

Divisions affected: *Wolvercote & Summertown*

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

**24 APRIL 2025**

### **OXFORD: DAVENANT ROAD – PROPOSED TRAFFIC CALMING & PARKING AMENDMENTS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member for Transport Management is **RECOMMENDED** to:

- a) **Approve the new `traffic-calming buildouts` on both sides of the carriageway (4 new and 1 extension north side with 3 new and 2 extensions on the south), and**
- b) **Approve the associated amendments to existing parking provision & introduction of new `No Waiting at Any Time` parking restrictions to facilitate the proposed traffic calming.**

#### **Executive summary**

1. This report presents responses received to a statutory consultation on proposals to introduce a series of new and extended 'buildouts' on Davenant Road in Oxford. Their function being both as a traffic calming feature and a means of providing a safe and accessible footway diversion around several mature trees. The latter being an alternative to other measures which would damage the trees. Amendments to the existing parking provisions are also being proposed. Although principally to accommodate the 'buildouts', they will also seek to prevent the obstruction of new access ways through the removal of sections of permitted parking bays and the introduction of 'No Waiting at Any Time' (double yellow lines), as shown in **Annexes 1 to 5**.
2. The proposals were put forward by a local residents' group, who employed their own Consultants to produce both the preliminary and detailed design, as they were concerned about the amount of through-traffic using the residential Davenant Road to avoid congestion and delays on the adjacent major road network (A40 Northern Bypass and Banbury Road). The design aims to make the route less attractive to use by providing a degree of traffic calming to help deter the inappropriate use by vehicles, and also to help protect the adjacent mature trees.

3. These updated proposals follow a previous consultation carried out in October 2022, for which approval was given in principle, subject to a further consultation on the detailed design when resources were available to carry out the required work.

## **Financial Implications**

4. Funding for the recent formal consultation on the proposals was provided from the County Councils 'Accessibility and Road Safety fund' while the detailed design was commissioned and funded by the residents' group themselves. If approved, it is anticipated that the residents' group will obtain the necessary funding and employ a County Council approved contractor to carry out the works, subject to the final approval of the detailed design.

## **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)*

## **Equality and Inclusion Implications**

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals, other than the proposed build outs would help improve accessibility around the existing trees.

## **Sustainability Implications**

8. The proposals will help improve road safety for all road-users (especially more vulnerable groups, such as pedestrians) in the area by controlling the speed of motor vehicles.

## **Formal consultation**

9. Formal consultation was carried out between 20 February and 21 March 2025. A notice was published in the Oxford Times newspaper, and an email sent to

statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Wolvercote & Summertown division.

10. Letters were sent directly to approx. 105 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
11. 32 responses were received via the online survey during the course of the formal consultation, comprising of three objections (9%), three partially supporting (9%), and 26 in support (82%).
12. Additionally, a further five emails were received directly – with Thames Valley Police not objecting, two local groups (Oxfordshire Liveable Streets & Oxford Pedestrians Association) partially supporting whilst also raising concerns/suggesting amendments, one local resident raising concerns, and one in support.
13. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

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

### **Support for the Proposals:**

14. Numerous residents expressed strong support for the proposed traffic calming measures, citing concerns over speeding vehicles and pedestrian safety, particularly for children and the elderly as a need for the scheme. They believe that the 'buildouts will effectively reduce traffic speed and enhance safety. The number of those who expressed this opinion exceeded those who felt the scheme would make no difference.
15. Some respondents have raised concerns about the lack of co-production during the design process, however the proposals were previously advertised for comment in October 2022.

### **Opposition to Proposed Changes:**

16. Several residents oppose the proposals, arguing that existing measures are adequate. They suggest that funds could be better allocated to road and footway maintenance rather than new traffic calming measures. The funding for these proposals is to be supplied by the residents group specifically for the traffic calming measures, consequently, they are not available for general maintenance. It is however conceded that had these funds not been available, traffic calming in this road is likely to have been given a lower priority than other locations in the city.

17. One resident suggested that the buildouts would make accessing properties by vehicles more difficult generally. However, this would have been one of the issues considered by the Consultants, and we have received no such concerns from any resident saying that the proposal would cause difficulties for them specifically when using their access.

**Desire for Additional Features:**

18. There were suggestions to include modal filters, side road entry treatments and e-scooter parking places to help enhance the effectiveness of the traffic calming measures, promoting safer conditions for cyclists and pedestrians. As a proposal submitted and funded by a residents' group, such additions lie outside the scope of the scheme. However, the provision of many of these features are likely to fall under citywide initiatives being considered by the County Council.

**Request for additional parking:**

19. One resident asked for more parking at several specific locations, unfortunately this would not be possible since the double yellow lines are needed to protect access ways.

**Accessibility Concerns:**

20. Additional feedback mentioned potential accessibility issues for wheelchair users due to the existing buildouts and trees obstructing footways, forcing those in wheelchairs and pushing buggies into the carriageway. This has prompted calls for a more inclusive design – however, the new buildouts have been designed to create an accessible diversion around the existing trees to resolve this very issue.

**Call for Broader Strategy:**

21. Some respondents indicated that the proposals seem isolated and expressed a desire for a more strategic approach to traffic calming across the city, addressing other areas that may need similar intervention. They asked for full-width speed humps rather than buildouts since the latter would not push cyclists further into the carriage way. In this particular case, the provision of road humps would not have provided the accessible footway diversions around the mature trees, where roots have deformed the surfacing, making it difficult for those with mobility issues, to walk along the footway.

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

Annexes

Annex 1-5: Consultation plans  
Annex 6: Consultation responses

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

April 2025



Existing Layout



Proposed Layout

- Notes
- No Waiting at any time.
  - Permit Holders Only Parking Mon-Fri 9am-5pm
  - 2 hour Parking, Permit Holders exempt from time limit Mon-Fri 8am-6.30pm
  - 3 hour Parking, Permit Holders exempt from time limit Mon-Fri 8am-6.30pm
  - Existing Buildout
  - Proposed Buildout to receive 2no bollards at corners nearest the carriageway

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
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**OXFORDSHIRE  
COUNTY COUNCIL**

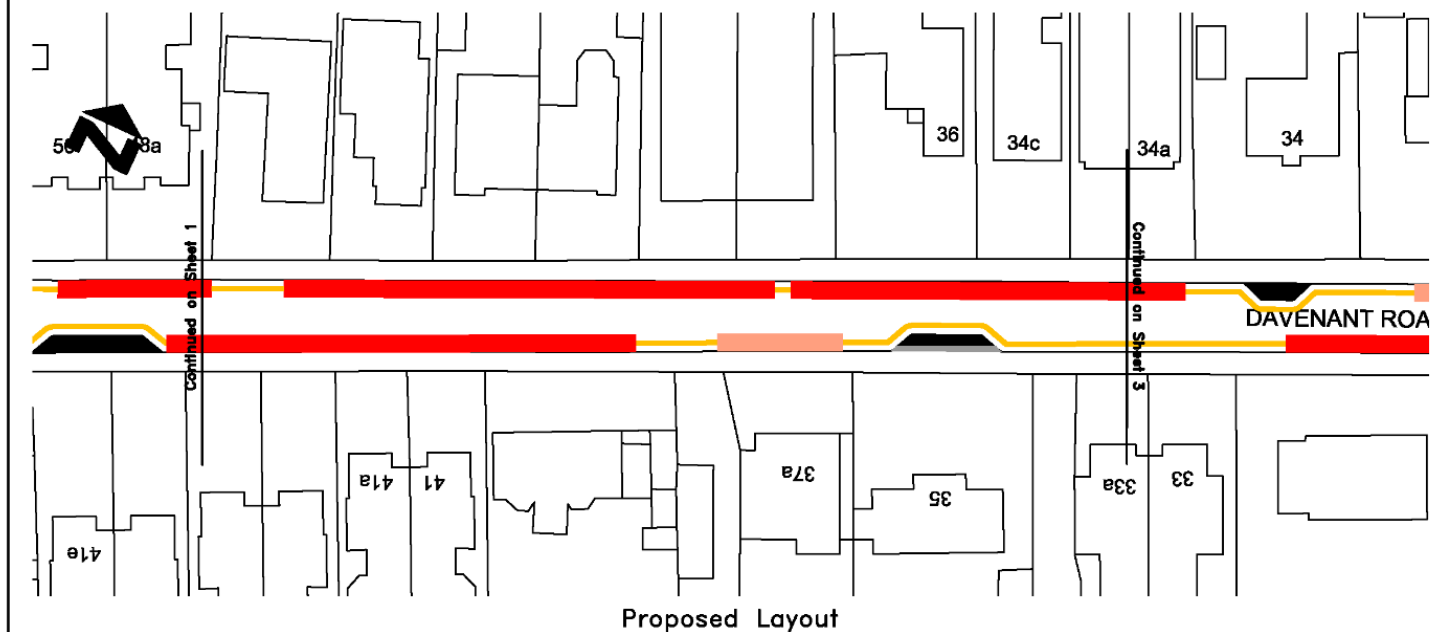
Paul Farmer  
Director of Environment  
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Oxford OX1 1ND  
Tel: 0345 310 11 11  
Fax: (01865) 241577

Client:

Project:  
**Oxford:Davenant Road  
Traffic Calming and  
Enhancement of Tree Pits  
2025**

Title:  
**Amendments  
to Parking Controls**

Scale 1:500	Drawn By SMA	Checked By	Approved By
Drawing Number 0022/A3/00146	Date 27.11.24	Date	Date
			Rev F



Notes

- No Waiting at any time.
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Date

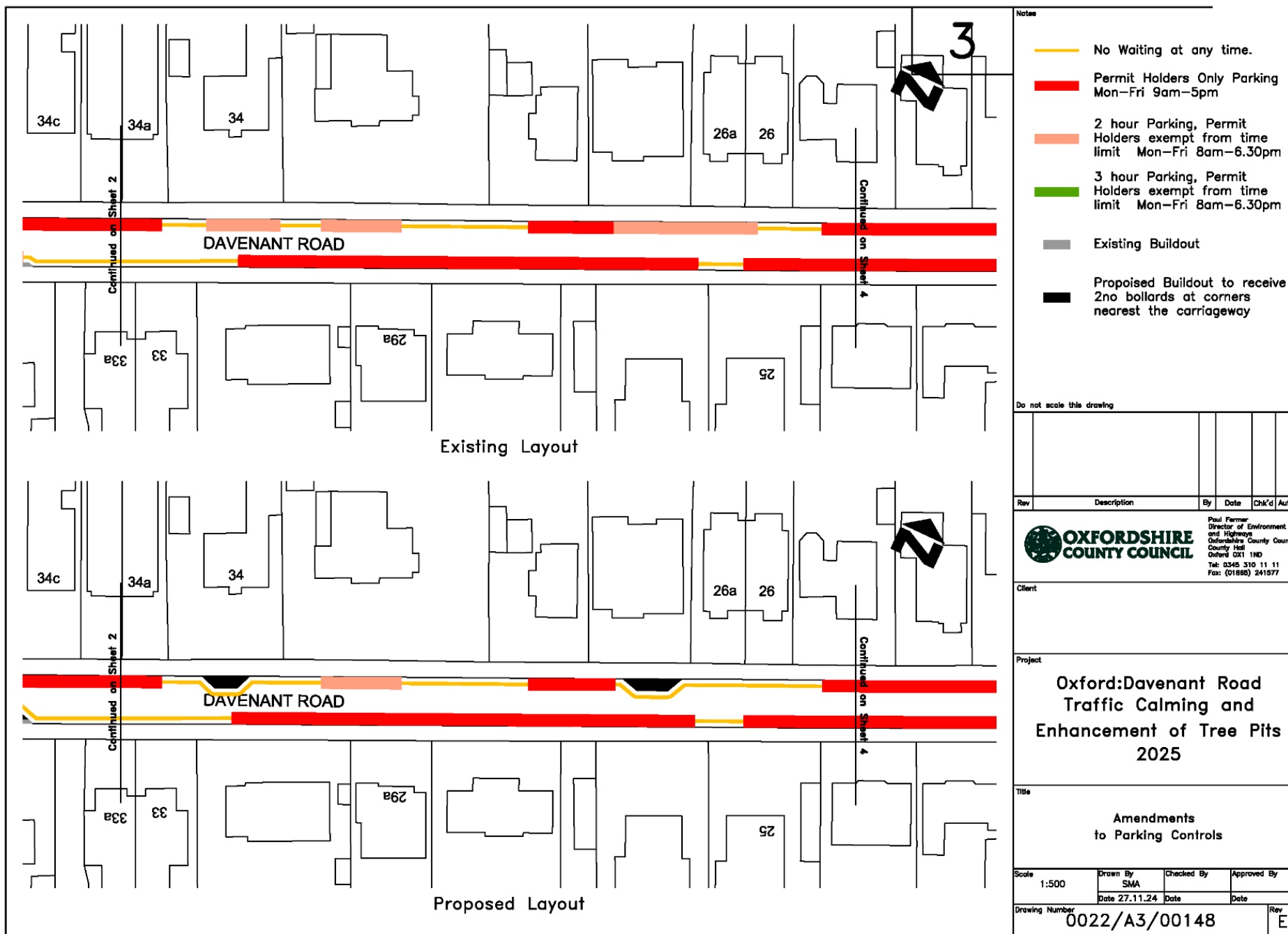
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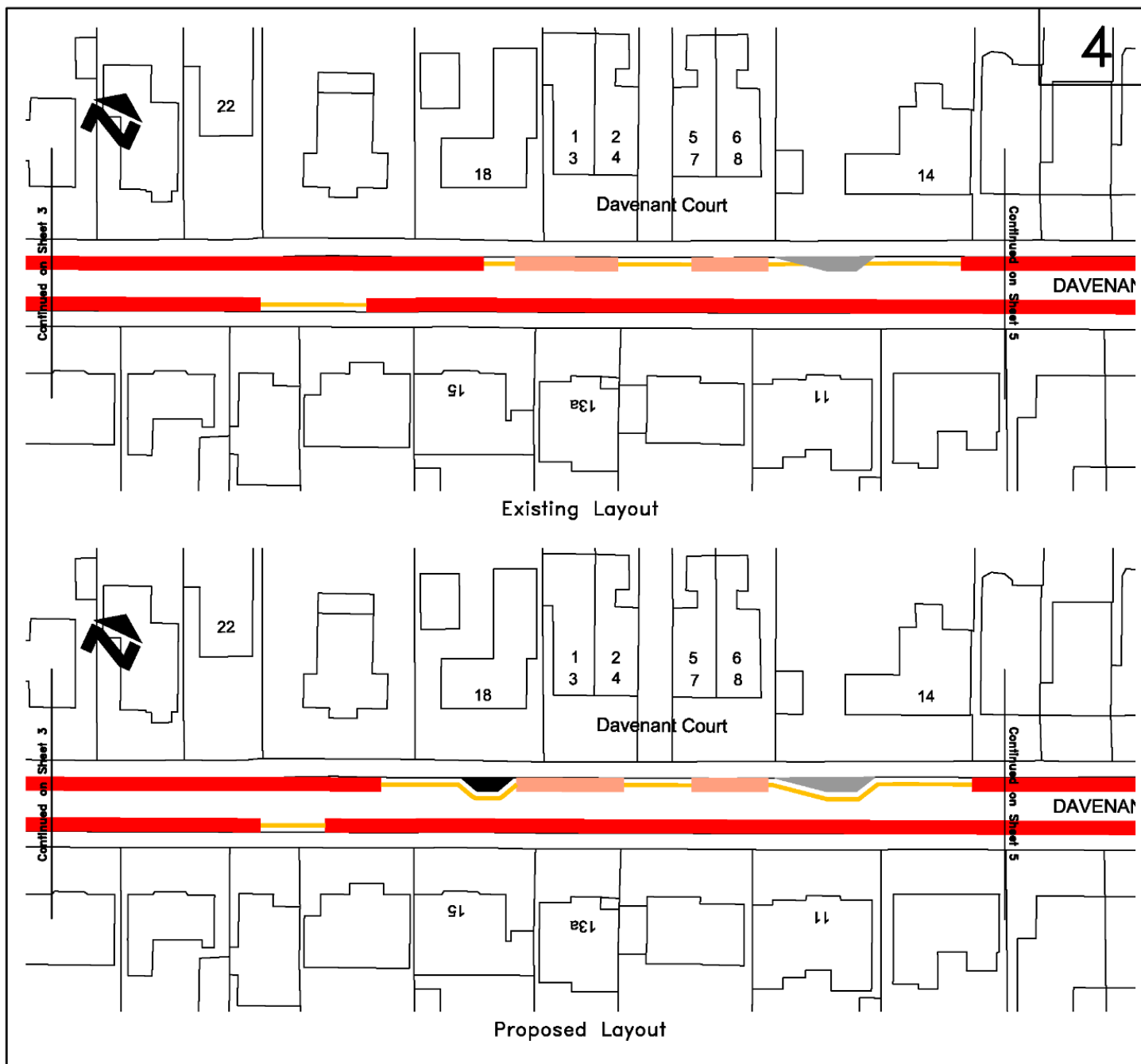
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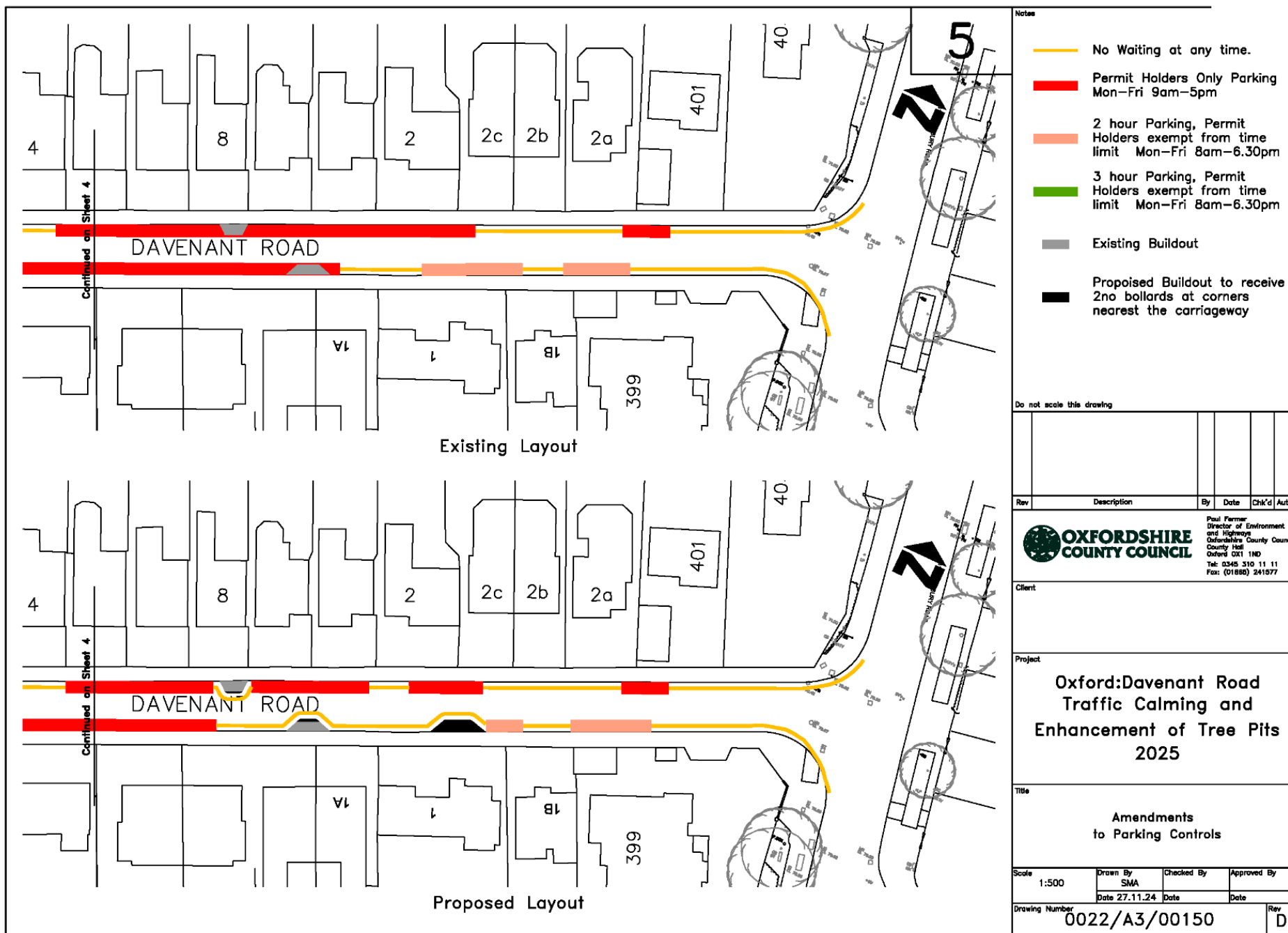
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## ANNEX 6

### A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In line with previous consultation relating to Davenant road only, the Police have no objection.
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Partially support</b> – In general we support traffic calming measures, but we have some concerns about this scheme.</p> <p>One concern is that there was no co-production with the scheme. As elsewhere, it would be good to have been involved before plans were drawn up. Another is that the plans accompanying the consultation don't show road widths, or indeed any other measurements, so it is hard to evaluate their likely effects. And the "statement of reasons" doesn't consider the effects on cycling at all.</p> <p>Our substantive concern is that with some levels of traffic "horizontal" traffic calming measures such as chicanes can be problematic for people cycling, forcing them to merge with motor traffic and/or stop and start. In general we think "vertical" measures such as full width speed humps are better. We urge the county to include unified, systematic guidance on traffic calming measures in its revision of the Street Design Guide.</p> <p>Evidence from elsewhere is that this kind of traffic calming simply will not work to "make this short-cut less attractive to use". Cricket Rd-Rymer's Lane in East Oxford had fourteen sets of chicane humps in under a mile - significantly more drastic than the measures planned for Davenant Rd - but (before the low traffic neighbourhoods) traffic was clearly limited by congestion, not in any way by the traffic calming. The only way to effectively "avoid inappropriate use by through traffic" here would be to use modal filtering.</p> <p>We suggest that side road entry treatments at both the Banbury Rd and Woodstock Rd ends of Davenant Rd would be more effective, both in marking the "liminal" change from a main road to a side street and in reducing danger (to people walking and cycling along Banbury and Woodstock Rds).</p>

<p>(e3) Local group/organisation, (Oxford Pedestrians Association)</p>	<p><b>Support</b> – additionally we request that as part of the scheme continuous pavements are installed across the junctions with Woodstock and Banbury Roads, calming motorised traffic and giving priority to walkers and wheelers..</p> <p>We suggest that the proposal could go further, with a bollard or two to act as a modal filter (i.e. an LTN filter) halfway along Davenant Road, since access for motor vehicles is readily available from each main road and via the ring road.</p> <p>We see from Google Street View that the existing build outs are around trees. This doesn't look wheelchair-friendly. We are concerned that wheelchair users would not be able to get along here. If the road is not going to be made into an LTN (in which case the main carriageway would be accessible to wheelchairs) we ask that this be addressed - eg. with further buildout?</p>
<p>(e4) Local resident, (Oxford, Davenant Road)</p>	<p><b>Concerns</b> – These changes would make it very difficult for visitors even though it is recognized that social interaction is at the heart of well-being. Further, I see no reason for further traffic calming. There is already a 20 mph speed limit and relatively few cars come through as a 'rat run' – claims in my view are exaggerated.</p> <p>Thus, I therefore do not agree with the rationale for the proposed changes and I oppose them. Notwithstanding this, walking the pavements is hazardous given tree roots and uneven paving. This needs more urgent attention.</p>
<p>(e5) Email response, (unknown)</p>	<p><b>Support</b> – I strongly support the proposal.</p>

*B. Online responses:*

Respondent	COMMENTS
(o1) Local resident, (Oxford, Davenant Road)	<b>Object</b> – We do not support the proposals as we do not think the proposed changes will make any difference so will be a waste of money. The existing build outs and cars normally parked on both sides of the road should offer the same benefit of slowing down the traffic on Davenant Road and if these do not currently work then the proposals will make no difference. If there is money available it would be better spent on repairing the pavements, fixing potholes and maintaining the large trees along the road which have not been touched for 50 years and which are out of control. Davenant Road is a beautiful road which deserves both to be resurfaced like Rawlinson Road recently (pavements) and to have its trees maintained like the trees in St Margaret's Road have been this year.
(o2) Local resident, (Oxford, Squitchey Lane)	<b>Object</b> – Completely unnecessary and the reasons given - including to "... help protect trees..." is completely fatuous. There is no evidence that the trees are damaged by the current levels of traffic in Davenant Road. In fact the trees are in vibrant health as evidenced by the damage to the footway - in fact the trees could usefully be pollarded. The level of traffic using the road is limited and when on occasion it is heavy this is a direct result of congestion on the Woodstock (primarily) and the Banbury Roads.
(o3) Local resident, (Oxford, Davenant Road)	<b>Object</b> – The amount of buildouts will make getting in and out of driveways much harder. Cars speed through the existing buildouts without any regard for giving way. Reduce the amount of Permit parking available on the street to allow traffic to flow more safely. Most houses have driveways and do not require extra cars to be parked on the road.
(o4) Local resident, (Oxford, Davenant Road)	<b>Partially support</b> – I would like to see one more bay on the north side of the road between 41b and 37a and one more bay on the south side between 31 and 15. This would mean that it would be very difficult to accelerate on this road
(o5) Local resident, (Oxford, Davenant Road)	<b>Partially support</b> – Too many buildouts. I think 6 would be enough.

<p>(o6) As part of a group/organisation, (Cyclox)</p>	<p><b>Partially support</b> – Broadly speaking Cyclox welcomes these proposals. They are modest provisions that will go some way to calming traffic on Davenant Road and to this extent improving cycle safety on this road. We wish however to raise a couple of points and raise one concrete suggestion for improvement.</p> <p>1. While fine in and of itself, the proposal seems rather isolated and non-strategic. It is not obvious why this road in North Oxford in particular has been selected for traffic calming when there are arguably many other parts of the city where the benefits of traffic calming would be greater. In other words, the proposal does not seem part of a wider vision for this part of Oxford.</p> <p>2. The consultation claims that the ‘proposals are being put forward as a result of concerns raised over the use of Davenant Road by through traffic using this residential road to avoid congestion and delays on the adjacent major road network i.e. the A40 Northern Bypass and Banbury Road’. Cyclox shares these concerns. But in our view they are only partially addressed by these proposals, especially given there is already a 20mph limit in place on Davenant Road. In Cyclox’s view, these concerns will be more fully met by introducing a filter on Davenant Road. Traffic seeking to travel between Banbury and Woodstock Road should use the A40 bypass to do so, since this is an arterial road, not a residential street. Cyclox would prefer filters on Davenant Road and Blandford Avenue to physically prevent these streets being used as ‘rat-runs’ by motor traffic.</p> <p>Subject to these concerns about the limited ambition of the scheme, we support the traffic calming proposals that have been made. We have one suggestion for improvement.</p> <p>1. There is currently a parking bay for Voi e-bikes and e-scooters on the pavement at the western end of Davenant Road. Cyclox believes that e-bikes and e-scooters are a vital part of a sustainable, multi-modal transport future in Oxford. However, the needs of pedestrians and wider public support for these schemes depends on developing parking infrastructure for e-bikes and scooters that is not on pavements. Cyclox believes that the Council should develop a city-wide strategy that re-purposes car-parking spaces for this end.</p> <p>The proposals for Davenant Road offer an ideal opportunity to take a small step in this direction. Cyclox’s suggested alteration to the scheme is that a couple of parking spaces on Davenant Road are re-allocated and marked out as dedicated parking bays for Voi and Lime e-bikes/e-scooters.</p>
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(o7) Local resident, (Oxford, Davenant Road)	<b>Support</b> – Davenant road is a busy residential street, and has several young families with young children and older people who take time to cross the road. The road is a notorious “rat run” as it is the first full cross road between Woodstock Road and Banbury Road from the north and is used frequently by speeding cars. Traffic calming measures will literally save lives.
(o8) Local resident, (Oxford, Davenant Road)	<b>Support</b> – We have taxis waiting on both sides of the road during the day and a whole procession of speeding vehicles going both ways to avoid traffic during rush hour.
(o9) Local resident, (Oxford, Davenant Road)	<b>Support</b> – There is a need for less speeding traffic so build ours will slow traffic down and act as a disincentive to use the road. With fewer parking spaces the road will also be calmer . We also see a lot of elderly people and children having narrow misses either speeding cars. Build ours around trees will aid pedestrians to navigate pavements better.
(o10) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – I strongly support these proposals. They are very much in the interests of the neighbourhood. My reasons are as follows.</p> <p>The proposed “buildouts”, by surrounding mature trees, will blend outstandingly well with the environment.</p> <p>The trees themselves will continue to thrive thanks to the extra protection.</p> <p>The wider and smoother pavement space which will then be provided around these trees will make it much easier and safer for pedestrians to walk along the road, and not only the elderly, those with mobility difficulties and of course families with pushchairs.</p> <p>The road is over-used by vehicles, including many coaches and heavy lorries, cutting through between the Banbury and Woodstock Roads. Very few of them pay any heed at all to the 20 mph speed limit. This is dangerous and increases pollution. The “chicanes” which will be created will provide a natural way of slowing them down making the road safer for all users.</p> <p>Various changes to pathways and road junctions have recently been made in the Woodstock Road. The new features in Davenant Road will be very much in keeping with those changes. In this way, there will be a consistency in the overall built environment in this part of north Oxford.</p>

(o11) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – Traffic drives far too fast down the road. Problem seems to be getting worse. Best way to stop it is to force traffic to wait for oncoming traffic by having build-outs.</p> <p>This has been obvious and necessary and recognised by the council for a very, very long time and it is seriously concerning that the council has taken so long to get to this stage. There have been repeated consultations and plans and the residents' community has been put to considerable and avoidable expense in having to deal with the council's delays in progressing this. No explanation has been provided for these delays, whether incompetence, negligence or some as yet unidentified legitimate cause.</p>
(o12) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – Current parking measures on Davenant road aren't fit for purpose, with parking spaces in front of driveways. This is causing congestion during busy periods.</p>
(o13) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – Having lived in Davenant Road for 20 years , there has been a major increase in traffic using our road , as a cut through , and most noticable is the complete disregard for the 20 mph limit . a major increase in large coaches and HGV, significantly increasing the safety risk hazard.</p> <p>All the proposals are excellent if they are designed to achieve , a reduction in traffic, and speed , as a far less attractive rat run. on safety and health grounds , they are essential , to also improve quality of life for residents.</p>
(o14) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – Davenant Road is a wonderful community and a great place to live. The only issue is the speed of traffic using our road as a cut through - the residents are well aware of the speed limit of 20mph, but those who are using the road to get from A to B in the shortest time possible persist in dangerous speeding at times. The build-outs will help to prevent this speeding without affecting use of the road.</p>

(o15) Local resident, (Oxford, Davenant Road)	<b>Support</b> – Too much traffic uses Davenant Road as a shortcut
(o16) Local resident, (Oxford, Davenant Road)	<b>Support</b> – My main support is for traffic calming. Traffic is heavier than is reasonable for a small residential street, probably because it is close to the ring road and acts as a rat run. Cars often appear to travel faster than the speed limit, and there are many buses, particularly school buses avoiding the main roads. I am less concerned about reducing parking because parked cars help constrict the road and potentially support the planned built width restrictions.
(o17) Local resident, (Oxford, Davenant Road)	<b>Support</b> – This will enable the build outs along the street. Despite the 20mph restriction traffic speeds down the road to avoid Sunderland Ave, recently killing our cat. Slowing traffic and making it a less attractive rat run.
(o18) Local resident, (Oxford, Davenant Road)	<b>Support</b> – I first wrote to the council requesting such measures more than 30 years ago, after both of our cats were run over in Davenant Road. Sadly, pressures on traffic in Oxford continue to worsen, so the need to control traffic flow along Davenant Road is even stronger now, as more and more people are using it as a cut-through!
(o19) Local resident, (Oxford, Davenant Road)	<b>Support</b> – I live on Davenant Road. I support these proposals to slow down the traffic using this road as a 'rat run' between Woodstock and Banbury roads (to avoid the traffic lights/roundabouts on the A40.) Although there is a 20mph speed restriction on Davenant Road, very few vehicles observe this leading to increased noise for residents, not to mention any dangers to pedestrians and animals. I personally would like to stop this road being used as a 'rat run' at all!
(o20) Local resident, (Oxford, Davenant Road)	<b>Support</b> – The road is used a rat run for traffic who often speed dangerously down the road. The traffic calming will help mitigate this.
(o21) Local resident, (Oxford, Davenant Road)	<b>Support</b> – road used by heavy traffic. People driving too fast making it at times dangerous to cross the road, especially for elderly residents, and school children going to Wolvercote school in the morning and back home at the end of the day. Same back and forth for children at Cutteslowe School.

(o22) Local resident, (Oxford, Davenant Road)	<b>Support</b> – I fully support this scheme. It is vital to make the road safer for pedestrians - vehicles frequently break the 20 mile an hour speed limit.
(o23) Local resident, (Oxford, Davenant Road)	<b>Support</b> – We fully support this proposal for the urgent safety of both pedestrians, cyclists and motorists - the build-outs will assist in both traffic calming and enabling improved pedestrian access around the large trees in the pavements. Currently pushchair and wheelchair users are forced to step into the road. Motorists are not obeying the 20 mph speed limit - the buildouts will provide clearer and more frequent reminders of the danger posed by speeding. The proposal has been carefully considered using professional street design engineers and working closely with the helpful Highways team.
(o24) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – The proposed traffic calming measures will have several safety benefits for pedestirans and cyclists. Davenant Road is a residential road which is used as a cut-through (including by heavy lorries) between Banbury Road and Woodstock Road at all times of day and night.</p> <p>The speed limit is 20 mph but traffic regularly passes along the road at speeds far in excess of this limit. This poses a danger to pedestrians and cyclists crossing and using the road. Traffic calming measures will reduce the speed of vehicles passing along Davenant road as they will need to slow to allow oncoming traffic through the traffic calming build-outs and might also reduce the number of vehicles using Davenant Road as a cut-through as a result. In addition, parts of the footpath are currently unusable by pedestrians because tress block passage in several places necessitating walking in the road. The proposed build-outs will rectify this problem. I strongly support this proposal on these safety grounds.</p>
(o25) Local resident, (Oxford, Davenant Road)	<b>Support</b> – The proposals should go a long way to reduce the heavy through traffic on this road, both in volume and speed.
(o26) Local resident, (Oxford, Davenant Road)	<b>Support</b> – The changes will reduce speed of vehicles on the road, making it safer for us all, but in particular for children and other vulnerable people.

(o27) Local resident, (Oxford, Davenant Road)	<b>Support</b> – The road is a busy rat-run when there is a tail-back on the A40 - especially for coaches and lorries
(o28) Local resident, (Oxford, Davenant Road)	<b>Support</b> – We live on Davenant and it is quite dangerous with the present amount of traffic using the road as a cut through.
(o29) Local resident, (Oxford, Davenant Road)	<b>Support</b> – I am delighted to see these proposals, which have been on the table since 2022 finally looking as if they might come to fruition. There is a clear need both to protect the trees on Davenant Road but also to calm traffic in this residential neighborhood particularly as there are a good number of older people in the road. Too much traffic seems to use Davenant Road as a cut through, and often at unreasonable speeds.
(o30) Local resident, (Oxford, Sunderland Avenue)	<b>Support</b> – Traffic calming is needed as V85 speed are likely to be above the 20 mph speed limit. Can we please also have such traffic calming on Sunderland Avenue south side where V85 speeds are definitely (as measured by Telraam) above the 20 mph speed limit during pm peak periods.
(o31) Local resident, (Oxford, Davenant Road)	<p><b>Support</b> – As residents at 41F we are very aware of the noise and risk of cars and trucks using the road as a shortcut and traveling at speed. It is increasingly dangerous too to reverse into or out of our driveway as vehicles moving at speed cannot be seen in time.</p> <p>We heartily support this proposal.</p>
(o32) Local resident, (Oxford, Mere Road)	<b>Support</b> – I live on Mere Road, and we have a very similar issue regarding through traffic leaving the A34 to cut through Wolvercote. I would support similar measures here.