally, a further two emails were received directly – with Thames Valley Police submitting a non-objection, and Thames Travel offering their support.
12. 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

Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. The objection states that there is an off-carriageway pavement for pedestrians – as part of this scheme there are proposals to install drop kerbs at the entrance to Jubilee Bridge, and also on the opposite side of Lower Road to help improve accessibility for vulnerable users which should increase the use of the facility, especially by children accessing Chilton School and the playground at the Village Hall.
14. The lower speed limit is proposed to help standardise the current speed restrictions in the area, as there are currently lower limits either side of these proposals.
15. Speed surveys were carried out week commencing 05th May 2024, the results showed that mean speeds were below 33mph in either direction – resulting in the location complying with Oxfordshire County Council policy for a sign only reduction in the posted speed limit to 30mph.
16. Officers feel that the proposals will help improve road safety by reducing vehicle speeds, and thus allowing safer movements for the more vulnerable road users (i.e. pedestrians & pedal cyclists).

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Mark Francis (Senior Officer – Traffic & Road Safety)
 Lee Turner (Team Leader – Traffic & Road Safety)

July 2025

Drawing No.

110120000001

0

Proposed 30mph speed limit
(currently 40mph speed limit)

Existing 30mph speed limit

Existing 20mph speed limit

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)

© Crown copyright and database rights 2023 OS AC0000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE
COUNTY COUNCIL

Paul Farmer
Director for
Environment and Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0345 310 1111

Project title

CHILTON, LOWER ROAD

Drawing title

PROPOSED 30MPH SPEED LIMIT

Drawing Status

CONSULTATION

Scale @ A3

Drawn by

JaC

Checked by

Approved by

N.T.S.

Date drawn

03/25

Date checked

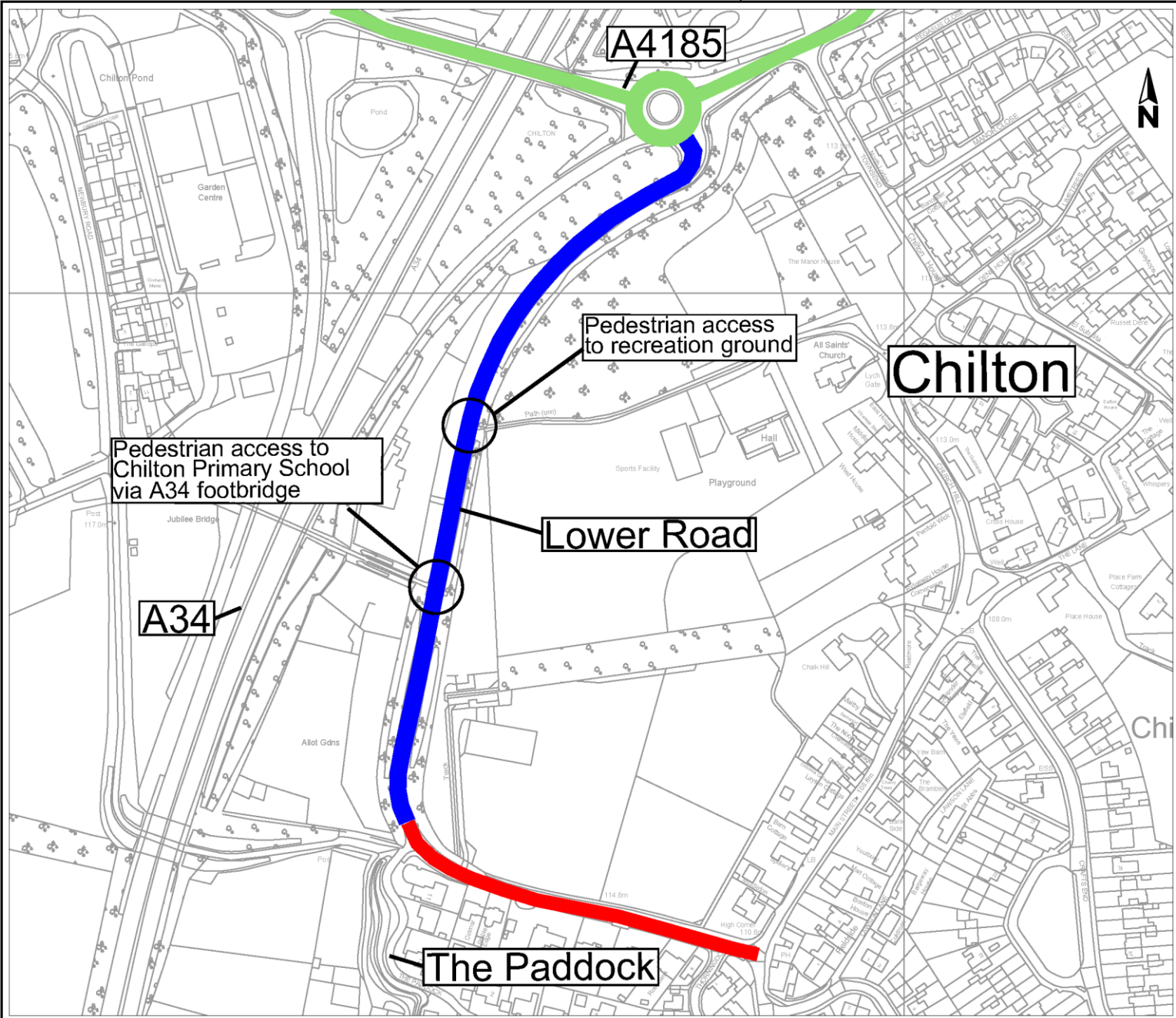
Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision

0



RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . There are other reasons 30mph 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 some speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> existing traffic speeds (No speed data has been provided to support this proposal) road environment <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. Self-Enforcement using Community Speed Watch would be another option to consider/explore.</p>
(e2) Managing Director, (Thames Travel)	Support
(o1) Local resident, (Chilton, Lowr Road)	<p>Object – I do not support the proposal to lower the speed limit on this particular stretch of road. Having lived in very close proximity to it for over 10 years, I am not aware of a single incident involving injury or collision. The road has a pavement for pedestrians, meaning there is no shared road space, and there are no residential driveways along this section requiring vehicles to enter or exit. It is primarily used by local domestic vehicles, not commercial traffic. In fact, this stretch is technically already prohibited to motor vehicles under the existing signage — a restriction that is not currently enforced.</p> <p>Given this context, introducing a lower speed limit appears unnecessary and unlikely to be effectively enforced, particularly when the existing prohibition is not being upheld.</p> <p>I am concerned that this proposal represents a misallocation of time and resources. Nearby roads such as Hagbourne Hill experience significantly higher volumes of traffic — including school transport, HGVs, agricultural vehicles, and cyclists — and have a history of serious accidents, including fatalities. These roads pose a far greater risk to public safety and are more deserving of attention. I witness near misses on this stretch of road an almost daily basis.</p> <p>In summary, I urge you to reconsider this proposal and instead focus efforts where there is clear evidence of danger and a real opportunity to improve safety outcomes.</p>

(o2) Local resident, (Eynsham, Back Lane)	Object – It will will not improve safety and will increase pollution and congestion as proved everywhere you have already done it
(o3) Local group/organisation, (Coalition for Healthy Streets & Active Travel)	Support – We support this proposal to improve the safety of pedestrian and cycling users of this road and access to the pedestrian overbridge and the pedestrian/cycling subway crossings of the A34. I have personal experience of using the bridge and underpass on this road on a fairly frequent basis, as do others I know who walk and cycle in this area. The 40mph speed limit is out of context for the village setting and the high traffic speeds are an unnecessary danger and will put some people off from using the road and crossings to access the garden centre and the Ridgeway.
(o4) Local resident, (Chilton, Fieldside)	Support – over the distance of this section of road the likely increase in journey time is 10s max (diff between 30 and 40 mph) and likely to be less in reality. Given that drivers exceed the 20 mph speed limit coming into the village, reducing the Lower Road limit will increase safety through more likely compliance with the following 20 mph section. The change also improves safety for road users and pedestrians crossing the road to use the foot bridge.
(o5) Local resident, (Chilton, Latton Close)	Support – I'm absolutely in support of this proposal, I use the allotments most days and regularly experience cars (and vans) driving too fast for that section of road, additionally I've witnessed close calls with wildlife and a cat which would be so sad for the sake of a few miles per hour.
(o6) Local resident, (Chilton, South Row)	Support – The footpaths leading to, and along, this section of road see a lot of pedestrian traffic, especially that heading to/from Chilton Primary School. When the 30 mph limit was imposed on the A4185 roundabout and, more recently, the 20 mph limit in the old village, this 40 mph zone became an anomaly. Making it 30 mph is a sensible step.
(o7) Local resident, (Chilton, The Orchids)	Support – It seems eminently sensible to reduce the limit to 30mph on this short stretch of road, currently 40mph sandwiched between 30mph on roundabout and 20mph into village. It is frequently busy both for vehicles and pedestrians, especially at school taking and collecting times, and there are often vehicles parked by the allotments or waiting briefly between appointments.

(o8) Local resident, (Chilton, Hill Piece)	<p>Support – As a Chilton resident in the south end of the village, I use Lower Road multiple times a day by car, weekly on bike and occasionally on foot. I support the 30 mph speed limit because I frequently see pedestrians, including children and pets, in close proximity to cars on the corner where the 20mph zone begins. Cars are frequently hurtling round that corner, slowing from 40 mph but still too fast, and meeting pedestrians walking in the road where there is no pavement.</p> <p>I would question how effective this speed limit would be in reducing speeds since few motorists seem to be obeying the 20 mph limits, but hey let's give it a go!</p>
(o9) Chilton Parish Council	<p>Support – Chilton Parish Council fully support this proposed 30mph speed limit on Lower Road. The Council requested this was done when the village roads became 20mph. We believe this will make crossing the road safer for both vehicles and pedestrians. At present Lower Road is 40mph whereas the adjoining roundabout is 30mph and the village is 20mph.</p>

Division(s) affected: *Bicester South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

PROPOSED PARALLEL (PEDESTRIAN & PEDAL CYCLE) CROSSING – BLACKTHORN ROAD, AMBROSDEN

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a Parallel Crossing on Blackthorn Road in Ambrosden, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a Parallel Crossing (combined pedestrian & cycle crossing) on Blackthorn Road approx. 55 metres east of its junction with Ploughley Road in Ambrosden, as shown in **Annex 2**.
2. The crossing will consist of a zebra crossing for pedestrian use only, with an adjacent parallel priority cycleway for pedal-cyclists.

Sustainability Implications

3. The proposals have been put forward to help improve road safety for more vulnerable road-users, and encourage journeys made by walking, wheeling and cycling.

Financial Implications

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

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 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

8. Formal consultation was carried out between 10 April and 09 May 2025. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, local District Cllrs, Ambrosden Parish Council, and the local County Councillor representing the then (since changed following 'Electoral Review 2023-25') Otmoor division.
9. Letters were sent directly to approximately 230 properties in the immediate vicinity, and public notices were also displayed on site adjacent to the proposals.
10. 24 responses were received via the online consultation survey during the course of the formal consultation, comprising of: four objections (17%), two partially supporting (8%), and 18 in support (75%).
11. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, Ambrosden Parish Council supporting, one local resident objecting, and one offering their support.
12. 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 Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. The funding (and implementation – if approved) of the proposals is being provided by the developer as part of the local planning obligations for the development north of Blackthorn Road. The parallel crossing adjoins a proposed shared footway and cycleway along the extent of Blackthorn Road to the proposed development by Mulberry Homes (from the Ploughly Road junction).
14. The location of the parallel crossing has been considered in line with pedestrian desire lines. The scheme (if approved) will follow Road Safety Audit procedures (in accordance with GG119) – and Officers note that there several responses in support.
15. The proposed widths will be in accordance with TSRGD, and the route is not anticipated to have large enough pedestrian flow rates to require the use of maximum crossing widths.
16. If approved, vegetation would be cut back as part of the works.
17. The objections relating to 20mph are concerned with potential lack of enforcement resulting in there being little point in reducing the limit. This however falls under the management of Thames Valley Police (who did not object), and will be determined by their day-to-day operational priorities.
18. The distribution of funds for employment to the school, and implementation of street lightings outside of Ambrosden (towards Bicester) is outside of the scope of this consultation.


Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Location plan Annex 2: Consultation plan Annex 3: Consultation responses
---------	---

Contact Officers:	Chloe Kirby (Senior Engineer – Regulatory Planning Enforcement) Julian Richardson (Lead Engineer – Regulatory Planning Enforcement)
-------------------	--

July 2025



**CON RISK REGISTER**

EXISTING CRUISE / CROSS SITE SERVICES
LOCAL JUNCTION AND/OR CROSS SITE SERVICES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. SITE SERVICES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

CLOSE PROXIMITY OF OVERHEAD CABLES
ALL NECESSARY PRECAUTIONS TO BE TAKEN TO AVOID INCIDENTS WHEN CHANGING.

CLOSE PROXIMITY OF TREES AND BUILDINGS
ALL NECESSARY PRECAUTIONS TO BE TAKEN TO AVOID INCIDENTS WHEN CHANGING.

CONTAMINATED GROUND CONDITIONS
ALL CONSTRUCTION WORKERS TO HAVE APPROPRIATE PPE AND WASHDOWN FACILITIES PROVIDED.

ADJACENT HIGHWAY
CLOSE PROXIMITY OF HIGHWAY. APPROPRIATE MEASURES TO BE IMPLEMENTED FOR SAFE ACCESS AND EGRESS ON SITE.

EXISTING WATER COURSE
CONTRACTOR TO ENSURE CONTAMINATION IS DISCHARGED INTO THE EXISTING WATERCOURSE AND NOT INTO THE HIGHWAY. MEASURES TO BE TAKEN TO AVOID POLLUTION. IN CASE OF POLLUTION, INCIDENT ALL CONSTRUCTION WORKERS TO HAVE APPROPRIATE PPE AND WASHDOWN FACILITIES PROVIDED.

NEARBY LINE SCHOOL
CONTRACTOR TO ENSURE PROTECTION TO PREVENT UNAUTHORIZED ACCESS TO THE CONSTRUCTION AREA AND ANY OPEN EXCAVATIONS.

ANNEX 1

1. DO NOT SCALE THIS DRAWING AND EXISTING WORKS.

2. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, PLANNERS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.

3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.

4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

5. THIS DRAWING IS BASED ON THE FOLLOWING INFORMATION:

TOPOGRAPHICAL SURVEY
AUGUST 2024 DATED 20/08/2024

KEY

— SITE BOUNDARY

— SITE BOUNDARY

THIS DRAWING IS SUBJECT TO APPROVAL BY OXFORDSHIRE COUNTY COUNCIL AND IS NOT TO BE USED FOR CONSTRUCTION UNTIL NOTED OTHERWISE

ALL SECTION 278 WORKS AND MATERIALS TO BE IN ACCORDANCE WITH THE HIGHWAY AGENCY SPECIFICATION FOR HIGHWAYS

ALL WORKS ARE TO BE COMPLETED IN ACCORDANCE WITH HIGHWAYS ENGLAND SPECIFICATION

SAFEC	DATE	DESCRIPTION	ISSUED BY	DATE
SAFEC	20/08/24	ISSUED FOR APPROVAL	MMH	MMH
SAFEC	20/08/24	ISSUED FOR INFORMATION	MMH	MMH
SAFEC	20/08/24	ISSUED FOR INFORMATION	MMH	MMH

Drawn: [Name] Checked: [Name]

MULBERRY HOMES

Project Title

AMBROS DEN, BICESTER

Description

S278 LOCATION PLAN


Revision

Stage 4 - Technical Design

Rev	By	Date	Description
1	JPL	20/08/24	Initial Issue

Project

Project	Org	Ref	Level	Type	Rev	Number	Date	Revision
002836	JPL	ZZ	ZZ	D	H	2300	S4	P03



Jackson Purdue Lever



KEY

EXISTING HIGHWAY BOUNDARY

1. DO NOT SCALE THIS DRAWING. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS ON SITE PRIOR TO COMMENCING THE WORKS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS' ENGINEERS' AND SPECIALISTS' DRAWINGS AND SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

S4-P01	13.12.24	ISSUED FOR APPROVAL	MWh	MPW
Rev.	Date	Revision Description	Drawn	Auth'd

Client	
--------	--

MULBERRY HOMES

Project Title	
---------------	--

AMBROSDEN,
BICESTER

Description

S278
TRAFFIC REGULATION ORDER LAYOUT

	RIBA Stage
--	------------

Stage 4 - Technical Design

JPL Ref. - MUL02836		Scale - 1:200 @ A3				Date - DEC 2024		
Project	Orig.	Func.	Sptl.	Form	Disc.	Number	Status	Revision
MUL02836	JPL	ZZ	ZZ	D	H	2401	S4	P01

Jackson
purdue levee

5 Pride Point Drive, Fride Park, Derby, DE24 8BX 01332 36
enquiries@jacksonel.co.uk www.jacksonel.co.uk

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Ambrosden Parish Council	<p>Support – The Parish Council considered the consultation for the Blackthorn Road crossing at the April meeting and supported the proposal. However, the comments don't really fit into the consultation questionnaire, so I hope you don't mind me responding here. The comments were that:</p> <ul style="list-style-type: none"> - the speed limit for the Blackthorn road would need adjustment; - a barrier on the pavement at the junction with Blackthorn Road and Ploughley Road would encourage the use of the crossing; - is the Blackthorn Road pavement designated as a cycle path?; - is the pavement / footway was suitable or wide enough for cyclists?
(e3) Local resident, (Ambrosden, Springfield Farm Estate)	<p>Object – I would not be in favour of this project as I feel it is unnecessary for the local area and on face value looks like another vanity project for the village and a waste of funds.</p> <p>The project notes makes reference to encouraging journeys on foot and by cycle but I fail to see how a zebra crossing achieves that in a village like Ambrosden.</p> <p>The village does have busy spells around school pick up and drop off times but other wise traffic is light and persons and bikes move freely around the village without the need to wait ages to cross a road. If highways wanted to encourage cycle journeys and ones on foot they should consider keeping street lights on and also installing some on the stretch of road outside Ambrosden towards Bicester. This is somewhat unsafe to ride a bike down or walk as a lone person because you can't see a thing. Lighting might well encourage those to walk or cycle to Bicester if they could see where they were going.</p>

	<p>The location of this zebra crossing is outside of the school which appears to be why it's being proposed although the application does not state this. Whilst I see merit in this, this would only be for an hour a day at maximum. Otherwise the crossing is redundant and will never be in use. We are therefore looking at spending thousands on a crossing that 99% of in the day and indeed the year, will not be in use.</p> <p>Currently children cross safely with parents and there is slow moving traffic around there anyway due to who is using the roads. These are mainly parents making use of the car park to drop children. Parents who live outside of Ambrosden. The other point worth noting is that a crossing here could prove dangerous due to a knock on effect towards the main ploughley road. A combination of the pelican crossing on the ploughley road and the zebra crossing could, around peak times could create a bottle neck making it dangerous to road users. Keeping the traffic flowing in a safe manor is far more beneficial to everyone involved.</p> <p>Would a more suitable solution be to use funds to let the school use a lollipop man/lady to help children cross the road there. This would not need to be a permanent staff member but one already employed by the school on a rota basis. Langford village school a couple of miles away uses a lollipop lady outside and it works perfectly.</p> <p>Lastly, it's worth noting that the implementation of 20mph across Ambrosden has been a disaster as with most of the county. We have horrible signs poking out everywhere, signs that contradict flashing speed warnings and speed signs installed under the MOD. We are a small village and across it now we have 4 speed limits! It is poor planning with no common sense being displayed. We do not need more ill thought out traffic infrastructure in a small village. It would be nice to keep its rural feel.</p> <p>I hope that responses against planning are considered professionally and not looked down upon like what happened in a recent Bicester consultation on 20mph limits.</p>
(e4) Local resident, (Ambrosden)	<p>Support – I believe this would be a great addition to the village and I know the parish council had already discussed this with one of the developers due to build further down Blackthorn Road. This would greatly improve the road safety near the school and have the following comments to make.</p> <p>1) I would suggest that, to improve road safety on this road, the speed limit of 40mph on this road (a bit further up from this crossing) should be reduced to 30mph. This is to ensure drivers are ready to reduce their speed to 20mph where this becomes the limit. It would also reduce the impact on the junctions further along the road, especially with two new developments still to be built.</p>

	<p>2) I would ask that an inspection takes place to ensure the path along Blackthorn Road and Ploughley Road is wide enough to cater for pedestrians and cyclist at the same time, and also to check that the paths along these roads are in good enough condition for cyclists, as well as pedestrians to use. Considering many primary school aged children will often have younger siblings, there may be lots of prams and push chairs along this path at the same time.</p> <p>3) I would ask if consideration could be given to the use of barriers to prevent pedestrians and cyclists walking or cycling straight across Blackthorn Road when they reach the junction, encouraging them instead to walk the few feet down to the crossing.</p> <p>4) I would also ask that OCC consider reinstating the left-turn from the A41 onto Ploughley Road. This would reduce the amount of traffic which would need to drive along Blackthorn Road to get to Ploughley Road, potentially heading back towards the A41 to access Willow Road, East and West Hawthorn Roads, Briar Furlong and the potential development for 120 houses on the outskirts of the village. Any traffic coming into the village from the Aylesbury direction currently has to turn right into Blackthorn Road, right into Ploughley Road (and past the school), then right into most of the roads named above. This causes lots of traffic crossing other lanes and, as we know, this traffic will only increase with the addition of another 250 homes in the village. Not to mention the addition homes yet to be built at Graven Hill and Wretchwick Green</p>
--	---

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Ambrosden, Springfields)	Object – The road is already 20mph and there is pedestrian crossing lights across the road. The hedgerow needs massively cutting back.
(o2) Local resident, (Ambrosden, West Hawthorn Road)	Object – No-one polices the crossings we have. On numerous occasions cars are, either travelling too fast to stop or think 20mph is a joke. Unfortunately needs a fatality to make Police act.
(o3) Local resident, (Ambrosden, Poppy Close)	Object – Completely unnecessary. The village already has 20mph placed throughout in a unthought out way it does not need more road changes. Parents and children already safely cross the road here. I have been doing so with my children for the past 3 years. The proposal references cycle access. There is little to no cycle traffic here and certainly no argument for it crossing the road. Any cycle traffic is usually road bikers at the weekend who are cycling through so do not need a crossing. The proposed place in my opinion is also too close to the ploughly road but I would object to this unnecessary project. Lastly this just looks like another vanity project to appease a select few. Focus should be diverted to improving the roads so they are suitable to drive on as a cyclist, car and motorbike. A lot of roads in the surrounding area put road users at risk of accidents because of their neglect from authorities.
(o4) Member of public, (Oxford, Sunderland Avenue)	Object – The consultation plan shows TSRGD 1055.3 with a width of 1.5m; the minimum width prescribed by TSRGD. However, why not be a bit more ambitious and go for the maximum widths allowed by TSRGD: 5m for the cycle crossing and 10m for the pedestrian crossing? TSRGD 1001.5.
(o5) Local resident, (Ambrosden, Park Rise)	Partially support – there are a lot of children that cross that road to and from school it needs a crossing

(o6) Local resident, (Ambrosden, Merton Road)	Partially support – Crossing is a good idea but concerned that it's too close to the junction, moving it slightly up the road away from the junction would be safer.
(o7) Local resident, (Ambrosden, Chapel Drive)	Support – This is required to make the access to the school safer. I would wish to see a traffic table to slow traffic further
(o8) Local resident, (Ambrosden, East hawthorn Road)	Support – Many vehicles ignore the speed limit on that road, hopefully a crossing may slow them down
(o9) Local resident, (Ambrosden, Honeysuckle Way)	Support – I feel that a crossing at this point would be really beneficial given the proximity to the school, my only concern would be given the speed that some cars travel along this road would a traffic light controlled crossing be better and safer for all users as this would force cars to stop and give way, as witnessed on other zebra crossings some cars do not stop as needed
(o10) Local resident, (Ambrosden, Lavender Road)	Support – It's a very busy road with a 20mph limit but not respected. Most times walking to school the 30mph (should also be changed to the new limit) lights up for the offending drivers. There's poor visibility and always a task to cross the road to the school where most parents walk to drop/pick up the kids
(o11) Local resident, (Ambrosden, Marsh Road)	Support – Safety for school children
(o12) Local resident, (Ambrosden, Poppy Close)	Support – I think it is a good idea to increase safety on Blackthorn Road. Many drivers ignore the 20mph speed limit (and even appear to be exceeding 30mph) so any measures to slow them down, especially near the school, will improve the safety of our village.
(o13) Local resident, (Ambrosden, West Hawthorn Road)	Support – Any proposals to improve road safety in the village are most welcome

(o14) Local resident, (Ambrosden, West Hawthorn Road)	<p>Support – Safe crossing for children right by the school.</p> <p>Make it a raised kerb crossing, like Long Crendon, as motorists arrive at the crossing from a blind corner (from Blackthorn) and from a junction (from Ambrosden), so there focus and attention is not completely on the crossing, but a raised kerb will remind motorists to be mindful and slow down prematurely anyway for the raised kerb, regardless of use or not by young children.</p>
(o15) Local resident, (Ambrosden, Ash Lane)	<p>Support – There are no safe places for children to cross at the moment. Cars still exceed the speed limit as it is. It's very dangerous to cross for anyone. I would welcome this.</p>
(o16) Local resident, (Ambrosden, Bluebell Road)	<p>Support – Despite the 20mph limit, traffic along Blackthorn Road is still fast and this presents a danger especially to those crossing to the school</p>
(o17) Local resident, (Ambrosden, Chapel Drive)	<p>Support – For safety of parents and children at school times but for all residents at other times.</p>
(o18) Local resident, (Ambrosden, East Hawthorn Road)	<p>Support – Creating a safer place to cross the road.</p>
(o19) Local resident, (Ambrosden, Merton Road)	<p>Support – The crossing would enable a safe crossing particularly for children and families on a daily basis needing to access the school, and also to be able then cross further along ploughley road for bus stops and shops</p>
(o20) Local resident, (Ambrosden, Oak Lane)	<p>Support – Anything that makes a road safer for all users to cross is welcomed.</p>
(o21) Local resident, (Ambrosden, Ploughley)	<p>Support – For the safety of the children crossing to get to the primary school, older children and adults to cross for bus stops and bus services to secondary schools. Although the speed limit drops towards the junction to a 20 not all drivers follow this m. A crossing will help to reduce the speed and make driver more aware.</p>

(o22) Local resident, (Ambrosden, Springfields)	<p>Support – This crossing is vital to the village to prevent a future accident. The village has grown hugely and still is. Children from the primary school and secondary school buses all have to cross here if they live on the Springfields or Blackthorn Meadows developments and we have at least two further developments with approval further along Blackthorn Road. With no school bus to the primary school, this is a key crossing for the children walking and cycling from Arncott. Despite the 20mph speed limit vehicles still fly around the bend into the village and they don't realise there is a school there until it's too late.</p> <p>The children need this crossing as much as the one across Ploughley road is needed. It is about time something is done here.</p>
(o23) Local resident, (Bicester, Charlotte Avenue)	<p>Support – Fully support efforts to make walking and cycling better. The details of this scheme are not clear. The weakness is likely that it connects to poor infrastructure on either side of the crossing which needs to be improved also.</p>
(o24) Local resident, (Merton, Main Road)	<p>Support – Safety of children and local people when crossing the road</p>