

Divisions Affected – Bicester South

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

11 DECEMBER 2025

BICESTER: GRAVEN HILL DEVELOPMENT – PROPOSED 20MPH SPEED LIMIT & PARKING RESTRICTIONS CROSSINGS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) Approve the introduction of the following parking restrictions, as advertised – but to ask Officers to review the extent of the parking restrictions prior to the adoption of the roads:
 - i. new ‘No Waiting at Any Time’ (double yellow lines) parking restrictions on: Anniversary Avenue West, Chadwick Place, Circular Road East, Circular Road West, Graven Hill Road, Read Place, Roberts Drive, Westacott Road, and Wood Crescent,
 - ii. new ‘Two hour, No return within 2 hours all days` diagonal parking bays on the northwest side of Graven Hill Road,
 - iii. new ‘Disabled Persons Parking Places’ on the southeast & north side of Graven Hill Road.
- (b) Approve the introduction of a new 20mph speed limit zone within the whole development south of the A41 roundabout, as advertised.
- (c) Approve the introduction of a new ‘No Entry’ restriction on the small link road between Graven Hill Road & Roberts Drive, as advertised.

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to construct four new crossings on the approach roads to the Kings End/Middleton Stoney Road/Oxford Road roundabout junction (including the new access road) – as shown in **Annexes 1 to 5**.

3. The proposals are being put forward due to the extensive residential development of the Graven Hill site, with the 20mph speed limit zone being introduced for road safety reasons on all roads throughout the housing development, helping to ensure adherence to the Councils policy that all new residential developments should see a lower speed limit as standard when & where appropriate.
4. The proposed new 'No Waiting at Any Time' (double yellow lines) parking restrictions on various roads - particularly in areas near retail units and the primary school where pedestrian activity is high – will help prevent unsafe parking that could obstruct visibility or access, whilst also supporting the low-speed environment to help reduce traffic risks.
5. Providing 'Two-hour time limited' parking in the vicinity of the retail premises will help facilitate visitors to the facilities, and the designated disabled parking bays will help prioritise accessibility for residents with specific needs are also proposed.
6. Finally, the proposed 'No Entry' restrictions on the link road between Graven Hill Road & Roberts Drive, will help ensure local bus provision is able to service the estate efficiently.

Corporate Policies and Priorities

7. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer ('GHVDC') of the Graven Hill site.

Legal Implications

9. 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.
10. The scheme has been promoted by the 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 – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals, however it should be noted that blue badge holders can park without time limit or restrictions within limited waiting parking bays, and on single/double yellow lines (providing a loading/unloading ban is not in force) for up to three hours.

Sustainability Implications

12. The proposals are being put forward to help improve road safety within the development, as well as helping to facilitate visitors to the retail amenities, and prioritise accessibility for residents with specific needs are also proposed.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 02 October and 31 October 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, relevant local District Cllrs, Bicester Town Council, and the local County Councillor representing the Bicester South division.
15. During the course of the formal consultation, 67 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection	Total
20mph speed limit	6 (9%)	7 (10%)	51 (76%)	3	67
Double yellow lines	21 (31%)	18 (27%)	27 (40%)	1	67
Two hour parking	7 (10%)	16 (24%)	40 (60%)	4	67
Disabled parking	5 (8%)	9 (13%)	47 (70%)	6	67
No Entry restriction	15 (22%)	7 (10%)	37 (55%)	8	67

16. Additionally, a further two emails were received directly – with Thames Valley Police not objecting (providing no expectation was placed on TVP in terms of future enforcement), and Cherwell District Council having no specific comments. ‘Bicester Bike Users’ Group’ (BBUG).
17. 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 Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

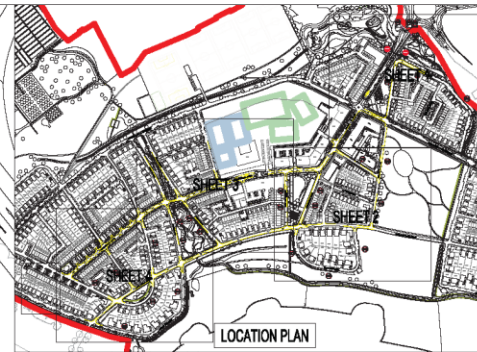
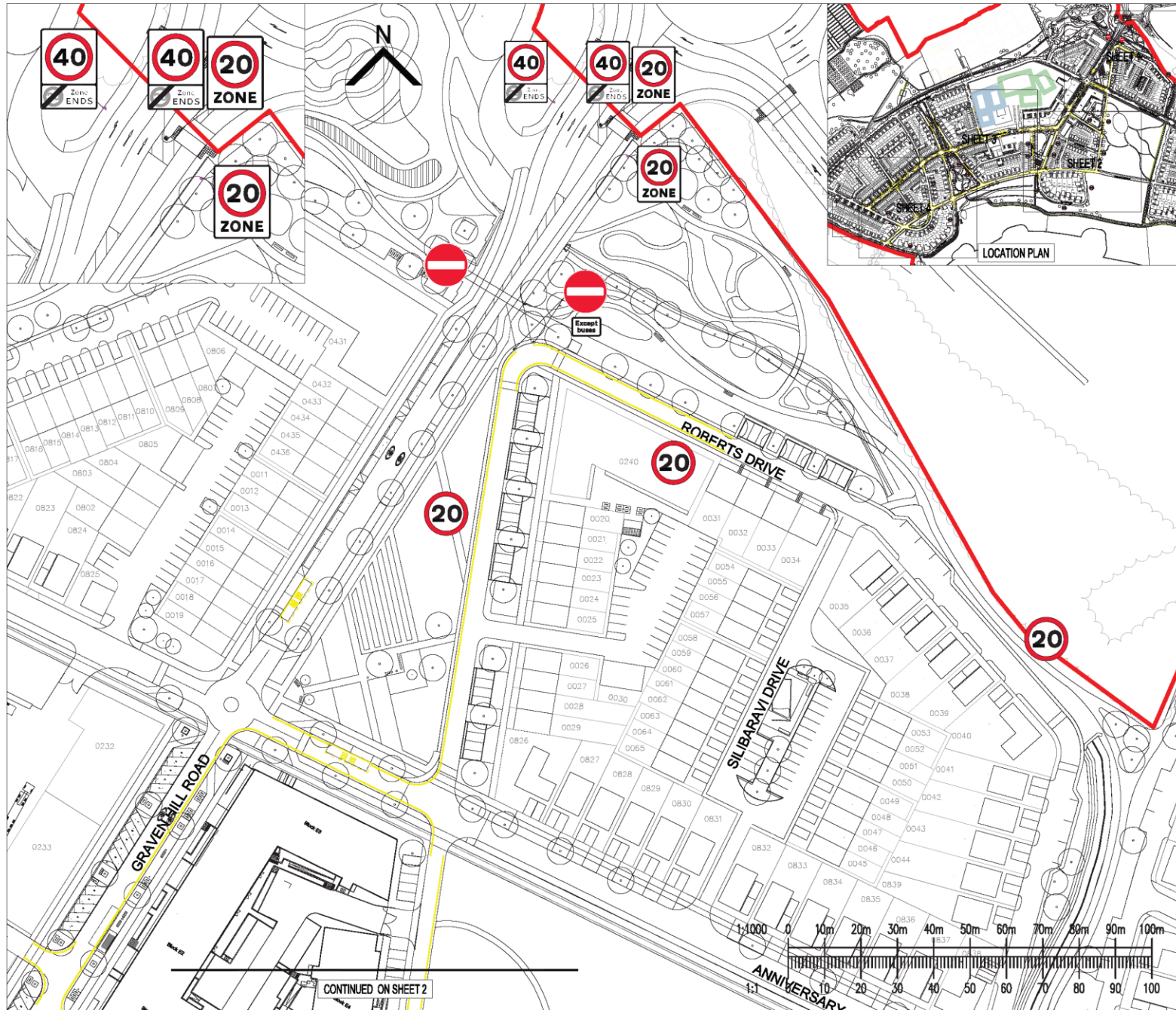
18. Whilst there are specific objections to the waiting restrictions on the wider site, and the East Circular Rd in particular, very few object to restrictions on the main entry road and around the shops/village centre area. However, there are also responses supporting the restrictions on the wider site roads, so opinion is divided.

19. It should be noted that the Stage 3 Road Safety Audit made the following recommendation, which Officers feel strengthens the case for implementation in the wider area:

“Problem 3.31 – ‘Visibility Splays obscured by on-street parking

It is recommended that the visibility splays at all junctions and accesses are protected from obstruction by extending the proposed parking restrictions to include these critical areas. Particular attention should be given to those junctions and accesses currently omitted from the double yellow line proposals, with the aim of ensuring clear sight lines for all road users. Consideration should also be given to monitoring the impact of displaced parking following TRO implementation, and, if necessary, further adjustments to restrictions should be made to mitigate safety risks. It is recommended that an additional RSA site visit is carried out to review the missing works once complete.’”

20. Officers feel that whilst the visual amenity objection is ‘reasonable’, it should not be a reason not to implement double yellow lines where they are needed for safe and effective operation of the highway. Officers would recommend – if approved – the use of thinner 50mm lines, and also the standard colour used by OCC is ‘deep cream’, which is not as bright as the standard yellow used elsewhere. Officers note that both of these would likely reduce the visual impact to some extent. For enforcement purposes, the lines are essential to allow for legal & robust management of the restrictions.
21. With regards to the accusation that the proposals were recommended by people who do not know the area, Officers are keen to stress that this is not the case. The relevant Traffic Officer is very local, and made a number of site visits to help determine where parking restrictions would be needed.
22. Additionally, the application to amend the relevant Traffic Regulation Order (TRO) was submitted by ‘GHVDC’, and they are actively aware of the day-to-day needs of the village as a whole. Officers agree that there are certainly areas where double yellow lines are more necessary than others from a safety perspective, but the submitted TRO plan reflected what was agreed to be an appropriate layout for the overall site.
23. Officers note that loading/unloading (as well as stopping to pick-up/drop-off passengers) is permitted on Double Yellow Lines, so concerns regarding this are generally not warranted.
24. The provision of the bus ‘cut-through’ is considered to be a temporary measure in order for bus provision to work prior to the next phase of the development being constructed. At which point it is planned that the buses will use the permanent route through the site, and this cut-through will be removed in its entirety.
25. The cut-through was not part of the original approved planning layout, but is rather an interim compromise measure purely for bus-provision purposes. The



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6. ALL 20mph REPEATER SIGNS (300mmØ) TO BE PLACED BACK TO BACK ON STREET LIGHTING COLUMNS. MINIMUM MOUNTING HEIGHT 2400mm.

A01 15.07.25 FIRST ISSUE SM

Rev	Date	Description	By
Amendments			

Project: **GRAVEN HILL**

Title: **PROPOSED TRAFFIC REGULATION ORDER LAYOUT LINING AND SIGNAGE SHEET 1 OF 4**

Client:



Graven Hill Village Development Company



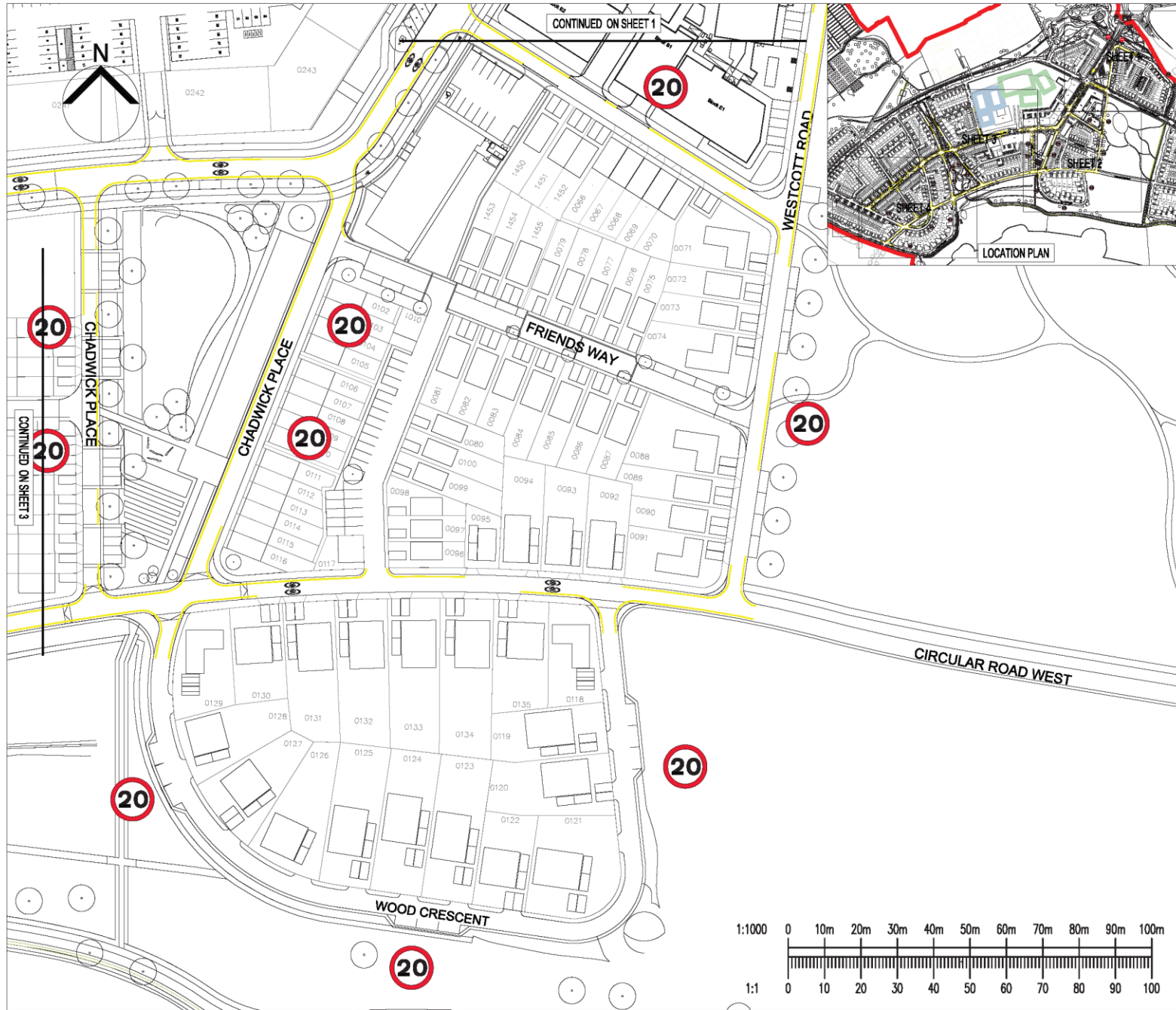
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Rev	Date	Description	By
Amendments			

Project: **GRAVEN HILL**

Title: **PROPOSED TRAFFIC REGULATION ORDER LAYOUT LINING AND SIGNAGE SHEET 2 OF 4**

Client: **Graven Hill Village Development Company**



Graven Hill Village Development Company



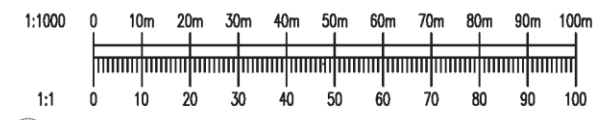
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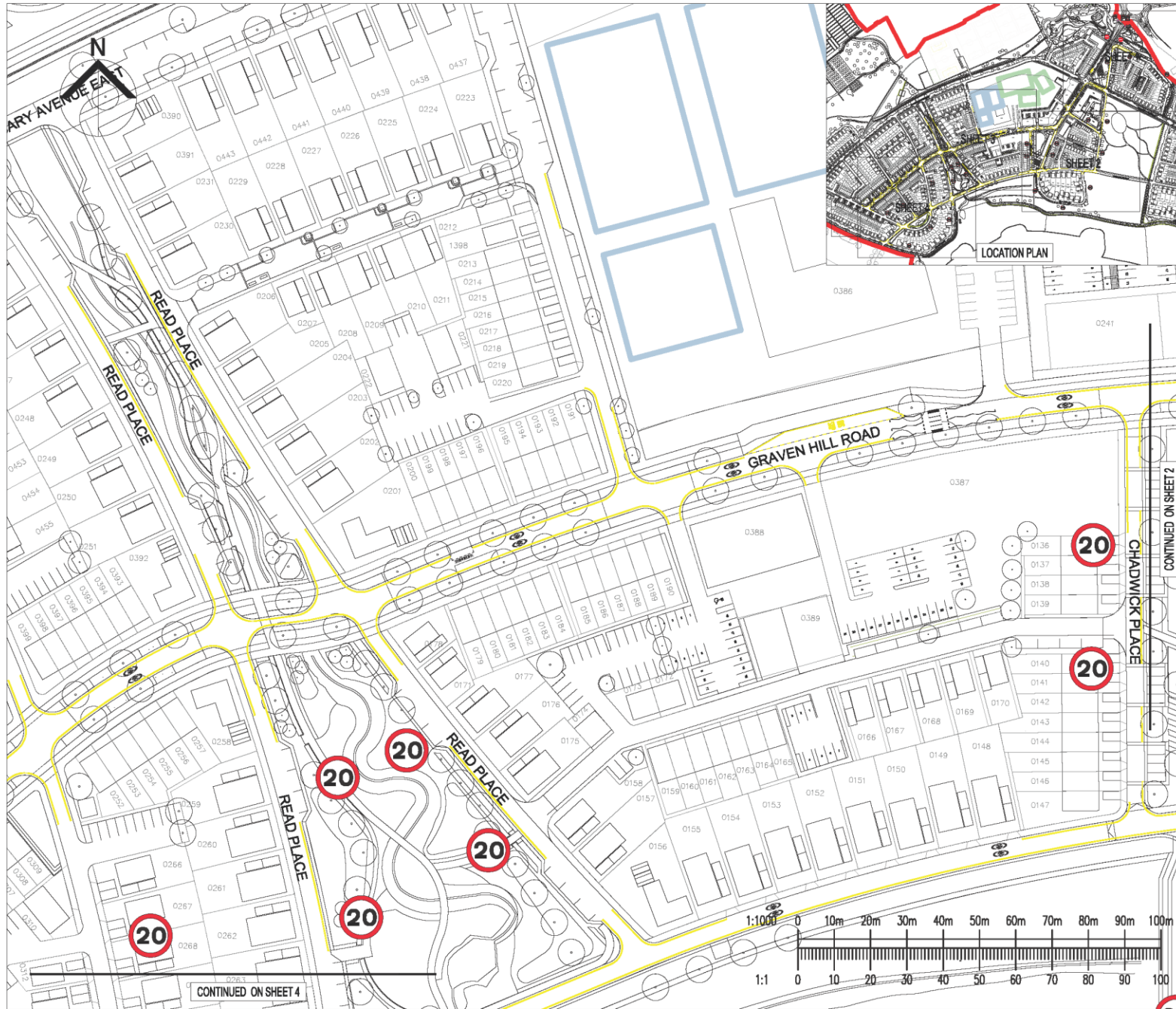
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Amendments

Project
GRAVEN HILL

Title
PROPOSED TRAFFIC
REGULATION ORDER LAYOUT
LINING AND SIGNAGE
SHEET 3 OF 4

Client



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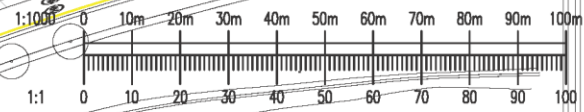


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WIE	215	90	0012	A01

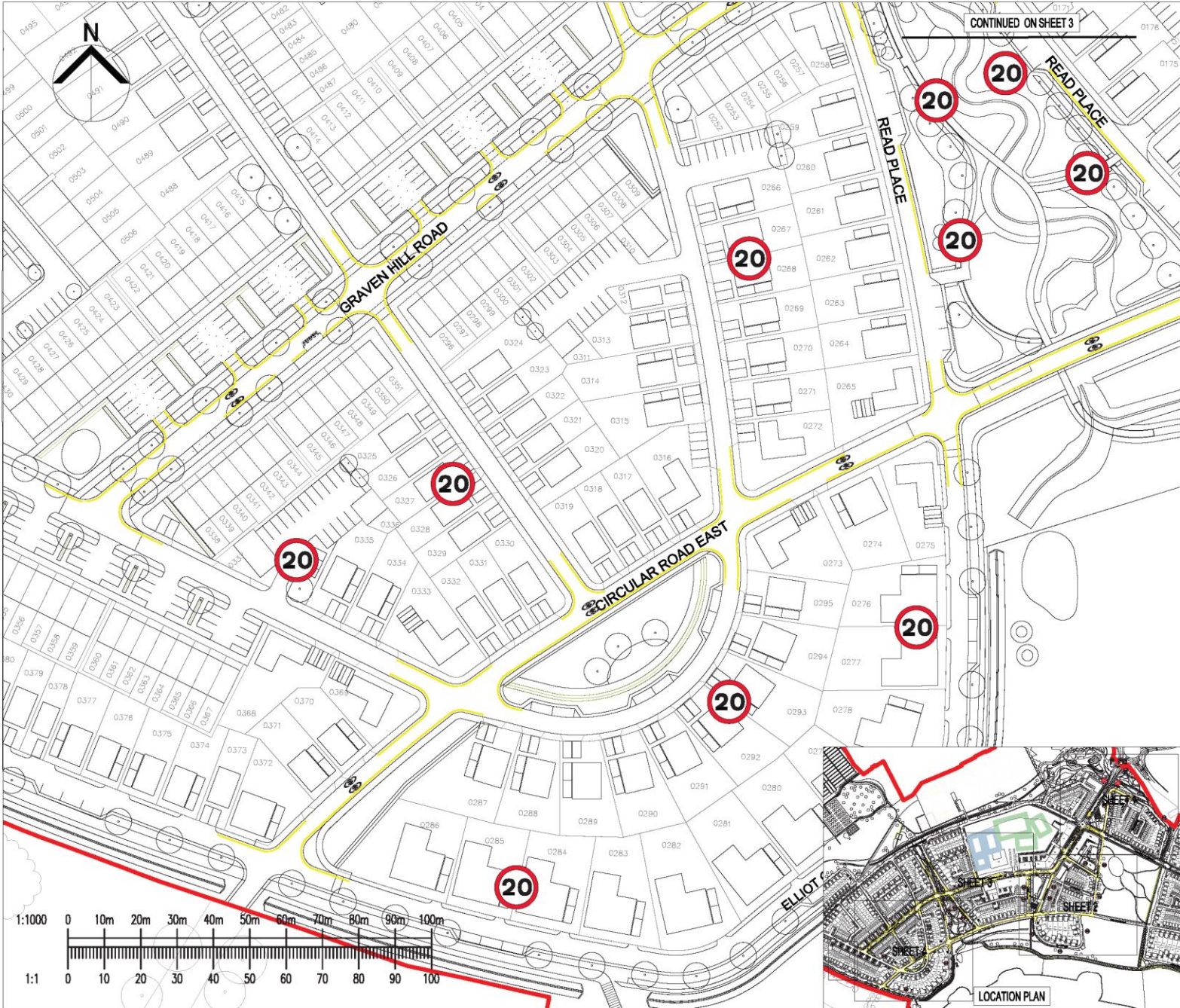


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CHADWICK PLACE

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Rev	Date	Description	By
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Project: **GRAVEN HILL**
 Title: **PROPOSED TRAFFIC REGULATION ORDER LAYOUT LINING AND SIGNAGE SHEET 4 OF 4**

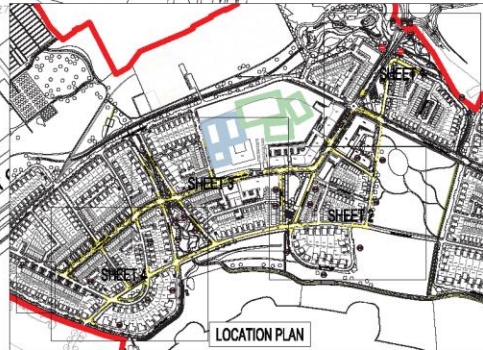


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WIE	215	90	0013	A01





Scheme Ref.	16.0069		
Sign Ref.	661.1	x-height	60.0
TSRGD Ref.	S20-2		SIGN FACE
Letter colour	BLACK	Width	865 mm
Background	WHITE	Height	605 mm
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Mount Height			
Material	Class RA2 (12899-1:2007)		

KEY:

- 'RESTRICTED PARKING' SIGN
- 'RESTRICTED PARKING' SPACE



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Rev	Date	Description	By
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Amendments

Project
GRAVEN HILL

Title
PROPOSED TRO PLAN & PARKING RESTRICTION SIGN LAYOUT

Client

Graven Hill Village Development Company

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Issue/Rev	Zone	Category	Number	Revision
WIE	215	90	0014	A01

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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object to the proposed 20 mph speed limit and parking restrictions throughout this housing development.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement.</p> <p>I note in these proposals there is mention of No Entry restriction points allowing Bus use and similar to other developments within Bicester . Unless these points come with Enforcement technology I would object. There must be no expectation placed on the Police in terms of future enforcement of these restrictions.</p>
(e2) Head of Built Environment and	<p>No objection – We note that this regards the placing of TROs on streets in the initial phases of Graven Hill which are due for adoption.</p>

<p>Infrastructure, (Oxford Bus Company)</p>	<p>The proposals are pursuant to a wider County policy. We have repeatedly made plan that extensive lengths of bus routes through large developments on a strategic scale should be retained at 30mph, as far as this can be achieved appropriately and having regard to both built form and street geometry.</p> <p>Bus operators have also for a very long time - since before the original outline was submitted - made plain to both the LPA and Highways and Transport Authority, respectively, that both the urban form and the urban design approach meant that effectively providing bus service to the southern portions of the masterplan area would be impossible. Subsequent reserved matters have been consented and built out that strongly confirm this. To the extent that the existing bus route uses only short lengths of road to and from the local centre, therefore, these proposals are acceptable to Oxford Bus Group as they do not serve to delay or impede bus productivity in any material form. We note that the majority of the streets affected by the Draft Orders are not bus routes, nor are they expected to be.</p> <p>This is without prejudice to the view of Stagecoach West as the current operator of the bus service in Gravenhill. This should not be taken to imply an agreement on our part that all streets in subsequent phases that might be used as bus routes, should be so treated. This will need to be revisited at the time.</p> <p>We accordingly offer no objection</p>
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B. Online responses:

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Graven Hill, Anniversary Avenue East)</p>	<p>Double yellow lines – Object 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – No objection/No opinion No Entry restriciton – No objection/No opinion</p> <p>Double yellows are unsightly and unnecessary throughout Graven Hill</p>

<p>(o2) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Object 2hour parking places – Support Disabled persons parking – No objection/No opinion 20mph speed limit – Support No Entry restriciton – No objection/No opinion</p> <p>I strongly object to double yellow lines being applied to East Circular Road. In The Graven Hill Village Design Code 2018 this road is described as a "Rural Lane" with the following characteristics: "Unlike the more centrally located zones, these 'off the beaten path' areas are to adopt a rural tone that seemingly blends into the landscape. This will be achieved through the use of dry-stone wall and planted boundaries, a rural material palette, undulating street-lines with the ability to have a variety of front garden depths and a simple highway treatment of a single, shared macadam surface bordered by wildflower verges." I object for two main reasons:</p> <ol style="list-style-type: none"> 1. Double yellow lines are totally contrary to the above characteristics. 2. In my opinion, in the six years I have lived on East Circular Road, there have been no parking problems which would necessitate such a draconian measure.
<p>(o3) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Object 2hour parking places – Support Disabled persons parking – No objection/No opinion 20mph speed limit – Support No Entry restriciton – No objection/No opinion</p> <p>I object to double yellow lines on East Circular Road which is a quiet country lane overlooking Graven Hill Woods. The road is designated as a Rural Lane in the Graven Hill Village Design Code. There are no visitor spaces whatsoever on East Circular Road and in my experience, occasional parking / stopping has not caused any problems.</p>
<p>(o4) Local resident, (Gravin hill, East circular road)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Object 20mph speed limit – Object No Entry restriciton – Object</p>

	<p>wish to strongly object to the proposal to apply double yellow lines on East Circular Road, Graven Hill.</p> <p>My objection is based on the following points:Contradiction with the Graven Hill Village Design Code (2018 / 2022): East Circular Road is categorised as a “Rural Lane” within the adopted Graven Hill Village Design Code. The Code defines Rural Lanes as:</p> <p>“Single aspect streets that face out onto extensive landscaping... Unlike the more centrally located zones, these off-the-beaten-path areas are to adopt a rural tone that blends into the landscape. This will be achieved through the use of dry-stone wall and planted boundaries, a rural material palette, undulating street-lines with the ability to have a variety of front garden depths, and a simple highway treatment of a single, shared macadam surface bordered by wildflower verges.”</p> <p>The introduction of double yellow lines would fundamentally undermine these agreed design principles and destroy the intended rural character of this road as approved by Cherwell District Council.Lack of Visitor Parking Provision: East Circular Road has no designated visitor parking spaces. Imposing a waiting restriction would cause significant inconvenience to residents, visiting family members, carers, and tradespeople, effectively forcing parking displacement across the wider Graven Hill area.</p> <p>No History of Parking or Safety Issues: I have lived on East Circular Road for six years and have not witnessed any persistent parking difficulties, safety hazards, or access problems. The road functions safely and harmoniously as designed, and yellow line restrictions are wholly unnecessary and disproportionate to any issues that may have been perceived.For these reasons, I respectfully request that the proposal for double yellow lines on East Circular Road be withdrawn in order to maintain consistency with the adopted Graven Hill design principles, preserve the established rural streetscape, and reflect the reality of conditions experienced by residents</p>
<p>(o5) Local resident, (Bicester, Springfields)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Support 20mph speed limit – Object No Entry restriciton – Object</p> <p>I am a local resident and I use the local amenities. I do not want to see further restrictions on residents, and visitors.</p>

<p>(o6) Local resident, (Bicester, Beckett Way)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Support 20mph speed limit – Object No Entry restriciton – Object</p> <p>There is no need for 20mph restrictions. We have speed bumps that naturally slow traffic down. I can understand 20mph close to the school but nowhere else. It's time residents were trusted to behave responsibly.</p> <p>Double yellow lines are a ludicrous idea. It's overkill and another heavy handed way to solve a small issue. Most of the parking issues are caused by trades and delivery vehicles/lorries. It would be better to wait until construction has finished so that you can assess the real, long term issue regarding parking. Both these measures are an huge over-reaction to very small problems. Spend your time and energy on something more useful.</p>
<p>(o7) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Support 20mph speed limit – Object No Entry restriciton – Object</p> <p>I object to reduced speed limit of 20mph as this is not a built up area it does not seem to need this form of restrictions Double yellow lines - I object to this strongly. As a resident of East Circular Road, it contrary to be a rural road approach and this road is off the beaten track and the amount of through traffic doesn't warrant it. Additionally there is no visitor parking created on this road so where would they park. If you moved then to the side roads the same issue is there, very limited visitor parking and making the side roads parking even more congested. However more importantly there hasn't been a previous issue with on street parking and I fail to why this is either purposed and / or warranty as all.</p>
<p>(o8) Local resident, (Gravern Hill, Beckett Way)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Partially support/concerns 20mph speed limit – Support</p>

	<p>No Entry restriciton – Object</p> <p>Site traffuicL large trucks making deliveries, telehandlers and site vehicles, cars owned by builders and their attendant supervisors and tradesmen are the reason there is congestion at times. It seems to me residents should be able to park reasobnably and without restriction once the buil;ding had ended,. The cost of enforcing double yellow lines and speed restrictions should also be questioned - if, indeed they will be enforced, which is franjkly unlikely on current evidence, especially at night.</p>
<p>(o9) Local resident, (Graven Hill, Beckett Way)</p>	<p>Double yellow lines – Object 2hour parking places – Partially support/concerns Disabled persons parking – No objection/No opinion 20mph speed limit – No objection/No opinion No Entry restriciton – Object</p> <p>No waiting at any time on double yellow lines - this could be problematic for deliveries, cab pick ups, people popping out of their car to visit a post box, hand deliver a letter, return a borrowed item...which I'm sure we all need to do from time to time.</p> <p>I can't see the benefit of restricting access to Graven Hill Road from Roberts Drive, or at least, it hasn't been made clear?</p>
<p>(o10) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Object 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Object</p> <p>I agree with the speed limit due to children on the road but do not agree with yellow lines on roads that are not busy and require visitors coming to meet family to be able to park outside the house</p>
<p>(o11) Local resident, (Graven Hill, Eaves Road)</p>	<p>Double yellow lines – Object 2hour parking places – Support</p>

	<p>Disabled persons parking – Partially support/concerns 20mph speed limit – Support No Entry restriction – Object</p> <p>My experience with parking restrictions in other towns</p>
<p>(o12) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Object 2hour parking places – Partially support/concerns Disabled persons parking – Partially support/concerns 20mph speed limit – Partially support/concerns No Entry restriction – Partially support/concerns</p> <p>Subject: Objection to Double Yellow Lines on East Circular Road I am writing to formally object to the proposed application of double yellow lines on East Circular Road for the following reasons:</p> <p>Contrary to the Graven Hill Village Design Code (2018): The Design Code explicitly describes East Circular Road as a “Rural Lane” intended to blend into the landscape through features such as dry-stone walls, planted boundaries, wildflower verges, and a simple shared macadam surface. The introduction of double yellow lines is wholly inconsistent with this rural character and undermines the design principles agreed upon for this area.</p> <p>Lack of Visitor Parking Provision: East Circular Road currently has no designated visitor parking spaces. Applying double yellow lines would exacerbate this issue, leaving residents and visitors without practical options for short-term parking.</p> <p>No Evidence of Parking Problems: In the six years I have lived on East Circular Road, I have not observed any significant parking issues that would justify such a restrictive measure. This proposal appears disproportionate and unnecessary. I respectfully request that the council reconsider this proposal and explore alternative solutions that align with the original design vision for Graven Hill Village.</p>

<p>(o13) Local resident, (Graven Hill, East Circular ROAD)</p>	<p>Double yellow lines – Object 2hour parking places – Partially support/concerns Disabled persons parking – Partially support/concerns 20mph speed limit – Support No Entry restriciton – Partially support/concerns</p> <p>Having lived here now for the past 4 years my concerns are as follows double yellow lines are only needed outside the retail outlets and the adjoining side roads. The parking bays are suitable for a two hour time restriction which make absolute sense given the addition of more retail business. There needs to be a time period clearly stated on the signs eg 8am / 6pm . Why on earth you would need double yellow lines on East and West Circular Roads except for revenue as there is never an issue with parking and there are no visitors bays for parking. With the installation of yellow lines you would be forcing traffic to all the additional roads for no reason other than revenue and to create issues that are non existent typical interference by people who have no idea.</p>
<p>(o14) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Object 2hour parking places – Partially support/concerns Disabled persons parking – Partially support/concerns 20mph speed limit – Support No Entry restriciton – Partially support/concerns</p> <p>I'm shocked to hear the proposals of yellow lines around Graven Hill besides outside the retail units. We are a self build and have been here for 4 years left town life to get away from yellow lines and lots of traffic. We have not had any problems on East Circular Road (there are no have visitor spaces provided) and the rest of the site with parking and cannot believe you now want to disrupt our happy roads if only for revenue!! Why are decisions always made by people who don't know how life is here and also don't live here!! Will you not listen to residents or are you just going to ignore us as I said moving here was suppose to be for a more relaxed living now to find you may take that away in our retirement.</p>
<p>(o15) Local resident, (Bicester, Notha ks)</p>	<p>Double yellow lines – Object 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Object</p>

	<p>No Entry restriciton – Partially support/concerns</p> <p>I think that its time that the lib dem actually listened to the people that voted them in instead of being dictators. Each consultation has been ignored because that awful Andrew Gant does exactly what he wants to do anyway. Each time the consultations have been against the proposal, regardless of what percentage respond. There is no point in consulting when you dont listen. Please rename yourself the Liberal Undemocratic party. You dont listen to the voters you ate an absolute disgrace to democracy</p>
<p>(o16) Local resident, (Graven Hill, Bolero Gardens)</p>	<p>Double yellow lines – Object 2hour parking places – No objection/No opinion Disabled persons parking – No objection/No opinion 20mph speed limit – Support No Entry restriciton – Support</p> <p>I strongly object to the proposal to apply double yellow lines throughout most of the Graven Hill Village development. I understand that there is a parking problem centred around the commercial centre of the village which will get worse when/if the proposed commercial centre is completed. However there is no parking problem generally throughout the development and the proposal to apply double yellow lines to the extent shown on the drawings which accompany the consultation is overkill.</p> <p>The drawings have been prepared by someone who has never visited the site, to deal with a problem which does not exist. Graven Hill Village is a semi rural, residential development with no through traffic and a 20 mph overall speed limit. The proposal to apply double yellow lines to most of the roads will detrimentally impact the ‘village feel’ of the development and is a waste of public funds. Before this proposal is implemented it is imperative that a proper survey is undertaken to establish the extent of the supposed problem.</p>
<p>(o17) Local resident, (Graven Hill, Tancred)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Object 20mph speed limit – No objection/No opinion No Entry restriciton – Support</p>

	<p>Object all parking restrictions as there are no suitable parking for visitors of residents which makes really restricted to have any family or friend visiting. I don't see the need for Disabled parking as they are never used and take away precious parking space for all. I think 20 or 30mph is a good speed for the State of the roads.</p>
<p>(o18) Local resident, (Graven Hill, Graven Hill Road)</p>	<p>Double yellow lines – Object 2hour parking places – Object Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>While living here for the last 5 years I have observed a high amount of residents and visitors excessively speeding making the village really unsafe for children and pets, therefore a 20mph speed limit with adequate traffic calming measures should be a high priority.</p> <p>In regards to parking and stopping, I haven't observed any issues while living here and I am in favour of flexibility and allowing people to park freely in the village.</p>
<p>(o19) Local resident, (Bicester, Roberts Drive)</p>	<p>Double yellow lines – Object 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Double yellow lines make the whole area look like a road, rather than residential area. I think a "controlled parking zone " should be created instead. The effect would be the same, as long as the parking restrictions are enforced. Without enforcement, the changes are meaningless. Additionally, drivers need to be reminded of the highway code establishing pedestrian priority. This, i.e. pedestrian priority needs to be the default for all areas of the development, as it is a residential neighbourhood where children have to be safe to walk.</p> <p>The link road has to be "except for buses and cycles". I agree it should be no entry for cars, as that makes it a dangerous junction, being so near the main roundabout. Again, here, like I pointed out with regards to parking, enforcement is key.</p>

<p>(o20) Local resident, (Bicester, Graven Hill Rd)</p>	<p>Double yellow lines – Object 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Na</p>
<p>(o21) Local resident, (Graven Hill, Friend Way)</p>	<p>Double yellow lines – Object 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Parking restrictions and bays with double yellow lines are acceptable outside shops, dentists etc. I don't want double yellow lines outside residential houses. 20mph speed limit signs should be all over Graven Hill main roads.</p>
<p>(o22) Local resident, (Bicester, Silibaravi Drive)</p>	<p>Double yellow lines – No objection/No opinion 2hour parking places – No objection/No opinion Disabled persons parking – Support 20mph speed limit – Partially support/concerns No Entry restriciton – Object</p> <p>Why can't we use the small link road between Robert's drive & Graven hill road? It works seamlessly as it is. We waste so much time & fuel accessing our properties.</p>
<p>(o23) Local resident, (Graven Hill, Bicester, Read Place)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – No objection/No opinion</p>

	<p>I only support restrictions round school and commercial areas, not in Read Place, for example.</p>
<p>(o24) Local resident, (Graven hill, East circular)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – No objection/No opinion 20mph speed limit – Support No Entry restriciton – No objection/No opinion</p> <p>On the yellow lines, this should be restricted to where there is a risk of congestion or where parked vehicles will cause an issue (eg outside the shops on graven hill road)</p> <p>Double yellow lines for example on graven hill road are not relevant or required as it is a quiet area at the back of the estate which in the four years of living here has never had an issue. Double yellow lines here would lead to the enforcement of something which just doesn't need enforcing.</p>
<p>(o25) Local resident, (Ambrosden, Read Place)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – No objection/No opinion</p> <p>Restricting the parking would be great, we live on Read Place and sometimes coming along GHRoad is like a slalom course. 20 is plenty around the village.</p>
<p>(o26) Local resident, (Graven Hill, Graven Hill RoadOx)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Partially support/concerns 20mph speed limit – Partially support/concerns No Entry restriciton – Object</p> <p>The development was built without adequate transport infrastructure and parking considerations.</p>

	<p>This consequently means each household has multiple cars.</p> <p>The key to resolving this is as a matter of urgency is creating and implementing an adequate public transport solution which will empower people to move away from needing more than one car.</p> <p>Graven hill must have adequate public transport to both Bicester village and Bicester North that serves commuters morning and evenings too. A shuttle that serves Bicester town centre shops/ schools.</p> <p>The problem goes beyond parking (an easy target) but is actually with the absence of adequate transportation.</p>
<p>(o27) Local resident, (Graven Hill, Chadwick Place)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Partially support/concerns 20mph speed limit – Partially support/concerns No Entry restriciton – Object</p> <p>As a local resident I would like to have a say on parking restrictions & the impact it will have on me.</p>
<p>(o28) Local Cllr (i.e. Town/Parish/District), (Bicester, Danes road)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Object</p> <p>Graven Hill is already 20MPH Concerns of impact of too much double lines will have on those visiting. 2 hours parking is enough, but should have system in place for those that work in GH to park for longer. Currently GH has no disabled parking, having often met with a disabled friend for coffee in GH it is really needed, and need to make sure that the bays are close to the retail store and not blocked by a bollard at the back. Currently do not see the need for a bus only lane or pass, keep it open to all or use the space for other uses.</p>

<p>(o29) Local resident, (Graven Hill, Wood Crescent)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Object</p> <p>Chadwick place should have double yellow lines on both sides of the road. Residents should not be parking on the street. There's no need to restrict the cut through between Graven Hill Road and Roberts Drive to just buses.</p>
<p>(o30) Local resident, (Graven Hill, Roberts)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Partially support/concerns</p> <p>We need traffic calming measures to and from the roundabout on the entrance and exit. Drivers come in way too fast and speed to try and make the lights. Children play on the grass areas and it's only a matter of time before there's an accident.</p>
<p>(o31) Local resident, (Graven Hill, prefer not to say)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – No objection/No opinion Disabled persons parking – Partially support/concerns 20mph speed limit – Support No Entry restriciton – Support</p> <p>There is an imperative need to set and impose the 20mph limit - there are a high number of speeding vehicles - all of which simply ignore the 'slow down' sign. At very least the sign should indicate the speed they are driving at. As regards the double yellow lines, again I largely support. I appreciate a large number of people choose to park on the road in front of their houses along Graven Hill Road, instead of their allocated parking spaces behind their houses, which are often empty - sometimes blocking the road. However, the most serious problems are the number of residents who actually choose to park on the pavements rather than either their parking spaces - or in roads such as</p>

	<p>Demuth street, where houses have their own large multiple-car drive ways, but instead choose to park completely on the pavements forcing pedestrians onto the road. If with pushchairs, dogs, wheelchairs etc, this is especially dangerous. Indeed some cars parked on the pavement have also their electric chargers installed and mid-height onto the pavement rather than their driveways, again making it near impossible for pedestrians to pass and forcing them into the road on blind corners.</p>
<p>(o32) Local resident, (Graven Hill, Wood Crescent)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Complex</p>
<p>(o33) Local resident, (Graven Hill, Scully Road)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>I fully support the 20mph speed limit as at times it is like a race track here. Especially with all the contractor vehicles. With regard to the yellow lines I support them near the flats and shops as parking there has always been abused. But I see no reason to have in the residential streets and feel they would look awful everywhere.</p>
<p>(o34) Local resident, (Graven Hill, Read Place)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p>

	<p>The proposed restrictions should be applied only to Graven Hill Road by the commercial properties and near the school</p>
<p>(o35) Local resident, (Bicester, Graven Hill, Edmunds Drive)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Partially support/concerns No Entry restriciton – Support</p> <p>If you're going to put double yellow lines anywhere, then it has to be everywhere. Otherwise households with more vehicles than assigned spaces will just clog up the smaller roads and pavements where lining hasn't been assigned.</p> <p>These roads are too narrow to park fully on the road, so people end up parking on the pavement and not leaving room for buggies and wheelchairs.</p>
<p>(o36) Local resident, (Graven Hill, Wood Crescent)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>A 20mph speed limit is important in this residential area as some drivers are already driving too fast. Double yellow lines are unsightly, although may be useful in main routes through the development . Elsewhere, restricted parking signage is preferred.</p>
<p>(o37) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p>

	<p>I support most of the changes. However I think it is unnecessary to put double yellow lines all the way down East Circular Road</p>
<p>(o38) Local resident, (Graven Hill, Friend Way)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>I fully support 20mph speed restriction which has been in place as long as I've lived in Graven hill however I'm concerned about how this will be enforced. I walk the dog twice a day and constantly witness speeding cars. I think double yellow lines on Graven Hill Road near the retail units are essential but i do not see the point of them on other roads.</p>
<p>(o39) Local resident, (Graven Hill, Read Place)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>I support double yellows along the whole of graven hill road, especially the section from read place to Chadwick place. I do not think they are needed across the rest of the site at this stage.</p>
<p>(o40) Local resident, (Graven hill, Friend Way)</p>	<p>Double yellow lines – Partially support/concerns 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Concerns about unsightly nature of double yellow lines</p>

<p>(o41) Local resident, (Graven Hill, Graven Hill Road)</p>	<p>Double yellow lines – Support 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – No objection/No opinion</p> <p>I think there should be at least a 20mph speed limit, but I think the real issue is enforcing it. Also re the 2hr parking, I think firstly, it maybe better to have a slightly longer period for visitors eg 3 or even 4hrs. Secondly, I think if these spaces are going to be near residents homes, some sort of permit parking should be introduced for residents.</p>
<p>(o42) Local resident, (Bicester, Graven hill road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Object 20mph speed limit – Partially support/concerns No Entry restriciton – No objection/No opinion</p> <p>As for the 20mph, I do support it yet being on the main stretch of Graven hill road for 7 years I can tell you that this speed is not kept by cars, delivery vans and even construction vehicles.</p> <p>More needs to be done on the corner of GH road and Chadwick. Many cars especially on weekends are parked on the cycle path and and the road on the corner making driving to get in or out an issue.</p> <p>As for the disabled parking, I do object to this. I object this within reason of there doesn't need to be disabled parking within the estate with the exception of the shop area. All the houses on the estate have a parking space and the majority of these are in a safe parking area behind the houses. This makes it safer for anyone to get to their vehicle instead of having to go to the main road where as mentioned above the cars do not stick to the speed limit which means they are safer going to parking space allocated to their house. This also means that there are no cars on the main stretch of GH road causing congestion of works vehicles.</p>
<p>(o43) Local resident, (Ambrosden, Ambrosden)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Object</p>

	<p>20mph speed limit – Object No Entry restriciton – Object</p> <p>Please don't do 20mph. You've killed Bicester with this. 30 is absolutely fine.</p>
(o44) Local resident, (Bicester, Graven hill)	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – No objection/No opinion 20mph speed limit – Support No Entry restriciton – Object</p> <p>Object to restrictions on link road as this is main road to peoples houses.</p>
(o45) Local resident, (Bicester, Woodcrescent Road)	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Object 20mph speed limit – Partially support/concerns No Entry restriciton – Partially support/concerns</p> <p>Consistent application of road rules and signs is important so people know where they shouldn't park.</p>
(o46) Local resident, (Graven hill, Friend way)	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Partially support/concerns</p> <p>To reduce the speed of the cars in graven hill and make it safer.</p>
(o47) Local resident, (Graven Hill, Graven Hill Road)	<p>Double yellow lines – Support 2hour parking places – No objection/No opinion</p>

	<p>Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>We are a household with one car and one allocated parking space, so are not concerned about double yellow lines on the roads.</p> <p>I 100% support the double yellow lines outside the shops, school and also the first corner on GH Road just after the shops. Cars parked on the road there, are dangerous and limit the view of oncoming cars, epecially on the corner. I also think it will limit the inconsiderate parking across the whole site, i.e cars parked on both sides of the road, causing drivers to weave in and out of parked cars - sometimes with extremely limited room between them.</p>
<p>(o48) Local resident, (Ambrosden, Friend Way)</p>	<p>Double yellow lines – Support 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Especially on the main GH road, traffic control measures are urgently needed to prevent people parking on the blind bend, and to ensure those in the parking bays can safely join the road. Disabled bays would help prevent disabled users from having to park on double yellows in front of the shops, enhancing safety for all. I am more ambivalent about time control for parking bays - this is not a problem I have personally encountered, but I can imagine it may arise. The link road merge is dangerous due to its narrow width and buses presuming they have right of way for historical reasons.</p>
<p>(o49) Local resident, (Graven Hill, Westacott Road)</p>	<p>Double yellow lines – Support 2hour parking places – Partially support/concerns Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p>

	<p>At the entrance to Block E1 on Westacott Road, the double yellow lines are extremely important to prevent the safety risk of vehicles parking along this section of road to pedestrians, children, safe access and egress into the houses opposite.</p> <p>The design of the "Two hour, No return within 2 hours all days` parking bays" on Graven Hill Road are very dangerous as it does not easily allow vehicles to enter or leave without being unable to see oncoming traffic in both directions. Vehicles also regularly stick out into the main road again increasing safety risk to vehicles, pedestrians and other road-users.</p>
<p>(o50) Local resident, (Graven Hill (building a house), Edmunds Drive)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Partially support/concerns 20mph speed limit – Support No Entry restriciton – Support</p> <p>I have concerns about the placement of the disabled bays as they do block traffic at times. However - I believe if the rest of the road has double yellow lines then that concern would be mitigated. I completely understand the requirement for an easy access disabled bay where needed by the householder. However, I also thought every dwelling in Graven Hill has its own allocated parking space? The link road makes sense to have correct 'no entry' signage clearly visible as cars do drive through it as a shortcut at the moment. The 20 mph limit should be severely enforced as people, pets and wildlife are currently at grave risk from the insane drivers who race through the development. Double yellow lines, although they are unsightly, will be welcome as people park at will wherever they like at the moment. Where there is no signage now and no yellow lines, how are they to know it is prohibited? So I do feel lines are needed, and plentiful signs warning of the 20mph limit and 'no parking' here etc.</p>
<p>(o51) Local resident, (Bicester, Friend Way)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>I fully support these proposals, and in fact believe that the double yellow lines could be extended further along Friend Way (extended up to plot 1453 on the northern edge, added alongside plot 0088, added alongside plot 0081).</p>

	<p>Friend Way is listed incorrectly on the consultation plan as 'Friends Way'.</p>
<p>(o52) Local resident, (Bicester, Tancred Grove)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Parking is a [REDACTED]show opposite the retail premises. This would be welcomed, but all is pointless without enforcement.</p>
<p>(o53) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>These proposals need to be implemented ASAP, particularly the 20mph limit across the site. There is excessive speeding across the development due to the lack of traffic calming and it's just a matter of time before there's a serious injury or death caused by lack of speeding control and enforcement. The developer refuses to address this issue so the sooner the roads are adopted the safer they will be</p>
<p>(o54) Local resident, (Graven Hill, Edmunds Drive)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>People drive too fast on GH and it should be a legal maximum consistent with the rest of Bicester. Double yellow lines will improve safety for motorists.</p>

<p>(o55) Local resident, (Graven Hill, Bicester, Wood Crescent)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>2 mph limits for safety of children playing. Extensive research shows the value of this. Parking restrictions (timings) prevent people using shared public spaces to leave their cars for extended periods. Double yellow lines will encourage people who already have allocated spaces from blacking the roads as they do currently. This dangerous practice prevents access for fire engines and makes crossing roads harder for children and adults.</p>
<p>(o56) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>For a residential area such a Graven Hill, 20mph is the generally accepted standard for a safe speed limit. Any higher is to risk high levels and severities of casualties.</p> <p>The parking restrictions are appropriate to maintaining reasonable safety and usability for all road users on the roads. The no entry restriction will avoid dangerous 'rat-running' by requiring drivers to use the appropriate distributor roads, with one exception to enable bus services which we do not object to.</p>
<p>(o57) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p>

	<p>Parking and speeding enforcement has been an absolute nightmare of Graven Hill for the 6 years I've lived here. I totally support these proposals particularly the 20mph limit and double yellow lines on East Circular Road</p>
<p>(o58) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>East Circular Road in particular is a nightmare for speeding and poor parking. Please put up signs, double yellow lines etc to enforce this. It's only a matter of time before a pedestrian is hit.</p>
<p>(o59) Local resident, (Graven Hill, EAST CIRCULAR ROAD)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>I completely support these proposals. Some residents think it's OK to block East Circular Road by parking on it, when this was never intended in the plan. Please implement double yellow lines asap</p>
<p>(o60) Local resident, (GRAVEN HILL, East Circular Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Please enforce speeding and parking restrictions asap</p>

<p>(o61) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Please please please implement the speeding restrictions and double yellow lines. For the last 6 years I've constantly been blocked in by contractors parking opposite my house preventing me from exiting my drive. This is past a joke and I've missed hospital appointments as a result. Unless there are double yellow lines people will always say 'its only 5 mins' when the reality is different. I'm sick of the inconvenience</p>
<p>(o62) Local resident, (Graven Hill, East Circular Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>East Circular Road was marketed as a rural lane. Instead it has multiple speeding vehicles due to the lack of traffic calming. The only thing that slows vehicles down is parked cars and again East Circular Road was sold as a no parking road. Speeding restrictions and double yellow lines are vital for the safety and wellbeing of the community</p>
<p>(o63) Local resident, (Graven Hill, Bolero Gardens)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Please implement the double yellow lines and 20 mph speeding restrictions as soon as possible. The developer isn't interested in safety and the roads are dangerous in the estate due to speeding</p>

<p>(o64) Local resident, (Graven Hill, Graven Hill Road)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>Too many cars parking where they like around the retail units and at school pickup can cause additional hazards. 20mph needs to be enforced as certain vehicles deem it a race track on the furthest end of Graven Hill Road!</p>
<p>(o65) Local resident, (Graven Hill, Chadwick Place)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>I am wholly supportive of the reduced speed limit and the parking enforcement. However it does raise the question of where parents are supposed to park when they drop their children off at the school?</p>
<p>(o66) Local resident, (Graven Hill, Bicester, Roberts Drive)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p> <p>All makes sense for safe driving. Will need to see this managed as speed is often exceeded.</p>
<p>(o67) Local resident, (Bicester, Roberts Drive)</p>	<p>Double yellow lines – Support 2hour parking places – Support Disabled persons parking – Support 20mph speed limit – Support No Entry restriciton – Support</p>

	Happy with all proposals
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