

Division(s): Benson & Cholsey

CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED 20MPH SPEED LIMIT, TRAFFIC CALMING MEASURES, ZEBRA CROSSINGS, WEIGHT LIMIT & REVOCATION OF ONE WAY ORDER LITTLEWORTH ROAD, BENSON

Report by Director for Infrastructure Delivery

Introduction

1. A report (Annex 1) presenting objections and comments received in the course of a statutory consultation on proposals to introduce a 20mph speed limit, supporting traffic calming measures, zebra crossings and a 7.5 tonne weight limit on Littleworth Road at Benson was considered and deferred by the Cabinet Member for Environment on 2 March 2017 following representations made at the meeting by the local member and a representative of the Benson Neighbourhood Plan Infrastructure team to enable further consideration of the proposals in the context of other planned development in the area.
2. In addition, although shown on the plans in the March report, the revocation of the current one-way order on Littleworth Road was not formally consulted on as part of that statutory consultation and this omission has now been addressed as detailed below.

Background

3. Development of land on the north east side of Littleworth Road for housing has been approved by South Oxfordshire District Council, and measures are proposed (to be funded by the development if approved) to improve safety taking account of the additional traffic and pedestrian trips that will be generated by the development.
4. The proposals include the introduction of a 20mph limit (instead of 30mph) a 7.5T environmental weight limit and traffic calming features, along the whole of Littleworth Road. There are also three zebra crossings proposed: on Littleworth Road near the access to the new development; on Oxford Road near its junction with Littleworth Road (this junction will become a roundabout); and on Watlington Road east of its junction with Littleworth Road, at the location of the current pedestrian refuge. Plans showing the proposals are included as Annexes to the March report.

Consultation on revocation of one-way order

5. The formal consultation on the revocation of the one way order was carried out between the 24 March and 21 April 2017. The local member, and District Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
6. Twenty-seven responses were received, as summarised at Annex 2. These comprised a response from Thames Valley Police who expressed no objection, South Oxfordshire District Council (Planning West team) expressed their support. There were seventeen objections from members of the public with a further two responses in support.
7. The objections received related to both the suitability of Littleworth Road for two-way traffic and the wider issues of traffic in the village taking account not only of the development on the north side of Littleworth Road but also other anticipated development in the area.
8. The objections in relation to the suitability of Littleworth Road for two-way traffic are noted, but it is considered that the planned mitigation measures (the 20mph speed limit, weight limit, traffic calming measures and zebra crossings that were included in the March report) should adequately address these specific concerns.

Wider concerns on the traffic impact of planned development

9. It is accepted from the responses to the consultations on the proposals (i.e. not only the revocation of the one-way restriction, but also the package of other measures as previously reported), and as raised by the local member and representative of the Benson Neighbourhood Plan Infrastructure team at the Decisions meeting on 2 March, that there is significant local concern over the wider traffic impact not only of the development off Littleworth Road but also the other anticipated development in the area, and in particular that safety and traffic congestion in the village – including on the Oxford Road by the primary school – will be significantly impaired unless an 'edge' road is provided.
10. Officers consider that the package of measures in and adjacent to Littleworth Road will significantly and adequately mitigate the impact of the approved development which is funding these measures, noting – as stated in the March report – that planning consent has been granted for the development and the new road layout of Littleworth Road.
11. It should also be noted that, as previously presented, the balance of opinion on the measures as previously consulted on was supportive, as set out in the table below:

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Proposal	Support	Neutral	Object
20mph speed limit	11 (58%)	1 (5%)	7 (37%)
Traffic calming measures	10 (53%)	3 (15%)	6 (32%)
Zebra crossings	9 (47%)	4 (21%)	6 (32%)
Weight limit	11 (58%)	1 (5%)	7 (37%)

12. Specifically on the concerns raised in the previous consultation on the proposed weight restriction on Littleworth Road and the consequent diversion of HGV's on to the adjacent road network including Oxford Road, a survey commissioned by the developer on 28/29 March 2017 recorded only five medium sized goods vehicles used Littleworth Road in this period. It would therefore appear that very few such vehicles in practice would be diverted onto other routes, noting also that not all of the five vehicles recorded would necessarily have exceeded 7.5 tonnes.

How the Project supports LTP4 Objectives

13. The proposals will facilitate the safe and efficient movement of traffic arising from the development and will enhance pedestrian facilities in the area.

Financial and Staff Implications (including Revenue)

14. Funding for the proposals is being delivered by the developers of adjacent land; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: David Tole 07920 084148

April 2017

CMDE4

Division(s): Benson & Cholsey

CABINET MEMBER FOR ENVIRONMENT – 2 MARCH 2017**PROPOSED 20MPH SPEED LIMIT, TRAFFIC CALMING MEASURES,
ZEBRA CROSSINGS AND WEIGHT LIMIT LITTLEWORTH ROAD
BENSON****Report by Director for Infrastructure Delivery****Introduction**

1. This report presents objections and comments received in the course of the statutory consultation on proposals to introduce a 20mph speed limit, supporting traffic calming measures, zebra crossings and a 7.5 tonne weight limit on Littleworth Road at Benson.

Background

2. Development of land on the north east side of Littleworth Road for housing has been approved by South Oxfordshire District Council, and measures are proposed (to be funded by the development if approved) to improve safety taking account of the additional traffic and pedestrian trips that will be generated by the development.
3. The proposals include the introduction of a 20mph limit (instead of 30mph) a 7.5T weight limit and traffic calming features, along the whole of Littleworth Road (as shown in Annex 1). There are also three zebra crossings proposed: on Littleworth Road near the access to the new development; on Oxford Road near its junction with Littleworth Road (this junction will become a roundabout); and on Watlington Road east of its junction with Littleworth Road (at the location of the current pedestrian refuge. These sites are shown in Annexes 2, 3 & 4. Annex 5 shows the proposals in the overall context of the village, along with key locations mentioned in some of the consultation responses.

Consultation

4. These proposals require new Traffic Regulation Orders to be promoted, and also the statutory consultations in respect of the proposed traffic calming measures and zebra crossings. Accordingly, a formal consultation was carried out between 12 January and 24 February 2017, comprising the publishing of a notice in the local newspaper, the provision of street notices, and letters being sent to properties adjacent to the proposals. The local member, and District Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the

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County's online consultation portal to allow people to view and respond to the proposals.

5. Twenty responses were received, comprising 11 expressions of support, and 9 objections, and also a response from Thames Valley Police expressing no objections, but raising a number of queries relating to the proposals. These are summarised in Annex 6, and as shown in the annex, the expressions of support in some cases expressed a neutral view on some elements of the scheme. Similarly, those expressing an objection did not necessarily object to all elements of the scheme. The table below provides a summary of the responses in respect of each element of the scheme (this summary does not include the Police response):

Proposal	Support	Neutral	Object
20mph speed limit	11 (58%)	1 (5%)	7 (37%)
Traffic calming measures	10 (53%)	3 (15%)	6 (32%)
Zebra crossings	9 (47%)	4 (21%)	6 (32%)
Weight limit	11 (58%)	1 (5%)	7 (37%)

Response to objections and concerns

6. The response of Thames Valley Police expressing no objections is noted, and it is confirmed in respect of the queries raised that the crossings will comply with guidelines in respect of their layout taking account of the traffic speeds (noting also the specific comments in relation to the proposed zebra crossing on Watlington Road), and that Littleworth Road will be widened to accommodate two way traffic and the one-way order revoked; the widening will also address the comments made about vegetation growth on the northern side of Littleworth Road.
7. The police comments on the enforcement of the proposed 20mph speed limit and weight limit are also noted, and it is accepted that police resources for enforcing such restrictions are under severe pressure. The traffic calming measures proposed will nevertheless support compliance with the 20mph speed limit.
8. The support of Ewelme Parish Council is noted. The remaining responses were received from members of the public, primarily comprising residents of Benson, although in two cases addresses were not supplied, and a response was also received from a member of the public not living in the village.
9. As will be seen from the above table, the majority of responses in respect of each proposal were either supportive or neutral. The detailed responses as summarised in Annex 6 show that while there were few objections in principle to any of the proposals, there were nevertheless significant concerns that they will encourage traffic presently using Littleworth Road to divert to other roads and thereby exacerbate traffic and safety problems on the adjacent road network, in particular on the Oxford Road and Castle Square, which are

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of especial concern given the primary school sited on Oxford Road, and the considerable numbers of pedestrians (including school children) crossing at Castle Square.

10. While it is accepted that there may be some diversion of traffic away from Littleworth Road as a result of the proposed works, it is not considered that this will in practice make a significant difference given that the road will become two way, and that therefore some westbound traffic may well choose to use it rather than via Castle Square and Oxford Road, currently the only route westwards through the village.
11. Some of the responses raised concerns over the enforcement of the proposed 20mph speed limit and weight restriction, and as noted in respect of the police response, it is accepted that resources for enforcement are under severe pressure, although the 20mph speed limit will be supported by the proposed traffic calming measures.
12. Requests were also made by some respondents that signals rather than zebra crossings are provided on the grounds that the former are safer. Monitoring of the safety of different types of crossing however show very little difference in their safety performance providing the crossings are installed in accordance with the relevant national guidance.
13. Several responses noted that the car park by the village hall is used for parking by parents of children attending the primary school, who cross Littleworth Road with school students to then access the footpath link to the school, and requested that a zebra or other controlled crossing, rather than the uncontrolled crossing point currently proposed. As shown on the plan in Annex 1, the layout of the junction of the Littleworth Road and the Watlington Road is being simplified by the removal of the triangular island. This will require pedestrians crossing here to only cross one two lane road, rather than the two as currently required, and should provide for a better view of traffic approaching from the south west on the B4009.
14. Some concerns were also raised on the visibility of the proposed crossing on the Watlington Road due to the bends. However the visibility achieved for this crossing exceeds the minimum as specified in the national guidance on the design of crossings.
15. More general concerns, allied to those relating to the diversion of traffic from Littleworth Road onto less suitable roads, were that the wider planning of development within the village needs to be better co-ordinated, with the provision of a new link road to the north of the current built-up area being suggested as a way of helping address the current traffic and safety issues in the village, and specifically the traffic impact of the proposed development on Littleworth Road. These matters are however considered to be beyond the scope of this report, noting that planning consent has been granted for the development.

How the Project supports LTP4 Objectives

16. The proposals will facilitate the safe and efficient movement of traffic arising from the development and will enhance pedestrian facilities in the area.

Financial and Staff Implications (including Revenue)

17. Funding for the proposal is being delivered by the developers of adjacent land; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

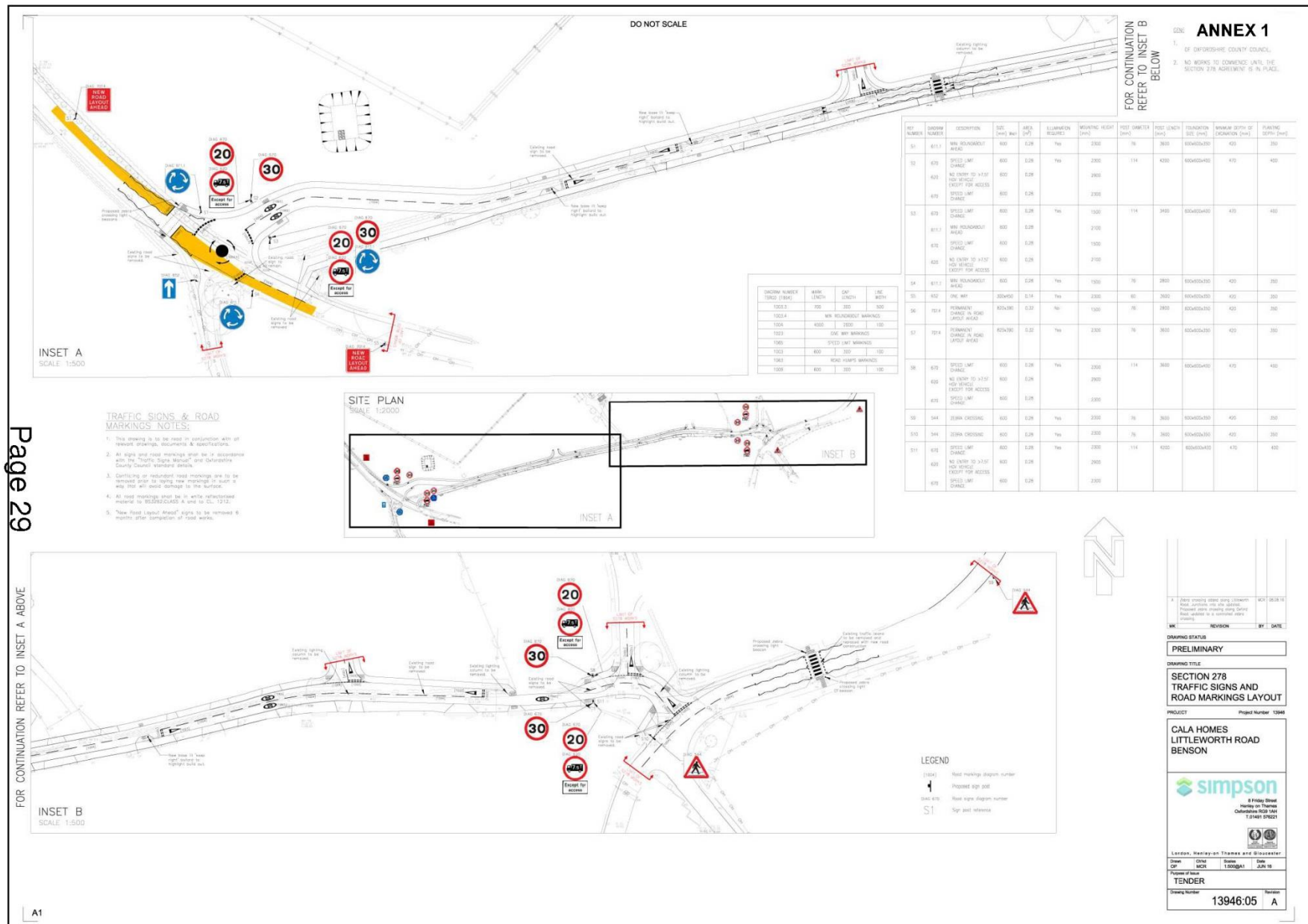
18. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised.**

DIRECTOR FOR INFRASTRUCTURE DELIVERY

February 2017

Background papers: Consultation responses

Contact Officers: David Tole 07920 084148



DO NOT SCALE

FOR CONTINUATION REFER TO INSET B BELOW

GEN: **ANNEX 1**

1. OF DORSETSHIRE COUNTY COUNCIL.

2. NO WORKS TO COMMENCE UNTIL THE SECTION 278 AGREEMENT IS IN PLACE.

INSET A
SCALE: 1:500

SITE PLAN
SCALE: 1:2000

INSET B
SCALE: 1:500

- TRAFFIC SIGNS & ROAD MARKINGS NOTES:**
- This drawing is to be read in conjunction with all relevant drawings, documents & specifications.
 - All signs and road markings shall be in accordance with the "Traffic Signs Manual" and Dorsetshire County Council standard details.
 - Carriageway or redlined road markings are to be removed prior to laying new markings or such a way that will avoid overlap to the surface.
 - All road markings shall be in white reflective material to BS3234:2010 A and to Cl. 12.2.
 - "New Road Layout Ahead" signs to be removed 6 months after completion of road works.

OSMOSIS NUMBER (SMA)	AREA LENGTH	LINE LENGTH	LINE WIDTH
1002.3	750	300	300
1002.4	NEW ROUNDABOUT MARKINGS		
1002	4000	1	2000
1003	LINE MARKINGS		
1005	SPEED LIMIT MARKINGS		
1007	400	200	100
1008	ROAD SIGNS MARKINGS		
1009	400	300	100

NO.	OSMOSIS NUMBER	DESCRIPTION	SIZE (MM DIA)	AREA (SQM)	ILLUMINATION REQUIREMENT	INSTALLING HEIGHT (MM)	POST DIAMETER (MM)	POST LENGTH (MM)	FOUNDATION SIZE (MM)	FOUNDATION LOCATION (MM)	FOUNDATION DEPTH (MM)	PLANTING DEPTH (MM)
51	611.1	NEW ROUNDABOUT MARKINGS	800	0.28	Yes	2300	76	3800	600x600x100	420	420	350
52	676	SPEED LIMIT CHANGE	800	0.28	Yes	2300	114	4200	600x600x100	420	420	400
630	676	NO ENTRY TO A/ST NEW TRAFFIC EXCEPT FOR ACCESS	800	0.28	Yes	2900						
630	676	SPEED LIMIT CHANGE	800	0.28	Yes	2300						
53	676	SPEED LIMIT CHANGE	800	0.28	Yes	1000	114	3400	600x600x100	420	420	400
611.1	676	NEW ROUNDABOUT MARKINGS	800	0.28	Yes	2300						
676	676	SPEED LIMIT CHANGE	800	0.28	Yes	1000						
620	676	NO ENTRY TO A/ST NEW TRAFFIC EXCEPT FOR ACCESS	800	0.28	Yes	2100						
54	611.1	NEW ROUNDABOUT MARKINGS	800	0.28	Yes	1000	76	2800	600x600x100	420	420	350
55	452	ONE WAY	300x450	0.14	Yes	2300	80	3800	600x600x100	420	350	350
56	7014	PERMANENT CHANGE IN ROAD LAYOUT AHEAD	800x800	0.64	No	1300	76	2800	600x600x100	420	350	350
1002	1002	LINE MARKINGS										
57	7014	PERMANENT CHANGE IN ROAD LAYOUT AHEAD	800x800	0.64	Yes	2300	76	3800	600x600x100	420	350	350
1005	1005	SPEED LIMIT MARKINGS										
1007	1007	ROAD SIGNS MARKINGS										
1009	1009	ROAD SIGNS MARKINGS										
58	676	SPEED LIMIT CHANGE	800	0.28	Yes	2300	114	3400	600x600x100	420	420	400
630	676	NO ENTRY TO A/ST NEW TRAFFIC EXCEPT FOR ACCESS	800	0.28	Yes	2900						
676	676	SPEED LIMIT CHANGE	800	0.28	Yes	2300						
59	544	ZEBRAS CROSSING	600	0.28	Yes	2300	76	3800	600x600x100	420	350	350
610	544	ZEBRAS CROSSING	600	0.28	Yes	2300	76	3800	600x600x100	420	350	350
611	676	SPEED LIMIT CHANGE	800	0.28	Yes	2300	114	4200	600x600x100	420	420	400
620	676	NO ENTRY TO A/ST NEW TRAFFIC EXCEPT FOR ACCESS	800	0.28	Yes	2900						
676	676	SPEED LIMIT CHANGE	800	0.28	Yes	2300						

- LEGEND**
- 11041 Road markings diagram number
 - Proposed sign post
 - 044-2-03 Road signs diagram number
 - S1 Sign post reference



4. AREA SHOWN IS NOT TO BE CONSIDERED AS A FINAL DESIGN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS ON THE GROUND. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.

NO REVISION BY DATE

DRAWING STATUS: **PRELIMINARY**

DRAWING TITLE: **SECTION 278 TRAFFIC SIGNS AND ROAD MARKINGS LAYOUT**

PROJECT: **CALA HOMES LITTLEWORTH ROAD BENSON** Project Number 13946

simpson

8 Frimley Street, Hordley on Thames, Colchester CO1 1AF, T. 01464 576221

Lorton, Huxley on Thames and Gloucester

Drawn: **CHM** Scale: **AS SHOWN** Date: **JUN 18**

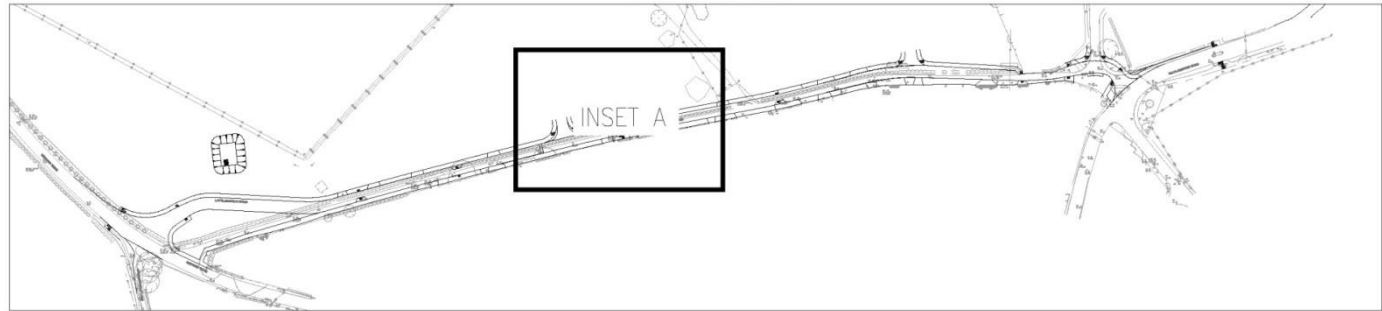
Checked: **MCN** 1:100000:1 Date: **JUN 18**

Project No: **TENDER**

Drawing Number: **13946.05** Revision: **A**

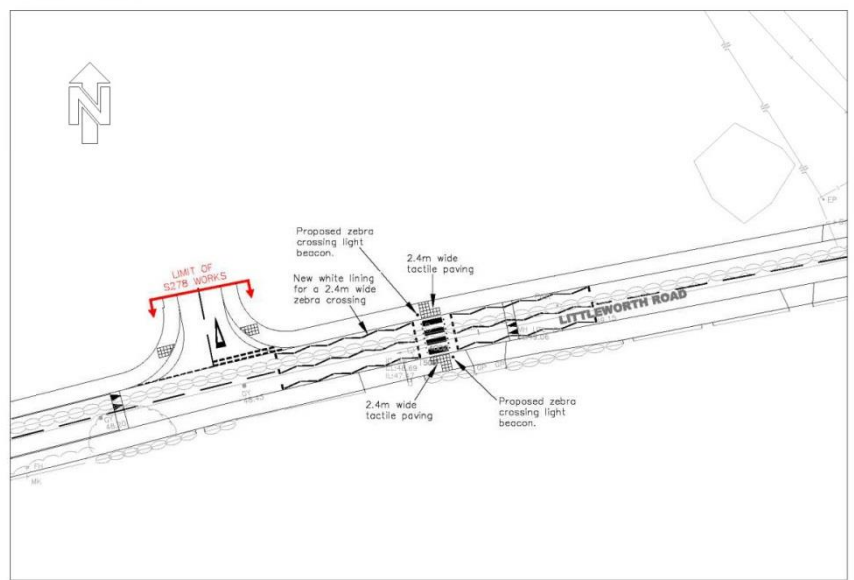
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ANNEX 2



SITE LOCATION PLAN

SCALE 1:2000



INSET A

SCALE 1:500

A3

NO	REVISION	BY	DATE

DRAWING STATUS
PRELIMINARY

DRAWING TITLE
**SECTION 278
 ZEBRA CROSSING
 LITTLEWORTH ROAD**

PROJECT Project Number 13946

**CALA HOMES
 LITTLEWORTH ROAD
 BENSON**



8 Friday Street
 Henley-on-Thames
 Oxfordshire RG9 1AH
 T: 01491 679221

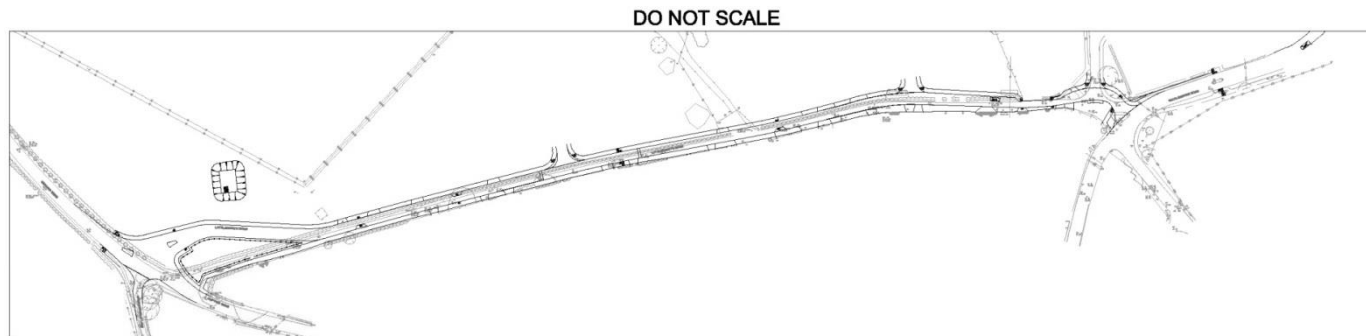


London, Henley-on-Thames, Gloucester and Exeter

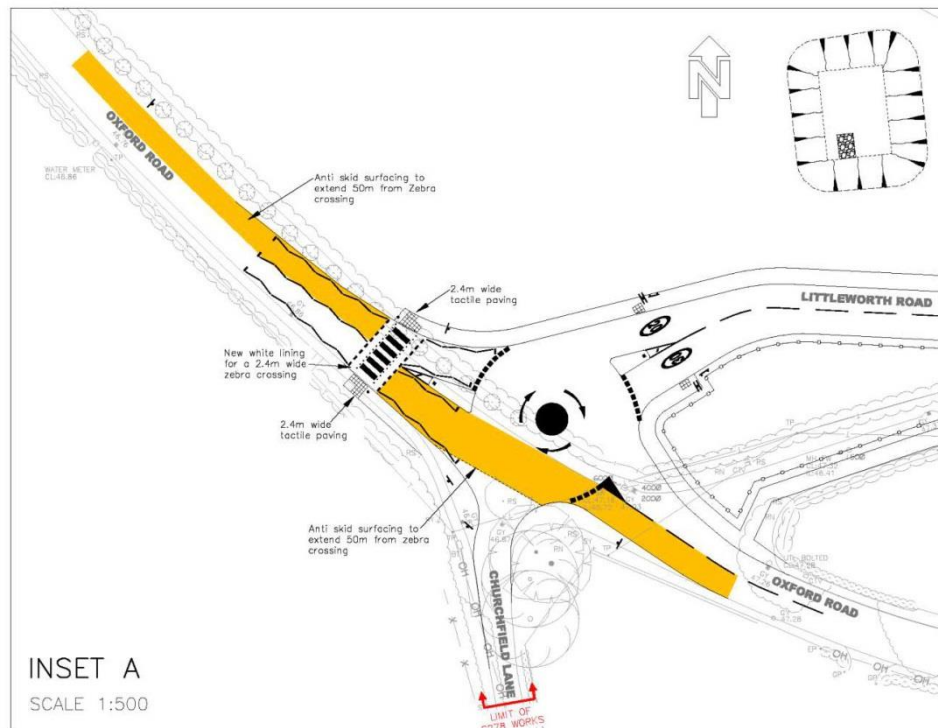
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Purpose of Issue
INFORMATION

Drawing Number	Revision
13946:SK11	-



SITE LOCATION PLAN
SCALE 1:2000



INSET A
SCALE 1:500

A ROUNDABOUT AND PEDESTRIAN CROSSING UPDATED FOLLOWING COMMENTS FROM OCC.		MCR	15.12.16
MK	REVISION	BY	DATE

DRAWING STATUS
PRELIMINARY

DRAWING TITLE
**SECTION 278
ZEBRA CROSSING
OXFORD ROAD**

PROJECT Project Number 13946

**CALA HOMES
LITTLEWORTH ROAD
BENSON**



8 Friday Street
Henley on Thames
Oxfordshire RG9 1AH
T: 01491 679221



London, Henley-on Thames, Gloucester and Exeter

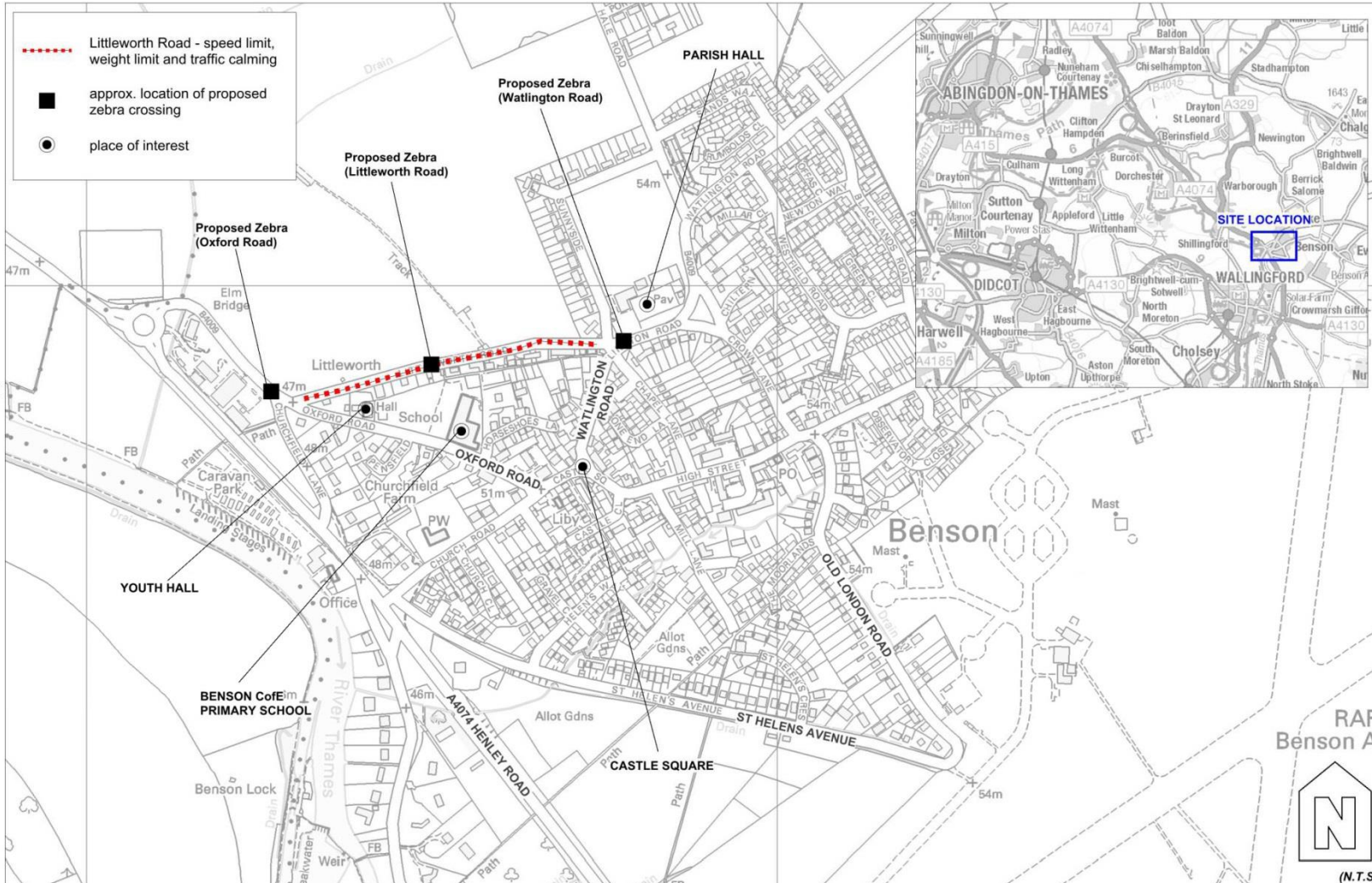
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Purpose of Issue
INFORMATION

Drawing Number 13946:SK10	Revision A
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Date drawn: 20/02/2017
 Drawn by: CJM

Map centre:
 easting, 461880, northing, 191770

Respondent	Summary Response
Thames Valley Police	<p>No objection –but made following comments:</p> <p><u>Proposed zebra crossings</u>: these need to fully comply with current pedestrian crossing legislation, and be compatible with the current traffic speeds.</p> <p><u>Oxford Road</u>: Vegetation along the boundary of the new development currently reduces visibility on the approach to both the new crossing and roundabout and should be removed.</p> <p><u>Littleworth Road</u> :</p> <ul style="list-style-type: none"> a) The one way order will require revoking. b) Widening will be needed to accommodate two-way traffic. c) Proposed 20mph speed limit – no objection, but the current speed of traffic is a reliable indicator of how acceptable a new speed limit would be; if it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action, and the 20mph restriction should therefore be self-enforcing. d) Proposed 7.5 tonne weight limit – no objection, but will be a low priority for police enforcement, with complaints of misuse being directed to the Trading Standards team. <p><u>Watlington Road</u>: Expressed some concern over the forward visibility of the crossing due to the nearby bend.</p>
Ewelme Parish Council	Support - the councillors agreed that there is a need for significant safety improvements in this area, and strongly support their installation.
Resident, (Watlington Road, Benson)	Support – this work is essential, in particular the proposed crossing on the Watlington Road
Resident	Object – proposals will increase traffic on Oxford Road, past the school, where the pavements are not wide enough or well-kept enough currently, and at Castle Square, where traffic levels are high and there are already significant difficulties crossing the road. The proposed Zebra crossings will not provide sufficient levels of safety or for all crossing movements e.g. to the petrol filling station / MacDonald’s restaurant. It will also be more difficult to cross the Littleworth Road near the village hall car park, which is a route used by parents / children walking to and from school.
Resident	Object - The proposals are contrary to the comments of the planning inspector will lead to additional traffic using Oxford and Castle Square; the proposed zebra crossings are not required (and also commented that the one location requiring a crossing is Castle Square).

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<p>Resident, (High Street, Benson)</p>	<p><u>20mph Speed Limit</u> – Support - <u>Weight Limit</u> – Support – but an additional restriction is needed to prevent HGV's and construction traffic accessing Oxford Road past the school and Castle Square (noting also that the existing HGV restriction from Castle Square to Watlington Road is regularly flouted. <u>Traffic Calming</u> – Neither - I do not know whether this will ensure a steady slow speed <u>Zebra Crossings</u> – Support – but was unclear on the proposed footway provision, noting also that the Parish Hall car park is used for school parking. Also commented that visibility of the crossing must be adequate, noting that on Watlington Road visibility is restricted by the bends and commenting that additional measures are required to slow traffic, and that the proposed crossing on Oxford Road is on the exit of the roundabout. Also commented that a new link road north of Littleworth Road is required and that development should be postponed until provision is made for the extra volume it creates.</p>
<p>Resident, (Watlington Road, Benson)</p>	<p><u>20mph Speed Limit</u> and <u>Weight Limit</u> – Support provided these are enforced. <u>Traffic Calming</u> and <u>Zebra Crossings</u> – Support Note concerns over safety at the existing pedestrian refuge on Watlington Road due to speeding and HGV's not complying with the weight limit. Also requests traffic light controlled crossing and 20mph speed limit on the Watlington Road, noting also possible future development and the provision of a route to the north of Littleworth Road, and – if this happens – the desirability of a 20mph limit on the existing village roads.</p>
<p>Resident, (Brook Street, Benson)</p>	<p><u>20mph Speed Limit</u> and <u>Traffic calming</u> – Support – but should be applied to other roads in the village, including to avoid risk of traffic diverting on Littleworth Road diverting on to these roads. <u>Zebra Crossings</u> – Support - but adequate crossings should be provided elsewhere in the village. <u>Weight Limit</u> – Object - -will divert more traffic onto Oxford Road and Castle Square</p>
<p>Online response</p>	<p><u>20mph Speed Limit</u> – Object - a strategic view of the impact on the road network not just from this development but the other applications within Benson and the surrounding area. <u>Weight Limit</u> – Object - HGV will divert to Castle Square which is unsuitable for HGV traffic. <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Object - The crossings at Littleworth Road controlled crossing for the safety of children who will need to cross this road to get to the school playing fields. The crossing on Watlington Road needs to be light controlled crossing to improve visibility from the bend in the road.</p>
<p>Resident, (Chapel Lane, Benson)</p>	<p><u>20mph Speed Limit</u> – Support - <u>Weight Limit</u> – Neither – HGV's will be diverted to other routes <u>Traffic Calming</u> – Neither - I am not sure if this will aid flow of traffic in this area <u>Zebra Crossings</u> – Neither - I support the presence of zebra crossings with following comments: <i>Watlington Road</i>: pedestrian access to the Parish Hall needs to be maintained & sufficient footway provided at the end of the Littleworth road to enable pedestrians to walk around the corner & to cross to access the Littleworth Path. <i>Littleworth Road</i> – the plan is not clear on the proposed footway provision. <i>Oxford Road</i> – queried justification for this crossing, and that it will not assist pedestrians crossing to / from the bus stops, or journeys to /from the school.</p>

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	<i>General comments:</i> concerned about the generation of traffic on Littleworth Road, and that traffic currently using Littleworth Road will divert to Oxford Road and Castle Square, adding to the difficulties and danger of crossing these roads. I urge you to reconsider these proposals to ensure crossings are sited in areas of maximum need. It may also be prudent to consider a relief road prior to the development of all suitable land.
Resident, (Littleworth Road, Benson)	<u>20mph Speed Limit</u> – Object - Benson needs a new through route, and in its absence, Littleworth Road should not be made less attractive for traffic. A 20mph speed limit in the village should be considered when a through route has been provided. <u>Weight Limit</u> – Object - If Watlington gets a new through road and Benson doesn't, then the traffic on the B4009 will grow by over 50% with a big increase in HGVs. This traffic cannot be accommodated through Castle Sq and then Oxford Rd/Church Rd. <u>Traffic Calming</u> – Object - They may be unnecessary depending on the possible through route <u>Zebra Crossings</u> – Object – to the crossing on <i>Watlington Rd</i> due to the restricted visibility; a signalled crossing here would be preferable and to the crossing on <i>Littleworth Road</i> , where again a signalled crossing is needed especially on account of the use of the road by children.
Resident, (Littleworth Road, Benson)	<u>20mph Speed Limit</u> – Support - if enforced, <u>Weight Limit</u> – Support -if enforced- <u>Traffic Calming</u> – Support -The traffic calming should make it safer to drive and walk along our road. <u>Zebra Crossings</u> – Support - Pedestrians especially children need protecting from the increased faster traffic.
Resident, (Paddock Close, Benson)	<u>20mph Speed Limit</u> – Support – but requests provision elsewhere in the village given the other development planned. <u>Weight Limit</u> – Support – but again requests consideration on other village <u>Traffic Calming</u> – Support - Selective traffic calming needed, but not a complete answer. <u>Zebra Crossings</u> – Support - We currently have no controlled crossings in the village.
Resident, (Old London Road, Benson)	<u>20mph Speed Limit</u> – Support ; <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Support – but noted the difficulties / dangers in crossing the road in other parts of the village, including the High Street and Castle Square, and that these will be increased by traffic generated by the developments.
Resident, (Preston Crowmarsh)	<u>20mph Speed Limit</u> – Support ; <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Neither – concerned over on the lack of a proposed crossing / linking footway for parents using village hall car park and then crossing the Littleworth Road to use the footpath to the school
Resident, (Pensfield, Benson)	<u>20mph Speed Limit</u> – Object – will divert traffic to Oxford Road (past the primary school) & Castle Square and Watlington Road which are narrow & dangerous to cross with no pedestrian crossings; a 20mph limit is needed on all village roads. <u>Weight Limit</u> – Object – again due to the diversion of HGV's onto other less suitable roads. <u>Traffic Calming</u> – Object – again for the above reasons – calming is needed on other village roads <u>Zebra Crossings</u> – Object - The Oxford Road crossing should be the other side of the roundabout and closer to Benson to help walkers from the village going to bus stops and facilities at the garage area to do so safely. A zebra crossing should also be put in closer to the school.
Member of public, not resident of	<u>20mph Speed Limit</u> – Object – such limits are ignored and create resentment against local authorities; <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Object – do not consider there is a need and could increase risk of accidents as people

CMDE7

Benson,	compensate by speeding up elsewhere. Prefers the provision of speed cameras. <u>Zebra Crossings</u> – Neither
Online response	<u>20mph Speed Limit</u> – Object – will divert traffic to other roads, including Castle Square where it is already very difficult to cross, especially for children. <u>Weight Limit</u> – Object – will divert traffic onto other less suitable roads. <u>Traffic Calming</u> – Object - The traffic calming needs to be more widely applied in the village to include other roads facing additional traffic. <u>Zebra Crossings</u> – Object – signalled crossings are required, and also a crossing at the east end of Littleworth Road and at Castle Square. The crossing at the bottom end of Littleworth Road (near the BP garage) will require you still to cross at the roundabout to walk to Macdonald and M&S, in addition to getting to the footpaths opposite the garage. The plans need to be thought of in the wider context of Benson Village, not just Littleworth Lane.
Resident, (St Helen's Avenue, Benson)	<u>20mph Speed Limit</u> – Support – but requests that it should start at the proposed zebra crossing on the Oxford Road B4009 and continue along Oxford Road, Castle Square and the Watlington Road to the point where the road is built out adjacent to the Meer at the edge of the village. <u>Weight Limit</u> – Support – but request that it is extended & enforced. <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Support – but consider these should be signalled, and that a zebra crossing should be provided at the eastern end of Littleworth Road.
Resident, (Westfield Road, Benson)	<u>20mph Speed Limit</u> – Neither - concerned about pedestrians crossing the road from by the parish hall, and that there will be congestion on Watlington Road due to traffic turning to Littleworth Road. <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Neither ; <u>Zebra Crossings</u> – Neither – There will be difficulties crossing on the Watlington Road because of the amount of traffic that will be coming from the Littleworth Estate especially at School starting and finishing times.

Respondent	Summary Response
Thames Valley Police	No objection
South Oxfordshire District Council (Planning West)	Support
Resident (Brook Street, Benson)	Object – the proposal to allow two-way traffic will increase the existing dangers, particularly at the junction with Watlington Road, and would encourage the use of Littleworth Road as a rat –run.
<i>Address not supplied</i>	Object - the proposals – including those previously consulted on – will lead to additional traffic including HGV's on the Oxford Road, presenting a high risk of accidents by the primary school.
Resident (Millar Close, Benson)	Object – Littleworth Road is already busy and the proposals will aggravate the existing problems on the road, including use by HGV's.
Resident (Brook Street, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An 'edge' road is required.
Resident, (Oxford Road, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An 'edge' road is required. If Littleworth Road became two way, the new housing development to the north would be divided from the main village; also the pinch point on the road would lead to an untenable situation with two way traffic

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<p>Resident (Watlington Road, Benson)</p>	<p>Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An ‘edge’ road is required, and the access to the development on Littleworth Road should be from the Oxford Road, with no changes being made to Littleworth Road.</p>
<p>Resident, (Preston Crowmarsh)</p>	<p>Object – The proposals do not indicate any substantial widening of the road, the increased road traffic which will be significant from the development must be catered for but to do so without widening the road with pavements is nonsense.</p>
<p>Resident, (One End Lane, Benson)</p>	<p>Neither – The new road traffic island that is planned at the south-west junction of Littleworth Road and Oxford Road needs to be fully implemented and operational before the order is rescinded. This is to reduce the risk of accidents due to the current very poor levels of visibility at this location (and hence partly why this is was made a one-way road in the first place).</p>
<p>Resident, (Crown Lane, Benson)</p>	<p>Object – The development will cause traffic problems due to traffic generation, access or safety problems, whilst the proposed 7.5 tonne weight limit is unlikely to be enforced. The proposal also dramatically reduces the amount car parking available and provides insufficient replacement parking space itself.</p>
<p>Resident, (Old London Road, Benson)</p>	<p>Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents by the primary school.</p>
<p>Resident, (Preston Crowmarsh)</p>	<p>Object – The proposal will change the nature of Littleworth Road forever, and It is by no means certain this will be needed and hence should not be done at this time. The proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An ‘edge’ road is required.</p>
<p><i>Address not supplied</i></p>	<p>Object – the proposal to allow two-way traffic will increase the existing dangers, particularly for residents exiting their properties and at the junction with Watlington Road, whilst also encouraging the use of Littleworth Road as a rat –run.</p>
<p>Resident,</p>	

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(Blacklands Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents by the primary school.
<i>Address not supplied</i>	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.
Resident, (Sunnyside, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents, whilst also encouraging the use of Littleworth Road as a rat-run. The proposal (and those previously consulted on) fail to address the wider traffic pressures.
<i>Address not supplied</i>	Object – The proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area and will only increase the existing dangers presenting a high risk of accidents by the primary school. A holistic view of the complete traffic situation in Benson and the safety of residents is required.
Resident, (Littleworth Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers, while the increased volume of traffic and use of the road this development will bring about could result in structural damage to the adjacent properties. A compromise and solution would be for the estate to have its own road which provides both entry and exit for all the properties in the development.
Resident, (Castle Square, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An 'edge' road is required.
Resident, (Oxford Road, Benson)	Support – in the belief that the proposal is based on diverting the extreme amounts of traffic (both lorry and vehicle) from the existing route through Benson.
<i>Address not supplied</i>	Support – providing that Littleworth Road is widened sufficiently to enable a free flow of traffic in both directions.

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<p><i>Address not supplied</i></p>	<p>Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area, and will only increase the existing dangers presenting a high risk of accidents. An ‘edge’ road is required.</p>
<p>Resident (Watlington Road, Benson)</p>	<p>Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.</p>
<p>Resident (Watlington Road, Benson)</p>	<p>Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.</p>
<p>Resident, (Littleworth Road, Benson)</p>	<p>Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.</p>
<p>Resident, (Littleworth Road, Benson)</p>	<p>Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area, and will only increase the existing dangers presenting a high risk of accidents. An ‘edge’ road is required.</p>