Delegated Decisions by Cabinet Member for Transport Management

Thursday, 25 January 2024 at 10.00 am
Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this Live Stream Link.
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 2 February 2024 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

Martin Reeves
Chief Executive

January

Committee Officer: ***Sharon Keenlyside***
email: sharon.keenlyside@oxfordshire.gov.uk

Note: Date of next meeting: 22 February 2024

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to committeesdemocraticservices@oxfordshire.gov.uk.

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

4. Minutes of the Previous Meeting (Pages 1 - 16)

To confirm the minutes of the meeting held on 14 December 2023 to be signed by the Chair as a correct record.

5. Cholsey parking restriction review 2023 (Pages 17 - 66)

Forward Plan Ref: 2023/334
Contact: Mike Horton, Senior Officer - Parking Schemes
Mike.horton@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM05**).

Cabinet member is requested to approve a number of waiting restrictions changes in the village of Cholsey which have been developed in discussions with the Parish Council.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

a. Remove the existing 'No waiting for 1-hour' (single yellow lines) and replace with new 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Papist Way & Station Road,
b. remove the existing 'No waiting for 1-hour' (single yellow lines) and provide unrestricted parking on parts of Station Road, and
c. introduce new 'No Waiting at Any Time' (double yellow lines) restrictions in parts of Cross Road, Wallingford Road, Rothwells Close, Ilges Lane, Panters Road, Papist Way, Honey Lane, and Station Road

6. Henley-on-Thames Waiting restriction review (Pages 67 - 194)

Forward Plan Ref: 2023/356
Contact: Jim Whiting, Parking Schemes and Traffic Orders Team Leader
Jim.whiting@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM06**).

To seek approval on proposals for a number of parking restriction changes in Henley-on-Thames.

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of various parking controls in Henley-on-Thames as advertised.

7. Whitchurch-on-Thames waiting restriction changes - permit holders & waiting restrictions (Pages 195 - 280)

Forward Plan Ref: 2023/332
Contact:
Report by Corporate Director Environment & Place (**CMDHM07**).
Jim Whiting, Parking schemes and TRO team leader,
Jim.whiting@oxfordshire.gov.uk

To seek approval for the introduction of a scheme to better manage on-street parking restrictions, including the introduction of permit holders and no waiting restrictions.

The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of parking controls in Whitchurch-on-Thames with minor amendments to the scheme as follows:

a. To increase the provision of permit holder bays at the northern end of High Street near to the junction with Hardwick Road, from 18m
(3 spaces) to 27m (5 spaces).
b. To reduce the size of the small permit holder bay south of Manor Road by 5 metres.

8. East Hanney: Steventon Road - Proposed Traffic Calming Measures (Pages 281 - 300)

Forward Plan Ref: 2023/291
Contact: Ryan Moore, Senior Engineer - Transport and Infrastructure, ryan.moore@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM08)**.

Proposed traffic calming associated with a Linden Homes Development being undertaken under a section 278 agreement.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following measures, as advertised:

a. Raised table calming features (full width flat-top humps) located approx. 20m west of Herman Close, 100m west of Herman Close, and 50m west of Whitfield Gardens, and
b. Bus Stop 'Clearway' located within the relocated bay on Steventon Road, approx. 90 metres west of its junction with Herman Close.

9. Oxford: South Parade - proposed two-way cycling and associated amendments to waiting restrictions (Pages 301 - 366)

Forward Plan Ref: 2023/337
Contact: Anthony Kirkwood, Team Leader Vision Zero.
Anthony.kirkwood@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM09**).

To determine what waiting restrictions should be introduced following consideration of public consultation responses.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

a. permitting two-way cycling on the full length of South Parade,

b. replacing all current lengths of single yellow line waiting restriction on the north side of South Parade (Monday to Fridays 8am to 4pm) to 'No Waiting at Any Time' (double yellow lines).

10. A4144 Woodstock Road shared use cycle track (Pages 367 - 376)

Forward Plan Ref: 2023/322
Contact Anthony Kirkwood, Principal Engineer - Traffic & Road Safety
Anthony.kirkwood@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM10**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Transport Management is RECOMMENDED to approve the conversion of the footway on the east side of the A4144 Woodstock Road between the

A40 Wolvercote Roundabout and Blandford Avenue, to shared-use footway & cycle track as advertised.

11. Enstone: Chapel Lane - proposed one-way traffic restriction
(Pages 377 - 386)

Forward Plan Ref: 2023/339
Contact: James Wright, Traffic and Schemes Technical Officer James.wright@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM11**).

To seek approval for the introduction of a one way street traffic restriction in Chapel Lane, Enstone.

The Cabinet Member for Transport Management is RECOMMENDED to approve the proposed One-Way traffic restriction in the southern section of Chapel Lane, as advertised.

12. Sonning Common: Widmore Lane - Proposed Zebra Crossing
(Pages 387 - 394)

Forward Plan Ref: 2023/355
Contact: Rosie Moore, Consultant Engineer South & Vale rosie.moore@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM12**).

To seek approval for the introduction of a new Pedestrian Crossing on Sonning Common.

The Cabinet Member for Transport Management is RECOMMENDED to approve the construction of a zebra crossing on Widmore Lane in Sonning Common, as advertised.

13. Banbury: Proposed 20 Mph Speed Limits (Pages 395 - 554)

Forward Plan Ref: 2023/342
Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project, geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM13**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Banbury as advertised.

14. Sutton Courtenay: Proposed 20 Mph Speed Limits (Pages 555 - 566)

Forward Plan Ref: 2023/

Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project, geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM14**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Sutton Courtenay as advertised.

15. Woodstock - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 567 - 620)

Forward Plan Ref: 2023/177
Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project, geoff.barrell@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM15**).

Consider formal consultation responses.

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Woodstock as advertised.

16. North West Development (Radley) proposed 20mph Speed Limit (1720) (Pages 621 - 626)

Forward Plan Ref:
Contact: Ryan Moore, Senior Engineer - Transport and Infrastructure, ryan.moore@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM16)**.

To determine the speed limit following consideration of public consultation responses.

The Cabinet Member for Transport Management is RECOMMENDED to approve the proposed 20mph speed limit, as advertised:

17. Banbury: Grimsbury and Nethercote - proposed 20mph speed limit (Pages 627 - 652)

Forward Plan Ref: 2023/149
Contact:, Mike Wasley, Principal Engineer Traffic & Road Safety mike.wasley@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM17**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for the Transport Management is RECOMMENDED to approve the new 20mph speed limit on Blacklocks Hill in Nethercote as advertised, but to not make a decision on the proposed 20mph speed limit throughout the Grimsbury area in Banbury.

Councillors declaring interests

General duty

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

What is a disclosable pecuniary interest?

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

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

Declaring an interest

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

Members' Code of Conduct and public perception

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

Members Code – Other registrable interests

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

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

a) Any unpaid directorships

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

Members Code – Non-registrable interests

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

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

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:
Where a matter affects the financial interest or well-being:

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

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

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 14 December 2023 commencing at 10.00 am and finishing at 1.17 pm

Present:

Voting Members:	– in the Chair
	Councillor Andrew Gant
Other Members in Attendance:	Councillor David Rouane (for agenda Item 6) Councillor Sally Povolotsky (for agenda item 7) Councillor Liam Walker (for agenda item 9) Councillor Pete Sudbury (for agenda items 17 & 29) Councillor Andy Graham (for agenda item 26) Councillor Kate Gregory (for agenda item 31)
Officers:	
Whole of meeting	Paul Fermer (Director of Highways & Operations), Jim Whiting (Parking Schemes and Traffic Orders Team Leader MCIHT), Geoff Barrell (Developer Schemes Coordinator & 20 Limits Project Manager), Cameron Rae (Traffic and Traffic Schemes Officer), Robin Calver (Team Leader (Structural Engineering), Emile Rowe (Traffic and Traffic Schemes Officer), Sharon Keenlyside (Senior Democratic Services Officer).
Part of meeting	Daniel Mowlem (Senior Engineer), Jacob Mowlem (Assistant Engineer), Harry Davis (Transport Planning Technical Lead) Lucy Prismall (Principal Planner – Mobility and Place) Ryan Moore (Lead TDM Engineer).

The Scrutiny Committee considered the matters, reports and recommendations contained or referred to in the agenda and agreed as set out below. Copies of the agenda and reports are attached to the signed Minutes.

19 DECLARATION OF INTEREST

(Agenda No. 1)

None.

20 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda No. 2)

None.

21 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

The following speakers addressed the meeting:

Item 6	Didcot Local Cycling and Walking Infrastructure Plan	• Danny Yee on behalf of Robin Tucker (Coalition for Healthy Streets and Active Travel) • Cllr David Rouane (Oxfordshire County Council) • Kevin Wilkinson (written submission)
Item 7	Harwell – Blenheim Hill, Burr Street, High Street & Wantage – proposed traffic calming and cycle provision	• Cllr Sally Povolotsky (Oxfordshire County Council) • Oliver Gardiner (written submission) • Michael Burrows (written submission)
Item 9	North Leigh – A4095 Witney Road - proposed extension of 40mph speed limit and turning restrictions	• Cllr Harry St John (West Oxfordshire District Council) • Cllr Liam Walker (Oxfordshire County Council)
Item 11	Oxford Broad Street: Public Realm Scheme	• Cllr Anna Railton (Oxford City Council) • Danny Yee (Oxfordshire Liveable Streets) • Joanna Matthews (Unlimited Oxfordshire)
Item 12	Oxford: Proposed Parking Permit Eligibility & CPZ Admin Amendments	• Danny Yee (Oxfordshire Liveable Streets)
Item 14	Alvescot: Proposed 20mph Speed Limits and 30mph speed limits	• Danny Yee on behalf of Robin Tucker (Coalition for Healthy Streets and Active Travel)
Item 15	Ardington & Lockhinge: Proposed 20mph Speed Limits	• Cllr Sally Povolotsky (Oxfordshire County Council)
Item 17	Brightwell-cum-Sotwell:	• Cllr Pete Sudbury

	20mph and 40mph speed limits	(Oxfordshire County Council)
Item 19	Baldons (Toot and Marsh) 20mph speed limits	• Julia Gutierrez (resident)
Item 20	Dorchester: 20mph speed limits	• David Wilkinson (written submission)
Item 26	Sandford St Martin - Proposed 20 mph and 30mph speed limits	• Cllr Andy Graham (Oxfordshire County Council)
Item 27	Upton: proposed 20mph speed limits	• Cllr Sally Povolotsky (Oxfordshire County Council)
Item 29	Wallingford - Proposed 20 mph speed limits and associated speed limit buffers	• Trevor Bedeman (Chair of Living Streets Wallingford) • Cllr Mark Hoskins (Wallingford Town Council) • Cllr Pete Sudbury (Oxfordshire County Council) • Andrew Millar (written submission)
Item 31	Thame – proposed 20 mph speed limits	• Cllr Andy Gilbert (Thame Town Council) • Cllr Kate Gregory (Oxfordshire County Council)

22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 16 November 2023 were approved and signed as a correct record by the Chair.

23 DIGITISED PARKING PERMITS

(Agenda No. 5)

The report outlined the proposed procurement of a replacement permit system. The maximum price of the contract is £1.1m.

At this value, the contract value exceeded the £500k revenue threshold and therefore required a Key Decision to allow offers to enter into the contract.

The Cabinet Member **APPROVED** to:

a) Authorise officers to enter into contract for a replacement Permit System
b) Delegate the award of the contract to the Corporate Director of Environment and Place.

c) Delegate approval for any contract extension to the Corporate Director of Environment and Place

24 DIDCOT LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN
(Agenda No. 6)

The report set out the seventh Didcot Local Cycling and Walking Infrastructure Plan (LCWIP) to be considered for approval by the County Council.

The Chair invited the speakers to address the meeting in turn and responded to points raised.

The Chair read out a written submission from local resident, Kevin Wilkinson.

The Chair commented that the hierarchy of road users was clearly stated in the County Council's Local Transport and Connectivity Plan and was the governing policy under which decisions were made.

Although not within the scope of this meeting, the Chair noted the speakers comments regarding the importance of vegetation maintenance and Community Infrastructure Levy.

The Chair thanked officers and everyone in the wider community including the District and Town Councils and wider partners and volunteers who had worked so diligently on the Didcot LCWIP project.

The Cabinet Member for Transport Management **APPROVED** the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP).

25 HARWELL - BLENHEIM HILL, BURR STREET, HIGH STREET & WANTAGE ROAD - PROPOSED TRAFFIC CALMING AND CYCLE PROVISION
(Agenda No. 7)

The report presented responses to a consultation on a proposal to construct traffic calming features within Harwell, comprising of 'Raised Table Calming Features' i.e. full width flat top humps to be located on Burr Street/Blenheim Hill, High Street, and the Wantage Road/Tyrells Close junction.

The Chair invited the speaker to address the meeting and answered points raised.

The Chair read out written submissions from local residents, Oliver Gardener and Michael Burrows.

Officers confirmed that all the proposals had been included and clearly set out in the consultation and that all the major stakeholders, including the Parish Council had been consulted with.

In response to a comment in the written statement of Michael Burrows, officers explained that there was not a designated parking area in the vicinity of the war

memorial and parked cars there created visibility problems for traffic. Removing the ability to park in the area would allow pedestrians use of the steps to the memorial and safe crossing of the road.

The Chair commented that the proposal was the outcome of an extremely thorough piece of work.

The Cabinet Member for Transport Management **APPROVED** the raised table traffic calming features on: Burr Street/Blenheim Hill, High Street, and Wantage Road/Tyrells Close as advertised.

26 GORING - THAMES ROAD - PROPOSED NO WAITING AT ANY TIME RESTRICTIONS

(Agenda No. 8)

The report presented responses to introduce new 'No Waiting at Any Time' (Double yellow lines) parking prohibition within Goring on Thames Road (both sides) – for a linear distance of 27 metres, extending either side of & into the access to Stow House.

The Chair noted that the proposal was a recommendation from the road safety audit submitted as part of a development application.

The Cabinet Member for Transport Management **APPROVED** the introduction of new 'No Waiting at Any Time' (Double yellow lines) parking prohibition on both sides of Thames Road as advertised.

27 NORTH LEIGH - A4095 WITNEY ROAD - PROPOSED EXTENSION OF 40MPH SPEED LIMIT AND TURNING RESTRICTIONS

(Agenda No. 9)

The report presented responses to the proposals to reduce the existing 50mph speed limit to 40mph on part of the A4095 Witney to Woodstock Road in North Leigh and introduce a 'No Entry' restriction at the newly extended junction to North Hall.

The Chair invited the speakers to address the meeting in turn and responded to points raised.

Officers confirmed that there would be discussion with the developer regarding the yellow background on the signage and signage maintenance would be kept under review.

Officers also confirmed that a further proposal and consultation would be brought forward regarding a 40mph speed limit for the whole section of road from the Common Road Junction to east of Cuckoo Lane.

The Cabinet Member for Transport Management **APPROVED** the following measures as advertised:

a. extend the existing 40mph speed limit on the A4095 Witney to Woodstock Road south-westwards for 95 metres, and
b. introduce a 'No Entry' prohibition to the westernmost (exit) drive of 'North Lodge' for traffic travelling on the A4095 from either direction.

28 OXFORD & KENNINGTON: A423 SOUTHERN BYPASS & ABINGDON ROAD - PROPOSED 50MPH & 30MPH SPEED LIMITS

(Agenda No. 10)

The report presented responses to the proposals to reduce speed limits on the A423 Southern & Eastern bypass, and on some of its approaches.

The Chair noted that the local bus company did not object to the proposal.

The Cabinet Member for Transport Management **APPROVED** the following measures as advertised:

a. New 50mph speed limits on the A423 Southern bypass, A423 Eastern bypass, the A423 Southern bypass westbound slip road, and Old Abingdon Road, and
b. new 30mph speed limits on parts of Old Abingdon Road, Kennington Road, and the A423 Southern bypass westbound slip road.

29 OXFORD - BROAD STREET: PUBLIC REALM SCHEME

(Agenda No. 11)

The report represented the outcome of the Experimental Traffic Regulation Order (ETRO), which included responses received during the statutory consultation period (25 October 2022 to 31 July 2023, extended beyond the initial 6-month period to gather comments from all seasons of the year), and extensive monitoring carried out before and during the experimental period, of which informed the recommendations set out in this report.

The Chair invited the speakers to address the meeting in turn and responded to points raised.

The Chair read out a written submission from Joanna Matthews, Unlimited Oxfordshire.

Officers informed the Chair that Automatic Number Plate Recognition (ANPR) Cameras were in the final stages of being installed at both ends of the High Street which should stop the road being attractive to speeding moped users.

The Chair noted that changes to Broad Street previously put in place, including the cycle lane, had been very successful. As one of the most beautiful streets in Oxford, the scheme was to help preserve the historic city centre.

The Cabinet Member for Transport Management **APPROVED** the following:

- Make the current Experimental Traffic Regulation Order (ETRO) on Broad Street permanent to a Traffic Regulation Order, retaining the current street

furniture until a more permanent scheme is developed and further funding is secured.

- Subject to remaining budget for the temporary scheme, implement the recommended interventions set out in paragraph 70.

- To seek funding to investigate medium- and longer-term measures as part of a newly funded project that will further enhance Broad Street and surrounding streets, taking into consideration any additional interventions noted within this report.

30 OXFORD: PROPOSED PARKING PERMIT ELIGIBILITY & CPZ ADMIN AMENDMENTS
(Agenda No. 12)

The report presented responses received to statutory consultations on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits, and modifications to adjacent parking restrictions as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair commented that it was the policy of the County Council to roll out the CPZ programme and that it was a good and necessary policy in terms of managing traffic and parking in Oxfordshire.

The Cabinet Member for Transport Management **APPROVED** the following proposals in respect of eligibility for parking permits and day-to-day CPZ operations, as advertised:

a) Cutteslowe & Five Mile Drive area – exclude the additional new property at No.78A Linkside Avenue from eligibility for resident's parking permits,
b) East Oxford – (i) exclude Flat Nos.1-3 at No.30 Temple Street from eligibility for resident's parking permits and residents' visitors' parking permits, and (ii) replace a section of existing 'No Waiting at Any Time' parking restrictions by Nos.33, 35 & 37 Stockmore Street with additional 'Permit Holders Only' parking bay,
c) Headington Central – exclude Flat Nos.15 &1 6 at No.138-140 London Road from eligibility for resident's parking permits and residents' visitors' parking permits,
d) Headington Northeast – exclude the new properties at No.9 Gurden Place from eligibility for resident's parking permits and residents' visitors' parking permits,
e) Hollow Way (South) – exclude No.73 Horspath Road from eligibility for resident's parking permits and residents' visitors' parking permits,
f) Lye Valley – exclude No.1 Inott Furze from eligibility for resident's parking permits and residents' visitors' parking permits,
g) Marston North – exclude No.26 Cavendish Drive from eligibility for resident's parking permits and residents' visitors' parking permits,
h) North Summertown – (i) exclude No.55A Sunderland Avenue from eligibility for resident's parking permits and residents' visitors' parking permits, (ii) exclude the two Page 6 new properties at No.15 Blandford Avenue from eligibility for

resident's parking permits, and (iii) exclude No.43 Davenant Road from eligibility for resident's parking permits.

31 ISLIP - B4027 MILL STREET BETWEEN KINGS HEAD LANE AND THE WALK - PROPOSED ONE-WAY TRAFFIC
(Agenda No. 13)

The report presented responses to a statutory consultation on proposals to introduce a One-Way traffic system in part of Mill Street in the direction from Kings Head Lane to The Walk (east to west).

Officers explained that the primary reason for the proposal was to protect the bridge and improve safety and that this was phase one of a more extensive scheme coming forward.

The Chair commented that the proposal was a well thought out solution to a complex problem.

The Cabinet Member for Transport Management **APPROVED** the introduction of a One-Way traffic restriction in part of Mill Street as advertised.

32 ALVESCOT: PROPOSED 20 MPH AND 30MPH SPEED LIMITS
(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Alvescot.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair welcomed the large numbers of responses to the consultation.

In response to the comments from the Parish Council, officers explained that the area in question was mainly rural in nature and lower speed limits were recommended in areas where they could be most effective.

The Chair thanked the Parish Council for the specific points raised and commented that this and every scheme would be kept under close review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph and 30mph speed limits in Alvescot as advertised.

33 ARDINGTON & LOCKHINGE: PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 15)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ardington and Lockinge.

Councillor Povolotsky was unable to speak at the meeting due to technical problems but had emailed comments in support of the proposal,

In response to comments from the Parish Council and local Councillor, officers explained that speed limits on arterial roads were not part of this scheme or decision but as always, would be kept under review.

The Chair thanked the Parish Council for arranging a meeting with local residents who were all in support of the scheme.

The Chair commented on evidence which showed that reducing speed limits improved safety and saved lives.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Ardington and Lockhinge as advertised.

34 BLACKTHORN: 20 MPH SPEED LIMITS

(Agenda No. 16)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Blackthorn.

The Chair commented that this proposal was a straightforward application of policy.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Blackthorn as advertised.

35 BRIGHTWELL-CUM-SOTWELL: 20 MPH AND 40 MPH SPEED LIMITS

(Agenda No. 17)

The report presented responses to a statutory consultation on the proposed extension of the existing 20mph speed limits in Brightwell-cum-Sotwell, new 20mph & 40mph speed limits on Shillingford road and a new 40mph speed limit on the A4130 Didcot to Wallingford Road.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair noted that the Oxford Bus Company was in support of the scheme but would like extra stops added on the main route. Officers informed the Chair that there was not funding available for extra stops, but it would be kept under review. The Chair commented that the policy was to reduce traffic overall with a principal aim of enhancing public transport wherever possible.

The Chair commented that it was a very good scheme that was welcomed by the Parish Council.

The Cabinet Member for Transport Management **APPROVED** the following proposals as advertised:

a) extend the existing 20mph speed limit within Brightwell-cum-Sotwell to include High Street,
b) introduce a new 20mph speed limit on Shillingford Road, adjacent to the 'Home Park',

c) introduce a new 40mph speed limit on Shillingford Road, running northwards from the proposed Wallingford 20mph scheme, and
d) extend the existing 40mph speed limit on the A4130 Hadden Hill/ Didcot to Wallingford road to a point 155 metres northwest of its junction with Slade End.

36 BUCKLAND: PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 18)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Buckland.

The Chair commented that the report showed that the Council's policy had been applied very clearly.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Buckland as advertised.

37 BALDONS (TOOT AND MARSH) 20 MPH SPEED LIMITS

(Agenda No. 19)

The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Marsh Baldon and Toot Baldon.

The Chair invited the speaker to address the meeting in turn and responded to points raised.

The Chair noted that many responses to the consultation had asked for more roads to be included in the 20mph zone. Officers explained that the 20mph policy was to protect areas where people lived rather than being applied to roads in rural areas and if extended unduly the impact of reducing the speed limit would be limited. Officers would review speed limits in a few locations that were less built up and had people utilising the road through walking and cycling.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Marsh Baldon and Toot Baldon as advertised.

38 DORCHESTER: 20 MPH SPEED LIMITS

(Agenda No. 20)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Dorchester-on-Thames.

The Chair read out the written submission from local resident, David Wilkinson.

Officers explained that Abingdon Road was excluded from the proposal at the request of the Parish Council after they had consulted with the local community who wanted the speed limit to remain at 30mph. This would be kept under review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Dorchester-on-Thames as advertised.

39 ELSFIELD: 20 MPH SPEED LIMITS

(Agenda No. 21)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Elsfield.

Officers confirmed that the Council's policy had been applied consistently.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Elsfield as advertised.

40 EWELME GREEN LANE AREA - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 22)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Green Lane, Eyre's Lane, and Benson Road to fill a gap in the 20mph limits previously implemented in Ewelme in March 2022.

The Chair noted that the bus company had responded with a formal objection. Officers explained that the 20mph stretch of road was short in length and did meet the policy criteria.

The Chair asked that the bus companies keep in touch with the County Council and requested that the scheme be kept under review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Green Lane, Eyre's Lane and Benson Road in Ewelme as advertised.

41 CHARNEY BASSETT PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 23)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Charney Bassett.

The Chair commented that the scheme was a straightforward application of the policy.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Charney Bassett as advertised.

42 KINGHAM: PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 24)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Kingham.

The Chair commented that the map in the report showed a clear application of policy.

The Chair noted the support from the local school.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Kingham as advertised.

43 LONGWORTH: PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 25)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Longworth.

The Chair commented that the scheme was a straightforward application of the policy.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Longworth as advertised.

44 SANDFORD ST MARTIN - PROPOSED 20MPH AND 30MPH SPEED LIMITS

(Agenda No. 26)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sandford St Martin, along with a buffer 30mph speed limit on Ledwell Road approaching to the village from the north.

The Chair invited the speaker to address the meeting and responded to points raised.

Officers explained that the Parish Council had supported both the 20mph and 30mph speed limits proposed.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph & 30mph speed limits in Sandford St Martin as advertised.

45 UPTON: PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 27)

The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Upton.

Councillor Povolotsky was unable to address the meeting due to technical difficulties but had emailed comments of support for the scheme.

The Chair commented that the scheme was a logical and straightforward application of the policy.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Upton as advertised.

46 STANTON HARCOURT PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 28)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Stanton Harcourt.

The Chair commented that the map showed that the policy had been applied in a consistent way.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Stanton Harcourt as advertised.

47 WALLINGFORD - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS
(Agenda No. 29)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wallingford.
Following the town council representation and conversations with the local member, which included information about activity along some of these roads, a reassessment of the roads proposed to remain at 30mph needed to be undertaken.

The Chair invited the speakers to address the meeting in turn and responded to points raised.

The Chair read out a written submission from local resident, Andrew Millar.

It was agreed and noted that officers would not start implementation of the proposed scheme until further consultations on speed limits on other roads in Wallingford had taken place. Officers would wait and coordinate speed limit changes in Wallingford as a whole.

Officers agreed to review pre-consultation procedure to ensure that responses are received.

The Chair thanked all speakers for attending the meeting.

The Cabinet Member for Transport Management **APPROVED**:

a. the introduction of 20mph speed limits in Wallingford as advertised,

b. a reassessment by officers of the roads proposed to remain at 30mph, including subsequent further consultation and approval as required.

48 YARNTON: 20 MPH AND 30 MPH SPEED LIMITS
(Agenda No. 30)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Yarnton, along with a new 30mph speed limit on

Sandy Lane – between the proposed new 20mph in Yarnton and the newly introduced 20mph in Kidlington.

Officers agreed to review the speed limit on Rutten Lane after concerns raised by the Parish Council. Because the length of road being reviewed was only approximately 50 yards, if changes were to be made, it would not need a public consultation.

Officers agreed to review speed limits on Cassington Road after concerns raised by the Parish Council. If further consultation was required, officers would await the outcome of the consultation before implementing any approved speed limit changes in Yarnton.

The Cabinet Member for Transport Management **APPROVED**:

a) the introduction of 20mph & 30mph speed limits in Yarnton as advertised,

b) a reassessment by officers of the speed limit on Cassington Road including subsequent further consultation and approval if required.

49 THAME - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 31)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Thame.

The Chair invited the speakers to address the meeting in turn and responded to points raised.

Following concerns that certain roads needed a reduced speed limit, officers explained that some of the roads in question were more open radial roads into the town. Officers had tried to balance the needs of the bus companies with the need to progress the policy. There had also been objections.

Officers agreed to review speed limits on the roads, particularly those adjacent to the schools.

The Cabinet Member for Transport Management **APPROVED:**

a) the introduction of 20mph speed limits in Thame as advertised.

b) a reassessment by officers of the speed limits on Oxford Road, Kingsey Road, Youens Drive and Thame Park Road including subsequent further consultation and approval if required.

..... in the Chair

Date of signing 2024

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Divisions affected: *Benson & Cholsey*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

CHOLSEY: VARIOUS LOCATIONS – PROPOSED PARKING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

    a. Remove the existing 'No waiting for 1-hour' (single yellow lines) and replace with new 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Papist Way & Station Road,
    b. remove the existing 'No waiting for 1-hour' (single yellow lines) and provide unrestricted parking on parts of Station Road, and
    c. introduce new 'No Waiting at Any Time' (double yellow lines) restrictions in parts of Cross Road, Wallingford Road, Rothwells Close, Ilges Lane, Panters Road, Papist Way, Honey Lane, and Station Road

Executive summary

2. This report presents responses to the statutory consultation on the proposals to introduce new & amend existing parking measures in Cholsey, as shown in **Annex 1**.

3. Following Oxfordshire County Council taking over Civil Parking Enforcement (CPE) from Thames Valley Police, Officers have been contacted by Cholsey Parish Council to undertake a review of parking & waiting restrictions at various locations within the parish.

4. Cholsey Rail Station serves commuters on the Didcot to Reading line. It has an off-street car park, but parking costs £5.70 daily or £977 for an annual season ticket. It is therefore unsurprising that many motorists choose to park on-street for free instead. The County Council has no influence over those charges but, as the Highway Authority, has duties/powers to consider how the overflow of rail commuter parking on-street impacts on safety/access and the local amenity in terms of the needs of local residents. That is why there are already some 'anti-commuter' single yellow lines in place (and also an 'access restriction' upon West end – discussed later in this report). These were introduced historically to prevent all-day parking by rail-commuters, and restrictions operate during particular one-hour timeslots (i.e. 10-11am or 2-3pm

Mondays to Saturdays), but the restrictions apply to all vehicles, including residents who would have to move their car during that 1 hour.

5. Some residents have no alternative off-street parking and so park on-street; over the years they have sometimes parked on the single yellow lines in contravention of that restriction. Prior to the introduction of CPE in 2021, Thames Valley Police undertook minimal enforcement of the single yellow lines, but this changed with the advent of CPE. Subsequently, some residents received Penalty Charge Notices, and so have asked, through their local MP and also the Parish Council, for the County Council to review the restrictions.

6. Following detailed discussions with Cholsey Parish Council in 2023, the County Council decided to suspend enforcement of those single yellow lines, in order to relax the parking controls to assist those residents without an alternative off-road parking facility. In agreeing to this suspension, and in liaison with the Parish Council, the County Council agreed to review the need for these restrictions, and others nearby. In doing so it is recognised that this may remove any deterrent to commuter parking, but officers believe it is a sensible first step in tackling local parking needs/solutions.

7. However, there is still a continuing need to be mindful of safety and congestion on the local road network. Therefore, some existing double yellow lines (which prohibit waiting at any time) necessary for safety/access reasons, on corners, bends and junctions etc., have still been enforced. There are also some new double yellow lines that are now considered necessary, and some existing ones have been altered slightly or removed to take into account the free flow of traffic, safety, and the parking needs of local residents.

8. The proposals therefore have sought to address – depending on location – problems throughout the village such as unsafe parking at junctions, visibility & turning at junctions, ease of turning manoeuvres for vehicles, unsafe movement of traffic, and the lack of unrestricted parking to cater for the requirements of local residents.

Financial Implications

9. Funding for the proposals (including consultation) has been provided by a developer in Papist Way, under a s.106 agreement; the proposals at the eastern end of that road are linked to that development. The County Council will fund the implementation, if approved, with money coming from the CIL budget for parking schemes, received via South Oxfordshire District Council.

Equality and Inclusion Implications

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

Sustainability Implications

11. The proposals would help facilitate cycling and the safe movement of traffic in the area.

Formal consultation

12. A formal consultation was carried out between 04 October and 03 November 2023. A notice was published in the Oxfordshire Herald Series 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, South Oxfordshire District Council, local District Cllr's, Cholsey Parish Council and the local County Councillor representing the Benson & Cholsey division.

13. A letter was also sent to approx. 330 properties in the area, and street notices were placed on site in the immediate vicinity.

14. 69 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Papist Way	10 (15%)	19 (28%)	29 (42%)	11	69
Station Road	10 (15%)	28 (41%)	22 (32%)	9	69
Cross Road	7 (10%)	9 (13%)	29 (42%)	24	69
Wallingford Road	9 (13%)	14 (20%)	35 (51%)	11	69
Rothwells Close	7 (10%)	6 (9%)	26 (38%)	30	69
Ilges Lane	6 (9%)	13 (19%)	35 (51%)	15	69
Panters Road	5 (7%)	8 (12%)	31 (45%)	25	69
Honey Lane	7 (10%)	10 (15%)	36 (52%)	16	69

15. Additionally, a further 11 emails were received, comprising of: two objections, four raising concerns, four in support (including the parish council), and one non-objection.

16. The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

17. Thames Valley Police raised no objection to the proposals, and Cholsey Parish Council has re-affirmed its overall support.

18. The 69 online responses to the proposals, and the 10 emails, cover many and varied aspects, which officers have analysed and offered comments to. The specific items listed below are in order of the most common issues raised, but all the items are relevant in considering whether to proceed with the proposals.

a) The impact of parking by rail commuters upon the parking needs of local residents, and how this might change if the proposals are implemented

19. This reflects the choice of commuters to find a cheaper (free!) space rather than pay the daily charge at the station. The County Council has no influence over the setting of those charges.

20. The existing single yellow lines (described at paragraph 4 above) are a rather blunt tool, and certainly don't help residents who need to park on-street. However, it is the only type of restriction available short of a residents parking permit scheme (see further below. Many respondents have questioned the proposed removal of the single yellow lines, but also that some of the new double yellow lines, on junctions etc., will displace commuter parking. Officers accept that the proposals will alter where/how commuters park and that this would need to be monitored. However, in response to the concerns raised by local residents, and representatives of the Parish Council, it is considered preferential to remove the single yellow lines for now and monitor the impact of that, rather than retain them.

b) Some of the proposals will prevent local residents from parking where they do now. Are they really necessary?.

21. The proposals include some new double yellow lines at certain junctions, and also along one of the main 'through routes' – Station Road/Wallingford Road. They have been formulated through close liaison with representatives of Cholsey Parish Council, to ensure there was some critical scrutiny at a local level prior to advertising. Officers consider the proposals to be minimal, and only necessary on safety, access, visibility or traffic congestion grounds. Restrictions can always be reconsidered in the future, and the impact of the new/altered restrictions will be reviewed a year after they are implemented.

c) There are concerns as to who will police the restrictions. It is claimed there is little enforcement happening now.

22. Since November 2021, all on-street parking restrictions in Oxfordshire became subject to Civil Parking Enforcement, whereby the powers previously reserved to the police were transferred to the County Council.

23. In 2022, 182 enforcement patrols were made to Cholsey resulting in 21 Penalty Charge Notices being issued

d) Concerns that the proposals don't include some form of residents-only parking

24. A future review could consider the option of a residents permit parking scheme. That could be contentious and, at this stage, is considered to be a step to far, as it is unlikely to garner majority support given the charge for permits, likely to be between £50-£100 per car per year, the need for visitors to have permits and the maximum limit of 2 permits per property (OCC policy). The new restrictions, if approved, would be monitored and the impact upon nearby roads can be considered for future parking control options.

e) Wallingford Road – proposals would remove parking for some residents with no alternative, would remove the 'traffic calming' that the parking supports and some proposed restrictions are felt to be unnecessary - e.g. on the double bend near the Red Lion PH.

25. The proposals for this through route were subject to on-site assessments between officers and representatives of Cholsey Parish Council. Only some of the parking on the north-west side is proposed to be removed. The justification for that is to prevent potential vehicle conflicts as opposing vehicles have limited forward visibility due to the double bend. As the parking can at times be continuous, there is minimal space to pull over to allow oncoming traffic to pass.

26. The lack of spaces for residents is recognised, and this is why the proposals only remove about 5 spaces, ignoring those that are near junctions or the exit from the double bend. The section just south of the PH and double bend would retain about 8 spaces, albeit some of those are across private driveways as some vehicles park there now.

27. The parking does indeed offer a deterrent to speeding, which is why it is sensible to retain some of the spaces.

28. The proposals also cover the double bend and the junctions with Cross Road and Rothwell Close to protect those locations form any displaced parking.

f) The proposals do not offer any solution to help residents of West End, The Rowans, Sandy Lane, Fairfield and Brentford Close contend with commuter parking.

29. Officers recognise this problem and have discussed options with the Parish Council. There are some properties without off-street parking of their own, and so a single yellow line (of the 'anti-commuter' variety) would not solve their problem. There is the option of a residents permit parking scheme, but at this stage it is considered to be a step to far, as it is unlikely to garner majority support given the charge for permits, the need for visitors to have permits and the limit upon the number of permits per property.

30. The new restrictions, if approved, would be monitored and the impact upon nearby roads can be considered for future parking control options.

g) Nobody is enforcing the 'local access only' restriction in West End.

31. This is not a 'decriminalised' offence that OCC have powers to enforce, rather it is a 'prohibition of driving' order, which is a moving traffic offence only enforceable by Thames Valley Police.

32. The order contains an exemption for deliveries to/from properties, and so would require the police to witness a vehicle entering and exiting the road without delivering.

h) The properties on the NE corner of the Papist Way/Station Road junction have no alternative to park on-street, the proposals do not help them.

33. The converse is true. If the single yellow line on the north-east side is removed, as proposed, those residents will no longer have to relocate their cars between 10-11am. These are the residents who initially approached their MP and the Parish Council.

i) The proposed restrictions will only exacerbate the problems residents face contending with rail commuters, e.g. in Papist Way, Honey Lane and Kentwood Close. The proposals do not offer any safeguards to local residents in those areas.

34. The proposals include slight changes at the western end of Papist Way (Station Road) to ensure that traffic movements are protected but would also remove any unnecessary existing yellow lines. Other than those minor changes, the proposed restrictions do not alter the current parking arrangements as they affect both residents and commuters.

35. The majority of properties along Papist Way and Honey Lane have off-street parking of their own, whereas the restrictions proposed to be removed elsewhere may ease the pressure on commuter parking and allow residents without an alternative to park on-street.

j) Local buses experience difficulties accessing their designated marked Bus Stops in Papist Way, when stopping for passengers who are boarding/alighting. Larger buses cannot fully manoeuvre into the designated area, which can cause congestion along Papist Way.

36. This is agreed and the proposed yellow lines near the junction with Honey Lane are intended to both protect the junction and also help with buses accessing the nearby stop. The stop near the junction with Station Road is redundant, and the marking is to be removed with the bus shelter being considered for removal.

37. The bus stop near the junction with Reading Road is retained and existing yellow lines are present to aid manoeuvrability.

k) The proposals at the Papist Way/Honey Lane junction do not go far enough. There are concerns about poor visibility, partly due to overgrown hedgerows on one corner, with farm vehicles accessing the farm track opposite the junction and with vehicle movements constrained both by parked vehicles and the tight alignment of the junction.

38. The proposed restrictions at the Papist Way/Honey Lane junctions are minimal and reflect the guidance in the Highway Code not to park within 10m of the junction.

39. The proposals would reposition parking away from the tight turn and, to some degree, would ease movement which is constricted due to the physical layout and private hedge. The new restrictions, if approved, would be monitored and the impact upon nearby roads can be considered for future parking control options.

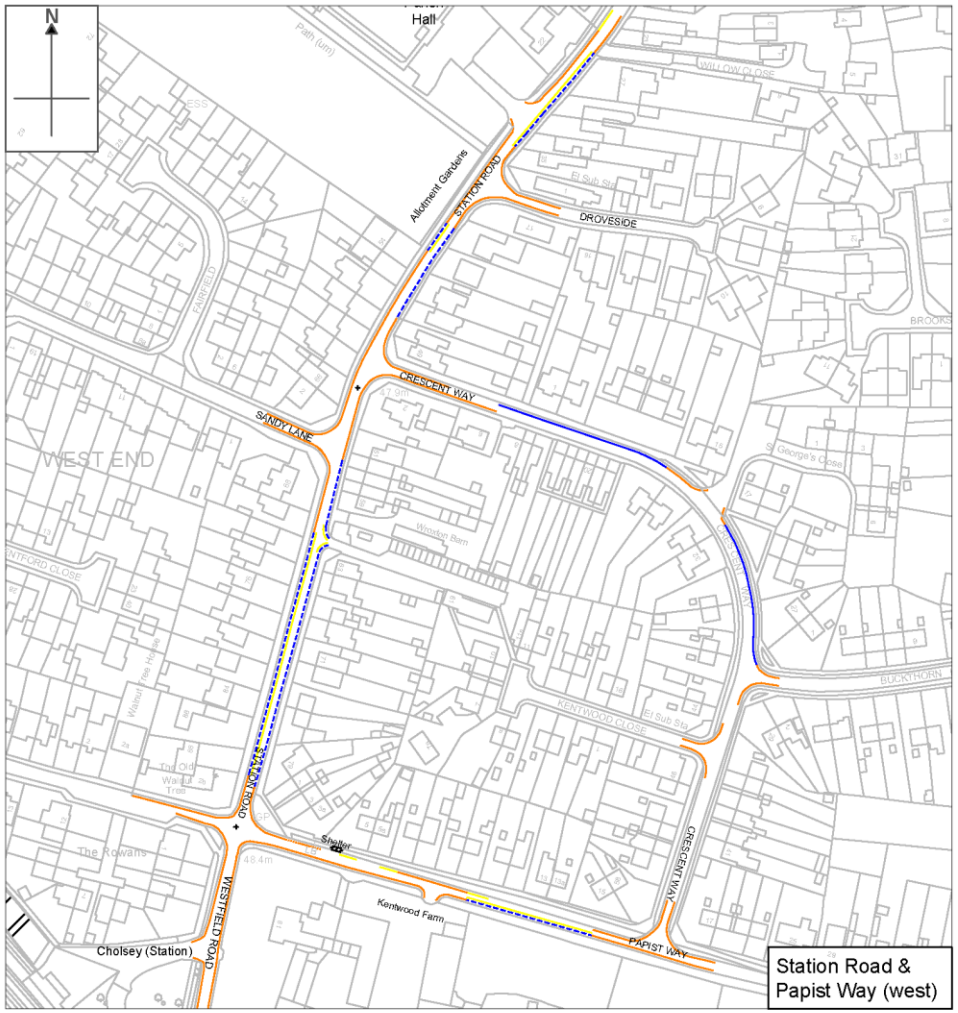
l) Concerns about a potential increase in speed of vehicles on these residential roads if parking is removed. What contingencies are being considered to combat any speed-related issues within the village?

40. The proposals do not include 'wholesale' removal of parking, and it is unlikely that the overall quantity of parking will reduce, rather it will relocate to safer locations. Parking does offer a 'traffic calming' affect, and so officers have liaised closely with the Parish Council to only promote restrictions that are considered necessary on safety or access grounds.

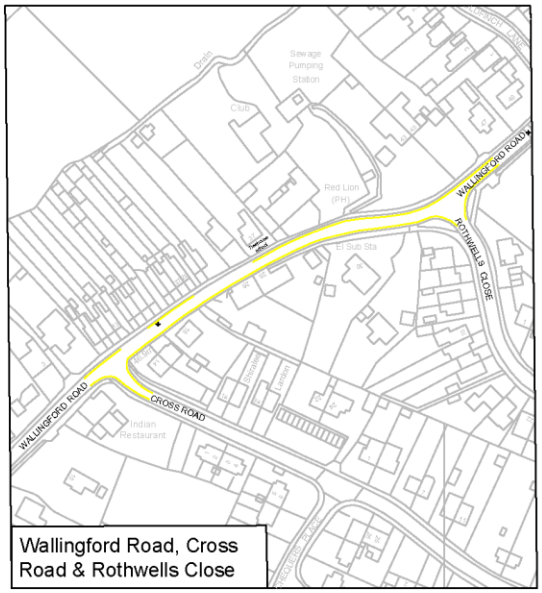
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Mike Horton (Senior Officer - Parking Schemes)

January 2024



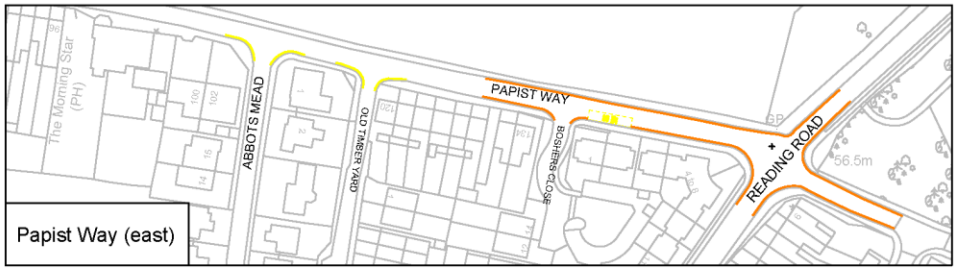
Station Road & Papist Way (west)



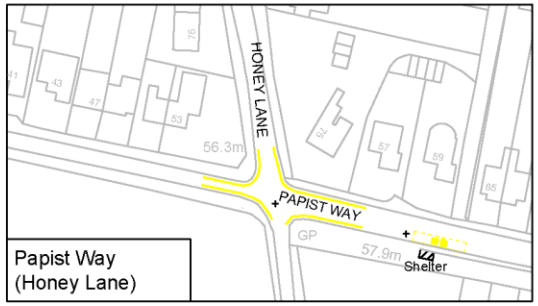
Wallingford Road, Cross Road & Rothwells Close



Ilges Lane & Panters Road



Papist Way (east)



Papist Way (Honey Lane)

Drawing No. PRD/2023/001 Revision 0

KEY

- Existing No waiting at any time (double yellow lines)
- Proposed No waiting at any time (double yellow lines)
- Existing No waiting for 1-hour periods (times vary) (single yellow lines)
- Proposed REMOVAL of No waiting for 1-hour periods (times vary) (single yellow lines)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION	
(ENTER 'NONE' IF APPLICABLE)	
MAINTENANCE/CLEANING	
(ENTER 'NONE' IF APPLICABLE)	
USE	
(ENTER 'NONE' IF APPLICABLE)	
DECOMMISSIONING/DEMOLITION	
(ENTER 'NONE' IF APPLICABLE)	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title: Cholsey Parking Review 2023

Drawing title: Proposed alterations to parking restrictions

Drawing Status: Formal consultation

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MDH	JW	JW
	Date drawn: Mar 2023	Date checked: Aug 2023	Date approved: Aug 2023

Oxfordshire Project No. & File Ref

Drawing No. PRD/2023/001 Revision 0

P:\2. Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\3. South Oxfordshire\1. Live Projects\Cholsey\CAD files\Cholsey Parking Review 2023.dwg

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Cholsey Parish Council	**Support** – Cholsey Parish Council supports the parking proposals outlined in the consultation.
(3) Business Development and Partnerships Manager, (Go Ahead Group bus operator)	**Support** – Thames Travel operate the 136 service through Cholsey up to every 30 minutes at peak times and hourly at other times on Mondays to Fridays. A broadly hourly Saturday service is also provided. The 136 links Cholsey with Wallingford which is the nearest centre for many amenities. We support the proposed changes to parking restrictions as we believe they will help the flow of traffic and so help buses pass through the village. Buses operate on a one-way loop through the village, and we are glad that the revised restrictions favour traffic in the direction of bus travel.
(4) Local resident, (Cholsey, Wallingford Road)	**Object** – I do not agree with the proposal to put double yellow lines on Wallingford Road Cholsey for the following reasons: • Cars currently parked on Wallingford Road between the Red Lion pub and the roundabout with Church Road act as a traffic calming measure. By removing the cars you will create a race track. Cars travelling into the village along Wallingford Road already ignore the speed limit as they approach the Red Lion pub. Removing the cars on the north side of Wallingford Road will encourage drivers leaving the village to break the speed limit as well. • After heavy rain the road floods outside the Red Lion pub. With cars going faster on both sides of the road there will be even more spray. As a pedestrian I have been soaked several times walking past the pub when the road is flooded • Several of house numbers 7 to 33 (north side of the road, west of the Red Lion pub) do not have off street parking and some have two cars. Many are occupied by young families. They will have to move their cars parked on

	Wallingford Road to another location. This will be quite a distance as you have yellow lines proposed on Cross Road and Rothwells Close. They will then have to cross the road with young children, shopping etc with cars going faster. • Cars do not park on Wallingford Road north/east of the Red Lion pub so why do you need to put double yellow lines on this stretch of the road at council tax payers expense. • Reversing or driving out of a driveway for houses on the north side of Wallingford Road will be more hazardous with cars going faster as they exit the village on Wallingford Road I really do not understand what OCC is trying to achieve for Wallingford Road. The current arrangement does not cause any issues for people living on Wallingford Road and we are too far from the Station for non-resident parking to be a problem. I therefore request that the double yellow lines are not implemented on Wallingford Road, Cross Road and Rothwells Close.
(5) Local resident, (Cholsey)	**Concerns** – Whilst I totally agree we need to take action as parking has not only become inconvenient but dangerous due to the return of commuters after COVID and more people using the village for the train station due to new housing in the surrounding area I am extremely concerned at the consequences the proposed changes will cause for the residents of West End. I have been involved with these parking issues since 1993 when we returned to Cholsey. Originally I coordinated parking "passes" for residents of West End, with the Sergeant at Wallingford Police Station. He would walk West End and ticket anybody who did not have a parking pass. It made his life easier and so was more willing to help residents. I fully understand that police now have less resources to help with something as minor (to them) as parking problems but we seem to have lost all support from anybody regarding this issue. You will know that our road has signs at both the West End/The Rowans entrance and Sandy Lane entrance. These signs are access for bikes and cars only and deliveries, however the regulation is no longer enforced by anybody and with more and more cars in the Rowans (they have no driveways), new houses being added to West End and Sandy Lane parking is becoming more and more difficult for residents without adding more train commuters. If the train commuters are pushed from Station Road and Papist Way they will come to us more and more.

	The arguments and aggressive behaviour that have occurred over the years has been awful, not to mention vandalism and we ourselves have had a car literally "park in our boot". On that occasion we did call the police who attended and then informed us that strictly speaking as they didn't see the accident any damage caused to the vehicle parked in our boot, by us moving our own car would be at our cost! Another first hand example - My Mother and Father live opposite us. A holiday maker left their vehicle for a number of weeks outside their house. When they returned they found it had been vandalised. The driver subsequently knocked on my Mother's door, demanding who had done what to their car. My Mother is an OAP and does not need a stranger shouting and accusing her of damaging their vehicle, illegally left in the street. My Mother, after the initial shock managed to retort by saying she was not a car park attendant and that she had no idea what had happened to the person's car and closed the door. I could list many many more examples of poor behaviour but I realise you are busy - I just wanted to explain my concerns. I realise an option would be to make West End, resident only parking but that was investigated a few years ago and the cost to residents was too high. I do believe one should not complain or criticise without offering a solution – so perhaps signage could be improved or at least a sign that says "private road" or an explanation of the traffic regulation sign. Yes, all drivers should know the highway code but many people simply do not see the sign, understand the sign or believe that it means they cannot park their car in West End for 6 weeks whilst they travel to New Zealand or are an allegedly active police officer attending a course in Reading! I actually believe that more yellow lines are required to the "centre" of the village where the double roundabouts and bus shelter are located as you cannot see to safely drive along that stretch of road so I do support what is proposed however, I just wanted to take this opportunity of reminding somebody in authority that West End is equally dangerous/difficult to drive through without more cars being parked there and perhaps it could be investigated further. I have written, many many letters during the last 30 years to MPs, Parish Councils, SODC anybody I could think of but now to be honest I am tired of trying and getting nowhere. My neighbours and I are leaving cars on the road 24/7 simply to ensure we can get on and off our drives. Yes we have had instances of commuters parking across the drive, unbelievable as it may seem. To sum up and not take up any more of your time, yes the residents of this house support the new parking restrictions, but we would appreciate a little thought for West End.
(6) Local resident, (Cholsey, West End)	**Concerns** – Has any consideration been given to residents only parking on West End for the residents/guests of west end and The Rowans? If not can this please be considered as the road is frequently full of commuters cars utilising the unlimited free parking to the detriment of residents.

(7) Local resident, (Cholsey, Papist Way)	**Concerns** – As long-standing residents of this village these proposals are most welcomed, but some aspects of this application cause us concern especially as we are residents of a property adjacent to one of the major junctions in question (Honey Lane with Papist Way) & would be directly affected by these proposals. Note: If you are not familiar with the locality, it may be beneficial to read/use the Appendix (attached at the bottom of this letter) which will assist with photographs of the locations/views, plus a map of the locality for eastbound/westbound etc. <u>Traffic & Parking</u> As we are sure you are aware, this is & has been an on-going daily safety issue in Cholsey for years. The problem is caused/exacerbated by the numerous rail commuters who park their vehicles on the roads wherever they can find a space. This is obviously done to avoid paying any parking fees for using the Pay & Display Car Park which is available at Cholsey Train Station. There is, as you know, currently a Double Yellow Lines (DYL) parking restriction at the western end of Papist Way from its junction with Station Road, which has been in force for a number of years. However, this has not removed the problem of rail commuter parking, far from it. All it has done is disperse the rail commuter parking on to the adjacent roads where parking is unrestricted, something which we fear will happen even more outside our property should the DYL system being proposed end just into Honey Lane. Rail commuters park their vehicles outside ALL of the properties on the north side of Papist Way, from the western end (from just beyond the current DYL system), ALL the way up Papist Way towards the Honey Lane junction. Further east up Papist Way past the junction of Honey Lane, the rail commuters then park their vehicles on Papist Way but on the south side of the road (opposite side to all those mentioned above), up to the restricted area of the marked Bus Stop. Beyond the Bus Stop marked area is predominantly used as on-street parking for the residents of 8, 10, 12, etc. Papist Way who park their personal vehicles (legally) on the road outside their dwellings. Rail commuters who cannot park in either of these areas in Papist Way then ‘overflow’ park in Honey Lane on the west side of the road, adjacent to the pavement.

	Traffic issues caused for local buses/passengers • The situations described above causes the local buses issues in accessing their designated marked Bus Stop area (outside 8 Papist Way), when stopping for passengers who are boarding/alighting. • Due to residents & rail commuters parking on Papist Way the larger buses cannot usually fully manoeuvre into the designated area, so cannot position the buses to be directly adjacent to the pavement outside the Bus Stop. • When buses cannot get into this designated Bus Stop area (which is clearly marked) due to the proximity of all the parked vehicles, this then causes a temporary complete blockage of Papist Way. • I have seen & encountered the local buses having to stop in the middle of the road. No vehicles travelling east or west can pass until passengers have alighted/boarded. In these circumstances I have witnessed vehicles take to the pavement (outside 57 & 59 Papist Way) in order to pass when patience is not employed! • When local buses are prohibited from fully accessing the Bus Stop area due to the close proximity of parked vehicles, this also presents issues for any elderly travellers who have to step down off the pavement onto the road & then step up onto the bus. Traffic issues caused for vehicles travelling on Papist Way & Honey Lane • The commuter vehicles parked on opposite sides of Papist Way either side of the Honey Lane junction causes a 'chicane' which congests the worst at the pinch-point of this junction. This puts vehicles travelling east & west in direct conflict (see Pictures 1, 2 & 3 of Appendix). • For vehicles travelling west 'down' Papist Way as they approach the Bus Stop these vehicles are forced onto the 'wrong side' of the road in order to pass these parked vehicles, the Bus Stop & then the commuter vehicles parked beyond & up to the dropped kerb for the farm 'track' as they approach the Honey Lane/Papist Way junction (see Picture 1). • Vehicles travelling west going 'down the hill' towards Station Road often have to stop on Papist Way directly opposite the Honey Lane junction to allow any vehicles to come up the hill who are already 'committed' past the line of parked vehicles on Papist Way (but have nowhere to pull in - especially true for oncoming large vehicles such as buses, vans or local Farm Traffic), due to the nose-to-tail rail commuter parking.

	• Vehicles which intend to turn right into Honey Lane are faced with a double safety issue. Firstly, they have to negotiate the parked commuter vehicles by the Bus Stop (Picture 1), which puts them on the 'wrong' side of the road. Then they have to 'give way' to any vehicles as described above & also have to exercise extreme care for any vehicles travelling south 'up' Honey Lane, especially those which are turning left onto Papist Way. The cause of this being that the majority of vehicles coming 'up' Honey Lane & intend to turn left onto Papist Way, pause at the Give Way markings, give a casual glance to their right to check for any traffic & then turn left… straight out into the path of oncoming vehicles coming 'down' Papist Way (who as mentioned are on the wrong side of the road as they are overtaking parked vehicles - see silver car in Picture 1). • Likewise, it is an equally potentially hazardous situation for vehicles travelling south 'up' Honey Lane towards the junction with Papist Way. At the Give Way markings, they are firstly confronted with limited/restricted/no view of any vehicles approaching from their right (travelling east 'up' Papist Way) due to the nose-to-tail commuter parking as mentioned (see Picture 2 & 3). Secondly, they are confronted with vehicles approaching from their left (those travelling west 'down' Papist Way) which are on the 'wrong side of the road' passing parked vehicles (see Picture 1, especially noting the only possible path of the silver car, which is maintaining the offside of Papist Way as it negotiates past the parked vehicles & Bus Stop). • All of the above also applies to any Farm Vehicles which travel from the local farm at the west end of Papist Way. These drive up to the junction of Honey Lane & turn right up the farm track opposite the Honey Lane junction. This is to access the farm fields on the south side of Honey Lane up to & beyond the railway tracks. I have seen & heard (screech of tyres & sounding of horns) so many near misses over the years & there have been several Damage Only Road Traffic Collisions at this junction, one which I witnessed earlier this summer – a vehicle drove west 'down' Papist Way, turned right (north) into Honey Lane & was immediately confronted by a parked car. The drive panicked & 'crashed' into the kerb of the pavement of Honey Lane. Fortunately, no pedestrians were using the pavement at the time & no vehicles other than the one being driven were damaged, i.e., it was a non-recordable road traffic collision. <u>Residents parking</u> As you can probably already appreciate, due to the daily commuter parking on both sides of our corner property, it is virtually impossible for us to actually park our own private vehicles on the roads outside of our property, especially during the day. We are fortunate that we have a private driveway, which being a corner property, is accessed from Honey Lane. But vehicle access can be severely limited by inconsiderate parking from the rail commuters, some who

	park their vehicles for more than just their daily commute - some vehicles are left in place for a week or sometimes longer! As shown in Pictures 4 & 5 we do not having clear & unobstructed safe viewing of the road, Honey Lane to enable us to pull out of our private driveway. Our view is further reduced if there is ever a van type vehicle parked either side of our driveway which cannot be seen through, round or over! This is also the case for ALL of the properties both in Papist Way & Honey Lane as can be seen from ALL of the pictures in the Appendix. Should we be travelling south on Honey Lane approaching our property intending to get into our private driveway, which constitutes pulling our vehicle into the opposing lane, we have to contend with any cars turning into Honey Lane from Papist Way which then baulk our access at the dropped kerb for our driveway entrance should any rail commuters have parked outside our property. As our property is on the corner of Papist Way at the junction of Honey Lane we have pedestrian access to the front of our house from Papist Way, but we nor any visitors or deliveries can park directly outside our own house due to the rail commuters 'free parking'. <u>Safety issues facing pedestrians at junction of Honey Lane with Papist Way</u> The hedgerows bordering the property 'Cardynham', 75 Papist Way grow at a considerable rate each year. These need to be regularly trimmed back as they not only obscure the street lighting at the Honey Lane/Papist Way junction during the hours of darkness, but when overgrown also cause limited view for any road users, pedestrians & vehicles alike, at this junction. This is a particular concern during school term times as numerous children use the pavements throughout the locality to access the Bus Stop area which is where the local School Buses pick-up & drop off. <u>General road safety issues</u> There are numerous pot-holes & general road surface deterioration in the areas around Papist Way & Honey Lane, especially subsidence to the fill-in for the trench which was dug all the way up Honey Lane for gas main supply, fitted some 15 or so years ago. Despite token gesture attempts at filling some of the pot-holes, either they have subsided further, or the existing ones have got worse.

	You should also be aware of Planning Application Ref: P23/S3015/RM from South Oxfordshire District Council Planning Department. From the proposal details contained therein it can be seen that the plans submitted are to construct 2 new properties on the land to the north side of the property named 'Cardynham', 75 Honey Lane. Within this proposal are 3 off-road parking spaces for these new properties, which exit directly onto Honey Lane opposite number 76, Hive House & 53 Papist Way (our property), thereby adding to the parking congestion & road safety issues highlighted at this junction & being just beyond the end of the new proposed DYL! (See Appendix Picture 5). Having seen that the rail commuters park wherever they can where there are no restrictions, it is entirely predictable that they will park in this area, thereby creating another road safety hazard at/nearby to the junction of Honey Lane with Papist Way. To be honest, with all of the above Traffic/Parking/Road Safety issues I am truly amazed that there have been no serious injury accidents at this junction… yet! I dread to think of the consequences of any limitations for any access for Emergency Services. As Senior Officer (TRO & Schemes) we appreciate that you will seek a Highways Traffic Report for the area around this junction (Honey Lane with Papist Way) & the village as a whole. This will, amongst other information show you recorded collisions in the area. However, this will only show reportable (KSI) or reported collisions (either via Thames Valley Police self-reporting portal, or from actual Police attendance due to highway blockage &/or vehicle/driver offences). What this report will not show you is the daily headache of hazards & restrictions outlined in this letter which are faced by residents on a daily basis & are directly affected by all the rail commuter free parking. So, in summary, we welcome in general the parking restriction amendments, but suggest that they do not go far enough & will not necessarily resolve the rail commuters parking. The new DYL system which is proposed will merely disperse the rail commuter parking into areas which are not covered within the proposal, which we fear will not provide us the courtesy as local residents to be able to ACTUALLY PARK OUTSIDE OUR OWN PROPERTY! Further to the DYL proposals, with parking enforcement having been decriminalised in the 1991 Road Traffic Act amendment, can I respectfully ask, how & who will enforce all these restrictions? We never see any parking enforcement officers in Cholsey, so who & how will the new proposed parking restrictions be 'policed'?

	With the proposed DYL system in operation outside our own property, should the non-restricted part of the road be taken up with commuter parking (entirely probable!), that would mean we can't even park outside our own property even for a minute whilst just manoeuvring our vehicles should one be blocked in on our driveway! We feel that this is unjustly penalising us as residents to have the ability to legally park our own vehicles outside our own property due to all the inconsiderate commuter parking. A possible solution to all of the inconsiderate rail commuter parking would be if the council made all of the roads Resident Parking Only & enforced it rigorously. Lastly, on the subject of 'policing', if these proposals are granted & there is a reduction in parked vehicles on these roads that will inevitably lead to an increase in speed of vehicles on these residential roads. Can I ask what contingencies are being considered to combat any speed-related issues within the village?
(8) Local resident, (Cholsey, Station Road)	**Concerns** – I have completed sections of your on-line form about several of the proposals, but not about the proposal to do away with the one hour parking restriction outside my bungalow and three other properties between Droveside & Crescent Way, which I find easier to do by email. This current parking restriction works. Parking here is only occasional and does not interfere too much with vital services. Below are the reasons I object to a change to no parking restrictions: 1. By having no parking restrictions I think that a 45 yard stretch of road between Doveside & Crescent Way would be used by commuters using the station, parking nose to tail as able. This is because the station is only a 3 or 4 minute walk away and the short walk would save a commuter £800 or so a year. 2. This nose to tail Monday to Friday day time parking would hamper emergency services accessing the abuting properties and also the re-cycling, refuse & food waste collections. The bin collections would not be able to be made from three properties, the residents of which would need to take their bins to the corner of Station Road with Droveside or Crescent Way. At these corners, after emptying the bins may be left in such a way as to restrict the vision of drivers leaving Crescent Way and Droveside, for the operatives do leave bins scattered about sometimes. (I dont think that the residents would leave their bins so as to restrict drivers vision.) Also it is a long way to expect older residents to take their bins for collection, especially on a Winters night, and to retrieve them. 3.Health & social care pickups (medical centre & day centre visits) would be difficult with the nose to tail parking as decribed above.

	4. This 45 yards of nose to tail parking would impede traffic flow along Station Road, which is a main road in Cholsey and well used. 5.This parking would inconvenience the residents of the abuting properties as they and visitors could not park there briefly.
(9) Local resident, (Cholsey, Kentwood Close)	Papist Way – **Object** Station Road – **Concerns** Wallingford Road – **Concerns** Ilges Lane – **Concerns** Honey Lane – **Concerns** Adding double yellow lines to roads where residents don't have any off street parking will negatively impact those in our community. In addition the proposals to Papist way are going to cause more people to park in crescent way and kentwood close where parking has got so bad due to the number of large vans and multiple cars within single properties that we cannot have visitors parking outside our own home, not to mention the collapse of the sewer network in Kentwood close and ripping up of the pathways due to heavy vehicles constantly being parked on them.
(10) Local resident, (Cholsey, Papist way)	Papist Way – **Object** Wallingford Road – **Support** Ilges Lane – **Support** Honey Lane – **Object** I strongly object to double yellow lines outside my house where I park my car! This is an outrage! All you will do is cause us all to park in adjacent roads and cause the problem there! When really you should be doing permit holder parking for residents
(11) Local resident, (chlsey, papist way)	Papist Way – **Object** Station Road – **Object** Ilges Lane – **Concerns** Panters Road – **Concerns**

	Honey Lane – **Object** I object to several the parking restrictions as the problems are mainly caused by station travellers parking. This should be addressed first and more parking allocated to the station in that area. When there is a train strike parking is fine and no issue. Dont penalise the residents please! By adding parking restriction you will only push the same problems further into the village. If you resolve the station parking 1st then re-asses the parking issues elsewhere would be the sensible move.
(12) Local resident, (Cholsey, Station Road)	Papist Way – **Object** Station Road – **Object** I am a resident that lives on the corner of Station Road and Papist Way. I, along with a few of my neighbours, do not have a driveway and therefore this would leave us with nowhere at all to park. Having spoken to several of these people about this concern, we have all said that, if necessary, we would be quite happy to pay for residents parking permits ourselves as we all obviously need somewhere to leave our vehicles. This is causing me alot of stress and anxiety and would appreciate you re- considering this proposal.
(13) Local resident, (Cholsey, Crescent Way)	Papist Way – **Object** Station Road – **Object** Cross Road – **Object** Wallingford Road – **Object** Rothwells Close – **Object** Ilges Lane – **Object** Panters Road – **Object** Honey Lane – **Object** The proposal does not cater for the requirements of local residents. By putting double yellow lines everywhere you will be making the problem far worse. The local residents need a residents permit scheme so that they can park freely, and stop rail commuters parking inconsiderately. This proposal will push commuters to all the side streets which have not been covered in this consultation (West End, Crescent Way etc). What Cholsey needs is 1) Resident Permit Scheme 2) for this to be properly, regularly and consistently enforced.

(14) Local resident, (Cholsey, Papist Way)	Papist Way – **Object** Station Road – **Object** Cross Road – **Object** Wallingford Road – **Object** Rothwells Close – **Object** Ilges Lane – **Object** Panters Road – **Object** Honey Lane – **Object** The parking restrictions are based largely around poor parking by rail users. Most claim they park on the roads because the car park is full. The cars parked on the roads are generally there before 7:30 when the car park is not full. It's because the road is free parking. Try Removing the parking fees at the station and see if you will solve the road parking?
(15) Local resident, (Cholsey, Papist Way)	Papist Way – **Object** Station Road – **Object** Cross Road – **Object** Wallingford Road – **Object** Rothwells Close – **Object** Ilges Lane – **Object** Panters Road – **Object** Honey Lane – **Object** Many houses in the village have inadequate or no parking available on their properties. Papist Way has the added problem of people catching trains making use of the free parking along the road. I agree that double yellow lines need to be installed in some areas to stop hazardous parking but I do think the residents of Papist Way should not be penalised because of train users. Permit holder parking would be more appropriate .
(16) Local resident, (Cholsey, Pound lane)	Papist Way – **Object** Station Road – **Object** Cross Road – **Object** Wallingford Road – **Object**

	Rothwells Close – **Object** Ilges Lane – **Object** Panters Road – **Object** Honey Lane – **Object** I understand the reasons, but for local residents, if more double yellows are added, where do we park 🤔 We have two cars, one on the drive and one on the road. If double yellow lines are in place,where do we park. By adding more yellow lines,will only push drivers who park on the road then go by train, to park somewhere else. Its the residents that will suffer.
(17) Local resident, (Cholsey, Wallingford Road)	Papist Way – **Object** Station Road – **Object** Cross Road – **Object** Wallingford Road – **Object** Rothwells Close – **Object** Ilges Lane – **Object** Panters Road – **Object** Honey Lane – **Object** You have allowed to build massive housing astate now you have to make sure those people can park. Why don't you introduce free resident parking permits for specific roads and change current parking to 30 minutes Or build proper parking for people to be able park the cars at the station.
(18) Local resident, (Cholsey, Papist way)	Papist Way – **Object** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Concerns** Panters Road – **Support** Honey Lane – **Support**

	As a resident of one of the top houses in Papist way, 5 houses here do not have any parking spaces, if the yellow lines are introduced to the top junctions, we will have no where to park with in 200 metres of our homes, totally unreasonable. Have the council ever considered a permit parking scheme.
(19) Local resident, (Cholsey, Papist way)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Concerns** Wallingford Road – **Concerns** Rothwells Close – **Concerns** Ilges Lane – **Concerns** Panters Road – **Concerns** Honey Lane – **Concerns** I live on papist way if double yellow line gose ahead will there parking for us who live on this road or will it be permit holders parking outside our house
(20) Local resident, (Cholsey, Pound)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Concerns** Wallingford Road – **Concerns** Rothwells Close – **Concerns** Ilges Lane – **Concerns** Panters Road – **Concerns** Honey Lane – **Concerns** Local residents unsafe
(21) Local resident, (cholsey, station road)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Concerns** Wallingford Road – **Concerns**

	Rothwells Close – **Concerns** Ilges Lane – **Concerns** Panters Road – **Concerns** Honey Lane – **Concerns** Parking around the village is too much for the available road space. Many roads aren't able to allow cars to pass. Putting restrictions in place to reduce day time parking from those living outside the village is a very good idea. However double yellow lines alone won't stop this, it is likely just to shunt it along the road to an unregulated area. Ideallt Residents Permits should be introduced allowing anytime parking for residents (in a zone) and limiting visitor parking to say 2 hours. This would mean residents could always park outside their homes and commuters would be unable due to the time restriction. This is simple and would have the most positive impact.
(22) Member of public, (Cholsey, WestEnd)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Concerns** Wallingford Road – **Concerns** Rothwells Close – **Concerns** Ilges Lane – **Concerns** Panters Road – **Concerns** Honey Lane – **Concerns** My neighbour, an elderly lady, has two major concerns about the new parking options. She is elderly not disabled and needs to park near the shops. Will there be some time limited spaces in the middle of the village. Parking there is already difficult so she asks that you consider the elderly or handicapped. She has lived on West End for several decades. She wishes to express that her and neighbours have ongoing problems with selfish commuters. They block the edges of her driveway or double park to the point where it's difficult to drive through the gap. She tells me there is a red round sign with car and motorcycle on it and she was told that no vehicle can enter West End or Sandy Lane unless they had a need to do so. She does not believe that parking for the train "is a need to do so". She is very upset about this. If the Station Road and The Papist have yellow lines she is worried sick that her road, her drive and her ability to be independent will be a big problem. She says that other people must be worried about the same. Thank You

(23) Local resident, (Cholsey, Westfield Road)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Concerns** Wallingford Road – **Concerns** Rothwells Close – **Concerns** Ilges Lane – **Concerns** Panters Road – **Concerns** Honey Lane – **Concerns** 'Whilst these are discrete solutions to parking around junctions which are helpful, the proposed solution will force cars down already full roads and doesn't take a holistic view of the cholsey parking problem which is causing significant traffic at the times when we need to protect the residents (notably during school bus times). This high level review needs to include: - providing designated parking / drop off zones around public transport and school areas as an alternative to the congested residential streets - increased provision for alternative transport eg secure bike storage - how to increase residential off road parking eg providing approval for dropping kerbs etc
(24) Local resident, (Cholsey, Brentford Close)	Papist Way – **Concerns** Station Road – **Concerns** Honey Lane – **Concerns** My home is in Brentford Close joined to Sandy Lane and West End. If you put more restrictions in place (which I agree with) you wiill also be moving parkers into the roads joining my house. There is a round sign on West End and on Sandy Lane which shows no cars or motorbikes unless the need access. In the 13 years I'v elived here it was only enforced in the first few years by PCSOs then it stopped. The PCSO would put a warning note on about access and if it was a train parkker they got the message. If they did it again they got a ticket. This does not happen now. There are no yellow lines in my roads. So if you stop parking on other roads then guess what they will park, You just moved the cars and the problem. This needs a thinking. A few of us thinkk permit might be a better thing
(25) Local resident, (Cholsey, West End Cholsey)	Papist Way – **Concerns** Station Road – **Concerns**

	Yes, we need better parking arrangements. I think residents permits would be a better idea as you will always have train users parking near the station. New arrangements just move the problem further along the other roads. I live in West End, parking here is a nightmare as it's used by train users everyday, sometimes for whole weekends or weeks. Brentford Close, Sandy Lane, Fairfield and West End are controlled by Access Only signs but these are ignored. The PCSOs stopped enforcing these rules as you could never prove who had a right of access and who did not. It's practically useless sign and rule. We would be better having a permit scheme for these roads. And maybe apply the same in other roads. Than you
(26) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** I don't think that your current plan is going to do anything other than further exacerbate the parking problems in the village that mostly stem from commuters using the Station. Your plans seem to put genuine residents at a disadvantage in proximity to their own homes and push commuters elsewhere in the village and other residential streets. Surely enforcing the current parking restrictions properly is the key to solving the issue of commuter parking. Nothing in your proposed plan addresses the constant pressure on West End due to its proximity to the Station. It is unsafe and emergency vehicles would have great difficulty accessing homes on West End near the Station if required. We live in the Rowans and have had our driveway blocked on numerous occasions due to Station users (Police have been involved). Station users regularly leave cars parked in West End for days/weeks due to ZERO enforcement/perceived restrictions on them doing so. Residents have nowhere safe to park as a result and have no other option but to park illegally to load/unload or leave their car overnight. It's chaos and nobody seems to care about genuine resident concerns they are the ones who are putting up with this every day!
(27) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Concerns** Honey Lane is congested. I am concerned that the new restrictions on Papist Way and Station Road will encourage commuters to park on Honey Lane causing even more problems.

	Station Road and Papist Way. West End on the corner of these roads is an Access Only Road (as are Sandy Lane and Fairfield). These have no parking restrictions and are used by communters for parking. Double parking happens daily by the Rowans and the garages. On many occasions people have left their cars for a week or more while they use the train to go on holiday. Over the past 12 years the Access Only restriction has been rarely enforced. In the past 5 or 6 years, never enforced. What is the point of this if it can be ignored. Stopping parking on adjacent roads will push it into West End. We have tried producing our own "resident badges" and leaving notes for persistent commuters explaining No Access and the impact of blocking residents and delivery vehicles. These don't work. Perhaps Residents Permits and parking restrictions are the best way forward. I would urge you to investigate this as part of your parking plans.
(28) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Wallingford Road – **Support** Ilges Lane – **Support** Honey Lane – **Support** Navigating the village safely at school start and finish times and around Tesco is becoming increasingly dangerous both as a pedestrian and a car driver. Visibility is greatly restricted, especially around The Forty. This is also the drop off point for a number of school coaches. Similarly, on Papist Way and Station Road, parking is increasing but if double yellow lines are introduced here, it will just push the problem in to West End and Sandy Lane. The number of cars parked in West End is already much higher than since the beginning of the year and the station end of West End is simply dangerous. I know of neighbours having to turn around and go back out through Sandy Lane because they can't get their vehicles through - how would an emergency vehicle get down there?
(29) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Wallingford Road – **Support** Rothwells Close – **Object** Ilges Lane – **Support** Double yellow line parking restrictions in station road and papist way will increase nuisance parking in West end which is an access only road but already regularly ignored by those parking to avoid paying at the station.

	You need to sort that parking out or organise a station shuttle service from Wallingford. Also, enforcement of the except for access rule world be appreciated as we've also had cars parking for over a week using the train to go on holidays. This has been reported on your website on numerous occasions, but absolutely nothing is done!
(30) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Concerns** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Concerned that this will push more traffic onto West End, and people ignore/ don't understand the existing "access only" restrictions. There are always people parking and using the train and they are generally ignorant of the restrictions. This area seems to have been ignored in this consultation. Need to ensure that there is sufficient parking for residents, recognising that many of the locations which are due to have double yellow lines on them do also have residents parking in these areas. All of this is only useful if there is enforcement - the existing double yellow lines are ignored, and non-residents park on West End; there is no effective way to discourage this is there is no enforcement
(31) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Concerns** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Changes to Papist Way, and Station Road are going to force more cars to park in West End. Despite being an access only road West End and The Rowans are plagued with cars parking for the station day and night, constantly being

	blocked in or out of driveways and inconsiderate parking blocking emergency vehicles. These plans are going to make parking in West End, The Rowans, Sandy Lane and Brentford close even worse. There is never any support for resident parking, and no support when we cant get our own vehicles on and off our driveways, let alone parking outside our own homes.
(32) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Honey Lane – **Support** I live in West End where I see traffic slowly increasing from commuters using the road for parking. With all these new restrictions in roads close by, this will only force the traffic that parked in these streets into West End. Why is nothing being done to restrict the parking in West End?
(33) Local resident, (Cholsey, West End)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Honey Lane – **Support** Newly imposed changes on Station Road / Papist Way are good. But these only solve the problem of parking heading up Papist Way to the top of Cholsey. And Station Road helps the problems heading into the village. My family live in West End. We have round signs with cars and motorbikes which say access is restricted. The police stopped patrolling in about 2015. Parking is a nightmare, the sign is as good as a chocolate teapot. I've looked the council website and you won't enforce it either. I pasted the text below. So if the changes go ahead the roads off West End etc will become more congested, a new car park!!!!! Oxfordshire County Council enforces parking in Oxford under the Traffic Management Act 2004. PCNs will be issued to vehicles observed parked in breach of a restriction. The types of illegal parking we enforce include vehicles parked: on single/double yellow lines in a permit bay without displaying a valid permit in a pay and display bay without a valid ticket on display in a disabled bay without displaying a blue badge

	for longer than permitted outside of the bay markings in a suspended bay in a place not designated for that class of vehicle in a loading bay without loading on a pedestrian crossing or on zig-zags in a cycle lane on a bus stop/stand on a clearway.
(34) Local resident, (Cholsey, Sandy Lane)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Concerns** While I applaud the effort to improve parking and safety I am afraid you have missed out a key section of the village right next to the station and which has terrible parking and double parking problems. These roads are Fairfield, Brentford Close, Sandy Lane, West End. These roads are like car parks for commuters. There are no yellow lines or restrictions. A legacy sign prohibiting access for others than residents is a waste of time. How do you monitor who is or isn't allowed access. If you put restrictions in place elsewhere you push all those cars into the ones I mentioned. You have to address how you will make sure this doesn't happen. I would be happy to pay fifty quid a year for a permit to stop these travellers blocking our streets, taking our spaces and providing hazard to our children.
(35) Local resident, (Cholsey, Papist Way)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support**

	Honey Lane – **Support** Good solutions especially on the main routes through the village. Concerns - Preventing some of the parking next to the station on Station Road and Papist Way is a good move forward. But... There are un-enforced restrictions (Access Only) in the roads opposite West End and the roads leading off it. Neighbours tell me that train customers park there because they can; they can't get booked because the council or police don't know who is really using this road correctly. A problem that needs a fix or you will have just moved cars not solved parking.
(36) Local resident, (Cholsey, The Rowans)	Papist Way – **Concerns** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** These proposals need to be considered in the context of the situation on West End and Sandy Lane (and adjoining roads such as Brentwood Close and Fairfield). This area contains no visible parking restrictions on the roads themselves but is nominally controlled by signs indicating 'no motor vehicles except for access' at the entrances to West End and Sandy Lane, which in theory should mean that no vehicles should enter this area, let alone park, unless accessing one of the properties. However these signs are generally ignored, probably because they are not noticed by drivers. The area's proximity to the station means that it is therefore routinely used by people parking to use the station, and there is no check or control over this by traffic wardens or the police, meaning that local residents, many of whom do not have access to off-road parking, are often unable to park on these roads. The proposed amendments to restrictions on Station Road and Papist Way are likely to push more drivers into parking illegally on West End and Sandy Lane, making this problem worse. Unless a resident's permit scheme is introduced, which would be the best solution, more needs to be done to manage illegal parking in this area, perhaps by installing improved signage if there are no resources available to actively police or monitor the area.
(37) Local resident, (Cholsey, Papist Way)	Papist Way – **Concerns**

	Double yellow lines outside my property will mean we have nowhere to park as we have no driveway unlike other neighbours. What are we supposed to do!!
(38) Local resident, (Cholsey, Station Road)	Station Road – **Concerns** As resident of Station Road, having DYLs outside our house would make a big difference to our experience living in the village, as we regularly have people park over the drop curb for our driveway, making it difficult to get in/out of the driveway. We would request that double yellow lines are extended the full length of station road to help alleviate this issue, and I'm sure we are not the only residents with this problem.
(39) Local resident, (Cholsey, Station Road)	Station Road – **Concerns** Please double yellow BOTH sides of the road. People park dangerously near the station and junctions making crossing difficult for pedestrians. If residents don't have driveway parking they should have considered this when buying a house.
(40) Local resident, (Cholsey, Station Road)	Station Road – **Concerns** Wallingford Road – **Support** Ilges Lane – **Support** My main concern with the double yellows at station road is that they are not following the whole way through. As a resident of station road, by the Forty, we already suffer with ill thought out parking that makes it incredibly difficult to get in and out of our drive. There have been multiple near misses with all members of the household due to the parking and one minor accident whereby someone on a bike hit my fathers car due to overtaking all of the parked cars as my father tried to stop and pull into our drive. Being opposite the bus stop I feel that it should be required that double yellow lines opposite the bus stop as well as all of the proposed yellow lines on Station Road. Aside from it being incredible difficult to pull in and out of our driveway when cars are parked on either side (which one side of our drive not even being a full cars length between our drive and next door), it is also not safe for pedestrians and people trying to cross the road from the bus stop. This is something that we have already requested in the past and were informed that this would only happen as part of a larger consultation and I feel that that time is now. It would be important to have enforcement of these double yellows as well.

(41) Local resident, (Cholsey, West End)	Station Road – **Object** Wallingford Road – **Object** Station Road and Wallingford Road are so busy there should be no parking at all.
(42) Local resident, (Cholsey, Station Road)	Station Road – **Object** Wallingford Road – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** The proposals I support are because they sensibly restrict parking at junctions and along a stretch of the Wallingford Road which is busy & needs an unrestricted flow of traffic.
(43) Local resident, (Cholsey, Brentford Close)	Papist Way – **Support** Station Road – **Concerns** Wallingford Road – **Support** Ilges Lane – **Object** I have concerns about the parking on station road and Ilges lane, if parking on Station road is made more difficult the issue will be pushed in to the narrower side roads such as west end/sandy lane and droveside. Additionally I have seen a number of cars starting to park in Westfield road, close to the bridge, if this should rise it would make the approach very dangerous. Parking for tescos is awful on Ilges lane, but restricting it will not help people that need to pop in as they pass, more likely they will pick up bits elsewhere, this runs the risk of the shop being underused and calling into question it's future. Would a residents permit scheme not be better, all roads are no parking for more than an hour, without a permit displayed and pay and display in some key areas for the station. All homes can register all their vehicles so no locals are inconvenienced but then street parking can be fully enforced and funded by the pay and display.

(44) Local resident, (Cholsey, Wallingford Road)	Papist Way – **Support** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Honey Lane – **Support** Supporting the proposal at the junction of Cross Road and Wallingford Road: this junction has been a serious safety hazard for years. Parking in Wallingford Road opposite the junction forces northbound traffic onto the wrong side of Wallingford Rd at the junction, creating a hazard for traffic turning left out of Cross Road. The same parking blocks the sight lines from our driveway (5 Wallingford Rd) so that entering and leaving are very hazardous. We have had several near misses. Supporting the proposal at the junction of Honey Lane and Papist Way: dangerous parking around this junction again forces traffic to the wrong side of the road, where sight lines for traffic emerging from Honey Lane are poor. I am concerned at the proposal to remove no-waiting restrictions from BOTH sides of Station Road between Sandy Lane and Papist Way. The freedom to park on both sides of this section will inevitably lead to dangerous obstructions and bottlenecks. There should be no waiting at any time on one side of this section - the western side, where all houses have drives and forecourts.
(45) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Concerns** Panters Road – **Support** Honey Lane – **Support** Support more double yellow lines on junctions throughout village. I very much do not support the removal of the single yellow line, restricted parking, in Station Road & Papist Way. The reason the single yellow line was installed was to stop people using the trains from parking all day, often causing problems

	For buses & large vehicles & residents accessing their property's, if these restrictions are removed common sense tells us that this problem will return. I also have concerns that the narrow sections of Ilges lane are not included to have double yellow lines installed as when vehicles park here it restricts access for emergency vehicles. Are these parking restrictions going to be policed because if not it's a complete waste of time. Many drivers do not adhere to the restricted parking, especially around The Forty & parking behind the yellow lines at the Papist Way & Station Road junction. I expect I am wasting my time writing this.
(46) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** I support existing proposals but would support double yellow lines on both sides Station Road near the station. It is sometimes extremely difficult to get out of my own drive because of inconsiderate parking by local residents (claiming spaces and being extremely rude if my visitor happens to park, quote "In my space" (polite transcription) and station users parking for days on end.
(47) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** My concern about introducing unrestricted parking on Station Road between the garages and Papist way, is that it will still encourage commuter parking: can't residents only parking be an alternative for that stretch?

(48) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Concerns** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** I live on Station Road. I know that our road is used for commuters who are unwilling to pay for parking at the train station (I've audited a few cars parking up and then checked to see if there are spaces in the car park). This limits space for residents to park outside their own properties, irrespective of the (currently relieved) parking restrictions. Instead of imposing restrictions with double yellow lines why can't the roads adjacent to the train station be restricted to resident only parking? I believe this would reduce the number of cars parked up on Station Road to reduce the risk of obstructions and hazardous obstacles, whilst allowing for residents to park with permission outside their properties - particularly the ones who don't have access to off road parking/driveways.
(49) Local resident, (Cholsey, Papist Way)	Papist Way – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Cars parking at the junction of Papist Way and Honey Lane makes this very hazardous. Vehicles travelling west are forced to the right of the road at exactly the point that southbound traffic on Honey Lane is emerging from the give way junction. I live nearby on Papist Way and have experienced and seen near-misses here on a weekly basis. Although parking opposite the junction is already in violation of the Highway Code, people still park there. Double yellow lines are much more likely to be effective. There is a similar issue at the Panters Road and Ilges Lane junction, albeit with lower traffic flow rates.
(50) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Object** Cross Road – **Support**

	Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Parking in Cholsey is a problem due to people parking inconsiderately so I object to removing the yellow lines parking restrictions Between Droveside and Crescent way as this will allow commuters to park there all day leaving their cars parked while they catch the train to work, this can cause traffic chaos. In the past before the restrictions people left their cars both sides and the buses cannot get through. There have been instances where the driver would then knock on our door as well as neighbours to see if it is our cars which car causing the problem. People have also left cars there over weekends and longer while they go away on a brake. It can also cause problems for emergency services when they are allowed to park on both side because they cannot get through
(51) Local resident, (Cholsey, West End)	Papist Way – **Support** Station Road – **Support** Cross Road – **Concerns** Wallingford Road – **Concerns** Rothwells Close – **Concerns** Ilges Lane – **Concerns** Panters Road – **Concerns** Honey Lane – **Support** I fully support that something needs to be done with regards to Papist Way, Station Road & Honey Lane as commuter parking on these roads are a nightmare. With regards to the other roads I have concerns as by restricting certain areas on these roads then you are just moving the problem to other roads within Cholsey. I am referring to West End, Cholsey specifically as even though this is classes as an 'access' road, we get commuter parking on a daily basis and also people who go on mini weekend breaks and also those parking up for one, two or even longer stays, which I'm guessing is going away on their holiday. Therefore, I believe a wider area should be looked at to stop commuter parking. However, you will never rid Cholsey of the parking whilst we having a railway station in the village. Why can't British Rail look to finding more parking for commuters.

(52) Local resident, (Cholsey, Cross Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Concerns** Wallingford Road – **Concerns** Ilges Lane – **Concerns** Panters Road – **Support** Honey Lane – **Support** My concerns relate to Properties on the roads concerned that have no driveways. Maybe a residents permit should be introduced
(53) Local resident, (Cholsey, Chequers Place)	Papist Way – **Support** Station Road – **Support** Cross Road – **Concerns** Wallingford Road – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** The options I have selected support the parking is very poor and actually dangerous. People along those areas either have drives and to many vehicles or just don't use them. The only concern is for crossroads as Soha will not allow residents to install driveways (we have tried)
(54) As a business, (Cholsey, Wallingford Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Concerns** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support**

	I am for sorting out double yellows on Wallingford Road. It is so dangerous on the bend by The Treehouse School.
(55) Local resident, (Cholsey, Crescent Way)	Papist Way – **Support** Station Road – **Support** Wallingford Road – **Concerns** Ilges Lane – **Support** Honey Lane – **Support** It is close to where I live and can be dangerous, plus I think you should include CRESCENT WAY/STATION Road as this is also bad, its close to teh station so people park and often block my driveway
(56) Member of public, (Cholsey, Wallingford Road)	Papist Way – **Support** Station Road – **Support** Wallingford Road – **Concerns** Ilges Lane – **Support** Honey Lane – **Support** Cholsey's expansion over the past decade has brought with it increased traffic, especially in rush hour. Down Wallingford Road, between 7-9am and 5-7pm traffic is especially heavy, and parked cars create jams, delays and frustration. No provision seems to have been made for the impact of this increase - but I'm not sure parking restrictions are the answer. Here are my suggestions based on my knowledge of Wallingford Road and the station area: 1) Cars need to park somewhere and not all the houses on Wallingford Road have drives. I suggest some of the parking space at the Red Lion car park or Memories of Bengal be freed up for locals. The space is empty much of the time and would bring cars off the road. 2) School run traffic could be improved by making kids walk to school instead of giving them lifts. Or improve local bus services. 3) I know it's difficult to reschedule bin collections but they often clash with rush hour, so would suggest that bin day collections on Cholsey's busiest routes take place either pre- or post- rush hour. 4) Parking at the station could be expanded and made cheaper, which would encourage more people to park there and not in nearby roads. The cost of parking there is an additional extra expense when more people should be encouraged to use trains (which are already expensive).

(57) Local resident, (Cholsey, West End)	Papist Way – **Support** Station Road – **Support** Ilges Lane – **Concerns** Honey Lane – **Concerns** West end needs to be included
(58) Local resident, (Cholsey, Wallingford Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Concerns** Honey Lane – **Support** Roads are becoming too full with parked cars in dangerous areas.
(59) Local resident, (Cholsey, Brookside, Honey Lane)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Honey lane is horrendous and waiting for an accident. Heavily parked right up to the bend at brookside. People cannot get round into brookside safely as cars are regularly parked on the corners and regularly 2 to 3 cars as you enter

	brookside, parked half up on pavement. and cars park opposite the junction. All very dangerous. Cars speed up and down screeching their breaks to oncoming traffic. Brookside entrance is used as an overspill from the SOHA housing car park just inside brookside. We family cant park outside on road its choka block. Locals trying to get in and out of brookside from honey lane are fed up and it's dangerous. We need yellow lines in honey lane particularly at the junctions. Cars regular use brookside for turning and vision isn't good. Yellow lines yes please!!! Traffic control!!!
(60) Local resident, (Cholsey, Papist Way)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Visibility at junctions in the village is very poor, and this creates difficulties not just for cars but also for cycling with children and pedestrians when walking to / from school and other activities in the village.
(61) Local resident, (Cholsey, Reading Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** I support these proposals on Papist Way. However, the free 'no restriction' parking on Reading Road past the current restrictions is causing a real issue at the moment with large lorries and other vehicles parking there - causing dangerous driving. I would ask you to consider extending the current yellow lines further along Reading Road in front of the cottages up to number 19 Reading Road.

(62) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** I feel that provided these restrictions are indeed enforced, then this is a good start to update Cholsey's road transport system.
(63) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** As a local resident and volunteer driver I spend 2 - 3 hours a day picking up and dropping off old people at the homes throughout the village. Anything you do to reduce unsuitable parking and make the village safer has to be applauded. I thought my experiences might help you with some everyday challenges. The T-Junctions on Papist Way with Celsea Place, Downside and Honey Lane almost without fail have cars parked opposite the junctions and this is the main route through the village. Pulling out onto Papist Way with lots of cars, main bus route, main lorry route and cycles cause near misses. The length of Honey Lane is very restricted in places and has parking on both sides at residents discretion. Parking on one side only would be safer.

	Ilges Lane for Tesco up to the junction with Cross Roads is very narrow and if a larger vehicle landrover etc is parked you have to use the residents driveways oppostite as a passing refuge. Changes to Station Road will help with my pick up and drop offs. Brookside is ok as it has restrictions. I often have problems with Crescent Way and Buckthorn Lane as they are curved roads and parking is often on bends. A nightmare is trying to do the loop from Sandy Lane off Station Road running road into West End which exits by The Rowans and onto the cross roads at the station. I believe a restriction applies, but it's these trips I hate doing. Cars are double parked, my old folk are blocked in, there are no gaps for me to pull over while I load or unload. I've had to reverse up the road while a van tries to squeeze thorugh the gaps. I understand that parking here is a big issue for homeowners. If you could consider doing something with the junction of Church Road and Marymead that would be amazing. You take you life in your hands trying to navigate old people arriving at or leaving the Day Centre at the same time as the two schools. I am sure the Day Centre Manager and School Headteacher could share the horror stories. Not sure how much this helps but I thought i'd share.
(64) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Please expand the proposed double yellow lines to The Forty. With the bus stop, roundabout and village centre all around the roundabout, visibility when crossing the road, pulling out of driveways, etc is very poor and dangerous. Cars will often park halfway over our driveway. This is extremely dangerous. It's only a matter of time until there is n accident either involving vehicles or pedestrians.

(65) Local resident, (Cholsey, Station Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Cars often parking dangerously
(66) Local resident, (Cholsey, Brentford Close)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Parking in the village has got terrible.
(67) Local resident, (Cholsey, Church Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Avoid dangerous parking

(68) Local resident, (Cholsey, Droveside)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** On road parking often cause dangerous situations for both pedestrians and motorists and especially raise concerns for children I personally welcome restrictions on the parking in the village
(69) Local resident, (Cholsey, Ilges Lane)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Parking in cholsey for the train station is getting stupid, the village is becoming a Slalom course, people accelerating to get past cars that people have left while they get on the train with no care to the village, I won't be long before someone is hit by a vehicle, there is ample space to extend the current car park!
(70) Local resident, (Cholsey, Old Timber Yard)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support**

	Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Completely support as a resident of old timber yard we have had 2 crashes trying to get out of our road. It's dangerous and the road needs looking at urgently. Next step is enforcing it as otherwise no one will listen… maybe then we can look at speed limits across Cholsey too?!
(71) Local resident, (Cholsey, Wallingford Road)	Papist Way – **Support** Station Road – **Support** Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** Honey Lane – **Support** Cholsey is very congested. Traffic affects children walking to school with parked cars making it very difficult for children to cross. It also affects local businesses, for example, a farm in the village (Papist way) which has difficult with access due to commuter parking.
(72) Local resident, (Cholsey, Wallingford Road)	Wallingford Road – **Concerns** Ilges Lane – **Concerns** Regarding Ilges Lane, my assumption is that the traffic is mainly related to people using the shops. It should be possible for people in Cholsey to walk to the use these shops as long as there is provision for disabled parking. However, there may be people who cannot walk to the shops but do not have a blue badge and I'm concerned about parking provision for them. As a resident of Wallingford Road, with a largish drive, double yellow lines on the road would not affect my or my visitors' ability to park. However, I think most people who park on Wallingford Road are residents of properties (perhaps with the exception of morning and afternoon school traffic) without off-road parking or with very limited off-

	road parking so I'm concerned about where they would park. Surely this just pushes the problem to somewhere else in the village. I do not find the parked cars bothersome and I'm sure they force cars to slow down. I'm very concerned that without parked cars, the speed that traffic travels would be faster.
(73) Local resident, (Cholsey, Wallingfrod Road)	Wallingford Road – **Concerns** Overall, we support the introduction of restictions on wallingford road and the proposed scheme. Our specific concern relates to the section of proposed yellow lines adjacent to the junction of cross road on wallingford road. We have a drive way access that falls within a very short section where it appears there is a gap in the double yellow lines between 11 and 17 wallingford road. It has become a particular problem lately of irresponsible parking restricting access to our drive. It is hard to see from the plan provided the exact distances but we would like to ensure that the addition of the double yellow lines do not exacerbate the current problem of cars parking across our access. We would thus prefer that the section of double yellow lines adjacent to the junction of cross road are extended a few meters to cross our access to at least the passage between number 13 and 17 wallingford road.
(74) Local resident, (Cholsey, Wallingford Road)	Wallingford Road – **Object** I am a resident of Wallingford rd, in the area proposed for addition of double yellow lines. I park in a driveway on the southern side of Wallingford rd and am not required to park on road. However, I believe several factors need to be considered that are not mentioned in the proposal or the reasons, and am overall opposed to the placement of double yellow lines without follow-on actions. Wallingford rd is a busy route through the village. On street parking along the proposed stretch of double yellow is predominantly on the north west side of the road, with the south east being kept clear. Parking is almost exclusively used by residents, typically those living on the northern side of Wallingford rd. The current parking arrangements have a traffic calming influence, with cars driving at a reduced speed along the south-eastern side of the road through the stretch covered by the proposal, giving way where required. Loss of this impact may lead to increased speeds along this stretch of road with associated hazards for those pulling into and out of driveways and also increase speeds further along the road close to the centre of the village. As Cross Rd and Rothwells Close join Wallingford rd from the southern side, they are not substantially impacted in terms of visibility by parked vehicles on the northern side of Wallingford rd.

	Subjectively, I believe it would be substantially more difficult for most of those living in the affected area to park in their driveways with both sides of the road free of parking. The present arrangement allows those who must reverse park to do so without reversing across a lane of oncoming traffic for the majority of the stretch. Please note that the majority of off street parking in place at present requires reverse parking to safely exit the driveway. This would still be necessary with double yellows as significant sightline obstructions exist apart from parked cars (for example bushes and hedges). Recommendation 1: A system of calming should be implemented on Wallingford rd if the present arrangement is changed to avoid a new hazard to those entering or departing driveways and to avoid increased vehicle speed close to the village centre. Additionally, for those living on the north side of Wallingford rd in the affected area, most houses are terraced with limited off-street parking, with at most 1 available space. Removal of the ability to on-street park will inevitably displace this parking elsewhere. Those affected will have two options: a) park closer to the centre of the village along Wallingford road, an area currently largely free of parking, or b) park along Cross Rd. If residents exercise option a) that will clearly create the same issue as being solved by the proposal, but several hundred meters closer to the village centre. In addition, both sides of the road are suitable for parking further towards the centre, likely leading to reduced visibility and increased traffic flow issues as residents inevitably park on both sides. As both sides may be used, an increase in residents crossing the road at rush hour may be present as they cross to and from their vehicle to residence, leading to an increase of cross-street pedestrians without provision of a pedestrian crossing. Option b) would see a road that is routinely at capacity have to cope with an additional burden, especially given that additional houses are currently being constructed along Cross rd close to Wallingford rd in the area most likely to be affected by parking overspill. An increase in traffic departing Cross Rd onto Wallingford rd at rush hour would also result (see recommendation 3 below). Most importantly, use of Cross Rd would lead to all residents of Wallingford Rd using Cross Rd for parking being forced to cross 2 lanes of traffic, with likely increased speeds and no pedestrian crossing.

	Recommendation 2: Removal of on-street parking used by residents should not be considered until alternate parking arrangements and pedestrian crossings to those arrangements are provided. As Cross Rd is on the inside of the bend of the affected area of Wallingford Rd, visibility is restricted for traffic pulling out by hedges and fences. If parking is removed along Wallingford Rd and traffic speed is increased, an increased likelihood of collision between crossing traffic departing Cross Rd and through traffic on Wallingford Rd will exist. This will be further exacerbated by traffic parking closer to the centre of the village past the Cross Rd turning, reducing visibility from the left. Recommendation 3: Consideration be given to traffic control at the Cross Rd/Wallingford Rd junction prior to implementation of double yellow lines on Wallingford Rd.
(75) Local resident, (Cholsey, Wallingford Road)	Cross Road – **Object** Wallingford Road – **Object** I am a resident of 27 Wallingford Road, & currently park in front of our property. Under these plans we will have double yellow lines in front of our home so will be unable to do so any longer. I understand the need to ease congestion on a road only getting busier, but taking away the right to park in front of our home will be a major inconvenience to us. Adding to this - the other restrictions coming in would also further limit where else we could put our car in the village as an alternative. The only current alternative to parking in front of our house (without it being a ridiculous trek) is to park in front of other people's homes either on Wallingford Road or Cross Road. I notice the current Wallingford Road plans would also remove at least 2 of the approx 3 current spaces available in front of 15-19 Wallingford Road (the only other place to park near our house that isn't a dropped kerb or in front of a driveway). I would imagine this to be a major inconvenience to a number of residents of Wallingford Road as well as us. The other alternative is to park on Cross Road. I do this sometimes to avoid parking on the busy main road if convenient. But I have a couple of times had residents of Cross Road mention to me that they would rather I didn't park there as it's limiting their own spaces. Hence why taking away our ability to park in front of our own home is a concern. When parking on Cross Road I do try and park in spots not immediately in front of other people's houses but at times this is unavoidable. With two new houses being built on Cross Road currently, the available spaces will reduce further if double yellows are introduced on the junction with Wallingford Road next to the Indian Restaurant -

	the only other place the 3-5 cars that regularly park on the Wallingford Road areas would realistically be able to move to, should these plans be accepted. I hate being a NIMBY on things like this and recognise there is a congestion issue - but where on earth is the consideration for existing residents currently using the already limited parking spots? Where am I & the other Wallingford Rd residents supposed to put our cars if you are taking away around 5-7 spots on Wallingford/Cross Roads? Re: the other road plans - I've stayed neutral above because I'm not a resident there so don't feel qualified to comment.
(76) Local resident, (Cholsey, Wallingford Road)	Cross Road – **Object** Wallingford Road – **Object** Rothwells Close – **Object** Although some residents on Wallingford Road, Rothwells Close and Cross Road have driveways, most of these only cater for one car. However, as all properties have multiple bedrooms and are therefore family homes, most houses have at least two cars. Therefore there wouldn't be adequate parking for the houses on these roads if double yellow lines were introduced. For example, residents on Wallingford Road would have to park quite a significant walk away from their homes (either further down Rothwells Close or Cross Road), which would impact the resident parking on these roads i.e. the problem would just be pushed elsewhere. Wallingford Road residents would then also have to cross the main road with children, push chairs, heavy shopping bags etc. just to get to their houses. The current parking and waiting arrangements on these roads is not a problem so should be left as it is.
(77) Local resident, (Cholsey, Cross Road)	Cross Road – **Support** Wallingford Road – **Support** Rothwells Close – **Support** Ilges Lane – **Support** Panters Road – **Support** The village is growing in size and parking is difficult in certain areas. It is also a rat run from Wallingford to the Blewbury road. Having designated yellows will help keep parts of the highway uncongested.

(78) Local resident, (Cholsey, Ilges Lane)	**Support** – Ilges Lane junction with Panters Road (where I live), PERFECT. Papist Way at junction with Honey Lane, PERFECT Station Road between Sandy Lane and Papist Way. I suggest that to allow visitors to the current and ex-Council houses on the east side of the street that the absolute 'no parking' double yellow lines shown on your plan be amended to include two zones with single yellow lines with parking restricted to outside of the hours of 8.0am to 1.0pm. Currently the parking is time bar restricted along that road but I suspect it is not enforced just as it is not enforced outside Tesco's on the bend by the roundabout. Can speed bumps be installed along the road outside of the Red Lion?
(79) Local resident, (Cholsey)	**Support** – I wrote to the Highways Authority some 10 years ago pointing out that the junction at Cross Road/Wallingford Road was highly dangerous. The answer was that yellow lines were too expensive!!!! I am very pleased therefore that now yellow lines are being given serious consideration. I highly recommend that they are put in place before a fatal accident occurs.
(79) Local resident, (Cholsey, Papist Way)	**Concerns** – would like to kindly note that our house is more or less the only property (to my knowledge) on Papist Way without off street parking / a driveway. If these restrictions were to be implemented could you please advice on how parking outside our house could be safeguarded (maybe a residents parking zone). We are becoming increasingly frustrated with Station commuters parking outside our house and very often we are having to park up to 50m from our house since a commuter has taken our spot. Quite often people do park outside our house for days before coming back to collect their car.

Division(s) affected: *Henley*

CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 JANUARY 2023

HENLEY-ON-THAMES: PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of various parking controls in Henley-on-Thames as advertised.

Executive summary

2. Officers from the County Council have worked closely with a working group at Henley Town Council specifically set up to look into addressing parking problems within Henley.

3. The resulting package of measures that have been brought forward include a mixture of parking controls including no waiting restrictions and parking places restrictions better manage parking amenity for residents and local businesses.

4. No waiting restrictions (double yellow lines) have been promoted at various locations to help improve traffic movements and visibility at junctions, and access to local bus stops.

5. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Conduent as the town falls within the Civil Enforcement Area for South Oxfordshire.

6. The report presents responses to the statutory consultation on the proposed parking controls, as shown in **Annex 3.**

Sustainability Implications

7. The proposals would help facilitate the safe movement of traffic and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial and Staff Implications (including Revenue)

8. The scheme for Henley-on-Thames is being funded through Community Infrastructure Levy (CIL) contributions which have been secured to deliver parking improvement projects in South Oxfordshire. There are no implications for Oxfordshire County Council revenue or capital budgets.

Equalities and Inclusion Implications

9. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on single and double yellow lines and in permit holder/time limited bays without restriction.

Formal Consultation

10. A public notice was placed in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Henley-on-Thames Parish Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Henley-on-Thames division.

11. A letter was sent directly to approximately 942 properties in the affected areas, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

12. A total of 88 responses were received via the online survey during the course of the formal consultation, and the summary tables shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

13. Additionally, a further 37 emails were received, with the majority objecting to the proposals for Harpsden Road (14 emails). Further emails were received in response to the proposals for the Greys Road / Greys Hill / Church Road proposals with six objections. A Lesser number were received for proposals in Orchard Close/ St. Andrews Road, Friday Street, Bell Street Reading Road, Market Place and Mill Lane.

14. A representative of Thames Valley police has responded to confirm that they have no objections to the proposals.

15. A representative of Thames Travel has raised concerns about the proposals for time limited bays on Hart Street which in their view could hinder bus services. However, in general they are supportive of the proposals, in particular the changes to Reading Road and access to bus stops in the area.

16. Henley on Thames Town Council has confirmed that they fully support the planned schemes, as they worked closely with Oxfordshire County Council to formulate the proposals.

17. The individual responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

A. Proposed No Waiting restrictions:

18. The proposals include the introduction of no waiting restrictions (double yellow lines) at a number of locations to ensure safety and access is maintained for all road users. For the majority of the sites, this includes restrictions around junctions in heavily parked areas, or extension of restrictions where it is felt allowing parking impacts of vehicle movements and road safety.

19. It should be noted that a standard drafting format has been used in the public notice for the proposals, that describes dimensions around junctions to include the length of carriageway across the junction itself. It is clear from some respondents either misinterpreted the extent of the proposals, or requested clarification as there was a perception that the loss of parking was greater than the extents being proposed.

20. The feedback from the consultation for this element of the proposal was a majority against restrictions being introduced. The main concerns were around the loss of parking for residents and the potential for displacement into other areas.

21. However, 5 comments were received that generally supported restricting parking around junctions to make it safer.

Harpsden Road

22. The highest number of objections/ comments (49) related to the proposals for Harpsen Road and adjoining roads. This is an area of mainly terraced housing with many properties not having access to off-street parking.

23. Many of the objectors highlighted that there was an existing problem in the area with parking capacity and the proposals would make the situation worse for residents trying to park near their properties. The justification for the proposals was also questioned as a number of respondents (3) felt that there wasn't a safety issue.

24. To counter the proposals, 8 comments were made that suggested the county council should be focusing on reducing speeding problems by considering traffic calming or speed limit changes.

25. A small number of respondents suggested that a resident's parking scheme was required in the area.

Officer response:

26. The proposals to restrict parking around junctions have been proposed to serve a number of purposes including increasing visibility at the junctions, ensuring pedestrian dropped kerbs are not obstructed at crossing points and to ensure access is maintained.

27. The lengths of restrictions have been kept to a minimum to limit the impact on parking amenity within the area, however it should be noted that there are rules for motorists within the highway code that give guidance to road users about parking close to junctions and hazards.

28. When consulted, the Town Council did not support the idea of plans for residents parking being included within the package of proposals. Although it would not be possible to consider further measures within this report, officers will monitor the impact of any changes and work with elected members to bring forward further amendments if required.

Greys Road, Greys Hill / Church Street

29. In response to the proposals the highest number of comments (13) related the loss of 2 parking spaces for residents and the justification of the proposals, which respondents felt was not needed.

30. A secondary point made by respondents related to the enforcement and maintenance of existing restrictions, which if acted upon would negate the need for further restrictions.

31. A total of 3 comments were received that supported the proposals, which saw the restrictions as being necessary at these locations.

32. There were further requests from a small number of respondents for a residents parking scheme to be introduced.

Officer response:

33. The extension of the restrictions at this location are required to ensure that larger vehicles including refuse lorries can safely manoeuvre around the junction and so vehicles can pass safely around the bend. Any existing maintenance of existing restrictions will be addressed as part of the package of works for the scheme.

34. Although it would not be possible to consider further measures within this report, officers will monitor the impact of any changes and work with elected members to bring forward further amendments if required.

Orchard Close / St. Andrews

35. The proposal at this location includes no waiting restrictions around the access to Orchard close to improve visibility and access. In response there were 3 comments in support of the changes.

36. Other comments included that the proposals would reduce parking for residents making existing issues worse, encourage speeding and rat running and the county council should be looking at other road safety measures.

Officer response:

37. The proposals are required at this location to ensure safe visibility around the junction and the extent of the restrictions has been kept to a minimum to limit impact on parking amenity within the area.

Mill Lane

38. The proposals have been brought forward for no waiting restrictions in this area to ensure access is maintained along the road and to address existing reported problems of parking around accesses and on verges.

39. In response to the proposals 5 comments have been received that state that the proposals are either not required, or the extent of what has been proposed goes too far.

40. There were concerns raised that the loss of parking could cause problems in other areas and have a negative impact on local businesses and visitors to the area.

41. There has been 1 response in support of the proposals, which felt that parking in this area needed to be better regulated.

Officer response:

42. The proposed introduction of waiting restrictions in Mill Lane have been requested by the Henley Town Council parking working group who have cited problems with excessive parking within this area.

43. Some sections have been left unrestricted to allow parking for local businesses and visitors, but the areas identified are required to ensure that the road remains unobstructed and safe for all road users.

Reading Road

44. A single response was received which specifically mentioned the proposals for the Reading Road. This was on the basis of loss of parking for residents and the potential for displacement in the vicinity.

Officer response:

45. The proposed restrictions at this location are required to ensure the flow of traffic along the road is not obstructed and to aid the movement of buses into bus stops.

46. It should be noted that the proposals are supported by Thames Travel who operate bus services in this area.

Queen Street

47. The minor amendments to waiting restrictions in this area include the change from a single yellow line restriction (Mon-Sat, 8am-6pm) to a no waiting anytime restriction in short sections around the conservative club.

48. Two responses have been received objecting to the proposals on the grounds that is presents as a loss of valuable parking spaces outside the hours of operation of the restrictions.

Officer response:

49. The proposals for no waiting restrictions are being promoted to rectify an historic issue where single yellow lines are in place on sections of road where there are vehicular accesses to off-street parking areas. The objective of the change is to ensure these areas are kept clear for their use.

B. Proposed goods vehicle loading only bays – Bell Street:

50. In discussions with the Town Council, the proposals include a change to existing loading only bays on Bell Street, to make them only available to Goods Vehicles only. This is in response to complaints about enforcement of the bays which is more difficult if they are available for use by any road user.

51. In response we have received 2 responses, with one in objection and another raising concerns that the same proposal should be applied to bays in Duke Street.

52. The single objector has raised that these bays are vital for dropping off supplies and pushchairs for their children at their residential dwelling. If the proposals go ahead, it would hider their lives and make them worried about enforcement of their vehicle.

Officer response:

53. The proposals to introduce a goods-vehicles only element to the current restriction has been agreed with the Town Council. Other locations were not considered as part of these proposals, but they can be reviewed in the future where required.

54. Bell Street is on bus route, in a busy retail street, at the heart of Heney. The current loading bays service a high number of businesses and it is vitally important that the loading bays servicing local businesses operate effectively because if they cannot be accessed, goods vehicles are likely to try and load in the carriageway which obstructs the flow of traffic.

55. For smaller vehicles, including private cars there are potentially areas where vehicles could stop to load and unload within the vicinity without obstructing the flow of traffic (e.g. outside 29-31 Bell Street).

C. Friday Street – Proposed resident only bays:

56. The proposals for the introduction of permit holder bays in Friday Street were generally well supported within the responses and reflect that amendments are required to rectify a long-standing issue of residents parking in time limited bays and receiving Penalty Charge Notices.

57. One response was received that raised concerns about the proposal to retain 20-minute bays outside No.'s 3-9. This was due to the loss of parking in the vicinity for residents, and the respondent felt that residents should also be allowed to park in this bay as a permit holder.

Officer response:

58. With any proposal for parking restrictions in Town Centre locations, there needs to be balance between accommodating the needs of residents when parking in roads where they leave and meeting the needs of businesses and their customers. Overall, the proposals offer a improvement for residents over the current allocation of bays for permit holders.

D. Hart Street – Proposed introduction of time limited bays:

59. In response to the proposals to introduce a small number of 30-minute bays outside the entrance to the Relais Hotel on Hart Street, a representative of Thames Travel has responded to raise concerns about vehicles using these bays, and their movements causing delays at the junction.

Officer Response:

60. The proposals to introduce short stay parking in this area was in response to requests from the business and supported by the Town Council, in order to provide a drop off facility for their customers.

61. Currently there are no waiting restrictions in the area outside the hotel, which customers have used and on occasion received Penalty Charge Notices. This has lead to complaints for parking provision to be provided.

62. The area in question is set back from the carriageway and vehicles have space to manoeuvre without interfering with the flow of traffic. Historically guests have always used this area, so the proposals are formalising an existing arrangement.

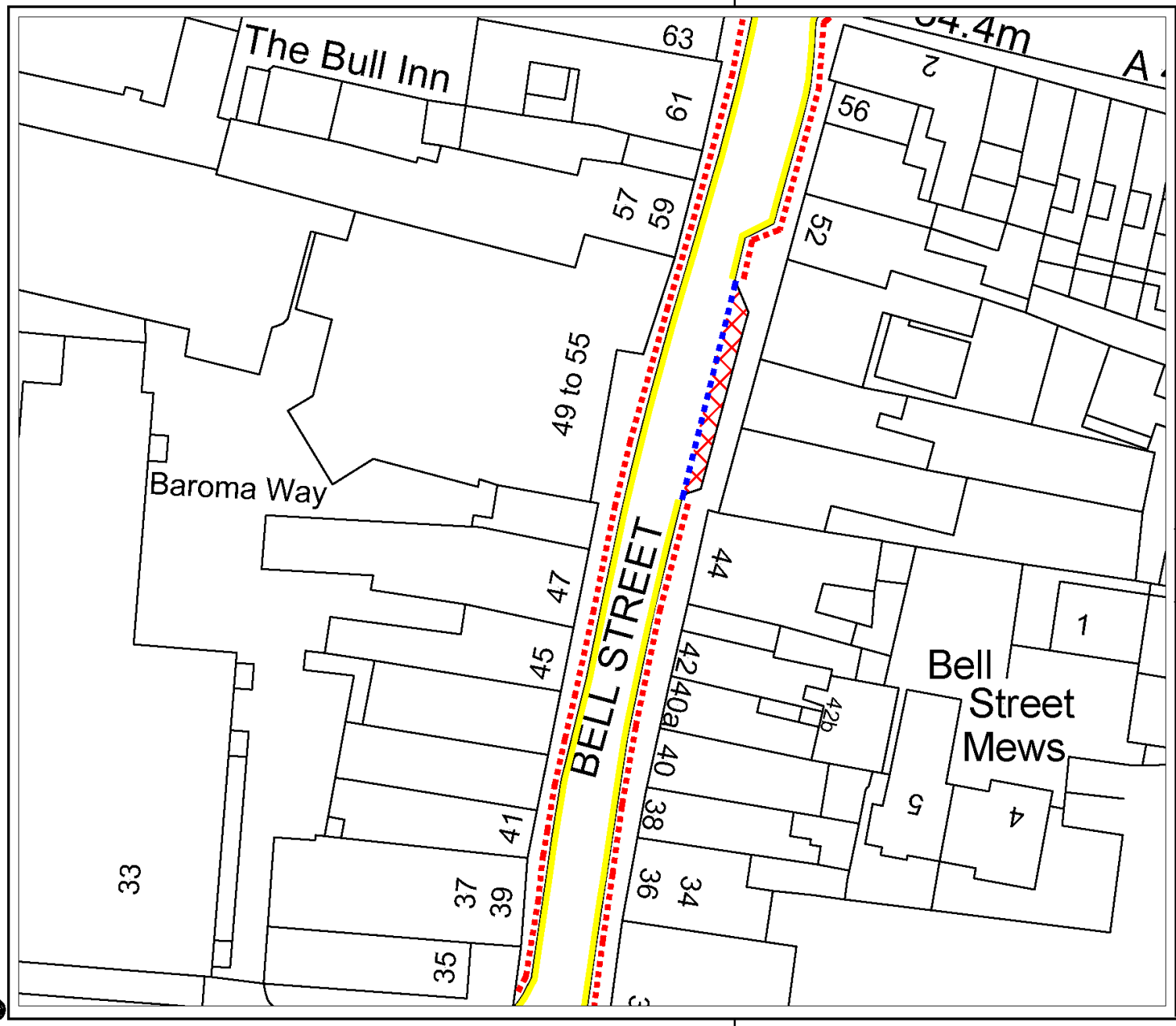
Monitoring and evaluation

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

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plans Annex 2: Summary of consultation responses Annex 3: Individual consultation responses
Contact Officers:	Jim Whiting (Parking Schemes and Traffic Orders Team Leader)

January 2024



Drawing No. HE/2023/?? Revision 0

Existing
No Waiting at Any Time

No Loading at Any Time

Proposed
Goods Vehicles Only
Loading.
10 mins
No return for 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Owen Jenkins
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Oxfordshire County Council
County Hall
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Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Proposed Waiting Restrictions
Henley

Drawing title
Bell Street
Proposed Goods Vehicle
Loading Only

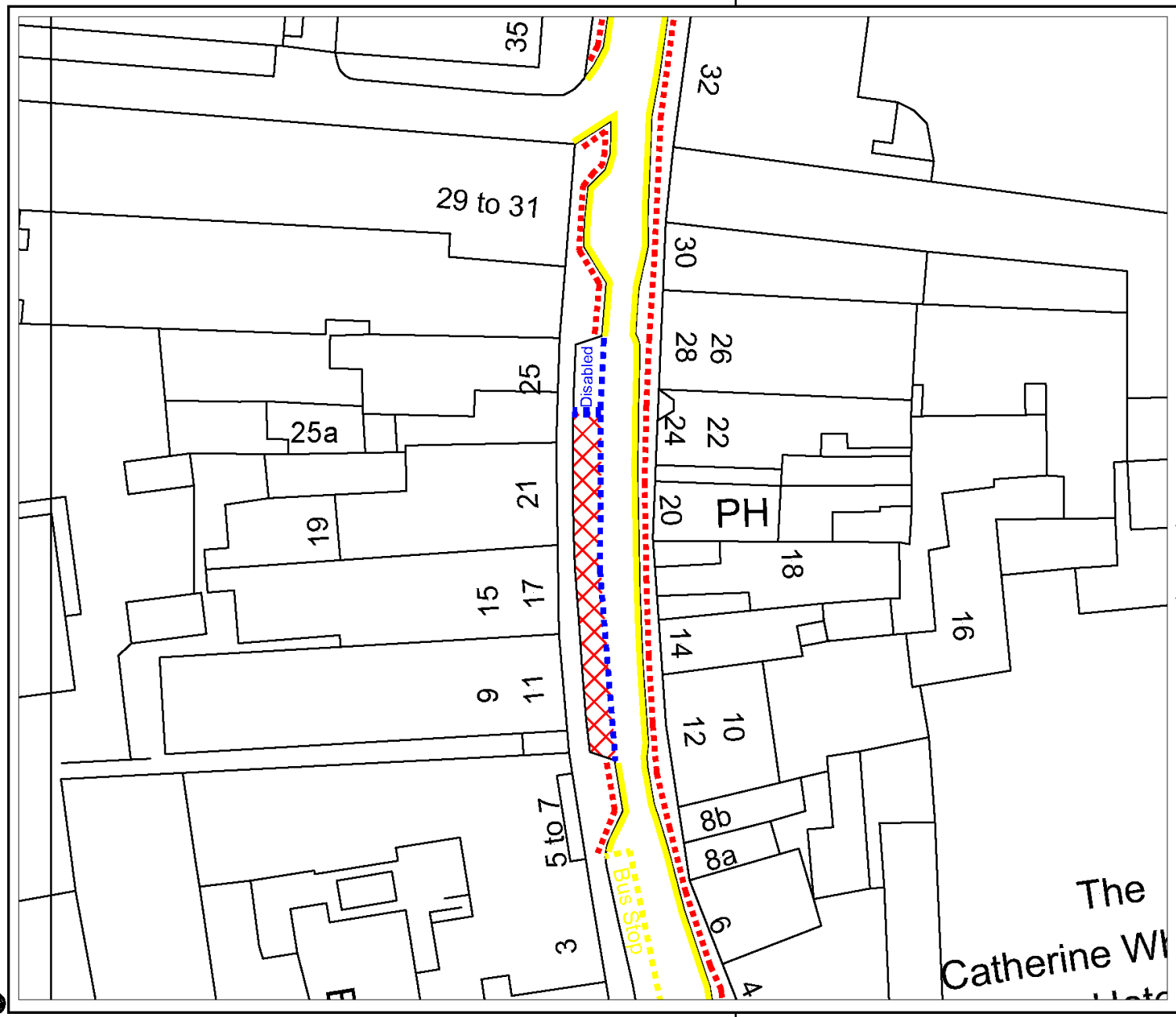
Drawing Status

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1:500	JC		JW
	Date drawn 6 Mar 2023	Date checked	Date approved 6 Mar 2023

Oxfordshire Project No. & File Ref.

Drawing No. HE/2023/?? Revision 0

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Drawing No. HE/2023/?? Revision 0

Existing
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No Loading at Any Time

Proposed
Goods Vehicles Only
Loading.
10 mins
No return for 1 hour

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Project title
Proposed Waiting Restricitons
Henley

Drawing title
Bell Street
Proposed Goods Vehicle
Only Loading Bay

Drawing Status

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Drawing No. HE/2023/?? Revision 0

Existing
No Waiting at Any Time

Resident Permits Holders Only

Proposed
Limited waiting 8am to 6pm 20mins no return for 1 hour

Resident Permit Holder Only

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Project title
Proposed Waiting Restrictions

Drawing title
Friday Street
Limited Waiting and
Resident Permit Holders Only

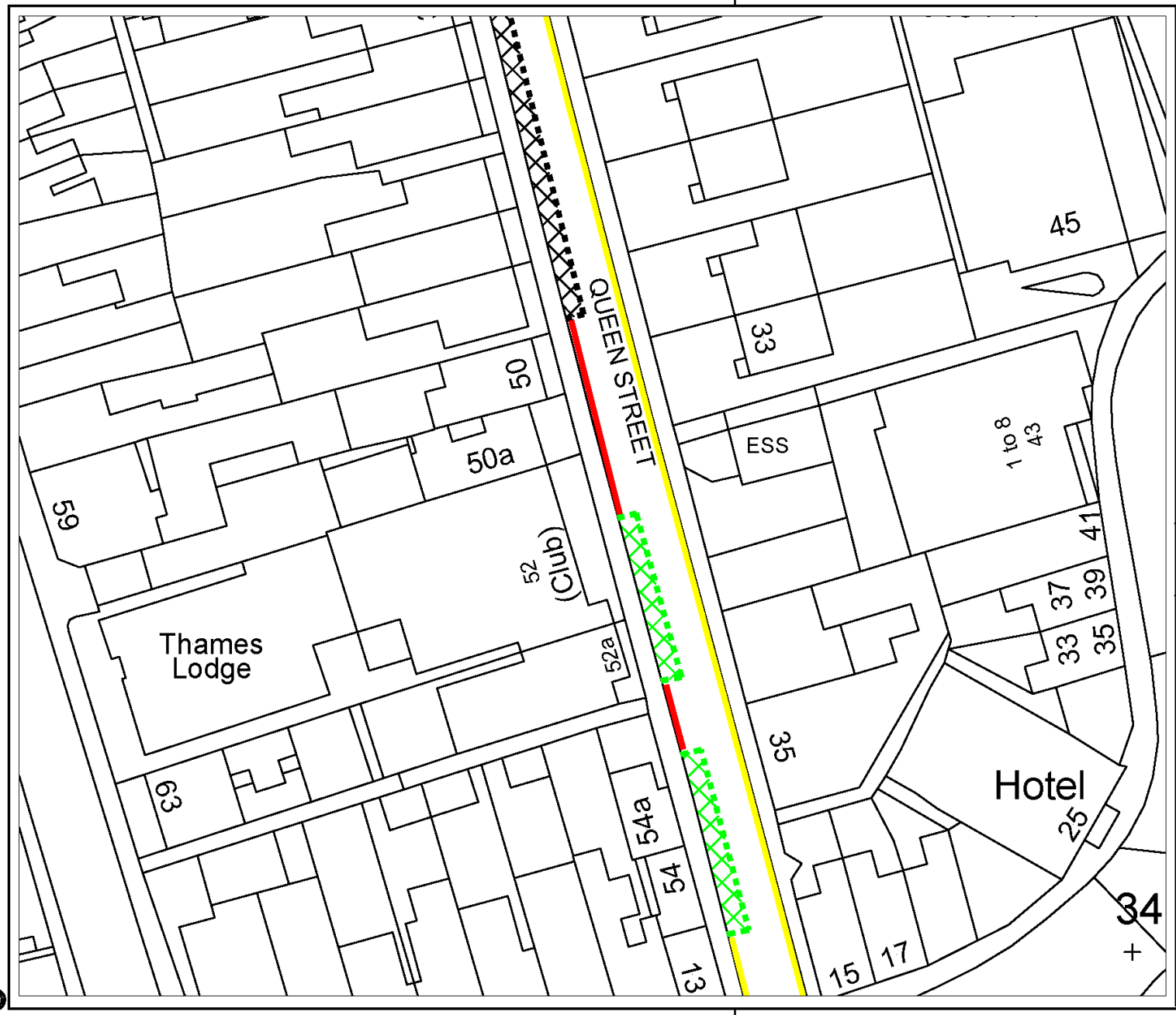
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Oxfordshire Project No. & File Ref.

Drawing No. HE/2023/?? Revision 0

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Drawing No. HE/2023/?? Revision 0

Proposed
No Waiting at Any Time

Existing
Pay and Display Mon-Sat 8am to 6pm

Resident Permit Holders Only

No Waiting At Any Time

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
Proposed Waiting Restricitons Henley

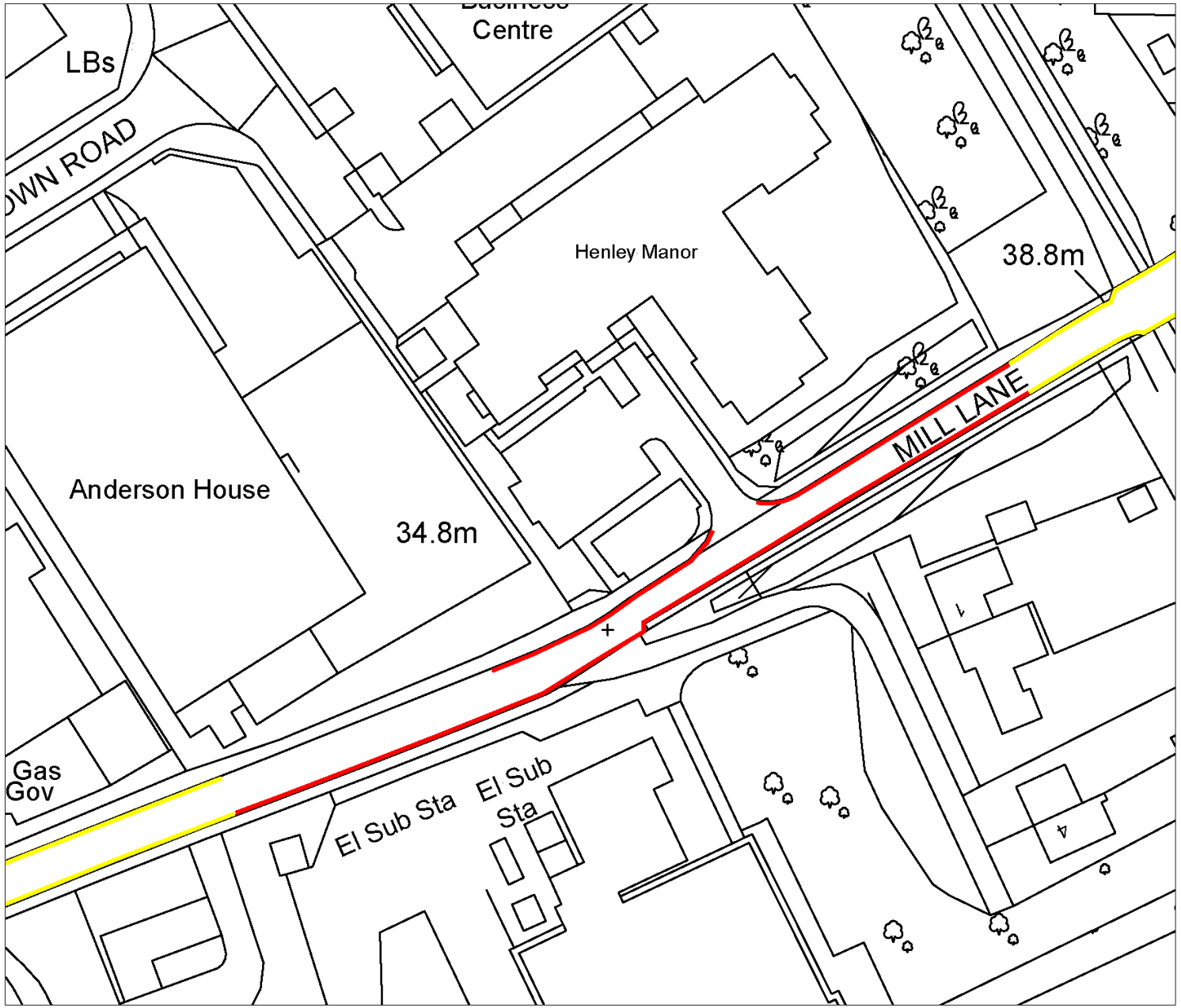
Drawing title
Queen Street, Henley
Proposed No Waitng at Any Time

Drawing Status

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Drawing No. HE/2023/?? Revision 0

Key

Existing
No Waiting at Any Time

Proposed
No Waiting at Any Time

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Tel: 0845 310 1111

Project title
Proposed Waiting Restrictions
Henley

Drawing title
Mill Lane
No Waiting at Any Time

Drawing Status

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Key

Existing
No Waiting at Any Time

Proposed
No Waiting at Any Time

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Project title

Proposed Waiting Restrictions
Henley

Drawing title

Reading Road
near Newtown Road
No Waiting at Any Time
Extension

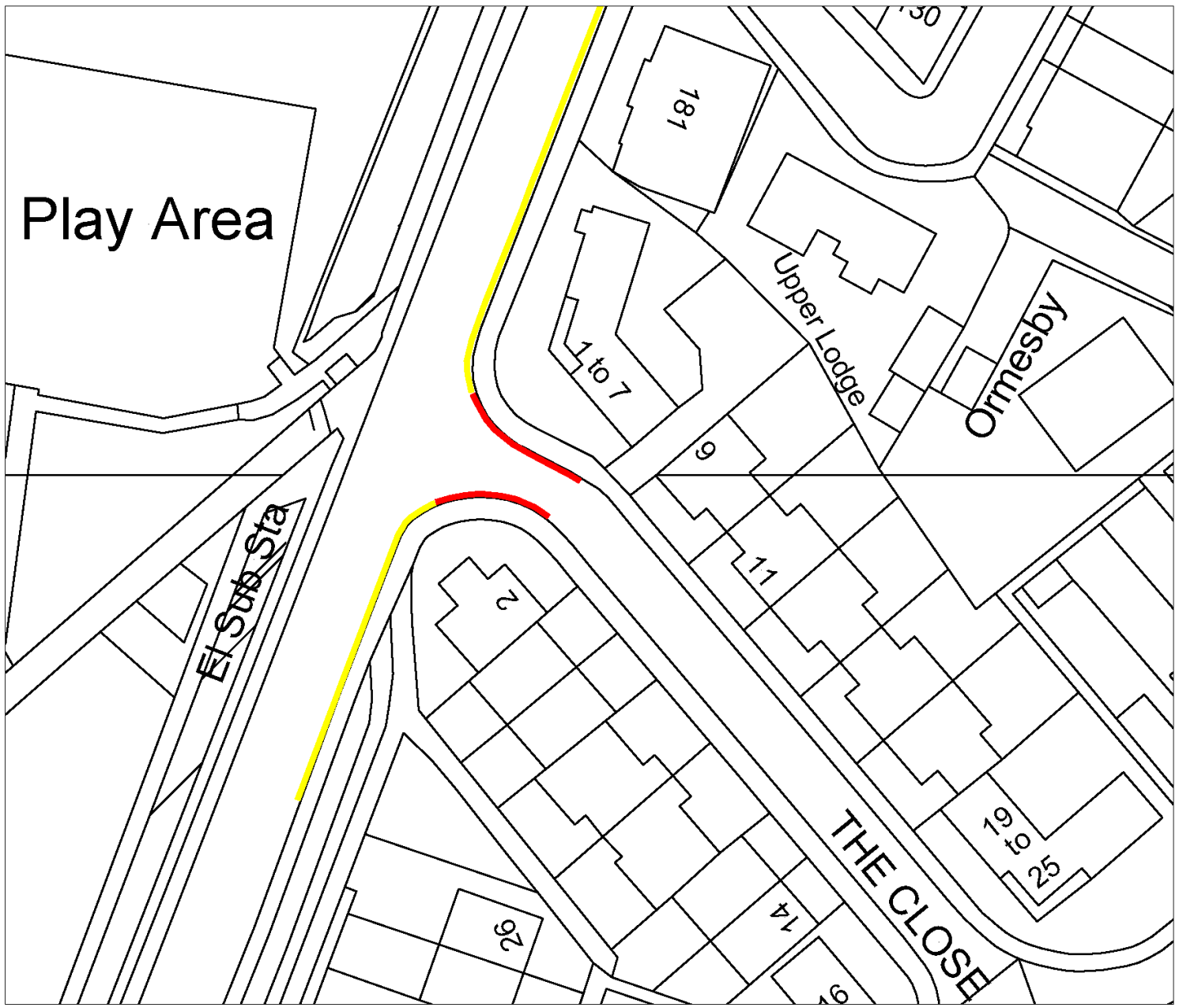
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Existing
No Waiting at Any Time

Proposed
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MAINTENANCE/CLEANING
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Project title
Proposed Waiting Restrictions
Henley

Drawing title
The Close
Extension to No Waiting At Any Time

Drawing Status

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Drawing No. HE/2023/?? Revision 0

Existing
No Waiting
At Any Time

Proposed
No Waiting
At Any Time

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MAINTENANCE/CLEANING
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Project title
Proposed Waiting Restrictions
Henley

Drawing title
Greys Road
Near Church Street
Extension to No Waiting
At Any Time

Drawing Status

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Existing
No Waiting
At Any Time

Proposed
No Waiting
At Any Time

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Project title
Proposed Waiting Restrictions
Henley

Drawing title
Church St and Greys Hill
Extension to No Waiting
At Any Time

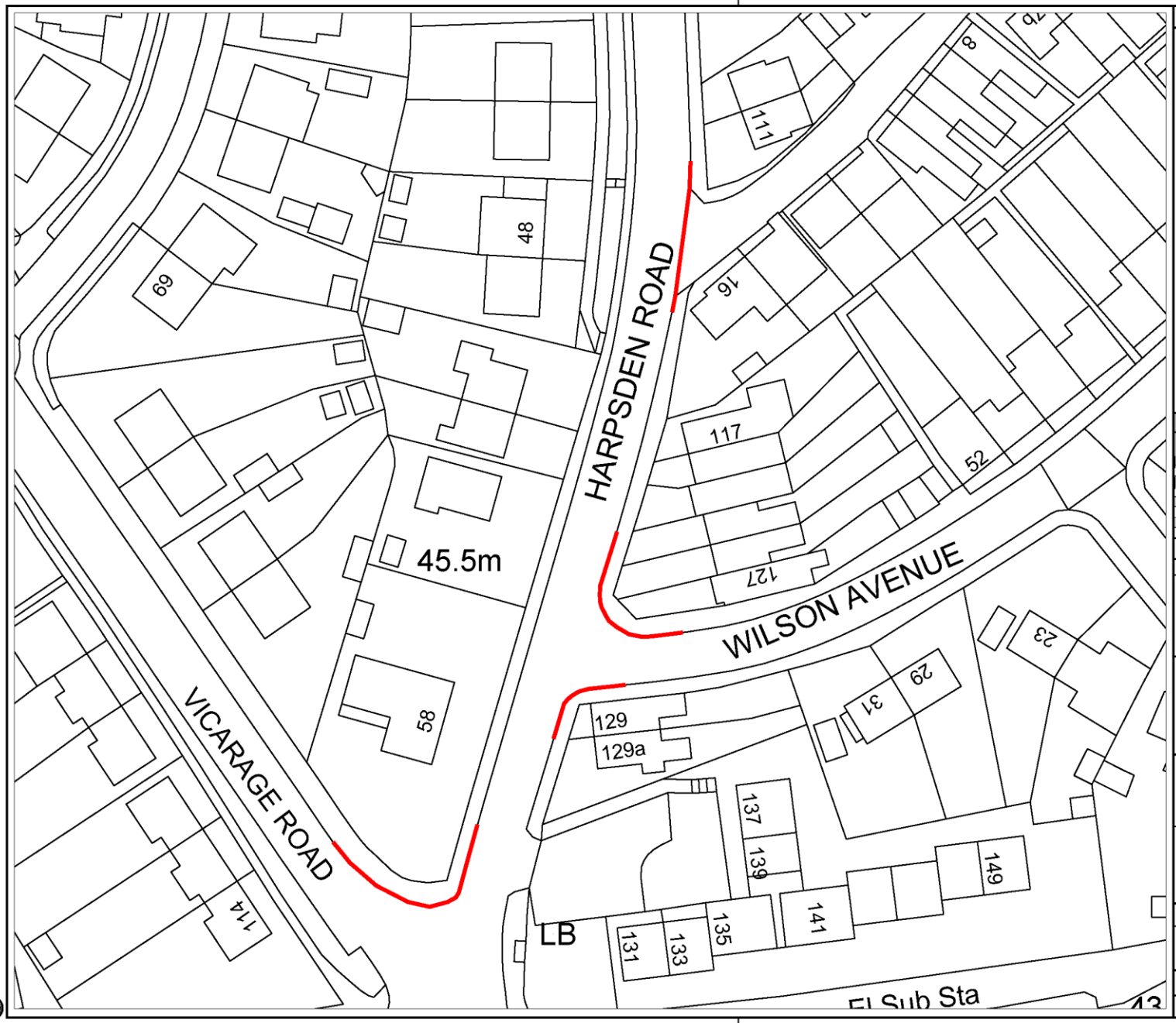
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Proposed
No Waiting
At Any Time

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Project title
Proposed Waiting Restrictions
Henley

Drawing title
Harpsden Road
No Waiting At Any Time

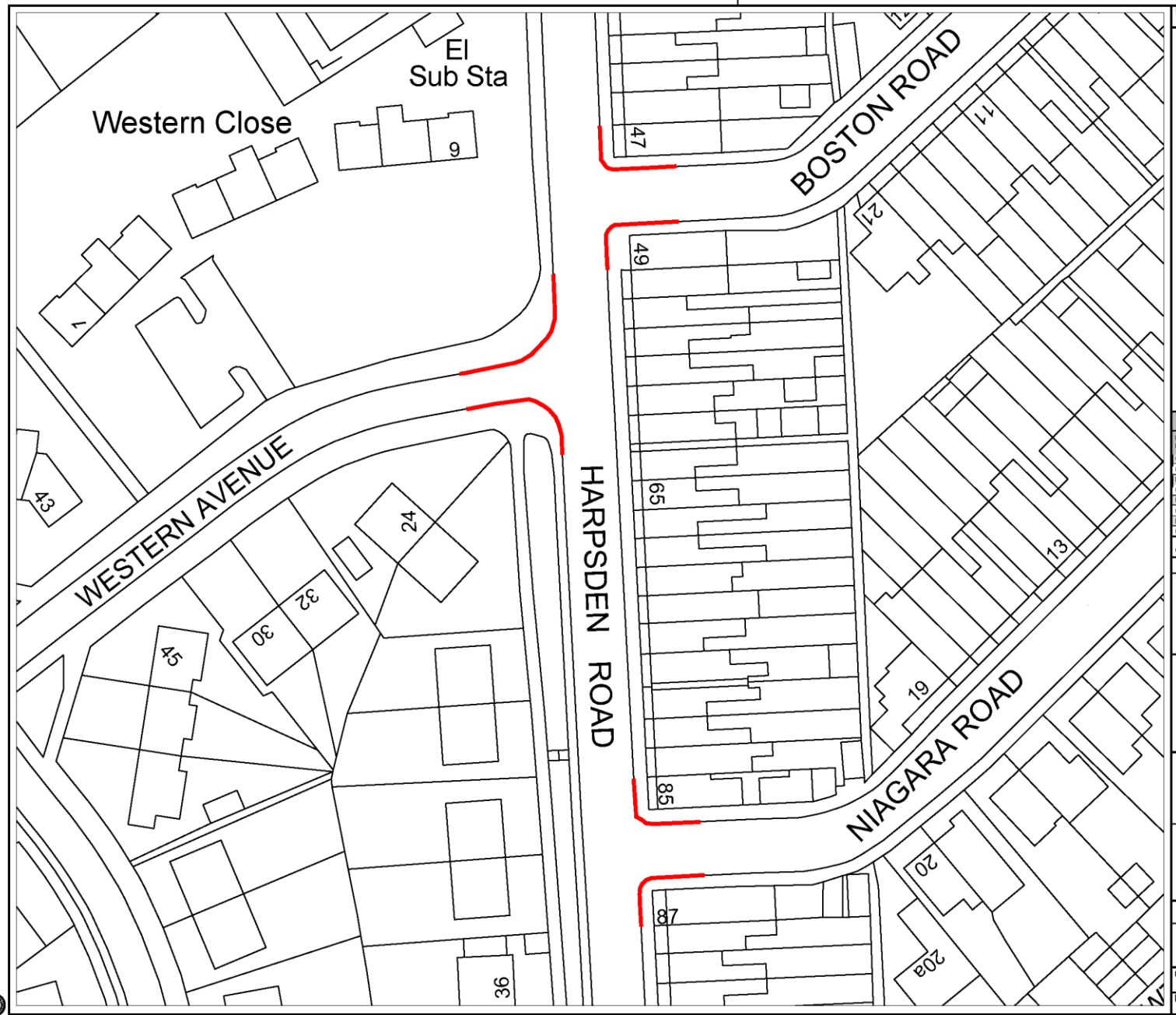
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Proposed
No Waiting
At Any Time

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Project title
Proposed Waiting Restrictions
Henley

Drawing title
Harpsden Road
No Waiting At Any Time
Map 1

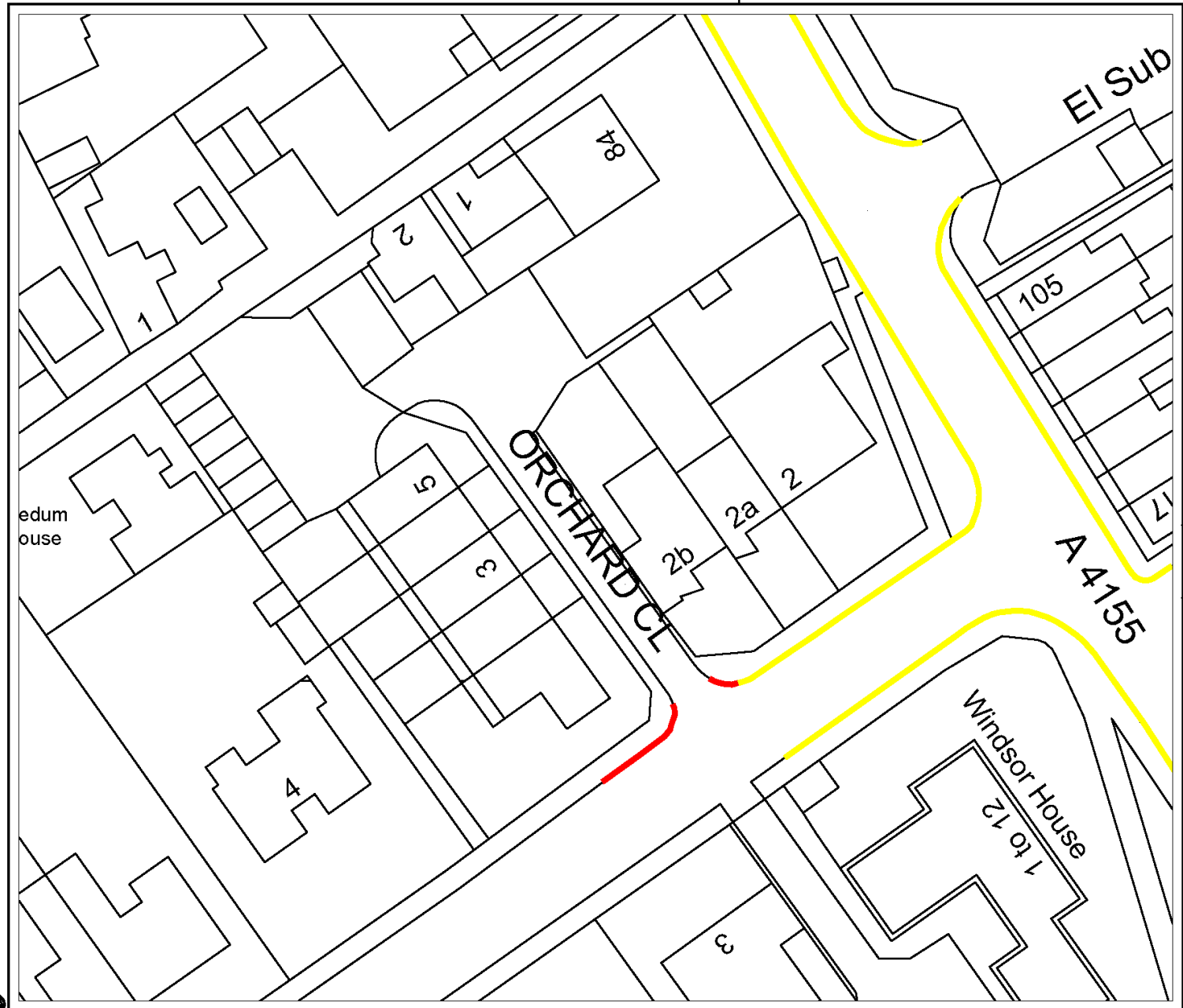
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Drawing No. HE/2023/02 | Revision 0

Existing
No Waiting
at Any Time

Proposed
No Waiting
at Any Time

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Project title
Proposed Waiting Restrictions
Henley

Drawing title
Orchard Close
Proposed No Waiting
At Any Time

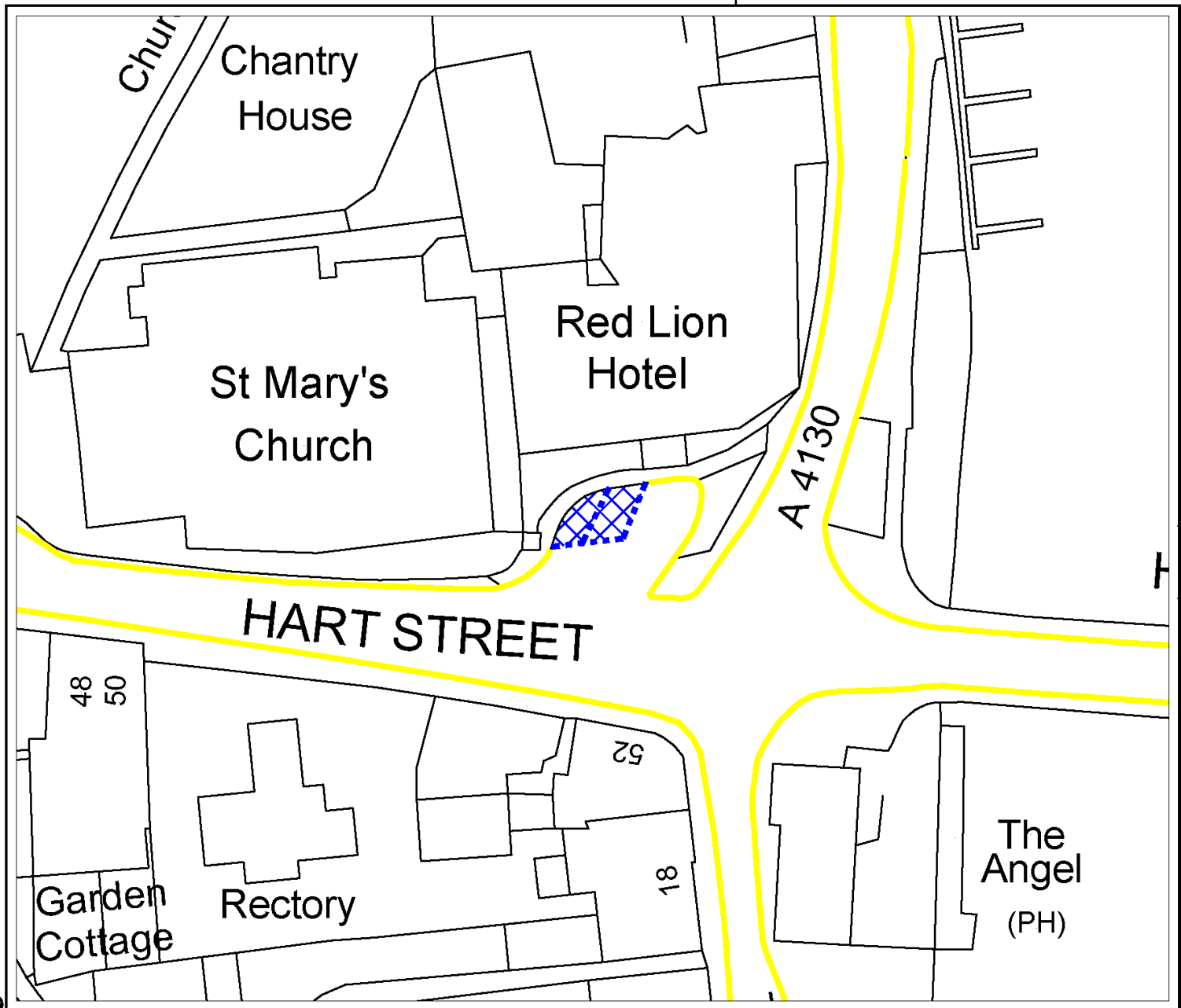
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Drawing No. HE/2023/01 | Revision 0

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Drawing No. HE/2023/01 | Revision 0

Existing
No Waiting
at Any Time

Proposed
Limited Waiting
Mon-Sat
9am to 5pm
30 minutes
no return for
1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
Proposed Waiting Restrictions
Henley

Drawing title
Hart Street
Proposed Limited Waiting

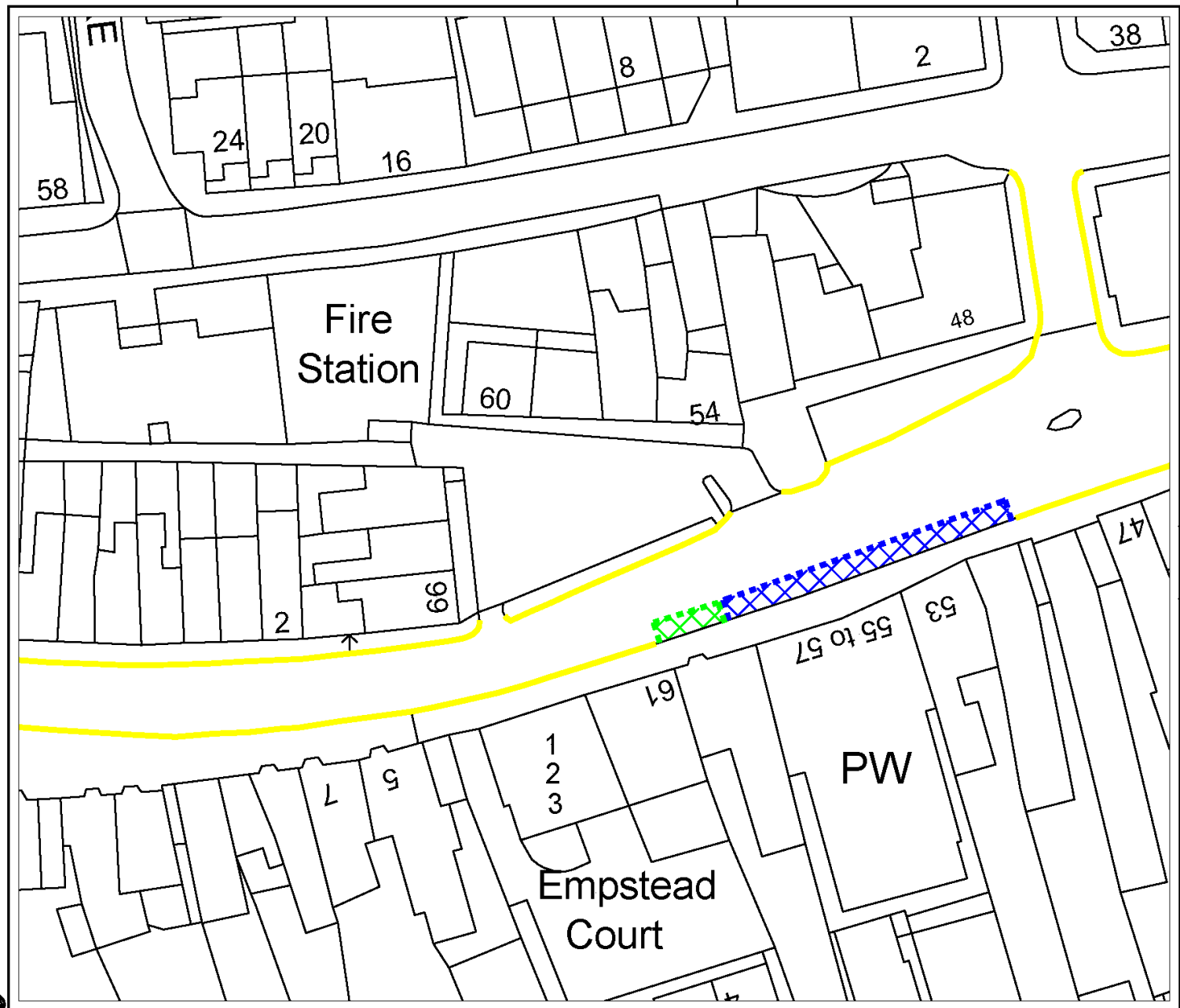
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Drawing No. HW/2023/?? Revision 0

Existing
No Waiting at Any Time

Proposed
Limited Waiting Mon-Sat 8am to 6pm 20 minutes no return for 1 hour

Disabled Parking Place

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Project title
Waiting Restriction Proposals
Henley

Drawing title
Market Place
Extension to Limited Waiting
Map 1

Drawing Status

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ANNEX 2

A. 'No Waiting at Any Time' parking restrictions (double yellow lines):

Proposal	Object	Concerns	Support	No opinion	Total
Mill Lane	22 (25%)	9 (10%)	15 (17%)	42	88
Reading Road	27 (31%)	6 (7%)	20 (23%)	35	88
The Close	20 (23%)	6 (7%)	13 (15%)	49	88
Greys Road	23 (26%)	8 (9%)	21 (24%)	36	88
Church Street	28 (32%)	6 (7%)	16 (18%)	38	88
Greys Hill	29 (33%)	5 (6%)	17 (19%)	37	88
St Andrews Road	29 (33%)	6 (7%)	14 (16%)	39	88
Harpsden Road	42 (48%)	8 (9%)	12 (14%)	26	88
Boston Road	41 (47%)	7 (8%)	13 (15%)	27	88
Western Avenue	37 (42%)	6 (7%)	13 (15%)	32	88
Niagara Road	41 (47%)	7 (8%)	13 (15%)	27	88
Wilson Avenue	39 (44%)	8 (9%)	14 (16%)	27	88
Vicarage Road	34 (39%)	5 (6%)	14 (16%)	35	88
Queen Street	23 (26%)	2 (2%)	18 (21%)	45	88

B. 'Limited Waiting' parking spaces:

Proposal	Object	Concerns	Support	No opinion	Total
Friday Street	15 (17%)	12 (14%)	25 (28%)	36	88
Hart Street	11 13%)	12 (14%)	29 (33%)	36	88
Market Place	13 (15%)	11 (13%)	26 (30%)	38	88

C. Parking and loading restrictions:

Proposal	Object	Concerns	Support	No opinion	Total
Amendment to existing 'Disabled Persons Parking Place' in Market Place	9 (10%)	6 (7%)	20 (23%)	53	88
Conversion of existing loading bays in Bell Street to 'Goods Vehicles only'	25 (28%)	12 (14%)	21 (24%)	30	88
New 'residents permit holders only' parking in Friday Street	13 (15%)	9 (10%)	28 (32%)	38	88

ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(1) Local County Cllr, (Sonning Common division)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): I don't wish to comment on these aspects. My concern is about the loss of short-stay spaces on Friday Street and their change to 'Resident Only' parking. B. 'Limited Waiting' parking spaces: I don't wish to comment on these aspects. My concern is about the loss of short-stay spaces on Friday Street and their change to 'Resident Only' parking. C. Parking and loading restrictions: Residents permit holders only' parking – **Object** I am very concerned about the loss of short-stay spaces on Friday Street and their change to 'Resident Only' parking and strongly object to this. Residents are already generously catered for while those wanting a quick visit have limited options.
(2) Traffic Management Officer, (Thames Valley Police)	**No objection**
(3) Business Development and Partnerships Manager, (Go	**Concerns** – Thames Travel operate the 23 service from Henley on Thames to Didcot up to every hour Monday to Saturday. On Sunday an hourly service is provided from Henely to Wallingford where onward connections to Didcot are available on the 33 service.

Ahead Group bus operator)	We have concerns about proposal to introduce a couple of limited waiting bays on Hart Street behind St Mary's Church. There is very little room at this location outside the hotel and very close to the traffic light junction with Thames Street and the bridge over the Thames. Cars arriving and departing these bays could lead to delays at the junction. Other than the above concern, we **support** the measures as they will improve traffic flow. In particular we very much support the introduction of a no waiting restriction at the northbound Newtown Road bus stop on Reading Road. This will enable buses to have unrestricted access to the stop. Whilst Thames Travel currently do not serve this stop, it is served by the Arriva service 800 between High Wycombe and Reading via Henley on Thames.
(4) Local District Cllr	**Support** – I did with other Henley Town Councillors spend quite a considerable time in meetings with OCC, and I would just like to say what an excellent presentation of changes that we came up with, so a major thanks for this. I would just like to mention a few items. 1. There is an area down by St Mary's Church between Hart Street and New Street, it is called Church Avenue, there are about a 10 properties. Up until OCC took complete control of Residents Parking Permits some two years ago, Henley Town Council used to issue them and Church Avenue was we thought part of the scheme, unfortunately it was never down in black and white. There has been one small issue that I have temporary resolved and I believe OCC are looking to add Church Avenue into the Residents Parking scheme. Will this need a traffic order or can someone just add the area in the future? 2. There was talk of adding Greys Hill into the Resident Parking Scheme, the large majority of properties are terraced and they have no parking spaces other than parking on the road, is it to late to put this in or can it be added later? 3. Item 13, Hart Street. The two spaces being provided outside the Relais (Red Lion) Hotel (shaded blue), were proposed to be put there basically for the hotel to have a 'dropping off zone', is there any chance of having similar wording to stop anyone just parking there and going off shopping? 4. Item 14, Upper Market Place. By moving the shaded yellow area west, this could well cause problems with narrowing the width of the road. It is dangerous at the best of time with cars coming down. I think this should be reconsidered for safety reasons?

(5) Local Town Cllr, (Henley-on-Thames, Greys Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** All these changes seem sensible, I only have concerns over Mill Lane because I wonder if the amount of removed waiting space might be excessive. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Supportive. We need more limited waiting areas. C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Concerns**

	These bays are very convenient for shoppers. They shouldn't use them, but they do, constantly. Without the ability to do so, I do worry about the effect on the businesses. That said, the congested nature of these bays for legitimate deliveries is also a problem.
(63) Henley Town Council	**Support** – Henley on Thames Town Council fully supports the planned schemes, as we worked closely with Oxfordshire County Council to formulate the proposals.

B. Online survey responses:

RESPONDENT	**COMMENTS**
(6) Local resident, (Henley-on-Thames, Adwell Square)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** Inconsiderate parking in many of these locations makes it difficult for a variety of car users to pass safely. <u>B. 'Limited Waiting' parking spaces:</u>

	Hart Street – **Support** Friday Street – **Support** Market Place – **Object** Access is often impacted by careless parking in Market Place especially for emergency vehicles, cyclists, etc. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** Misuse of loading bays in Bell Street is very common.
(7) Local resident, (Henley-on-Thames, Baronsmead)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** I have read the proposals and believe I agree with them, but can't be sure having seen your chosen method of questioning <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support**

	Friday Street – **Support** Market Place – **Support** read proposals, agree with them <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** At Last! A commendably sensible and CLEAR FOR ALL proposal for the bays on Bell Street, now it would make sense to apply the same criteria to Duke Street, Come on officers, please wake up and be consistent
(8) Local resident, (Henley-on-Thames, Bell Street)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> No objections to these, mostly minor changes <u>B. 'Limited Waiting' parking spaces:</u> Friday Street – **Support** Market Place – **Support** Some limited waiting spaces are beneficial to have <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Object** We live in 44a Bell Street, which is apparently ineligible for a Resident Permit. Given the central location of the flat on Bell Street, the closest non-Resident parking to us is well over 100m away outside 42 New St, so the loading bay on the East side of Bell St outside 46-50 Bell St is therefore the only close parking available to us. This has frequently

	proved invaluable for loading/unloading from our car, especially for larger or heavy loads which we would be unable to safely carry the distance from New St, so we are very keen to keep access to being able to use it. I appreciate that the loading bay outside 46-50 is frequently (and often heavily) abused, though from the many times that we have noticed vehicles parked there for over 10 minutes I can fairly say that this is down to a mix of both private and Goods vehicles, so I don't believe that simply restricting the space to Goods vehicles will solve the problem. Having said that, it does seem remarkably common that cars that have been left there a long time belong to someone having more than just a 10 minute lunch in Coppa Club... I would imagine that these private vehicles more-often-than-not belong to non-Residents given that Henley is a small town, though I may be wrong. If you really do feel that the restrictions on that bay need amending, then I would be in favour of the following two-part solution: 1) grant Resident Permits to 44a/b/c Bell St; this would give me and my neighbours the option of using closer resident's parking as an alternative should the loading bay be occupied, and 2) mark the bay as "Goods Vehicles and Residents only - 10 minutes no return 1 hour"; this will then maintain this as the only close option for our use, whilst simultaneously making it restricted parking for those who are unreasonably abusing it. Hopefully this is a fair balance and will have the desired impacts.
(9) Local resident, (Henley-on-Thames, Belle Vue Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** The double yellow line extension plans are simply another step in the OCC anti-motorist agenda which is very sinister.

	B. 'Limited Waiting' parking spaces: No comment C. Parking and loading restrictions: No comment
(10) Local resident, (Henley-on-Thames, Church Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Greys Road – **Concerns** Church Street – **Concerns** Greys Hill – **Concerns** Currently, parking on Church Street is a bit of a challenge, mainly due to the popularity of the area with visitors and those working in town taking the spaces of residents. I am worried the proposal to extend 'no waiting at any time' zones seems to further limit parking options for residents. I see this as a chance to rethink our parking strategy in a way that is more resident-friendly. To this end, I propose considering the establishment of a resident-only parking zone on Church Street. This approach would not only secure parking for those of us living here but could also contribute to a more organised and less congested street environment. By prioritising residents in our parking plan, we can create a more harmonious and efficient use of our shared spaces. I appreciate the council's efforts to make parking better for residents and look forward to seeing a plan that reflects our community's needs. My concern Is that changing the parking on streets around grey rd, greys hill and greys rd will actually negatively affect residents. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** N/A

	C. Parking and loading restrictions: N/A
(11) Local resident, (Henley-on-Thames, Church Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Support** Greys Road – **Concerns** Church Street – **Object** Greys Hill – **Concerns** Queen Street – **Support** As a resident of Church Street, I am writing to express my concerns regarding the proposed extension of 'no waiting at any time' restrictions in our area. While intending to regulate parking, the current proposal unfortunately leads to a significant reduction in available parking spaces for local residents. On Church Street, which is already burdened with heavy traffic, finding parking has become increasingly challenging for those living here. It's important to note that most of the existing parking spaces are frequently occupied by non-residents, including people working in or visiting the town. This situation leaves residents struggling to find suitable parking near their homes. The proposed plan, by eliminating current parking spaces to create no waiting zones, will exacerbate the issue on Church Street, Greys Rd and Greys Hill, rather than providing a solution. In light of these concerns, I propose an alternative approach: implementing a residents-only parking system on Church Street as it is on Albert Rd. Church Street is the closest street to the centre of town without any restrictions and visitors should be using the long stay or Greys Rd car parks which are only 500m down the road. This change would ensure parking availability for residents and potentially reduce the traffic volume on an already busy road. By prioritising resident parking, we can address the dual concerns of traffic congestion and parking scarcity, thereby improving the quality of life for the local community. I urge the council to reconsider the current proposal and adopt a more resident-focused approach to parking management on Church Street.nts in the area. B. 'Limited Waiting' parking spaces: N/A

	C. Parking and loading restrictions: Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** I have concerns that the 'residents permit holders only' parking on Friday Street will push people further up grey road, church street and greys hill and push the parking problem onto residents of these roads.
(12) Local resident, (Henley-on-Thames, Church Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** Residents struggle to find parking spaces in the area and these plans will reduce the amount of spaces for local residents. There are no plans to mitigate or improve the parking availability for residents so I feel it will make the parking situation worse on an already busy road. I feel that these roads should be residents-only parking already and the council should consider implementing this. There are plenty of car parks in the vicinity but people use these roads as parking for going into town. Mon residents Park here all day and sometimes for days on end. I read in the Henley Standard this week that revenue from car parks is down this year, Sheridan Jacklin-Edward the town clerk confirmed. One of the reasons is people use free parking at the expense of local council tax payers being able to park. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** People should use car parks to pop into town. C. Parking and loading restrictions:

	Residents permit holders only' parking – **Concerns** I'm worried that changing the parking restrictions on Friday street will push the problem down Greys Road to Church Street, and Greys Hill, which are already very busy.
(13) Local resident, (Henley-on-Thames, Church Street)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Greys Road – **Support** Church Street – **Object** Greys Hill – **Object** We have recently moved into Church Street and have noticed that it is almost impossible to get any on street parking, not only on Church Street but also Greys Hill - the majority of people parking are leaving their cars and going to work and clearly there are a lot of residents on these two roads that are finding in increasingly difficult to ever park their cars <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** These are busy traffic locations and very busy with pedestrians especially in Market Place <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** These are all misused regularly especially in evenings

(14) Local resident, (Henley-on-Thames, Church Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Concerns** Boston Road – **Concerns** Western Avenue – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** Vicarage Road – **Concerns** A. On the Church Street/Greys Road/Greys Hill proposals I generally agree. However I wonder whether extending double yellow lines will be sufficient to deter people from parking illegally as the do not do so now. B. Re the new DYLs, my concerns are for the residents' loss of parking in already congested areas. These roads are used as a rat run when Reading Road is congested and parked cars make it difficult to transit these roads, however I think a balance needs to be reached with provision of parking. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** These will be good for business, improving motorist access to shops. C. Parking and loading restrictions: Conversion of existing loading bays – **Concerns** Bell Street businesses benefit from short term parking where motorists have convenient access to shops. Conversely trucks blocking Bell Street cause traffic jams. Can HGV deliveries not take place outside normal trading hours so parking spaces could be HGV centric at those times and motorist/shopper centric during trading hours?

(15) Local resident, (Henley-on-Thames, Church Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Church Street – **Object** Greys Hill – **Object** This will result in the loss of 2 parking spaces for local residents with very little benefit, if any in terms of improving traffic movement or visibility. There is an issue here but it is because the existing double yellow lines on Greys Hill are ignored. You can barely see them because they have faded and also because there are holes in the road that need filling. So please just fill the holes, repaint the yellow lines and enforce them! B. 'Limited Waiting' parking spaces: No comment C. Parking and loading restrictions: No comment
(16) Local resident, (Henley-on-Thames, Church Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Reading Road – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** Vehicles parked on these street corners currently make them extremely dangerous, especially the Greys Road - Church Street intersection where there are regular incidents/accidents involving vehicles and pedestrians. These proposed restrictions will only work if they are monitored on a daily basis. Any vehicles not adhering to the proposed new regulations should be given a FPN. This will require additional resources to uphold, otherwise the proposed restrictions will be mainly ignored by road users, as is the case at the moment.

	<u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** N/a <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Support** N/a
(17) Local resident, (Henley-on-Thames, Cromwell close)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Concerns** Reading Road – **Concerns** The Close – **Concerns** Greys Road – **Concerns** Church Street – **Concerns** Greys Hill – **Concerns** St Andrews Road – **Concerns** Harpsden Road – **Concerns** Boston Road – **Concerns** Western Avenue – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** Vicarage Road – **Concerns** Queen Street – **Concerns** Where are the people who live on these roads to put their cars?

	Why not make it a residential pass and anyone else pay an hourly fee? <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Concerns** Locals should be given residential passes <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Concerns** Locals should be given residential passes
(18) Local resident, (Henley-on-Thames, Cromwell Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Support** The Close – **Concerns** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Concerns** Harpsden Road – **Concerns** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Concerns** Vicarage Road – **Concerns** Queen Street – **Support**

	I oppose to Mill Lane as nowhere else to park when football is played. Harpsden Road yellow lines need not be as long. Residents must be able to park - Residents parking areas created ? <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Concerns** Friday Street – **Support** Market Place – **Concerns** Need spaces for emergency shopping and disabled <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Concerns** Conversion of existing loading bays – **Concerns** Disabled parking needed
(19) Local resident, (Henley-on-Thames, Deanfield)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support**

	Vicarage Road – **Support** Queen Street – **Support** Supporting due to many near misses with cars not being able to see safely before pulling out due to visibility being restricted by parked cars. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Too many drivers thinking it's ok to just park whilst shopping. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** Fully support
(20) Local resident, (Henley-on-Thames, Deanfield Avenue)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Reading Road – **Support** Greys Road – **Support** Church Street – **Concerns** Greys Hill – **Support** Greys Road and Greys Hill need urgent attention as they block traffic which essentially become single file. Likewise Reading Road <u>B. 'Limited Waiting' parking spaces:</u>

	Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Think this will improve the flow of car parking for visitors <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** Bell Street parking is abused by many
(21) Local resident, (Henley-on-Thames, Elizabeth close)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** * B. 'Limited Waiting' parking spaces:

	Hart Street – **Object** Friday Street – **Object** Market Place – **Object** * <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Object** *
(22) Local resident, (Henley-on-Thames, Elizabeth Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** I don't believe there is a problem on Mill Lane and when the car park is full it allows more people to park and enjoy the river.

	B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Will help with traffic movement in the centre of town C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** Bell street - hopefully this will stop the public in the 4x4 parking there and popping out to get a coffee!
(23) Local resident, (Henley-on-Thames, Friday Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): N/A B. 'Limited Waiting' parking spaces: Friday Street – **Object** As a resident of Friday street, we already get non residents parking overnight in the current limited waiting restrictions. Allowing a 20min window will not stop this and is annoying to no be able to park outside where I live because people abuse the curr C. Parking and loading restrictions: Residents permit holders only' parking – **Support**

	I completely support the resident parking coming to Friday Street. I have to park quite far away from my address at times and knowing that I can have a space outside my home is perfect. Especially for safety and with potential car thefts.
(24) Local resident, (Henley-on-Thames, Grange road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Reading Road – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Niagara Road – **Object** You are shunting the problem by limiting where residents in these roads can park. The nearest and most obvious place these residents will park is around where I live and where parking is already a problem. I live on Grange road. We regularly cannot park if we return late at night or middle of the day, as despite there being less than 20 houses on our road the surrounding roads (park, Marmion, grove and Reading Road) spill out and people park there and travel into town/get the train. Our road regularly (almost daily) gets to unsafe levels of parking. We have had two serious house fires in the last two years where the fire engines were obstructed. And sadly have regular ambulances, which I have seen many times struggle to turn the corner into our street. It doesn't feel very safe. I fed these views into a local councillor review last year and nothing came of it. Please don't push the traffic problem into our street please find a longer term solution. I'd even be in favour of everyone in henley getting a residents parking permit for one car. And one car only. To try and make it fairer. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Na C. Parking and loading restrictions: No opinion

(25) Local resident, (Henley-on-Thames, Gravel Hill)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Object** Queen Street – **Support** Support traffic flow. Vicarage Road is compact and resident parking prioritised. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Henley shops need short pick up parking to encourage trade. C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support**

	Conversion of existing loading bays – **Object** Bell street needs a quick parking solution. Usage of sainsburys/timpsons etc are reliant on being conveniently available to locals passing.
(26) Local resident, (Henley-on-Thames, Gravett close)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** Please enforce these double yellow lines and also ensure people don't park on pavements! <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** More parking restrictions needed all over. And enforcement <u>C. Parking and loading restrictions:</u>

	Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Support** N/a
(27) Local resident, (Henley-on-Thames, Greys Hill)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Church Street – **Object** Greys Hill – **Object** There are existing yellow lines that have faded and there are pot holes. People ignore the existing yellow lines. Would be better to repaint, fix the road, put up a no parking sign for the existing yellow lines and enforce these by sending up the attendant once a week. There is currently a very difficult situation for residents in greys hill with a lack of parking. By extending the yellow lines this situation would just be made worse. If enforced, the current yellow lines already provide enough space for bin Lorrie's etc to get around. Extending them resolves nothing. Just adds to our woes. Although I understand the approach to try and fix the issue with the bend in the road, this will definitely not fix the issue. The solution already exists annd simply needs to be enforced. Thank you <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Need stopping places for quick drop offs pick ups in town <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Concerns** <u>Friday street will have less parking but I'm sure residents know best.</u>

	We need to be able to do quick loading and unloading/pick up in time. Instead I would support 5/10 minute stopping only
(28) Local resident, (Henley-on-Thames, Greys Hill)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Church Street – **Object** Greys Hill – **Object** I am objecting vociferously - and with 30 years direct experience - to the extension of double yellow lines in Church Street and Greys Hill. This would result in the loss of two parking spaces for local residents on the roads concerned where parking is consistently an issue for residents. The proposed changes are of no benefit to residents and are unneccessary... Drivers ignore the current double yellow lines on the junction of Church Street and Greys Hill as they are worn away and cannot be seen. Serious deterioration to the road surface within the gutter next to the kerb makes the existing lines virtually invisible. Consequently, there are issues with drivers parking illegally on the double yellow lined corner which can cause difficulty for larger vehicles traversing Church Street and Greys Hill, and vice versa. The correct and sensible solution - which will not reduce available parking, will make it clear that parking is not allowed on double yellow lines on the corner and enable larger vehicles to traverse the corner - is to repair the said road surface (required anyway were the changes to be implemented) and simply repaint the double yellow lines on the existing no parking area on the corner, and not to extend it. I trust that you will consider this objection most carefully in the interests of residents and road users in Church Street and Greys Hill and agree that the proposal is removed. Yours Michael Hodges Greys Hill B. 'Limited Waiting' parking spaces: I have no opinion C. Parking and loading restrictions: Conversion of existing loading bays – **Object**

	With albeit limited knowledge, the current regulation appears to work so why change it?...If goods vehicles delivering to local retailers in Bell Street report problems of access, look at how both can be accommodated in a 24 hour period. (The problem is more deep rooted as the pavement width was extended unneccessarily many years ago and were it not for that parking could be extended for very limited periods in further areas of Bell Street, aiding retailer in the street
(29) Local resident, (Henley-on-Thames, Greys Hill)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Church Street – **Object** Greys Hill – **Object** There are existing yellow lines that have faded and there are pot holes. People ignore the existing yellow lines. Would be better to repaint, fix the road, put up a no parking sign for the existing yellow lines and enforce these by sending up the attendant once a week. There is currently a very difficult situation for residents in greys hill with a lack of parking. By extending the yellow lines this situation would just be made worse. If enforced, the current yellow lines already provide enough space for bin Lorrie's etc to get around. Extending them resolves nothing. Just adds to our woes. Although I understand the approach to try and fix the issue with the bend in the road, this will definitely not fix the issue. The solution already exists and simply needs to be enforced. Thank you <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Need stopping places for quick drop offs pick ups in town <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Concerns** Conversion of existing loading bays – **Concerns**

	Friday street will have less parking but I'm sure residents know best. We need to be able to do quick loading and unloading/pick up in time. Instead I would support 5/10 minute stopping only
(30) Local resident, (Henley-on-Thames, Greys Hill)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** It's very frustrating that currently bin lorries (and therefore emergency vehicles) cannot access greys hill due to non residents parking on the corner of greys hill and church st. I do think something needs to be done so that non residents cannot park on greys hill, whilst retaining the same number of spaces. B. 'Limited Waiting' parking spaces: Na C. Parking and loading restrictions: Conversion of existing loading bays – **Object** We are losing further parking in the centre of town
(31) Local resident, (Henley-on-Thames, Greys Hill)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Concerns** Church Street – **Object** Greys Hill – **Object**

	St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** The double yellow lines are already taking two huge car park spaces what would be the need to increase it more? For what apparent purpose? Residents can already not park on the road like me often having to go round and round and park far away from my house. It's insane - who is reviewing what happens to residents parking? Are you introducing residents parking permit only? <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Object** Friday Street – **Concerns** Market Place – **Object** Same response think about residents first <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Object** Residents parking is priority
(32) Local resident, (Henley-on-Thames, Greys Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Reading Road – **Object** The Close – **Object**

	Greys Road – **Object** Greys Hill – **Object** Boston Road – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Some of these lengths of double yellows you propose are ridiculous. This is would put more pressure on residents under the guise of safety and seems like a money making exercise. <u>B. 'Limited Waiting' parking spaces:</u> I didn't see details of this so haven't any opinion as yet <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Object** Very small businesses rely on passing trade that comes from those using these bays. I strongly object to this.
(33) Local resident, (Henley-on-Thames, Greys Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> The Close – **Concerns** Greys Road – **Concerns** Church Street – **Concerns** Greys Hill – **Concerns** Additional parking restrictions are needed around Greys Rd/Church St/Greys Hill. The concern is that the problem will be moved further up Greys Rd where there is already a significant problem with blocked driveways, dropped kerbs and blocked pavements. There is little or no enforcement and no agency wants to take responsibility. What will be done to prevent the parking problem simply being moved? B. 'Limited Waiting' parking spaces:

	No opinion <u>C. Parking and loading restrictions:</u> No opinion
(34) Local resident, (Henley-on-Thames, Greys Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** The Close – **Concerns** Greys Road – **Object** Greys Hill – **Object** Totally unnecessary to extend the existing double yellow lines. Will cause more traffic problems, not less <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Object** Will cause More traffic problems, not less <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Support** I have cause for concern but am amiable to a trial period

(35) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Support mill road as it is a way to walk down the river and there is a car park at the bottom. Object to the rest as it will push cars to park in other areas leading to them being over crowded then having parking restrictions leading to parking outside of Henley B. 'Limited Waiting' parking spaces: Hart Street – **Object** Friday Street – **Object** Market Place – **Object** Car parks close by C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Support**

	Residents should have access to parking on their streets. Disabled parking in car park is enough .dosent matter people will still park there
(36) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Concerns** The Close – **Object** Greys Road – **Concerns** Church Street – **Concerns** St Andrews Road – **Concerns** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Inappropriate and wholly against the needs of local residents. B. 'Limited Waiting' parking spaces: Hart Street – **Object** Friday Street – **Object** Market Place – **Object** Unnecessary. C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Support**

	Appropriate
(37) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** There is too much on street parking in Henley - particularly on narrow roads. However at my last ount we had less than 1,000 off road car park spaces - far too few for a population of 11K plus - and plus occupants from the 20 odd surrounding settlements/villages etc who drive to Henley to shop. However, it should be noted that illegal parking on the existing yellow lines is rarely penalised esp around Harpsden Rd and its junction with Reading Rd B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Object** Market Place – **Concerns**

	Friday Street is narrow and overcrowded now, Hart St a busy thoroughfare and Market Place too busy for more parking. (Due to our crazy road system the Fire Brigade often have to use Market Place (travelling in the wrong direction) to get to their intende <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Support** Too much use is made of the loading bays by private motorists and should be stopped. I have a feeling inidentally that far more 'resident parking' permits have been issued by HTC than there are resident parking spaces. This is pure greed on their part.
(38) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Reading Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Parking on Harpsden Rd and surrounding areas is already under pressure and further restrictions will have a negative impact for residents. The proposed changes are unnecessary as traffic is forced to proceed with caution at these junctions and to my knowledge (20 yrs residence) accidents are extremely rare. Development of the community hub will increase parking pressure so please don't make these changes! <u>B. 'Limited Waiting' parking spaces:</u> I have no opinion about town centre parking. I walk everywhere in Henley <u>C. Parking and loading restrictions:</u>

	Same as my previous comment
(39) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Too little parking already exists. Stop removing perfectly fine parking spaces. B. 'Limited Waiting' parking spaces: Hart Street – **Object** Friday Street – **Object** Market Place – **Object** We need parking. Stop removing it. C. Parking and loading restrictions: Residents permit holders only' parking – **Object** Conversion of existing loading bays – **Object** Residents only parking is just a cash cow. We Need to be able to park briefly outside shops on bell street.

(40) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** All of the proposals for double yellow lines on residential roads will do nothing but hinder the residents who live on those streets. If any of the members putting forward these plans lived on say harpsden or boston road, they would understand the current struggle with parking, which double yellow lines will only compound. If safety is of a concern, perhaps a reduced speed limit would be of better result. There is already a shortage of parking for residents, with people using their cars on a daily basis to commute to work etc and adding unnecessary double yellow lines will make already limited parking situation even worse, causing people to park in streets further away from their homes or areas which would be a nuisance. One of the benefits of choosing to live just outside the town centre is the marginally increased availability of parking (compared with say albert road) . These terraced houses that will be impacted do not have the luxury of driveway parking, but having a car in the household is a necessity and available parking for them should be maintained. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Great to see additional short stay spaces on Hart Sreet.

	Friday / Market place already have similar offerings and cannot see these proposed changes having an impact either way. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Support** I see in these areas you are supporting residents parking, yet hindering other residents just outside of the center. Lack of consistency here, but I support making parking considerations for residents. Loading bay restrictions = positive for the traffic on Bell Street.
(41) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Reading Road – **Object** The Close – **Object** Greys Road – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Where will residents be able to park ? It's hard enough to park already on Harpsden road because people from out of town take spaces during the day. Introduce residents only parking please. <u>B. 'Limited Waiting' parking spaces:</u> No opinion C. Parking and loading restrictions:

	No opinion
(42) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** The Close – **Support** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** Ensure the length of the double yellow lines in the written letter is modified and reduced to match that depicted by the plans for Harpsden Road and its junctions with Niagra Road, Boston Road, and Western Avenue. Until this is clarified, I object to this. Mill Lane is a popular place to park for visitors to our town in the summer who are enjoying Marsh Medows. It is also an essential parking area, as the car parks that serve Marsh Medows are not large enough. Parking on this lane does need to be restricted to allow vehicles to pass; however, the proposed restrictions have gone too far. Restricting parking on one side of the road would suffice. I suggest revising the plans for Mill Lane; the traffic flow along Mill Lane would improve if the drainage is addressed. On Reading Road, heading towards Henley, the proposition is to double the yellow line at the bus stop, which should also be marked as a 'bus stop'; otherwise, buses will not be permitted to wait in the area.

	As observed on Google Maps, extending the double yellow lines on Greys Road is unnecessary. With the current road markings, vehicles can pass in each direction on the correct side of the road. Reducing valuable parking here will impact residents. Having lived at 33 Church Street for many years, I know parking is a premium on this road. The current road markings are sufficient to ensure that the corner is navigable, so do not extend the restrictions on this road. However, please ensure the road is kept clean and clear of leaves so the current double yellow lines are visible. The plan for double yellow lines on Harpsden Road Junctions with Boston, Western and Niagra Roads is a good idea. However, the length of the lines proposed into Niagra and Boston is about one car length too long. The buildings and narrow pavements already restrict the view for turning vehicles. Therefore, restricting parking further is superfluous. Align the termination of the proposed double yellow line in Boston and Niagra Road with the front of houses 47, 49, 85, and 87 Harpsden Road. The written public notice description of these new double yellow lines does not match the plan. Until the length of these proposed double yellow lines is drastically reduced, I object to this proposal. The current double yellow lines on St Andrews Road are sufficient, and there is no need to extend them into Orchard Close or even further up St Andrews. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Concerns** Friday Street – **Object** Market Place – **Concerns** Market Place - It looks like an additional single parking spot outside D:two! Plenty of available space could be utilised between Pavillion and The Three Tuns Public House. Red Lion Hotel - It looks like there are only two new spaces. There is potential <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Concerns** Conversion of existing loading bays – **Object**

	There should be many more short-term parking spaces available in Market Place. Cars currently illegally park, wait, load, and drop off there without causing any traffic problems. Market Place - It looks like an additional single parking spot outside D:two! Plenty of available space could be utilised between Pavillion and The Three Tuns Public House. Bell Street - Proposed restrictions will help only a small number of goods vehicles. There is potential to place a short-term parking spot outside 29 to 31, add one more short-term parking spot in the area between 9 Bell Street and 25a, and limit the restriction to loading only for daytime hours outside 46 to 50 Bell Street, freeing up that slot for general parking overnight. I suggest splitting the area between 46 and 50 Bell Street to provide one short-term parking spot for general use and one for loading.
(43) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Local residents will have no where to park with the proposed changes on Harpsden Road and the roads leading off. This will not make is safer - what Harpsden road needs is speed bumps not yellow lines. The danger is people speeding. You cannot put in yellow lines without considering the number of residents who park here. <u>B. 'Limited Waiting' parking spaces:</u> The proposed yellow lines show a lack of understanding of parking on Harpsden Road, and provides no solution for where residents should park. It also shows that you have misunderstood what the actual issue is - people speeding along the road which will o <u>C. Parking and loading restrictions:</u>

	None
(44) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Harpsden Road – **Object** There is not enough parking to invoke double yellow lines for 20m around junctions. Residents depend on these spaces for commuting, local traders/businesses etc. It would reduce parking significantly if 20m sections of road become double yellow. B. 'Limited Waiting' parking spaces: NA C. Parking and loading restrictions: NA
(45) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object**

	Vicarage Road – **Object** Queen Street – **Object** "Improve traffic movement" - Your stated aim. What this will do is encourage more and faster traffic, making all the roads even more dangerous and increase noise and pollution levels. It will be harder to cross the road, already unsafe in peak periods, and also massively reduce residential parking in the area. The lack of parking will affect residents in and around Harpsden Road especially, as there are barely enough spaces now, and lead to more conflicts between neighbours. Harpsden road already suffers from dangerous speeding drivers, this will mean there are more of them. This is a very nasty plan for residents on every level. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Concerns** I support more limited waiting spaces providing it does not come at the expense of local residents parking provision. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Concerns** Conversion of existing loading bays – **Concerns** This will probably have an impact on small shops that rely on passing trade. The chip shop in Friday street is one of these. We should really have more parking meters so that some income is raised and parking provision can be allocated by market forces.
(46) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object**

	Wilson Avenue – **Object** As a resident and homeowner on Harpsden Road I am deeply concerned about the proposed parking measures being imposed by Oxford County Council. The introduction of the new yellow lines will significantly reduce access to parking for myself and my neighbours. We purchased our house with the understanding that we had access to convenient parking. I understand the need for traffic management and safety precautions. Traffic calming measures should be implemented rather than reduction of parking space. The speed at which some commuters transit through Harpsden Road is concerning. Therefore I formally object to the proposals and would like to see traffic calming considered. <u>B. 'Limited Waiting' parking spaces:</u> We try to walk into town or use the town car parks <u>C. Parking and loading restrictions:</u> n/a
(47) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** As a resident of Harpsden Road I am very concerned about the double yellow line proposals. This will significantly restrict spaces for parking for not only our household but our neighbours too. One of the reasons we chose to buy in Harpsden Road over 20 years ago due to the availability of parking, especially as we are a two car household as are

	many of our neighbours. Many of our neighbours have young children and need access to parking outside their homes. Also when tradespeople come, visitors it's always convenient to have access to street parking. The impact of the double yellow lines on the Harpsden Road/Boston Road junction will impact us. The notice states 20m, which is a huge amount of spaces lost. There are businesses in Boston Road who use the street for parking Monday-Friday. The double yellow proposal around and down 20m on Boston Road is ridiculous. You can't see through a house so therefore these are necessary parking spots for residents. The community uses Trinity Hall most evenings during the week and therefore parking is required for all these cars. There is a proposal to make Trinity Hall more of a community hub, taking away parking will also affect this. Understandably there is a need for traffic management and safety on the corners/junctions but the proposed amount of spaces lost around corners would negate this. People need to be able to park near their homes, losing so many spaces would really inhibit families in our neighbourhood and community. I am opposed to the double yellow lines in the Harpsden/Boston/Niagara/Western/Wilson areas. It's challenging to find parking outside our house sometimes when busy, this would severely impact that as the double yellows proposed would be in front of 53 Harpsden. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** Limited waiting makes sense in for those times when you need to run in and collect/drop off something from stores. Market Place especially needs some limited waiting spots. Everyone parks there at the moment anyway so making it legal makes sense. It would <u>C. Parking and loading restrictions:</u> Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Object** There are not enough street parking places for people to park for short periods. Providing this in town would be useful and support shopping in lots, businesses, .

(48) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** No one is going to have any where to park! B. 'Limited Waiting' parking spaces: No opinion C. Parking and loading restrictions: Conversion of existing loading bays – **Object** 10 mins in town is handy when you are dropping things off at the charity shop or nipping in super quick to grab something. From what I see, they are not overly used so I am not sure why you would even need to do this.

(49) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** We're residents on Harpsden Road. The letter outlines distances to introduce DYL's of 20m, 20m, 20m, 30m, 25m, 12m down the road, effectively taking 127m of parking off the road, which is a massive amount. It will have a major impact on all residents living on the road, as they'll need to park somewhere else, and will heavily change the use of the road, as people that already dangerously fly down the hill, will be able to continue to do that all the way down the road, as the distances outlined almost entirely remove all parking on the East side of the road The intention to increase visibility in the turnings we understand and agree with, and actually the drawings outlined in the consultation pack, show something that appears more reasonable and we'd potentially agree with. However it is impossible to assess this properly, as the drawings don't remotely match up to the distances outlined. We'd appreciate clarity on what the relevant proposal of distance for the DYL's is (drawings or distances), and then reissue of the request so we can properly provide feedback to the accurate request. Regarding the other roads in Henley. We do have opinions on them all, and have a mix of support and concern, however as we're not residents on those roads, it feels unfair to weight our opinion on them, so we'll leave that for relevant residents effected that live and park on those roads B. 'Limited Waiting' parking spaces: As before, we do have opinions on all these pieces and have read them thoroughly, however we feel it is more relevant for residents on those roads/business effected to have their opinions heard primarily, as they're most impacted, so we'll not provide our C. Parking and loading restrictions:

	As before, we do have opinions on all these pieces and have read them thoroughly, however we feel it is more relevant for residents on those roads/business effected to have their opinions heard primarily, as they're most impacted, so we'll not provide our opinions
(50) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** Reading Road – **Concerns** The Close – **Concerns** Greys Road – **Concerns** Church Street – **Concerns** Greys Hill – **Concerns** St Andrews Road – **Concerns** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Concerns** I am resident of Harpsden Road and there is already insufficient parking for residents. To impose these conditions is absurd and would reduce the level of parking far below the minimum required for the area for residents who have no option but to use street parking. I very strongly object to these proposals. I am not familiar with proposals in neighbouring roads but assume that they are just as inadequately thought out. B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Concerns** As before

	C. Parking and loading restrictions: Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Concerns** Conversion of existing loading bays – **Concerns** As before
(51) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Strongly object to the introduction of DYLs on Harpsden Road, Boston Road, Niagara Road, Wilson Avenue and Vicarage Road as currently proposed. There is a high volume of traffic on these roads, and I am concerned that the speed of traffic (which is already too fast) will increase if visibility is improved. I am also concerned that the residents on these roads will lose access to parking in close proximity to their houses, as there is already often a lack of available spaces. I would support the introduction of some DYLs IF the following were considered: residents parking, a reduction in speed limit to 20mph, traffic calming measures (such as speed bumps) and traffic restrictions (such as local access only). I have witnessed/been aware of a number of incidents on Harpsden Road, and have strong concerns that a serious accident will occur in the near future - particularly if visibility is improved, and cars/vans/lorries/motorbikes feel that they can drive even faster down this road. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** No comment.

	C. Parking and loading restrictions: No comment.
(52) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Support** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **No opinion** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** I am objecting to the majority of the proposed changes, as it does not appear that any impact on local residents has been taken into consideration. In addition to this, local residents who will be impacted by the proposal have not been properly consulted when it comes to what the real issues for traffic in the area are and no other measures to manage this have been proposed. B. 'Limited Waiting' parking spaces: Hart Street – **Object** Friday Street – **Object** Market Place – **Object** I do not believe the proposal will have any of wanted impact and will result in further traffic within the town

	C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** The proposed changes will have a positive impact on the town and I believe residents parking should be implemented further in the town - as opposed to the actual proposal
(53) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Reading Road – **Object** Greys Road – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** This scheme is absolute madness, there is not enough parking on the streets as it, most households have minimum of 2 vehicles, so where are we all supposed to park. I am a resident in Harpsden road and we all struggle to get parked , my neighbours have between two and five vehicle's a household where I live. you are proposing to loose parking out side houses to corners of Niagara road and Boston road leading on to harpsden road that's a loss of about 20 parking spaces leading out from these two roads alone onto corners of harpsden road. you then got loss of spaces in Niagara road and Boston road on there own street corners. where are all the vehicles going to park, this is utter madness, this matter has really not been thought through properly . then

	you got western avenue corner on harpsden road. also Newtown gardens and Wilson avenue , where is every one going to park. what do you want people to do start parking illegally, we also already have 2 disable bay which has taken up 3 parking spaces and 1 resident is permanently parked in that all day long. [disable holder obviously] with out actually using a tape measure that is going to be a loss of approximately 40 to 50 parking spaces and that depends on size of vehicles just in harpsden road alone. If you lived in Harpsden Road you would realise that people from the side roads Niagara, Boston road etc try and park on Harpsden road when they have no spaces. It is also a selling point to have street parking outside your house and this would have an impact on selling. I strongly disagree with this proposal. 1 thing you should do is stop large lorries coming up from reading road and trying to get on to harpsden road, The roads are not wide enough for the really big vehicles.. STRONGLY DISAGREE, UTTER MADNESS. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Object** Friday Street – **Object** Market Place – **Object** too many restrictions, car parks are always full <u>C. Parking and loading restrictions:</u> Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Object** why fix it if its not broken, what are you hoping to achieve,.

(54) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Yellow lines will reduce the number of parking spaces on Harpsden Road, without FIRST putting in place controls (Harpsden Road residents parking) for residents who LIVE on Harpsden Road. Currently we are a free car park for customers for the 3 Horseshoes pub, workers in Henley or commuters to the train station using Harpsden Road as free all day parking, residents of Reading Road with multiple cars per household parking on Harpsden Road even though they have garages/off road parking. Harpsden Road residents often cannot park for days/weeks anywhere on Harpsden Road. B. 'Limited Waiting' parking spaces: Not applicable. C. Parking and loading restrictions: Not applicable
(55) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object**

	As a resident and homeowner on Harpsden Road I am deeply concerned about the proposed parking measures being imposed by Oxford County Council. The introduction of the new yellow lines will significantly reduce access to parking for myself and my neighbours. We purchased our house with the understanding that we had access to convenient parking. I understand the need for traffic management and safety precautions. Traffic calming measures should be implemented rather than reduction of parking space. The speed at which some commuters transit through Harpsden Road is concerning. Therefore I formally object to the proposals and would like to see traffic calming considered. <u>B. 'Limited Waiting' parking spaces:</u> n/a <u>C. Parking and loading restrictions:</u> n/a
(56) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Reading Road – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** As a resident of Harpsden Road where parking is already difficult due to the number of cars here, removing spaces by adding double yellow lines will cripple families with children that need to drive to school. We can't survive without our cars especially as I'm a driver in a work capacity and my partner also needs her car for her business. I park near

	the junction with Western avenue as it's quieter and safer for my car on the bottom of Western avenue... Were double yellow lines to be added we simply could not park our cars any more. <u>B. 'Limited Waiting' parking spaces:</u> Friday Street – **Object** Partner works in the anchor in Friday Street so needs parking <u>C. Parking and loading restrictions:</u> Conversion of existing loading bays – **Object** Occasionally businesses on bell Street have to have small vans or cars unload to them so they no longer would be able to receive those deliveries
(57) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Reduced accessibility for residents. This discriminates against those that don't have driveways, have children and need a car.

	<u>B. 'Limited Waiting' parking spaces:</u> No opinion <u>C. Parking and loading restrictions:</u> No opinion
(58) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** The new DYLs proposed around Harpsden Road will mean removing spaces for about 60 cars. The residents of these roads are largely elderly or young families, each of whom need covenient, accessible parking (especially given none of the properties have their own parking space). It would make parking severely difficult and would lead to huge congestion in an already densely populated area. <u>B. 'Limited Waiting' parking spaces:</u> Na <u>C. Parking and loading restrictions:</u> Na
(59) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Concerns**

	Boston Road – **Concerns** Western Avenue – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** Fully support the need for double yellow on the junctions adjoining and on harpsden road. However as a resident with one car we desperately need a plan around resident permits so that there is an equitable position. Some residents have 3 cars for one house! <u>B. 'Limited Waiting' parking spaces:</u> N/a <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** N/a
(60) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **No opinion** As a resident living on Harpsden Road I strongly object to the double yellow lines proposal. With parking on Boston road, Niagara road, Newtown Gardens road and Wilson avenue already beyond capacity adding further parking restrictions will only create a problem elsewhere.

	The proposal of 20 and 30m DYL restrictions is not the answer in this particular area. The resource would be better spent on speed ramps on Harpsden Road to slow down the vehicles travelling as excessive speed which is where the real difficulty of joining into Harpsden Road lies. The location is teaming with young families, elderly residents, cyclists and dog walkers who would feel much safer with speed ramps controling vehicle speed rather than DYL junctions in the area. I hope the parking requirements of the residents has been surveyed outside of residents working hours to give a true reflection on the number of cars parking in the area every night. <u>B. 'Limited Waiting' parking spaces:</u> N/a <u>C. Parking and loading restrictions:</u> N/a
(61) Local resident, (Henley-on-Thames, Harpsden Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Concerns** Boston Road – **Concerns** Western Avenue – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** There are regular parking problems for residents in these areas already. The proposed restrictions will make this worse. If the scheme goes ahead as planned, I would like to see a residents parking scheme introduced. <u>B. 'Limited Waiting' parking spaces:</u> These do not affect me

	C. Parking and loading restrictions: These don't affect me
(62) Local resident, (Henley-on-Thames, Harpsden Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Reading Road – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** These suggestions will make living in and friends visiting Henley absolutely impossible! Surely this is extreme. Not all necessary and some should be considered for parking permits instead. B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Concerns** This will add to the issues the town centre is having/will have in terms of footfall. Home owners in these roads should be able to park. Visitors should be able to visit but equally others should not be able to park in these roads all day and avoid parki C. Parking and loading restrictions:

	Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Concerns** Conversion of existing loading bays – **Object** Yes to residents parking in Friday Street. This doesn't say what the amendment to disable persons parking place will be. Bell Street changes will not help high street footfall for quick drop offs etc.
(64) As part of a group/organisation, (Henley-on-Thames, Mill Lane)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Concerns** There are pressing concern regarding the safety conditions on Mill Lane which is more important than double yellow lines . Currently, the lack of proper pavements poses a significant risk to both residents and the public utilizing this route to access the river. The overgrowth of brambles and bushes along Mill Lane further exacerbates this issue, hindering easy and safe passage for pedestrians. Before contemplating the implementation of double yellow lines, I earnestly urge the council to prioritize and take prompt action in addressing the inadequate pavement conditions and overgrown vegetation. In addition to the above , we still have the flooding issue to address. Enhancing the safety infrastructure along Mill Lane is imperative to ensure the well-being of those who rely on this route for daily commuting and recreational purposes. Your attention to this matter is greatly appreciated, and I trust that swift action will be taken to rectify the current hazardous situation. <u>B. 'Limited Waiting' parking spaces:</u> N/A <u>C. Parking and loading restrictions:</u> N/A
(65) Local resident, (Henley-on-Thames, Niagara Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u>

	Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Parking is already incredibly tight in these roads for residents. Limiting parking further will in my opinion lead to more hazardous parking in other areas of nearby roads as the same volume of cars try to use a smaller allocation of spaces. The real problem is the speed of traffic heading up and down these roads, and the negligence of drivers, not necessarily the cars parked. I would suggest reviewing the speed limits, extending the 20mph limit to Herpsden Road, St Andrews Rd, St Marks Rd, Western Ave, Greys Hill and the length of Reading Road up to Newtown Rd. Apply 10mph limits, to the other residential roads mentioned on the list that are not currently main through-roads <u>B. 'Limited Waiting' parking spaces:</u> I'm not in a position to comment on these <u>C. Parking and loading restrictions:</u> Conversion of existing loading bays – **Object** I believe the loading bays as they are now, help the local shops in that area
(66) Local resident, (Henley-on-Thames, Niagara Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u>

	Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** We are very aware that are too many cars in town, but penalising people with legitimate reason and no other reasonable viable / legal alternative to go about their business is not the way forward. The Neighbourhood Plan states there should be no loss of parking in Town, as especially where the houses are terraced there is massive existing pressure on available spaces. Increasing areas of double yellow lines means many spaces will be lost and more people paying expensive fines for attempting to park somewhere near their own homes. Safety at junctions would be much better increased by traffic calming measures. We see multiple daily speeding incident around Harpsden Road. Further limiting spaces will leave no spaces for traffic to flow as there will be nowhere for people to pull into for others to pass. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Object** Friday Street – **Object** Market Place – **Object** We are very aware that are too many cars in town, but penalising people with legitimate reason and no other reasonable viable / legal alternative to go about their business is not the way forward. The Neighbourhood Plan states there should be no loss of p <u>C. Parking and loading restrictions:</u>

	Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Object** We are very aware that are too many cars in town, but penalising people with legitimate reason and no other reasonable viable / legal alternative to go about their business is not the way forward. The Neighbourhood Plan states there should be no loss of parking in Town, as especially where the houses are terraced there is massive existing pressure on available spaces. Increasing areas of double yellow lines means many spaces will be lost and more people paying expensive fines for attempting to park somewhere near their own homes. Safety at junctions would be much better increased by traffic calming measures. We see multiple daily speeding incident around Harpsden Road. Further limiting spaces will leave no spaces for traffic to flow as there will be nowhere for people to pull into for others to pass. This feels like a way to penalise residents who cannot afford a larger property with a drive, but who still need a vehicle to earn their livelihood.
(67) Local resident, (Henley-on-Thames, Niagara Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Object** The Close – **Object** Greys Road – **Concerns** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Concerns** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** I appreciate there are safety issues with the present areas that have been highlighted, but that is because the number of vehicles owned by the residents. Increasing the double yellow lines makes parking for residents impossible without

	the provision of additional capacity. This plan is been made by non residents who have no clue about the difficulty parking in any of the areas highlighted. It will generate more money for the council with increased parking fines because residents are frustrated by having to park long distances from their properties. B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Concerns** This will cause traffic jams in the town C. Parking and loading restrictions: Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Object** Will cause parking issues in other parts of town
(68) Local resident, (Henley-on-Thames, Niagara Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): The Close – **Concerns** St Andrews Road – **Concerns** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** The lack of parking spaces for residents in this area makes lives difficult now. As a single-car family - we frequently find ourselves needing to park on yellow lines in the evening. It is a daily struggle now. Especially for families with small children, prams etc. With the DYL proposal - it will become an utter misery. If you add up the total number of

	lost car parking spaces in this area, you will be depriving the area with a lot of much-needed parking. The problem with safety is the speed at which people race up and down Harpsden road and the fact that ANY cars along Harpsden pose a visibility issue. (I tested this theory this morning when many cars had left for work) The only solution is to slow cars down (electronic signage showing less than 20mph) AND to install mirrors to improve visibility. Don't make our lives harder! <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Object** Friday Street – **Object** Market Place – **Object** I don't believe that a proper study has been carried out and published to understand the implications for our many Ocado, Amazon, Delivery and other services. Until there are genuine concerns and evidence that this proposal will make a difference, I don' <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Concerns** Conversion of existing loading bays – **Concerns** Apart from creating opportunities to fine someone breaking the rules - (maybe this is the goal?) these changes are not going to change anything. Some people may have genuine reasons for stopping off. Those that don't are going to ignore the restrictions anyway.
(69) Local resident, (Henley-on-Thames, Niagara Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support**

	Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** Mirrors are needed at the junctions of Niagara road to improve visibility. The double yellow lines are not enough. Furthermore, speed bumps should be put on Niagara and harpsden road to slow down traffic using the roads as a short-cut <u>B. 'Limited Waiting' parking spaces:</u> N/a <u>C. Parking and loading restrictions:</u> N/a
(70) Local resident, (Henley-on-Thames, Niagara Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Harpsden Road – **Object** Boston Road – **Object** Niagara Road – **Object** Wilson Avenue – **Object** As a resident on Niagara Road it can sometimes already be difficult to park, let alone if restrictions are implemented. Are there not other options which can be considered before double yellow lines are enforced. I agree the turnings can have restricted viewing at times, but this is often the case even where cars are not parked at the junctions. <u>B. 'Limited Waiting' parking spaces:</u> N/A

	C. Parking and loading restrictions: N/A
(71) Local resident, (Henley-on-Thames, Niagara Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** I live in Niagara Road. There is insufficient on street parking in my street and the nearby local residential roads. The imposition of double yellow lines will displace vehicles without creating any additional parking capacity. Cars will inevitably be parked illegally on double yellow lines or several streets away from people's home addresses. This can already happen even before any further restrictions are put in place. The main issue is vehicles speeding on Harpsden Road and its side streets. Vehicles are also excessive in size, weight and bulk, which is serious problem when accessing Harpsden Road and Reading Road from side streets. B. 'Limited Waiting' parking spaces: No opinion C. Parking and loading restrictions:

	No opinion
(72) Local resident, (Henley-on-Thames, Queen Close)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Reading Road – **Concerns** The Close – **Support** Queen Street – **Support** Queen Close has cars parking illegally continuously. Our bins sometimes cannot be collected as the entrance to the close is blocked by illegally parked vans and cars B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** It is useful for those who find it hard to get about. C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** Sounds sensible
(73) As a business, (Henley-on-Thames, Queen Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** Reading Road – **Object** Greys Road – **Support** St Andrews Road – **Object**

	Harpsden Road – **Object** Boston Road – **Concerns** Western Avenue – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** Queen Street – **Object** You are making it more and more difficult and unattractive to operate a business in the town. Your proposals will make it more difficult for our staff (particularly those with mobility issues!) to come to work. Perhaps you should concentrate your efforts on the provision of more reasonably priced parking because if these plans are implemented, it will be another good reason for our business, along with others, to leave Henley! <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Object** Market Place – **Support** See my previous comments about (some of) these proposals driving business away from Henley. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Conversion of existing loading bays – **Concerns** See previous comments, but I would add that I cannot believe these proposals were devised by anyone with any knowledge or experience of traffic management, running a business or even Henley!
(74) Local resident, (Henley-on-Thames, Queen Street)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Church Street – **Object** St Andrews Road – **Object** Queen Street – **Object**

	The single yellow outside no.50 on Queen Street is used a lot as welcomed additional parking outside restricted hours. Changing it to a double would reduce the already limited residents parking on Queen Street. In fact, it would make more sense to turn it into an official bay. That would align it with the rest of the street. I'm not sure why it isn't a bay already. B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Concerns** Market Place – **Support** The current limited waiting time bays on Friday street allow long term parking for residents. I would be concerned for the impact on residents parking on Friday Street and Queen Street should this arrangement not be maintained. C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Support** More residents parking is in desperate need on Friday and Queen Street.
(75) Local resident, (Henley-on-Thames, Queen Street)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** Reading Road – **Concerns** Vicarage Road – **Concerns** Queen Street – **Support** Parking is difficult in Henley and I do not feel that further restrictions will help either residents or visitors B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Concerns**

	Market Place – **Concerns** Independent traders will suffer if the scheme changes, <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Conversion of existing loading bays – **Object** Bell street shops will suffer from restrictions as it is too difficult to park in the car parks in friday street the main issue is people parking on double yellows overnight
(76) Local resident, (Henley-on-Thames, Queen Street)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Queen Street – **Object** I object very strongly to the proposal to replace the existing No Waiting Mon-Sat 8am to 6pm restriction adjacent to nos. 50-52 Queen Street with double yellow lines. I live a few doors up from this space on Queen Street and this space is absolutely vital in my opinion for a number of reasons. Firstly it is vital for safety reasons, as if I (a female adult) or my younger daughter (currently learning to drive) come home late at night on our own, it is crucial to have this space available near to the house when all other spaces on the street have been taken (as they normally are by about 6pm) for safety reasons as otherwise we would have to park a long way from the house and walk back alone from the car at night on our own. Currently we can park here, with the knowledge that we only have a short walk to the house and can move the car by 8am in the morning. It is also a vital extra space on Sundays when most residents are home and so spaces are at a premium. It currently provides one extra space for the street on the day that it is most needed. It is also vital for unloading heavy items in the evenings when we cannot get a space near to the house. We can unload the car and then move it into a space further away. I feel that there is no real benefit in making it double yellow lines and the benefits that we currently get on the street from being able to use this space in the permitted hours are multiple. I think the benefit regarding the safety of residents coming home at night is particularly important. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support**

	I feel the new Hart Street spaces will provide extra parking opportunities in a useful location <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Object** I greatly support the extra resident permit holders only on Friday Street as I feel these are desperately needed for residents in this area and there a lot of public spaces nearby for non-residents. The current loading bays on Bell Street are extremely useful when collecting large items from the shops along this street and it would be great if the local residents can continue to make use of this. Please think of the general public and local residents here as they frequently make use of these spaces for loading, especially at weekends when there are less good vehicles around so the new regulations would mean a waste of space.
(77) Local resident, (Henley-on-Thames, Reading Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Support** Reading Road – **Support** Harpsden Road – **Concerns** Boston Road – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** Vicarage Road – **Concerns** I am mostly in support of increasing the no waiting markings on these various roads and junctions as the parking that is currently obscuring sight lines and emergency access is problematic. However I also live here and we are always finding it difficult to park. So my concerns are what happens when all these cars that currently park in all these spaces are displaced. Where will they park? Surely to put limits in you must have a solution for the effect it will cause. Please provide an effective solution rather than just dismissing a future obvious issue. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support**

	Market Place – **Support** If we can increase parking in the town centre that is a good thing, for business and accessibility. Personally I would like to see 30minute parking options to allow for quick stops. <u>C. Parking and loading restrictions:</u> Conversion of existing loading bays – **Object** All up for the bays to become goods vehicles only, but once again, the usage tells you that people need short stay convenient parking, and the car parks in town aren't big enough at peak times. Please provide a solution all round to the problem rather than just one area.
(78) Local resident, (Henley-on-Thames, Reading Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Very limited space for residential parking and this will reduce it further. I have lived here over 10 years and would say there is very Limited evidence that what has been stated is a hazard. <u>B. 'Limited Waiting' parking spaces:</u> No opinion <u>C. Parking and loading restrictions:</u> No opinion

(79) Local resident, (Henley-on-Thames, Reading Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** Reading Road – **Support** Greys Road – **Support** St Andrews Road – **Object** Harpsden Road – **Concerns** Boston Road – **Concerns** Western Avenue – **Concerns** Niagara Road – **Concerns** Wilson Avenue – **Concerns** There is already a parking problem in the reading road/st Andrews Road / harpsden road areas. Introducing these restrictions will likely lead to further illegal parking and potentially in more dangerous places. Particularly on St Andrews Road. It is not clear, and no evidence has been provided that there is a safety issue adjacent to orchard close where this would take away ~3 further parking spaces B. 'Limited Waiting' parking spaces: No opinion or concerns C. Parking and loading restrictions: No opinion or concerns
(80) As a business, (Henley-on-Thames, Reading Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object**

	St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Increasing 'No Waiting at Any Time' Parking Restrictions (DYL) just reduces the amount of available parking in the town for both residents and people coming in to town to either work or use the services or businesses that are located within the town. Residents will inevitably use up most remaining spaces leaving businesses and services with fewer places for customers park. There doesn't seem to be any explanation as to why this is a good idea apart from perhaps 'improve traffic movement and visibility'. In the introduction statement in the letter its states one of the aims is 'to help provide more residents parking' this proposal will significantly reduce the amount of Residents parking and the net effect of all the proposals will massively reduce the amount of resident parking. By my calculations you are proposing approximately 450metres of increased restrictions which is approximately 80-100 parking spaces that will disappear. In the whole proposal thee is only provision for 10 new Residents parking spaces but 7 of these are already 1 hour parking spaces, so you are actually only proposing 3 new parking spaces in total . <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** OK <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Conversion of existing loading bays – **Object** Friday Street reduces parking spaces for people coming in to town to use services/business. Bell Street spaces useful for loading for customers - why should this be restricted to goods vehicles

(81) Local resident, (Henley-on-Thames, St Andrews Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** St Andrews Road – **Object** Vicarage Road – **Support** I am objecting to the St Andrews Road extra restrictions as this will only increase the speed of traffic using this residential road as a 'rat run'. What we actually need here are speed restrictions/rod jumps to discourage speeding drivers, not clearer roads to make it easier for them B. 'Limited Waiting' parking spaces: Hart Street – **Support** Friday Street – **Support** Market Place – **Support** This will hopefully help those who need short stay parking with spaces being continually released for others to use C. Parking and loading restrictions: No opinion
(82) Local resident, (Henley-on-Thames, St Andrews Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Support** Greys Road – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support**

	Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** I feel that people park anywhere, in many cases out of sheer laziness. There are going to be more accidents if this isn't addressed. One of the most dangerous points I notice is coming up or down St Andrews Road on a weekday and with so many cars parked on Vicarage Rd, visibility is obstructed to traffic on Vicarage Rd and cars on St Andrews pull out directly in front because of it. I believe the majority of those parked there ade commuters who are unwilling to pay the minimal cost to park in the vast rail station car park. I'm disappointed not to see any restrictions near the top of St Andrew's Rd where there are blind corners with many people parked there which will eventually cause an accident. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Support** Friday Street – **Support** Market Place – **Support** These are busy streets in the town centre and can should not need to be used for visitor parking. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Support** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Support** Same as before. There is generally amble parking in the Waitrose and Greys Rd car parks.
(83) Local resident, (Henley-on-Thames, St Andrews Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object**

	Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Just another example of the current County administration's war on the motorist. <u>B. 'Limited Waiting' parking spaces:</u> Hart Street – **Object** Friday Street – **Object** Market Place – **Object** Just another example of the current County administration's war on the motorist. <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Object** Just another example of the current County administration's war on the motorist.
(84) Local resident, (Henley-on-Thames, St Andrews Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u>

	St Andrews Road – **Object** There is a problem with speeding cars at the bottom of St Andrews Road. Parked cars help to slow the traffic whereas double yellow lines and no parked cars will make it easier to speed. A better solution would be road calming and retaining parking spaces for visitors to the street and for those who park before walking into Henley to go to work (this happens every weekday). <u>B. 'Limited Waiting' parking spaces:</u> I do not live in or park in these streets so have no opinion <u>C. Parking and loading restrictions:</u> Conversion of existing loading bays – **Support** This will reduce the instances of parked cars in these bays
(85) Local resident, (Henley-on-Thames, St Andrews Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Reading Road – **Concerns** St Andrews Road – **Object** To restrict parking spaces in St Andrews Rd is ludicrous, making two lanes of traffic. We Will never be able to get out of our driveways. Plus there is St Mary's School to consider, it will be dangerous with parents double parking to drop off and pick up. Please leave it as is. Reading Rd needs urgent attention, huge articulated lorries all day, fumes, pollution, road damage. Boy racers all night need to be stopped. <u>B. 'Limited Waiting' parking spaces:</u> I do not live in these areas, so have no opinion

	C. Parking and loading restrictions: No opinion
(86) Local resident, (Henley-on-Thames, Valley Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** I object because there is a limited parking available in Henley B. 'Limited Waiting' parking spaces: Hart Street – **Object** Friday Street – **Object** Market Place – **Object** I very often pass by the town centre with children and need 5 minutes to get some last minute shopping. If I don't do it I am stack, with a toddler and a baby there is no such thing as quick shopping otherwise. C. Parking and loading restrictions: Residents permit holders only' parking – **Object** Conversion of existing loading bays – **Object**

	I am objecting as I very often need to do quick round to the town, literally 5 minutes thing. I wish there was more spaces for local residents 10 min parking spaces.
(87) Local resident, (Henley-on-Thames, Valley Road)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Concerns** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Support** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** In favour of all except Mill Lane . I think there should be some restrictions but there is limited parking in the car park . One area not mentioned is there should be double yellows along Elizabeth Road T junction with Greys road Henley . This is the road at the top of valley road . It is very hazardous due to parked cars and heavy congestion at school pick up time ado a accident waiting to happen B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Concerns** Market Place – **Concerns** I have concerns due to local business being affected

	C. Parking and loading restrictions: Residents permit holders only' parking – **Support** Conversion of existing loading bays – **Concerns** Affect on business
(88) Local resident, (Henley-on-Thames, Walton Avenue)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): Mill Lane – **Support** Reading Road – **Support** The Close – **Support** Greys Road – **Support** Church Street – **Support** Greys Hill – **Support** St Andrews Road – **Support** Harpsden Road – **Concerns** Boston Road – **Support** Western Avenue – **Support** Niagara Road – **Support** Wilson Avenue – **Support** Vicarage Road – **Support** Queen Street – **Support** I live in Walton Avenue .Exiting onto harpsden Road is an absolute nightmare with vehicles parking tight to the exit. Service vehicles have to back down the Avenue because it is impossible for them to enter or exit safely. Could we please have the yellow lines extended on both sides for safety and visability purposes. We have requested for this to happen before on several occasions but have been turned down , I believe , because Walton Avenue is classed as an unadopted road. The Avenue is used as a rat run and school run which makes it even more dangerous for residets and walkers. because Walton Avenue is a unadopted road B. 'Limited Waiting' parking spaces:

	Hart Street – **Support** Friday Street – **Concerns** Market Place – **Support** At the junction of Friday Street and Reading Road there are shops that need parking outside their premises at various times of the day for collection and delivery of the food goods, boxes of which are usually heavy and cannot be manually carried any dis <u>C. Parking and loading restrictions:</u> Residents permit holders only' parking – **Concerns** Disabled Persons Parking Place – **Support** Conversion of existing loading bays – **Concerns** Loading bays required at the top of friday Street ,junction with Reading Road for shops to load and transport heavy food boxes.Where will disabled vehicles park in Bell Street to get medical goods and prescriptions for their needs.
(89) Local resident, (Henley-on-Thames, Wilson Avenue)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object**

	The proposals appear to be ill thought through - parking on the roads considered is particularly challenging - preventing cars from parking in these locations does not solve the issue. Please can the council reconsider, resubmitting plans that support locals who struggle with residential parking. <u>B. 'Limited Waiting' parking spaces:</u> N.a <u>C. Parking and loading restrictions:</u> Conversion of existing loading bays – **Object** N-a
(90) Local resident, (Henley-on-Thames)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u> Mill Lane – **Object** Reading Road – **Object** The Close – **Object** Greys Road – **Object** Church Street – **Object** Greys Hill – **Object** St Andrews Road – **Object** Harpsden Road – **Object** Boston Road – **Object** Western Avenue – **Object** Niagara Road – **Object** Wilson Avenue – **Object** Vicarage Road – **Object** Queen Street – **Object** Objections

	B. 'Limited Waiting' parking spaces: Hart Street – **Concerns** Friday Street – **Support** Market Place – **Concerns** .Concerns C. Parking and loading restrictions: Residents permit holders only' parking – **Object** Disabled Persons Parking Place – **Object** Conversion of existing loading bays – **Object** Objections
(91) As a business, (Kent)	A. 'No Waiting at Any Time' parking restrictions (double yellow lines): N/A B. 'Limited Waiting' parking spaces: Friday Street – **Concerns** As a local business located on the corner of Friday Street and Duke Street just wanted to flag that deliveries can be difficult. Has any thought been given to creating space for loading? C. Parking and loading restrictions: n/a

C. Email/Written responses:

RESPONDENT	COMMENTS
(92) Local resident, (Henley-on-Thames, Greys Hill)	**Object** – I live in Greys Hill, where residents already struggle to find adequate space to park their cars because the road is used by people who don't live on the road (and often don't live in Henley). Your proposals to increase double yellow lines in Greys Hill and Church Street will therefore further limit the residents ability to park near their residential addresses. How can this be described as an improvement?. The appropriate step should be to make Greys Hill residents parking only. This would address the detriment caused by the current problems of non Henley residents using Greys hill as an overflow parking facility. I would urge you to consult with residents on Greys hill, who I am sure would agree with me,
(93) Local resident, (Henley-on-Thames, Harpsden Road)	**Concerns** – Since buying our house in Henley, this is our first significant proposal we've had to consider and feedback on. We're keen to ensure we're a useful and informed voice, so have tried to read all the documentation thoroughly this weekend, before writing. We've provided feedback through the survey form, but wanted to also summarise it by email, as we're happy for you to know exactly where we live and therefore where our perspective comes from. I'll split the feedback into two areas: <u>Harpsden Road & Connecting Roads: Boston, Western, Niagara, Wilson, Vicarage</u> I have major concerns with what is proposed, primarily caused by what seems to be inconsistent measurements between the drawings and the measurement descriptions. The current proposal will take out 127m of parking on Harpsden Road and 68m of parking on the surrounding roads (or double this, if the approx distances provided are infact on each side as the way it is written suggests). Obviously some of that goes around corners where there wouldn't be cars anyway, but that is a massively significant amount of parking. This would displace such a significant number of cars, it will have a major impact on all the residents of the road and how the road is used by others.

	The biggest challenging in assessing the impact properly, is the drawings outlined show something significantly different to the distances that are listed. For example, the drawings at Boston Road, appear to show approx 1 houses worth of width on Harpsden Road to be double yellow, which I'd guess is approximately 4 meters, but the length outlined is 20 meters, which would look completely different. This inconsistency between drawing and length described is consistent for all the other Harpsden Road suggestions. The intention of causing the currently blind corners to have increased visibility, on the face of it we agree with. The drawings, outlining redlines, we'd potentially support, if we were given clear measurements, that married up and could assess them on face value. But it is impossible to assess that, currently, as the headline numbers are so different. The concern with the proposal as written is, you'd displace parking for so many residents I legitimately have no idea where they would end up parking. Additionally, with the East side of Harpsden Road almost completely devoid of parked cars, cars would fly down the Harpsden Road hill, as they already currently do but naturally parked cars either side slow them. This would itself cause greater danger on the road, than the current lower visibility corners do. If we've misinterpreted the information, and are following it incorrectly, then apologies, we are trying to understand it clearly as we can from what was shared. But we would massively appreciate clarification of the proposal. <u>All Other Proposals</u> We have a lot of view points on all the other proposals outlined, and have read them all thoroughly. There's some we strongly agree with, and some we have concerns on. However, it is our opinion that residents and business most closely impacted by the proposals, get their opinions heard clearly on their impacted roads, so we're not going to provide our opinions for the other proposals.
(94) Local resident, (Henley-on-Thames, Church Street)	**Object** – As a resident of Church Street, my comments on the above amendments relate particularly to the following roads: - Greys Road: east side – extend the existing restriction southwest of Church Street by 4.5 metres. - Church Street: west side – extend the existing restriction north of Greys Hill by 4 meters. - Greys Hill: north side – extend the existing restriction southwest of Church Street by 4.5 metres.

	Greys Road is probably the busiest in Henley, especially at its junction with Deanfield Avenue which forms a crossroads used by lorries, coaches, vans, and cars travelling to and through Henley. In addition, for some years parking has been a growing problem for its residents made worse by permitted house-to-flats conversions and the construction of new apartment buildings allowing insufficient car parking areas, whose cars now spill out onto the roads. Spaces are also shared by cars dropping off and collecting children from the local school, coaches collecting students from the nearby Technical College, and student vehicles overspilling from the college car park. Visitors to the town, delivery vans, and those for general services making house visits, also search for somewhere to park. All the above vie for the insufficient spaces available which are paid for by residents in their Council Tax. This situation is now chronic due to the urgent need for more parking spaces, not less, as the planned alterations propose. Reducing spaces will only make a difficult situation even worse and inevitably result in forced dangerous parking with nowhere else for its residents to leave their cars.
(95) Local resident, (Henley-on-Thames, Harpsden Road)	**Support** – welcome the change regarding double yellow lines being put in place to stop people parking on the edges of the junction. We are relieved to hear of these plans and feel it will somewhat improve the safety of driving on the roads. However, since moving to Harpsden Road last year, there have been multiple incredibly dangerous road traffic incidents that both us and neighbours on our road have witnessed and reported but to no avail. I was directed to several different contacts in the council and Thames Valley Police, to report dangerous speeding incidents on our road but I have been met with barriers to any official reports being made and so these incidents have gone unreported. On one occasion, someone was travelling so fast down our road that the windows reverberated. I am aware there have been injuries on our road from pedestrians being knocked and earlier this year, my partner witnessed someone's loving pet being run over by a car speeding up the road. This morning at 07:40am, there was a four car pile up on the road (which included our car) because someone was parked on the corner of Boston Road junction and another individual driving down Harpsden Road did not see anyone pulling out of Boston Road until it was too late, which resulted in them swerving and crashing into the pavement and three subsequent cars. Had there been pedestrians out, this would have been incredibly dangerous and may have resulted in life changing or fatal injuries. This causes us to feel incredibly unsafe and has also resulted in a significant financial burden as our car is now likely to be written off, as are two further cars that were parked and hit. I am very disappointed with the safety and traffic management of what is a residential road near the town centre.

	Although double yellow lines will assist in reducing the likelihood of road traffic accidents, they are not sufficient in providing safety to the public and other drivers, given the speed at which drivers are allowed to drive down the road (30mph with no speed signs currently in place) with many people driving in excess of this. We and many other neighbours feel that speed bumps would improve the safety on our road, which currently is having a negative impact on the quality of life of residents and has left us feeling unsafe; had speed bumps been in place today, the driver of the vehicle would not have been going at a sufficient enough speed to swerve into the pavement/cars and have an accident. Additionally, without any speed camera to monitor the speed on this road and no clear process to report these road traffic crimes, many incidents are going unnoticed and unreported. I strongly urge you to escalate this to prevent further accidents and potentially life threatening injuries to the residents and people travelling to this area. I am also aware that as parking on Harpsden Road is free, the road is often congested with many cars parked in close proximity, again increasing the likelihood of accidents. I would welcome a change to this as there have been to several neighbouring roads, by implementing resident permit parking.
(96) Local resident, (Henley-on-Thames, Orchard Close)	**Support** – I am so relieved that you are extending the double lines at the end of Orchard Close/St. Andrews Road. Every time I drive out on to St Andrews Road I feel I am putting my life on the line. Cars drive down St. Andrews far too fast and views up the road are constantly impeded by badly parked cars. I much appreciate you improving my safety.
(97) Local resident, (Henley-on-Thames, Orchard Close)	**Support** – I am a resident of Orchard Close and as you have been made aware previously the parking of cars along St Andrews Road makes exiting Orchard Close extremely dangerous as it is a blind spot .Drivers have to inch out very slowly keeping fingers crossed that no cars are coming down St Andrews to leave Orchard Close .A serious accident waiting to happen . I am in full support of extending the existing restrictions either side of Orchard Close by 16 Metres .
(98) Local resident, (Henley-on-Thames, Church Street)	**Concerns** – I have been emailing Cllr Stefan about the problems that residents of Church Street are facing with regards to parking since July 2. In my original email, copied below, I explained that I had knocked on every door on the street, asking occupiers for their views on residents' parking. Three were uncontactable, and two properties were empty. For the rest, everyone was in favour of learning about the process of obtaining residents' parking, what the

	cost would be for permits and where spaces would be designated, bar a couple who either didn't have cars or had off-street parking and were neutral on the matter. I have since chased several times for this information - please see the email thread below. I am frankly really upset that we weren't given the opportunity to be a part of this consultation, of which I was unaware, despite trying to find out the process for nearly five months. Does this mean we would have to wait for however many years it will take for the council to issue another round of parking consultations? To explain why I feel so strongly: as I said in my original email, parking on our street during the day is impossible. Other nearby residential streets in Henley, such as Albert Road and Queen Street, have residents' parking. It is well known in Henley that Church St is one of the very few streets with free parking closest to the town centre, Henley College and to the station, meaning that our single-track historic residential road is used as everybody's free car park. In the evening it is often possible to get a space, showing how many of the cars parked during the day are non-residents'. As a result, I often end up walking for up to 15 minutes with my two-year-old and four-year old up Greys Road to reach our car, since frequently there aren't any parking spaces available on Greys Hill either. We then often have the same trip back again on our return. We try to use our car as little as possible, but often trips are unavoidable. The current parking situation has a big impact on our daily lives. It also means that this narrow street is busy with cars, all searching for a space, often reversing up and down the hill in a way that feels verging on dangerous, given that it is heavily used by children walking to Trinity School, Sacred Heart School and Henley College. What can we do, please, given that from my initial conversations with residents on the street the overwhelming majority were interested to learn more about how residents' parking would work in practice, many just want it regardless of any conditions attached, and the others were indifferent.
(99) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – In general, Harpsden Road does not need additional parking restrictions - It needs traffic calming measures. The issue is speed of traffic, not access to the junctions of adjoining roads. As I am sure you are aware, Harpsden Road is used as a "rat run" to avoid the traffic of Reading Road. This needs to be deterred, not encouraged by making it easier for through traffic to use the road through these proposed restrictions.

	I strongly object to the 20-25m proposed DYLs along Harpsden Road. These will encourage drivers to race to the larger passing points. There is also insufficient parking available for residents without restrictions. Please rethink the strategy for Harpsden Road - Your proposals will increase the danger to residents of high speed traffic, whilst negatively affecting their ability to park.
(100) Local resident, (Henley-on-Thames, Market Place)	**Support** – I received your letter about the parking changes in Henley ,which are much needed. However I have a question about residents parking. I live at no 50 market place which couldn't be more central . I can't understand why I don't qualify for residents parking. My neighbours opposite not only have parking but get guest parking as well. This doesn't make much sense to me. I would be very grateful if you could look into this.
(101) Local resident, (Henley-on-Thames, Orchard Close)	**Object** – Included in your list is a new set of double yellow lines adjoining Orchard Close; please could you explain your thinking behind this? It doesn't seem to be a sensible thing to do to me. I live on the corner of Orchard Close and this change will greatly affect my quality of life and happiness. As currently configured the current layout works pretty well. St Andrews Road carries a lot of traffic being an artery in and out of the town for many people living up the hill and the parked cars ensure that care has to be taken by everybody passing through. Those leaving both Orchard Close and Windsor House opposite us, aside from the houses fronting the road, can drive out more safely into one line of moving traffic with those coming in the opposite direction slowing and waiting their turn. Fortunately Orchard Close has a wide open entrance but If you empty the road here the moving parts will then be faster and more frequent and you will make these manoeuvres more difficult. Cars will shoot down the hill and then swerve in towards my neighbours' driveway, No 4 St Andrews Road, speeding straight on down bringing them closer to the pavement and the Orchard Close entrance. I think that your goal should always be to keep traffic moving but not to speed it up. There is a primary school up the road and parents walk their children to and fro, well protected on the pavements behind parked cars. I am sure that they need the parking spaces too. Many people walk past on the Reading Road but crossing the road at any point on the bottom of St Andrews Road will become quite hazardous. The houses in Orchard Close have a back lane entrance and I use mine a lot, often parking on the roadside to bring things in and out; you will spoil this for me, but why? Restricting parking spaces in the town is surely very short sighted, the businesses need lots of customers and beside the inhabitants lots of people park here as they come and

	go. My family and visitors will have to go on to compete for spaces further up the road pushing their visitors out as they do so.. Opening up the road by removing the parking spaces and bringing the traffic closer to my hedge and garden, raising the speed, noise and pollution levels and endangering the life of my cat, two neighbours have had theirs run over recently, seems to be very mean spirited of you and for no obvious gain. Please do come and look at the current layout and see for yourself how this change will have a negative impact on those of us living here. Please don't do this, please leave the road as it is.
(102) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – Whilst new parking facilities are always welcome in the town, the plans for placing double yellow lines at junctions along Harpsden Road lends nothing to your stated aim of "help provide more resident parking, improve traffic movement and visibility" In fact, it does the opposite by virtue of removing upwards of 30 parking places for Harpsden Road residents and visitors which, given the terraced nature of the road, is a highly irresponsible proposal. Clearly, the argument is one of visibility at junctions which for many roads is a sensible accident prevention policy. However, there are some roads which due to their size and the number of properties they serve can only bear limited interference. Harpsden Road is one of those roads. Due to the width of the road and residents parking on both sides, essentially, it has become a single track road. There is nothing the residents or the Council can do about that. However, for the most part, traffic flow works and parking works. With regard to visibility, your reason for the double yellow lines, it would only be increased by approximately 25 metres either way from the driver's perspective from one of the side roads. However, it is my experience from decades of driving on the road it is a car approaching from over 50 metres away and which cannot be seen which invariably causes one of the vehicles having to give way. As there is nothing the Council can do to give drivers 50 metres or more of visibility, placing double yellow lines on any part of Harpsden Road would be completely ineffective. The other issue of course is where would the council suggest the 30 or more displaced residents should park when they have shopping and children to unload. I have a mobility issue and certainly would not be able to walk any great distance from my property. I doubt the residents of Boston, Niagara, Newtown, Wilson or Western would welcome a vehicle invasion. If you want to do anything to help traffic in Harpsden and surrounding roads, address speed, not visibility. Harpsden Road is and always has been a cut-through for Reading traffic to and from the north of the town. These vehicles are never residents and on many occasions travel at excess speed some as high as 50mph. Why not make the road a 20 or even 15mph zone with two way camera technology. Not only would that measure keep the road safer for residents but it would make the question of visibility almost irrelevant.

	I think you will be hard pressed to find many residents who think this is a good idea.
(103) Local place of worship, (Henley-on-Thames, Market Place)	**Support** – Outside our building are several 20-minute parking slots and 1 disabled slot. We have no problem with the suggested changes as Henley needs better parking provision. However just a suggestion, as the current single disabled parking slot is taken up all the time by one resident close by with a blue badge, meaning that there is never a disabled slot available to others visiting our community centre or the centre of town. Could one of the new parking slots be given over to another disabled slot to help this situation? So we would request two disabled slots if possible please. Many thanks for your help
(104) Local resident, (Henley-on-Thames, Friday Street)	**Support** – I cannot tell you how relieved I am today to receive the notification of additional residents parking to be implemented in Friday Street Henley on Thames, I live on Friday Street and it has been extremely problematic for some while now for residents to simply be able to go home, By that I mean to park their cars near their homes safely. My e-mail to you today is an enquiry about visitors and workmen such as gardeners or boiler maintenance /service people, gutter repair/ replacement or exterior housepainter people coming to work at our homes in Friday street, or people coming to take things away say from the garden (we only have front entrances to our homes)in which their vehicle needs to be parked near the house for a while. Am I to presume that the parking permits for visitors that we had issued to us still apply and can be handed out to workment and visitors even though the parking spaces are for residents.It would make it difficult if workmen that need to carry equipment or tools for gardening or repairing cannot park near by. I hope that it is the case that the visitor permits will still operate as usual.
(105) Local resident, (Henley-on-Thames)	**Concerns** – I have been involved with the public, mainly delivery vehicles on the current Bell Street and Duke Street loading bays. I see from the agenda for the Town and Community meeting on 28 November that there is an agenda item on proposed parking restrictions.

	It is good to see that the two loading areas in Bell Street are to be converted to “Goods vehicle loading bays only”, section E. I would however like to know why the other two loading bays in Duke Street, the one-way road before Bell Street in the center of town suffering from the same issues, mainly private vehicles parking to do their shopping or going for a coffee, are not included in the proposal? They likewise should be “Goods vehicle loading bays only” as there are mostly shops in that road as well. Changing the Bell Street loading bays will have a negative impact on the Duke Street loading bays which will be even more misused by private vehicles as no other option will be available. This does not help commercial vehicles delivering in Duke Street. I have long been an advocate for making the town center available for deliveries for commercial vehicles only and not to encourage private vehicles to use these facilities, as we have two public car parks very close and on the doorstep of the town center.
(106) Local resident, (Henley-on-Thames, Church Street)	**Object** – I am against the proposal to extend the yellow lines further on both sides of the corner of Greys Hill and Church Street. You state at the top of the consultation document that you wish to provide more residents' parking. Why hasn’t Church Street been included in this? I have already detailed the problem of a lack of parking for residents on Church Street in emails to Councillor Gawrysiak going back to July 2. It is impossible to find a space during the day due to people driving into Henley, either to go to the town centre, commuters using the train station and Henley College students, who all use our street for free parking. Losing what amounts to a space on each street will only make matters worse. It's also not clear what the benefit of the extended yellow lines would be. There certainly are problems with lorries trying to negotiate the corner, but this would not be improved by extending the yellow lines since it would not increase the turning space available. What would actually help to resolve this issue are: 1. To fill in the holes which have been there for several years 2. To repaint the existing double yellow lines so that they are clearly visible 3. Enforce them: everyone is aware that parking officers do not penalise people parking here so cars are parked there most of the time.
(107) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – I live on Harpsden Road and it is already quite difficult to find a space to park when I get home from work in the evenings. Adding double yellow lines will make this this situation much worse as it will drastically restrict the number of available parking spaces for residents. Also, a number of my neighbours are elderly and need to park close to their houses, particularly when unloading shopping etc. I don't understand what you are trying to achieve by

	introducing these DYLs? I would suggest the introduction of a speed limit or speed humps as some cars travel at ridiculous speeds on our road.
(108) Local resident, (Henley-on-Thames, Friday Street)	**Concerns** – We live on Friday Street and feel that with the amount of residents that live here, we would be very pleased to have the 1 hr parking places to resident only permits. Also having extra parking further down by the foundary would also benefit residents in Friday street, pullmans place and Queens street. The concern about 3 new 20 minute spaces between 3-9 Friday st would mean that on a Saturday or when we arrive home from work on a weekday, residents would not be able to use these spaces. At the moment all spaces are taken up with residents. No 9 is a private residence and you have circa 5 flats on the left side of no 5. Including new flats being worked on opposite in the old Lloyds building. If the 20 minute wait was infront of the Cook building this may be more beneficial.
(109) Local resident, (Henley-on-Thames, Bell Street)	**Concerns** – We think it is great news that you are looking to change street parking to help with the traffic flow. We just have one concern and wondered if you could help by reassuring us that we would still be able to collect/drop off our baby and pushchair in these bays, without having the worry of getting a parking penalty ticket? We are resident parking permit holders and often use the residents' parking bays about half a mile up the road, as the residents' parking in the town centre is fully in use the majority of the time. Every day, we drive from where we park and use the 'loading only' bay opposite our flat, as a place to pick up and drop off our baby and pushchair , along with other things that we need to pickup / drop off at our flat, such as food shopping etc. This can often take upto the ten minutes of loading time which is offered in this bay. If the bay is changed to good vehicles only, I assume this would mean that we would no longer be able to use this bay for this purpose, which, living on the street, is really important to us… Would it be possible that instead of simply 'goods vehicles only', the sign could also include 'loading by permit holders', so that we are still able to use the bay for this purpose?

(110) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – with regards to the parking restriction amendments proposed for Harpsden Road, Boston Road and Western Avenue. Whilst we recognise that the current parking situation presents issues, we have several concerns, and object to the proposal as it stands. We have listed our concerns below in regard to the current situation: 1. Traffic volume on Harpsden Road a. Harpsden Road allows for single file traffic only. It is frequently used as a bypass for the Reading Road, particularly during busy periods. This frequently leads to gridlock on Harpsden Road. We are frequently subjected to the use of horns by drivers who have become angry or frustrated when traffic comes to a halt. The road and it's surrounding network simply cannot cope with the volume of traffic that develops. At present, if we park on the far side of the road to our house, it can take minutes to wait for traffic to pass in order to cross during busy periods. b. Harpsden Road has been subject to a large volume of building-related traffic, due to a number of new houses/extensions on Rotherfield Road. This has also contributed to a number of potholes on Harpsden Way. This traffic has included a large number of light and heavy goods vehicles, which cause further issues in relation to the above point. 2. Traffic speed on Harpsden Road a. The current speed limit is 30mph. Vehicles frequently exceed this, particularly in the evening, throughout the night and in the early morning. We have been woken by the noise of vehicles travelling at speed throughout the night. b. In our opinion, and that of many residents, 30mph is too fast. 3. Parking availability on Harpsden Road a. At present, there are no parking restrictions on Harpsden Road. Whilst it is often possible to park in close proximity to our house, there are frequent times when it is not. Henley hosts a number of events throughout the year, including Henley Festival and Henley Royal Regatta – when such events are on, we suffer with a large volume of vehicles who have sought free parking, meaning we cannot park anywhere near our home. Trinity Hall also hosts various events, which makes parking difficult. And finally, a number of people who work in Henley use Harpsden Road to park during office hours, again making parking difficult. 4. Traffic incidents

	a. We have lived at 51 Harpsden Road since June 2021. During this period, we have been aware of multiple incidents, including two cyclists being knocked off their bikes, one 'pile up' which involved 4 vehicles, a horsebox crashing into a parked van, and numerous minor 'swipes' (wing mirrors being knocked off etc). We do not believe that these can be attributed solely to poor visibility on Harpsden Road – traffic speed and traffic volume have certainly contributed. As such, we would like to raise the following questions: 1. Could you please outline the consultation process regarding the proposed changes? 2. Have traffic calming measures been considered for Harpsden Road and the surrounding single file roads (including Boston Road, Niagara Road and Wilson Avenue), such as speed bumps? Along with other residents, we would support the introduction of traffic calming measures. 3. Have traffic restrictions been considered for Harpsden Road and the surrounding single file roads (including Boston Road, Niagara Road and Wilson Avenue)? Along with other residents, we would support the introduction of traffic restrictions. 4. Has a reduction to the speed limit been considered, from 30mph to 20mph? Along with other residents, we would support a reduction of the speed limit to 20mph. 5. Have you considered that the proposed changes will be likely to increase vehicle speed on Harpsden Road, as visibility will be improved. 6. Have you calculated the current number of parking spaces available on Harpsden Road, and if so a. how many of these spaces will be removed if your proposed parking restrictions are implemented? b. how many residents will be affected (in terms of not being able to park on the road which they live on)? There are a large number of families with young children that live on Harspden Road, and on the surrounding side roads – including us, as we have a five-week-old son. The road is also used by a large number of primary and secondary school children as their route to school by foot/bike/scooter. Since living here, we have had genuine concerns that the combination of traffic volume, traffic spend and poor visibility will result in an accident and cause serious injury, or worse. Finally, our house in particular will be affected, as it sits opposite Western Avenue and next to Boston Road, meaning it simply will not be possible to park near our house if the proposed changes are introduced. This will negatively impact our day-to-day life – when we bought the house, we were planning to start a family, and one of the positives of this house was the parking available directly outside. The loss of this parking will mean that we have to park at some distance and have to cross a busy road with a high volume of traffic and poor visibility with a young baby. We also

	have concerns that if these changes are implemented as they stand (i.e. without residents parking), it may affect the price of our house should we choose to sell in the future. We look forward to reading the answers to our questions, and really hope that these concerns (which are shared by many residents) will be addressed before any changes are made.
(111) Local business, (Henley-on-Thames, Newtown Road)	**Object** – I am writing to express my strong opposition to the proposed addition of double yellow parking restrictions in the vicinity of my business premises, located on Newtown Road, Henley on Thames. As the owner of a long-established motor trade business in the area, I am deeply concerned about the potential impact this decision could have on my business, as well as the livelihoods of the 20 local people employed by my company. Over the past 30 years, my business has been an integral part of the local community, providing employment opportunities and contributing to the economic growth of Henley on Thames. Unfortunately, the recent surge in residential development in the surrounding area has created significant challenges for both my staff and customers when it comes to parking. The influx of hundreds of flats on either side of my premises has already resulted in a severe shortage of parking spaces, adversely affecting the daily operations of my business. This issue not only hampers the convenience of my customers but also poses a direct threat to the productivity and well-being of my dedicated staff. The proposed addition of more double yellow parking restrictions in the nearby roads exacerbates an already critical situation. It is essential to recognize that these restrictions would further limit available parking options, making it exceptionally challenging for both customers and employees to access my business premises. I urge the local council to consider the adverse consequences of such restrictions on established local businesses like mine. The success of our enterprises is intricately tied to the accessibility and convenience we provide to our customers and employees. By implementing additional parking restrictions, the council risks compromising the viability of our businesses and jeopardizing the livelihoods of those employed within the community. I respectfully request that the council reconsider its proposal and engage in a meaningful dialogue with local businesses to find alternative solutions that balance the needs of the growing residential population with the existing businesses that have long contributed to the community's prosperity.

(112) Local business, (Henley-on-Thames, Church Street)	**Object** – I wish to object to the extension of double yellow lines on Church Street and Greys Hill. This will result in the loss of 2 parking spaces for local residents with very little benefit, if any in terms of improving traffic movement or visibility. There are already double yellow lines that extend several metres up Greys Hill. But they are ignored because there are holes that need filling and the yellow lines have worn away – see attached photo taken in July 2023 when unusually no cars were parked over the yellow lines. I reported this situation through Fix my Street several years ago. I'm not sure when but pre-pandemic. And you can perhaps see that the far hole has the remains of a white line around it where it was marked out for repair which never happened. It is hardly surprising that drivers totally ignore this space where the yellow lines should be. See attached photo taken this week. Cars are parked right up to the corner most of the time. Because of this vehicles, particularly lorries attempting to negotiate the corner of Greys Hill and Church Street do not have the room to do so without going onto the pavement. This puts pedestrians at risk and also damages the kerbs and pavements. Sometimes the lorries give up and reverse out of Church Street onto Greys Road. Itself a hazardous procedure. In the time that we have been living here (over 30 years) there have been 3 occasions when a lorry has reversed into the railings of our house or the neighbours at 29. Each time there was a car parked on the existing double yellow lines. There will have been dozens of other occasions when lorries have mounted the pavement putting pedestrians at risk. The remedy for this is not to extend the existing double yellow lines but to enforce those that exist already – or should exist if they hadn't fallen into such a state of disrepair. The holes on Greys Hill where the existing yellow lines are meant to be need to repaired. The yellow lines repainted and then the 'No Waiting at any Time' restriction enforced. As far as I am aware, the corner of Church Street and Greys Hill is not regularly patrolled by traffic wardens. It is not necessary to extend the existing yellow lines on Greys Hill nor on Church Street. In both cases extending the yellow lines by 4 metres would make little if any difference to the sight lines or turning circle. It should be noted that there is a 6 foot tall wall on this corner which restricts sight lines which is why extending the yellow lines by 4 metres would make little or no difference. Parking Spaces for Local Residents

	You state in the Order as well as the covering letter that the proposals in the order are to help provide more residents parking. The proposals for Church Street and Greys Hill will make the residents parking situation worse for residents of the 2 streets because of the loss of 2 spaces. There are many pressures on parking spaces in Church Street and Greys Hill. Residents are aware that several groups regularly use the area for parking: - 'Outgoing' Commuters who park here because it is just a 5 minute walk from the station - 'Incoming' commuters such as office and shop workers. Again, just a short walk into the town centre - Students at Henley College which is situated close by - Other Henley residents who don't have access to their own parking space or where there is no on-street parking available. This can be long term parking. It is not uncommon to find a car parked for weeks which does not belong to a Henley resident. Parking is already very difficult for local residents because of the pressures from non –residents outlined above. It can mean a long walk when you eventually find a space some distance away. Not easy for families in the street with young children or for residents who have mobility issues that are not bad enough to qualify for a disabled parking space. The proposals to extend the yellow lines by 4 metres on both Greys Hill and Church Street would mean the loss of 2 parking spaces and make parking for residents significantly worse.
(113) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – As a resident and home owner on Harpsden Road, Henley on Thames, I'm emailing to object to this terrible proposal of double yellow lines all over Harpsden Road. People who live on this road depend on having parking here. Infact, one reason they purchased their homes in the first place is because it offers parking for them. With that said, the road is already at capacity with vehicles parked here and the proposed double yellow lines (especially 20m either side of junctions) is going to mean we reduce parking capacity by an estimated 40% on Harpsden Road. There are many vans and cars used by private business owners who depend on having access to their vehicles. This will put their livelyhoods in jeapardy. How are commuters going to get to work? I know many on the road that depend

	on having access to their vehicles. How are van drivers and traders going to visit clients? With a huge reduction in parking these individuals with small businesses will be penalised. I can understand parking permits to try to reduce the number of cars per household, and make people more thoughtful, but the proposal for double yellow lines is not the solution and I formally object to this. I myself depend on having a car to commute to Twyford, to get to my elderly parents house (in Somerset), to do the shopping etc. I purchased my house based on the fact I had easy access to parking. Not only would the proposed scheme affect the above but it would devalue my property significantly.
(114) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – I'm a resident on the road at number 81 and parking will become impossible at some times due to new double yellow lines. There is I'm sure alternative options.
(115) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – I have lived in this road for 40 years, leaving and re-entering the road twice a day every day. To be honest in that time I've had very little trouble turning out of the side roads onto Harpsden Road or into the side roads from Harpsden Road. It appears that you are proposing 20m of DYLs at each side of the junctions with Harpsden Road. This equates to DYLs outside 5 houses each side of the junctions - please correct me if I'm wrong. In turn, this means 4-5 parking spaces are lost each side of the junctions, a total of 30+ cars requiring parking elsewhere. Would you kindly tell me where we are supposed to go. In most cases these lines are just not required. Maybe just outside one house each side of the junctions to allow larger vehicles to pull out onto Harpsden Road but that is all. If you truly wish to increase safety in the road introducing traffic calming measures would be a far better idea. The road is a rat run and if there are traffic problems on the main Reading road the problem increases. The speed cyclists come down the road I'm surprised there hasn't been more serious accidents. Talking to my neighbours I can't find one that is in agreement with your proposals. Having looked at the map with measurements on, that seems to be fine. The written description was just very badly worded.

	I just wanted to add that the DYLS across Newtown Gardens and those with the junction of Wilson Avenue and Vicarage Road are a complete waste of tax payers money as no one ever parks there for various reasons. There is also no difficulty pulling out of and turning into these roads as visibility is fine. The money would be of more use spending it on making the road a 20mph zone and putting in speed bumps and dare I say, filling a few potholes!
(116) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – As a resident and home owner on Harpsden road I am writing to formally object to the proposed new parking measures on our road. There is already very limited parking meaning you have to walk a distance with children, groceries etc. and this proposal will heighten this issue. I also worry that the difficultly of parking from this proposal will also impact house prices on the road as many young families (us included) live here and navigating with a baby / pram far from one's car can be very difficult and as a result can discourage people from purchasing property on this road.
(117) Local resident, (Henley-on-Thames)	**Object** – I am writing to give my views to the proposed parking restrictions for Harpsden Road, Niagara Road, Western Avenue, Boston Road, as detailed in your letter and plan dated 16 November 2023. • Your letter commences by stating that the purpose of the proposals is to include providing more residents' parking, and support local amenities. Restricting the ability to park in these roads, and visit residents, the Three Horseshoes public house and other businesses in the area will not meet those aspirations. I am a frequent visitor to Harpsden Road, sometimes by car, or by bus, to help look after my very young grandchild. The bus is not always a viable option and the bus service merely once an hour. The Three Horseshoes does not have a car park, but is an integral part of the community and amenities in this area of Henley. The reult of the proposals in your letter will reduce the parking provision. • The plan attached to your said letter with regard to the proposed length of the double yellow lines appears to conflict from those specified in the letter, so it is not clear which document you are placing reliance upon, which is confusing. • With regard to the text in the letter dealing with Harpsden Road East side: approximately 20 metres re junctions with Boston Road, Niagara Road, and Newton Gardens 20 metres, and either side of junction with Wilson Avenue 30 metres; I do accept that there is a need for visibility. However, the length of the non parking yellow line proposals areas are excessive in my opinion. Surely 8 metres in total would suffice in all these

	scenarios: 4 metres being the approximate width of the frontage including brick pillars of a terraced house in Harpsden Road, and the same for a similar house in the adjoining road ? A neighbouring local authority has placed 6 metres in total in such a situation; being 3 metres on each side of the junction. Summarising Harpsden Road West Side: a and b 25 metres Western Avenue , Vicarage Road 12 metres, Boston Road Eastwards 12 metres, Western Avenue both sides from junction with Harpsden Road 14 metres, Niagara Road both sides eastwards 10 metres. Western Avenue both sides 14 metres; surely restrictions on both sides of the road is excessive. Again I make the point that the frontage of an end of terrace house in Harpsden Road is only approximately 4 metres. I would suggest that at all these junctions that restrictions be placed on one side only of the road is necessary, and then only by 4 metres on one side of the road only, and the same 4 metres distance restriction at the adjoining road. The same goes for Western Avenue as it adjoins Harpsden Road where the total length of parking restriction could be 8 metres in total .
(118) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – As a resident and homeowner on Harpsden Road I am deeply concerned about the proposed parking measures being imposed by Oxford County Council. The introduction of the new yellow lines will significantly reduce access to parking for myself and my neighbours. We purchased our house with the understanding that we had access to convenient parking. I understand the need for traffic management and safety precautions. Traffic calming measures should be implemented rather than reduction of parking space. The speed at which some commuters transit through Harpsden Road is concerning. Therefore I formally object to the proposals and would like to see traffic calming considered.
(119) Local resident, (Henley-on-Thames, Harpsden Road)	**Concerns** – we are deeply concerned about the proposed parking measures being imposed by Oxfordshire County Council. The introduction of 127m of new double yellow lines at various junctions along our road will significantly reduce access to parking for myself/ neighbours. We purchased our home in October 2022 with the understanding that we had access to convenient parking - a necessity for us.

	We believe there are alternative solutions (such as permits), which can be explored which would not affect residents ability to park near their homes.
(120) Local resident, (Henley-on-Thames, Church Street)	**Object** – Extending these lines will not solve the problem of vehicles parking on the existing double yellow lines. The way to solve that problem is to fix the large potholes that have obscured the double yellow lines, repaint them so they are visible, enforce the parking restriction and make Church St a residents parking zone. Everyone knows the double yellows on these roads are never enforced and there's acute pressure on parking given lots of non-residents use it for free parking as one of the most central free on-street parking spots in Henley, meaning residents frequently have nowhere to park. I support the initiative by my fellow Church St residents to campaign for residents parking on our road, like Albert Road and Queen Street. We've been calling for this for months and I hope you can bring this proposal for consultation and implementation very soon.
(121) Local resident, (Henley-on-Thames, Church Street)	**Object** – I do object to the amendments which you intend for Church Street. The street already provides enough problems for people intending to park, and extra double yellow lines will exacerbate this.
(122) Local resident, (Henley-on-Thames, Harpsden Road)	**Object** – I am a resident on Harpsden Road and I feel these proposed parking restrictions will result in an insufficient number of parking spaces. I work for the NHS and as a shift worker I need to park my car late in the evening therefore by reducing the spaces I shall have to park further away from my home and walk in the dark, then again early in the morning therefore I have some concerns regarding my personal safety. Perhaps a traffic calming scheme would be more appropriate to slow traffic through our residential road.
(123) Local resident, (Henley-on-Thames, Reading Road)	**Concerns** – I am deeply concerned about the proposed parking measures, on said roads. The introduction of these double yellow lines at various junctions on these roads, will significantly reduce access to parking for our family and neighbours. We purchased our homes with the understanding that we had access to convenient parking- a necessity for many who commute to work on a daily basis.

	The proposed measures will not only impact residents but also visitors to our community. I understand the need for traffic management and safety precautions; however, I believe that there are alternative solutions that can be explored, which would not disproportionately affect residents' ability to park near their homes. There are young families who need to park safely and closely to their home, for their babies and toddlers as well as elderly residents who need to park close to their home due to mobility issues. I urge Oxfordshire County Council to reconsider these proposals and engage in a dialogue with us - the people directly affected by these decisions.
(124) Local resident, (Henley-on-Thames, Greys Hill)	**Object** – I am objecting strongly to the extension of double yellow lines in Church Street and Greys Hill. This would result in the loss of two parking spaces for local residents on the roads concerned where parking is consistently an issue for residents. The proposed changes are of no benefit to residents and are unnecessary... Drivers ignore the current double yellow lines on the junction of Church Street and Greys Hill as they are worn away and cannot be seen. Serious deterioration to the road surface within the gutter next to the kerb makes the existing lines virtually invisible. Consequently, there are issues with drivers parking illegally on the double yellow-lined corner which may cause difficulty for larger vehicles traversing Church Street and Greys Hill, and vice versa. The correct and sensible solution - which will not reduce available parking, will make it clear that parking is not allowed on double yellow lines on the corner and enable larger vehicles to traverse the corner - is to repair the said road surface (required anyway were the changes to be implemented) and simply repaint the double yellow lines on the existing no parking area on the corner, and not to extend it. I trust that you will consider this objection most carefully in the interests of residents and road users in Church Street and Greys Hill and agree that the proposal is removed.

(125) Local resident, (Henley-on-Thames, Greys Hill)	**Object** – I object in the strongest terms to the proposal to increase the yellow lines at the bottom of Greys Hill and on Church Street. Greys Hill does not have any parking restrictions and accordingly many people who don't live on this road use our road to park when they really ought not to be. This includes people who work in town, college students and visitors. The net result is that during the day especially, the road is full of cars and it is impossible to find a space if you are a resident. For illustrative purposes I frequently have to park right at the top of greys hill, Greys Road and because of our connections with the church use the Vicarage drive which the vicar kindly lets us use. Increasing the yellow lines will simply reduce the amount of parking available and exacerbate this problem. The suggestion that the proposal would 'provide more residents parking..' is completely irrational and is frankly perverse. On this front I and other residents I know believe feel Greys Hill and Church Street should have resident parking restrictions. Would you kindly be able to advise the process to bring this about?

Division(s) affected: *Goring*

CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 JANUARY 2023

WHITCHURCH-ON-THAMES: PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of parking controls in Whitchurch-on-Thames with minor amendments to the scheme as follows:

    a. To increase the provision of permit holder bays at the northern end of High Street near to the junction with Hardwick Road, from 18m (3 spaces) to 27m (5 spaces).
    b. To reduce the size of the small permit holder bay south of Manor Road by 5 metres.

Executive summary

2. Further to ongoing discussions with Whitchurch-on-Thames parish council, a monition was passed at their Parish Meeting in November 2022, to support parking controls being brought forward for consultation in the centre of the village.

3. A mixture of no waiting restrictions, time limited bays and permit holder bays are proposed to better manage parking in the centre of the village which will give priority to residents by preventing all day parking by non-residents, also to improve traffic flow, and for road safety reasons to help improve visibility for more vulnerable road-users, including pupils & parents crossing High Street on their way to/from school.

4. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Conduent as the village falls within the Civil Enforcement Area for South Oxfordshire.

5. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1.**

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial and Staff Implications (including Revenue)

7. The parking project for the centre of Whitchurch-on-Thames is being funded by the Parish Council, so there are no financial implications to the County Council.

Equalities and Inclusion Implications

8. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on single yellow lines and in permit holder/time limited bays without restriction.

Formal Consultation

9. A formal consultation was carried out between 20 October and 17 November 2023. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Whitchurch-on-Thames Parish Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Goring division.

10. A letter was sent directly to approximately 330 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

11. A total of 123 responses were received via the online survey during the course of the formal consultation.

12. Charts shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

13. Additionally, a further 20 emails were received, with Thames Valley not objecting and Whitchurch-on-Thames Parish Council responding to strongly support the proposals.

14. The individual responses are shown in **Annex 3;** copies of the original responses are available for inspection by County Councillors.

15. Thames Valley Police expressed no objection to the proposal.

Officer response to objections/concerns

16. The results of the on-line survey responses showed that there was generally a clear level of support to all elements of the proposals with the majority in favour for the scheme.

17. In response to the public consultation, 20 email responses were also received to the proposals. The comments from these have been included with the individual responses in **Annex 3**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally fore against the proposals these have been documented, 1 were in favour (5%), 11 raised concerns (55%), and 8 wholly objected (45%) to the proposals.

18. The Parish Council of Whitchurch-on-Thames has responded to confirm their strong support for the implementation of the proposed parking amendments. They have requested in their response for consideration of relaxing the times of operation for the single yellow lines from Mon-Sat to Mon-Fri, 8am to 5pm.

19. They have further stated that the proposals have been brought forward in response to surveys with High Street residents and through public meetings which found a majority of residents were in favour of permit holder parking with other traffic controls.

20. The proposals were developed with traffic teams at the County Council and input from external consultants.

a) General feedback to the proposals:

21. Within the individual responses there were a high number of comments made (40) that were positive towards the proposals. This included statements that there is an issue with congestion which the restrictions would improve, the commuter parking would be better managed by residents and time limited bays and overall the changes would have a positive impact on road safety for all road users.

22. In contrast, within the feedback 17 comments were made which questioned the need for the scheme or felt that it went too far. Respondents commented that problems have eased since the pandemic with more users working from home and concerns were raised that the introduction of restrictions could make problems worse.

23. A common concern raised by a high number of respondents (34 comments) related to the potential of parking being displaced into surrounding roads. Roads noted in the responses included Hardwick Road, Eastfield Lane, Manor Road and Swanston Fields.

24. Other general feedback related to the hours of operation for the parking bays and single yellow lines, with some suggesting that the restrictions should be relaxed to only operate from Monday to Friday.

Officer response:

25. The proposals have been developed following extensive surveys and public engagement by the Parish Council which showed support for the scheme to be brought forward.

26. The overall responses show a good level of support for the scheme and the objectives are clearly set out which includes preventing all day parking from users of Pangbourne Station and improving traffic flow and road safety.

27. The potential displacement of any new parking control is a legitimate concern, and the proposals have included restrictions over a wider area to mitigate this. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur.

b) Introduction of permit bays and shared use bays:

28. A clear majority of respondents showed support for the introduction of residents parking bays through the on-line surveys with 54% in favour of this element of the scheme. A similar number were supportive of the shared use parking and comments included comments that the balance was about right and a scheme that prioritised residents was long overdue.

29. A concern frequently raised was the perceived reduction in availability for parking by residents and their visitors. With the introduction of no waiting restrictions questions were raised as to whether they would be sufficient spaces or if bays would accommodate vehicles close to residents' properties.

30. Other respondents objected on the grounds of having to pay for permit in order to park on the road, which they saw as a further tax on the motorist.

31. The location of the bays was a concern for a number of residents who felt their position would negatively impact on visibility and ease of access to private drives/ roads. The access to Swanston House, accesses North of Duchess Close and around Mallards.

32. The impact on local businesses was raised in 10 comments which included art galleries and public houses. Some suggested that the duration of the time limited bays should be increased or the hours of operation reduced to give

customers more options. There was also a suggestion that businesses should be allocated a bay for them and their customers to use.
Officer response:

33. When developing proposals to manage parking in an area, there is often a trade-off between allowing parking to remain for use by residents and their visitors and brining in controls to maintain the flow of traffic and ensuring road safety. The scheme developed has taken into account these differing demands and overall, the feedback shows a positive response to the scheme.

34. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.

35. The position of the bays has been selected based on site assessments by technical officers and with input from external consultants. Basic principles have been applied to ensure good forward visibility, safe passing widths and with consideration of private accesses.

36. Following the public feedback, a further review has been undertaken including modelling of vehicle movements around junctions and accesses to ensure the proposed bays would not create an obstruction. Minor amendments have been included in the recommendations to address local concerns about the position of marked bays.

37. The hours of operation for the scheme have been a point of discussion through the dialogue with the Parish Council. Officers have recommended that the restrictions include Saturday's users continue to access facilities in Pangbourne where parking charges currently apply within car parks. It was felt that a Monday to Friday restriction would not resolve potential issues on the weekend.

c) Introduction of no waiting restrictions:

38. A clear majority of respondents showed support for the introduction of yellow line restrictions through the on-line surveys with 56% in favour of this element of the scheme. A similar number were supportive of the single yellow line restrictions and comments referred to the ongoing congestion issues through the village at peak times and dangerous parking near junctions.

39. The highest number of negative comments to yellow line proposals, were based on the perception that parked cars slow vehicle speeds and therefore reducing parking by introducing yellow lines will see speeds increase within the recently introduced 20mph zone.

40. A small number of respondents (8) felt that the introduction of yellow lines and associated signs/ posts through the village would not be keeping with the conservation area and would urbanise the village.

Officer response:

41. The proposals to introduce yellow line restrictions is an important part of the scheme as one of the objectives is to improve traffic movement along High Street. Given that some parking will remain, it is not expected that vehicle speeds will change markedly, but the scheme will be monitored to see whether any further road safety measures need to be considered.

42. There are many examples across Oxfordshire where formal parking restrictions are in place in conservation areas and in these situations' narrower lines, in a lighter shade are used to be less impactful on the environment. Where possible signs are located on existing street furniture or on walls to avoid new posts.

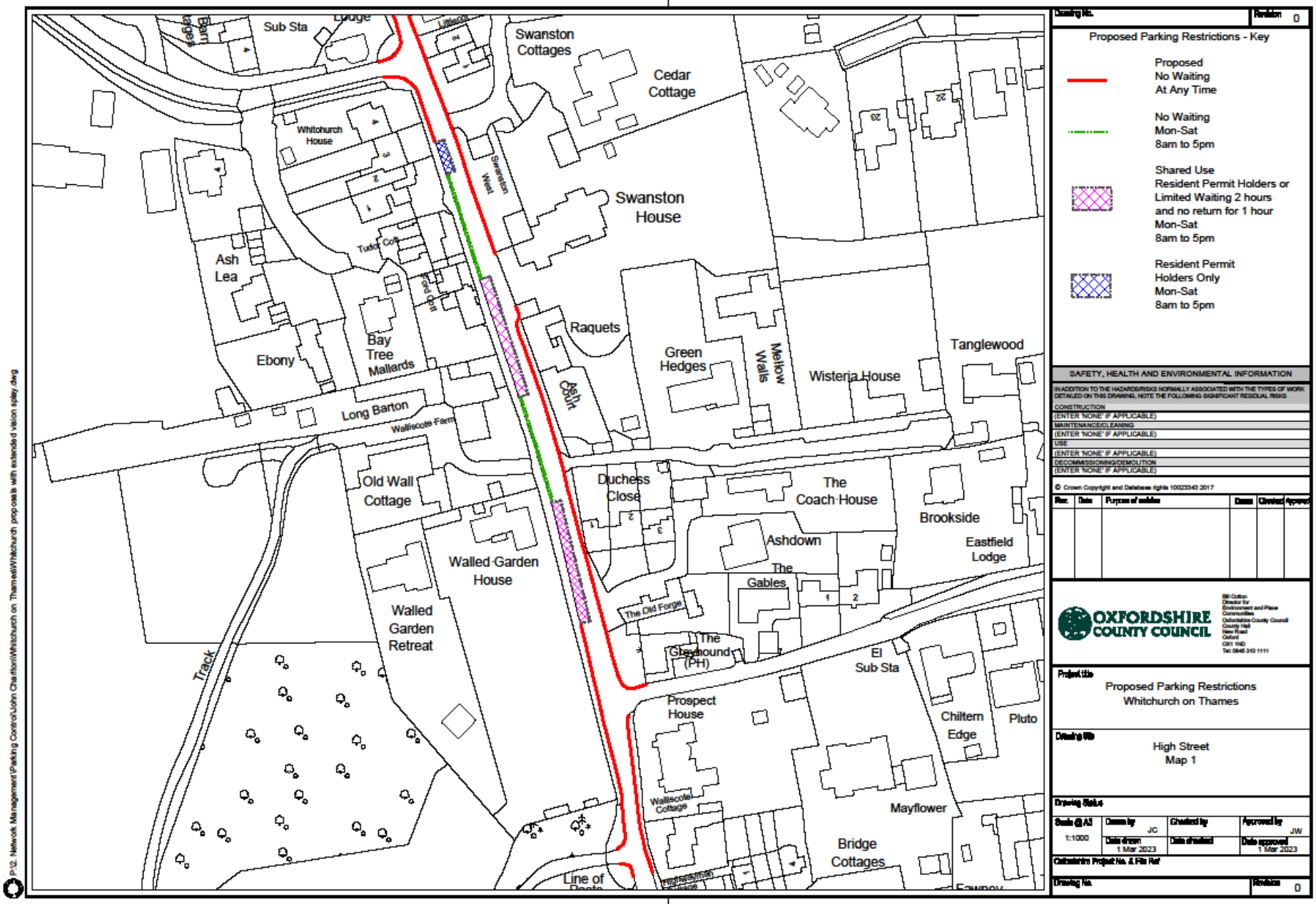
d) Monitoring and evaluation:

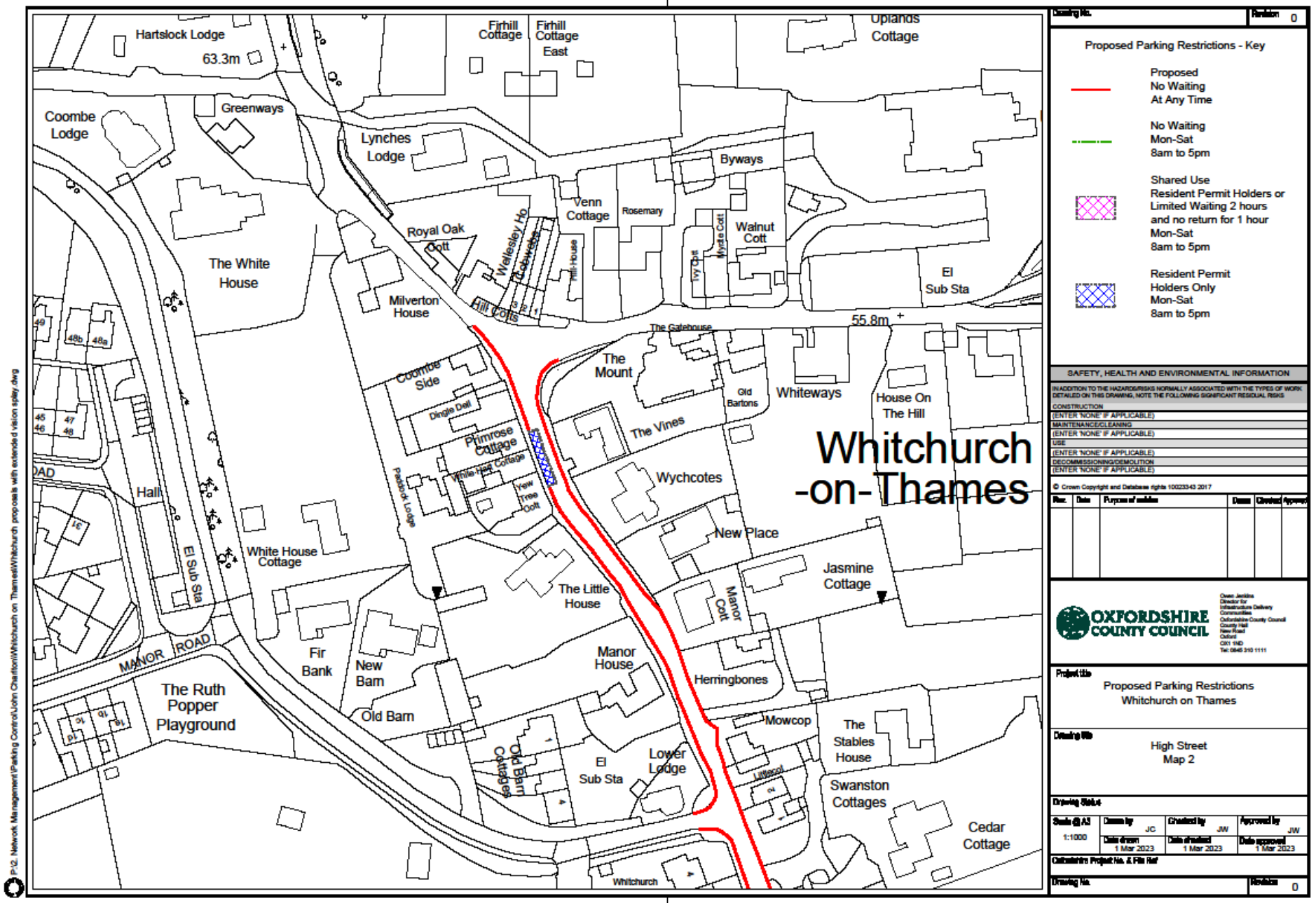
43. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plans Annex 2: Consultation response summary charts Annex 3: Consultation responses
Contact Officers:	Jim Whiting (Parking Schemes and Traffic Orders Team Leader)

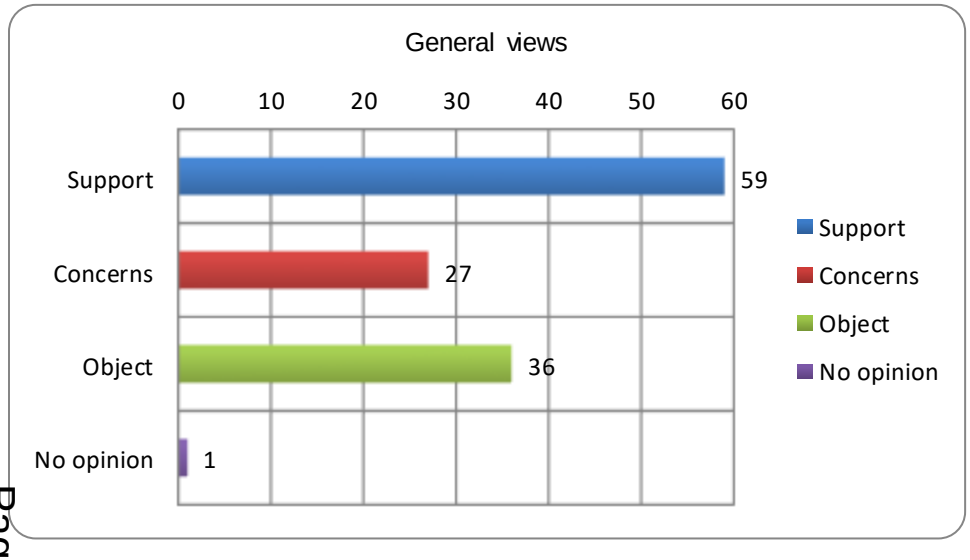
January 2024


Sub Sta
Lodge
Barn
Cottages
Swanston
Cottages
Cedar
Cottage
Whitchurch
House
Swanston
West
Swanston
House
Tudor Cott
Field Cott
Ash
Lea
Ebony
Bay
Tree
Mallards
Raquets
Ash
Court
Green
Hedges
Mellow
Walls
Wisteria House
Tanglewood
Long Barton
Wallscote Farm
Old Wall
Cottage
Duchess
Close
The
Coach House
Brookside
Eastfield
Lodge
Ashdown
The
Gables
Walled Garden
House
Walled
Garden
Retreat
The Old Forge
The
Greyhound
(PH)
Track
El
Sub Sta
Prospect
House
Chiltern
Edge
Pluto
Wallscote
Cottage
Mayflower
Bridge
Cottages
Line of
Fawley
Proposed Parking Restrictions - Key
Proposed
No Waiting
At Any Time
No Waiting
Mon-Sat
8am to 5pm
Shared Use
Resident Permit Holders or
Limited Waiting 2 hours
and no return for 1 hour
Mon-Sat
8am to 5pm
Resident Permit
Holders Only
Mon-Sat
8am to 5pm
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)
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OXFORDSHIRE COUNTY COUNCIL
Project title
Proposed Parking Restrictions
Whitchurch on Thames
Drawing title
High Street
Map 1
Drawing Status
Scale @ A3
1:1000
Drawn by
JC
Checked by
Approved by
JW
Date drawn
1 Mar 2023
Date checked
Date approved
1 Mar 2023
Drawing No.
Revision
0
P:\2. Network Management\Parking Control\John Charlton\Whitchurch on Thames\Whitchurch proposals with extended vision splay.dwg

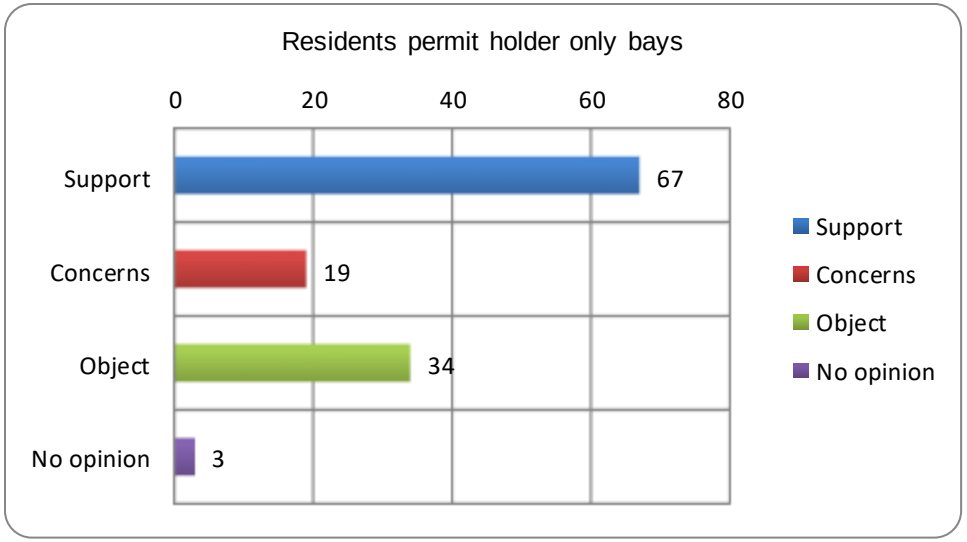

Hartslock Lodge
63.3m
Firhill Cottage
Firhill Cottage East
Uplands Cottage
Coombe Lodge
Greenways
Lynches Lodge
Byways
Venn Cottage
Rosemary
Walnut Cott
Royal Oak Cott
Wellesley Ho
Rockweb
Hill House
Ivy Cott
Myrtle Cott
The White House
El Sub Sta
Milverton House
Hill Cotts
55.8m
The Gatehouse
The Mount
Old Bartons
Whiteways
House On The Hill
Coombe Side
Dingle Dell
Primrose Cottage
White Hart Cottage
Yew Tree Cott
The Vines
Wychcotes
Whitchurch -on-Thames
Paddock Lodge
New Place
Jasmine Cottage
Manor Cott
The Little House
Hall
El Sub Sta
White House Cottage
MANOR ROAD
Fir Bank
New Barn
Manor House
Herringbones
The Ruth Popper Playground
Old Barn
Old Barn Cottages
El Sub Sta
Lower Lodge
Mowcop
The Stables House
Lilycot
Swanston Cottages
Cedar Cottage
Whitchurch
Proposed Parking Restrictions - Key
Proposed No Waiting At Any Time
No Waiting Mon-Sat 8am to 5pm
Shared Use Resident Permit Holders or Limited Waiting 2 hours and no return for 1 hour Mon-Sat 8am to 5pm
Resident Permit Holders Only Mon-Sat 8am to 5pm
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DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)
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OXFORDSHIRE COUNTY COUNCIL
Project title
Proposed Parking Restrictions
Whitchurch on Thames
Drawing title
High Street
Map 2
Drawing No.
Revision 0
P:\2. Network Management\Parking Control\John Charlton\Whitchurch on Thames\Whitchurch proposals with extended vision splay.dwg

ANNEX 2

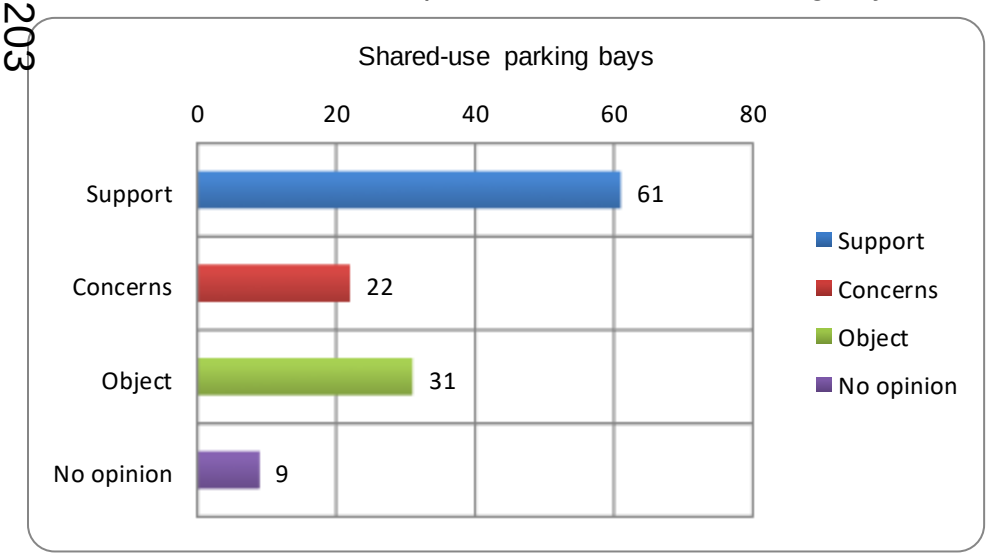
a: General views of the scheme as a whole



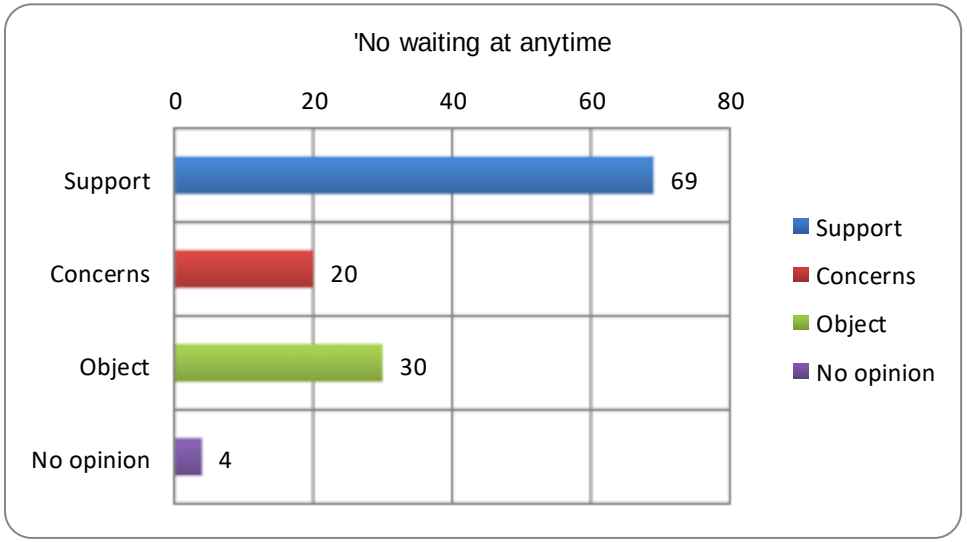
b: Introduction of permit holder only bays



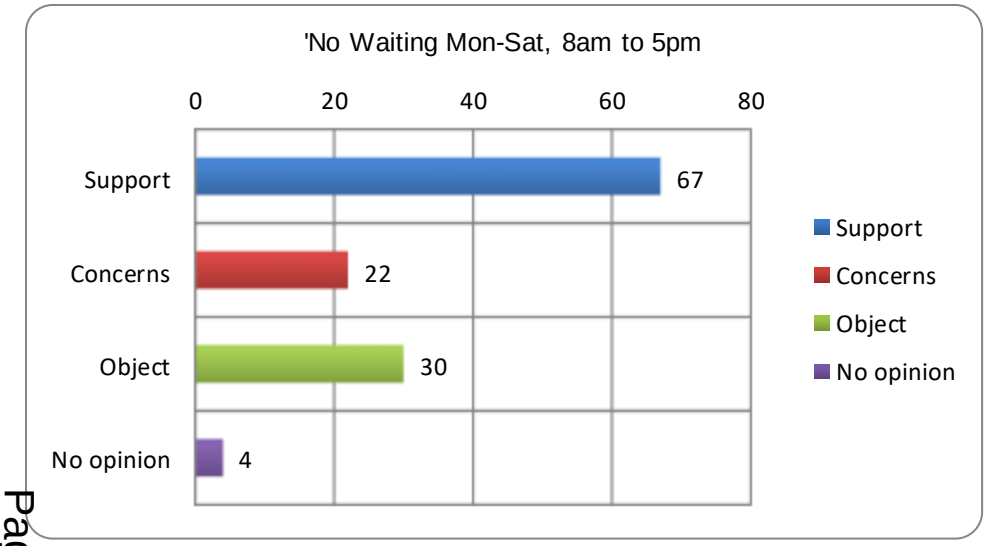
c: Introduction of dual use permit holder/ limited waiting bays:



d: Introduction of 'No Waiting at Any Time' restrictions (double yellow lines):



e: Introduction of no waiting Mon to Sat, 8am – 5pm (single yellow lines)



ANNEX 3

A. Statutory consultees

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** – The Police have no objection despite the restrictions appearing excessive for this rural environment . Has displacement been considered for the rest of the village ? As this area falls within Civil Enforcement these restrictions place no burden for enforcement upon the Police .
(2) Whitchurch-on-Thames Parish Council	**Support** – The Parish Council of Whitchurch-on-Thames strongly support the implementation of the Proposed Parking Restriction Amendments. A motion outlining the Proposed Plan was passed by the Parish Council at our meeting on 10th November 2022. The PC ask that in the review period of the Plan the days for no parking on single yellow lines be changed back from Mon-Sat to Mon-Fri 8-5 as in our original plan,. Also that, if possible the northern bay be extended to accommodate four vehicles. The historic road plan and the geographical position of our Village give us a narrow High Street and a location on a strategic River Thames crossing which renders it unsuitable for 21st Century traffic. We have no land in the Village that could accommodate a public car park. Our Village Plans in 2009 and 2019 show that the views of residents, gathered from surveys, put safety, traffic congestion, speed and parking at the top of the list of concerns. In 2017 a survey of High Street residents and a Public Meeting in Feb. 2020 found a majority of residents in favour of residents-only parking together with some parking restrictions. A whole Village survey in Sept. 2021 came up with the same result. The 'Report of Findings' from the latter survey was sent to the OCC Traffic Team who helped us to form the present Plan after the County took over Parking Enforcement powers from the police. One of the most critical issues is around the lack of clear sight lines for pedestrians and drivers along the High Street. This is especially difficult and dangerous at the three road junctions. We feel that the provision of double yellow lines opposite and around the junctions at Hardwick Road and Eastfield Lane will be a great help with that problem. The provision of a crossing on the High Street has been a regular request from residents to promote pedestrian safety.

	Working with OCC Highways we have a plan to create a “virtual crossing” outside the Greyhound Pub from an existing dropped kerb on the west side of the street to OCC land on the east side using white painted lines. This will lead round to Eastfield Lane where the Primary School is located. Double yellow lines on the west side of the High Street, as on the plan, are essential to give clear sight lines for this crossing to be implemented. The lack of residents-only parking and speeding traffic were also leading issues. Speeding has now been regulated by the 20mph which was introduced in 2022 and is being monitored by our Speed watch team. We realise that compromise is and will be needed by all residents to regulate parking. Those living along the High Street will be most affected but others who would like to see no parking in the High Street will also have to compromise. We believe that there are seventeen properties adjacent to the High Street without off-street parking; an eighteenth appears to have room for a small car off-road. Some of these residents have chosen to seek secure parking elsewhere or have no vehicles. The plan provided approximately twenty spaces. To these could be added a possible six spaces as there are two areas along the High Street where six cars belonging to residents are often parked. These are off the highway but cannot be made official bays due to their proximity to walls and with no pavement alongside. There are no plans to change this. If the Plan is agreed we do realise that the parking problem may be pushed to other roads in the Village such as Eastfield Lane, Hardwick Road and Manor Road. Should this happen it will have to be dealt with in the future. No action will just perpetuate the present problems which can only get worse with increased house building to the north of Whitchurch. We find that any road closures in the surrounding areas increase the volume of traffic through the Village and this will always be the case in the future.
(3) Local Parish Cllr, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Whitchurch High Street is often congested during peak periods due to a number of cars paring on the High Street to access shops and the rail station in Pangbourne. This situation often makes it diffuclt for residents without off street parking to find suitable parking places. The High Street is also dangerous for pedestrians and motorists due a number

	of pinch points and cars parked along the narrow road. We have investigated a number of options to address these issues and the combination of Residents parking and improved sightlines of traffic is the best solution to this situation.

B. Online responses

RESPONDENT	**COMMENTS**
(4) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Object** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Concerns** I oppose the scheme because it has not been clearly thought out in terms of it's aims and objectives. Parking is not an issue currently in the village but if there was an increased demand for parking the scheme would push this to Manor road and Eastfield lane this would be an issue for residents and users of the village green and hall and most importantly the preschool and school on Eastfield Lane. It is not clear to me if this is the intention or an unintended consequence but I think the plans are likely to increase the speed of cars driving though the village contrary to villagers wishes and the 20 mile an hour limit recently applied to the village.
(5) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** We don't need this in the village. It will make our historic village look like an urban inner city.

	It will speed up traffic as the current layout ensures cars are slowed down due to parked cars by the lower narrows I therefore object on safety grounds. There is not enough provision in the plan for local residents on the High Street I therefore object on discrimination to local residents.
(6) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Concerns** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** With no off road parking and living at the give-way/pinch point before the bridge, we are concerned that there will not be any parking available to us during the weekends and evenings, but also that we will have to walk a considerable distance with heavy shopping. This system benefits residents living further up the road, but actually would remove our current parking spot. We would also have to share parking with users of the Greyhound pup. Returning from work in the evening would leave us with nowhere to park. This would be a step backwards from our current parking situation where there is parking available. As these currently stand, we would have to walk further for a parking space, potentially not be able to park, AND have to pay for a permit. This is not a viable option for us.
(7) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Concerns** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** I feel there will be a negative knock on impact to the residents of Hardwick Road, with the proposal effectively "pushing the problem up the hill"
(8) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Object** Residents permit parking – **Object**

	Shared-use parking – **No opinion** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** Creating resident parking areas on the High Street would only move the problem to Hardwick Road and Eastfield Lane. Additionally, who on earth would enforce this? No one seems to enforce the 20mph speed limit or existing double yellow lines. There is no point in creating unenforced rules.
(9) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **No opinion** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** I am objecting because this seems to significantly reduce parking availability within the village, and the introduction of permit only at the north of the village will likely push non-resident parkers further down. The current flexibility that exists within the village for parking works very well, being both useful for residents and supporting the local pub as well. I think it will be both irritating and unnecessary to introduce these restrictive measures.
(10) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** I think this plan will increase resident parking issues, and add to dangerous driving speeds through the village. Some of the parking spots proposed are on difficult and narrow bends. And the limited number of spaces in some areas will cause bigger problems in other areas.

(11) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** These proposals will seriously reduce the number of parking spaces in the village. We will in effect be saying we don't want visitors who don't know someone in the village which is a shocking thing to do. People (residents and visitors) now park for free on a public highway and the proposals will end up making people pay for this privilege. Any workmen will now need a permit to park and do work. The restrictions will mean they probably cannot park anywhere near where they are doing the work on. How can this be called an improvement? The restrictions on the number of parking spaces will create a much faster flow of traffic with the dangers that that enfolds. The present 20mph limit is not adhered to! The bay opposite Swanston West forces the traffic onto the side of the road just outside the entrance to Swanston West, Swanston House, The Stables and Cedar cottage. So when we are coming our there is a car coming past at between 20mph and 40mph. A serious accident is going to happen!
(12) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Support** Will push resident cars onto other local streets which are already busy. Also, object to purchasing a permit to park in my own village.
(13) Local resident, (Whitchurch-on-	Scheme in general – **Object**

Thames, High Street)	Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** A complete and utter shambles of a proposal, and both TAPWG and the Parish Council are fully aware it is a terribly inadequate solution.. The focus is purely on traffic flow and residents with non-parking are being completely ignored. Residents will have to park huge distances away from their houses, the number of resident only bays (just 5!!!) is laughably inadequate.
(14) Member of public, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** There is no "centre" at Whitchurch. It is a linear housing area which has developed historically along High Street. Residents parking is already difficult. These proposals will have an immense adverse impact on those residents on High Street who own a vehicle but do not have off-road parking. The perceived "benefits" of this plan are wrong in so many ways. Drivers coming down Whitchurch Hill naturally have to slow down due to the gradient and contours of the road before reaching the give way sign. Drivers going through the village in both directions are obliged to slow down or give way due to parked cars on High Street. Vehicle speeds would increase if parked cars were removed. Rather than providing a safer environment for pedestrians it would increase the likelihood of accidents.
(15) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object**

	With the change in working patterns since covid the issue of parking has diminished. All previous studies are no longer valid as habits have changed. To continue with this project now using out of date data is a waste of public money that could be used elsewhere. The toll bridge causes the traffic queues and idling in the village. Once cars have been queuing for sometime to cross the bridge, they want to make up time by speeding up the high street. Having cars parked where they currently do, slows drivers down. No benefit will be achieved from this project
(16) Member of public, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** Insufficient parking for residents
(17) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** My main concern is safety and speed of traffic. Having fewer parked cars on the High Street will undoubtably speed up traffic and I am very concerned for the safety of myself and my 3 children walking on the pavement and crossing the road. Less blocks of parked cars near the main crossing point for pupils and parents getting to the primary school (near Eastfield Lane junction) will result in 2 way flow of traffic and without a pedestrian crossing will make it much harder to cross the road. Currently you can only cross the road when there is a change in the direction of the single flow of traffic passing near this crossing point. Is safety is the greatest concern (which I hope it is) the money would be much better spend on a pedestrian crossing here.

	The proposal wants to "improve traffic flow" but when there is heavy congestion on the road (this is now not that frequent and I believe often linked to temporary road closures in Reading and Goring causing diversions through our village) I believe the biggest factors are bad traffic congestion in the centre of Pangbourne as well as the toll booth slowing the number of cars that can exit the village south. I do not think the parked cars are the main cause of the congestion. I don't believe there is a parking problem in the village that needs to be solved. Since Covid and changing working habits there are not significant numbers of non-residents parking on the high street. There is no need for this policy. The proposal states that one aim is to "help residents find parking closer to their properties". This will absolutely not be the case in the north part of the village where only 3 spaces are allowed for and there is a need for at least 7 for local residents. The proposed space is far too small. These local residents, including some elderly residents, can currently park near their home and this proposal will make this impossible. I do not agree with double yellow lines on most of the High Street. They are very unsightly and I don't believe necessary. The restrictions are for too long also- they are not needed on the weekend (when people may want occasional visitors) and are not needed from 8am to 5pm to prevent all day parking of non-residents - 10am-1pm would also do this.
(18) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** This proposal will compromise further the safety of people (children in particular). Currently, when crossing opposite Eastfield Lane to get to the school they can only do so when the flow of traffic past large groups of parked cars changes direction. The same is true at the top of the high street. Currently there are long enough pauses in traffic on changes in direction to cross safely, limiting to just 3 spaces for parking at the north end will make gaps smaller and crossing more dangerous. THIS IS AGAINST A STATED AIM.

	Another affect of only having 3 spaces at the north of the high street will mean there is not enough space for residents there to park near to their homes, as they currently can do (including some older citizens who would be caused particular difficulty if they were forced to park much further away. THIS IS AGAINST A STATED AIM. Further to this, having restrictions all the way from 8am to 5pm is too long and unnecessary. IF there was need for a restriction to stop non-residents parking on the high-street in the week, could that not be done by a 1-2 hour restriction Monday to Friday? And the restriction on a Saturday would make it harder for residents who have family / friends visiting - which seems pointless and to no-one's benefit. Are there actually any residents who rely on on-street parking (on the High Street) who are not able to park there easily at present? I have been in the village for 10 years and don't know of an instance - it would be interesting to see if anyone else does. In terms of improving the flow of traffic, I don't believe that this will have a benefit. Reducing the number of cars in some areas may actually increase traffic speed, AND not significantly reduce volumes of traffic. When there are blockages, this mainly seems to stem from the Pangbourne / Berkshire side of the river now (certainly since the changes to habits with Covid). It would seem that money would be better spent on a pedestrian crossing near Eastfield Lane, this would address to some extent the main concern residents seem to share of safety.
(19) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** I am putting in a further objection to this proposal for the following additional reasons. I am very concerned that if the parking restrictions come in, that the cars that can no longer park at the south end of the High Street will simply be displaced and park in Eastfield Lane instead. As a parent at Whitchurch Primary school I am already worried about safety walking to school down Eastfield Lane. The lane would be even more unsafe with more parked cars on it to have to walk into the middle of the road to go around them. I really think the impact on the rest of the village of the displaced cars needs to be considered. The cars will just park somewhere else in the village where the roads are even narrower and more "lane like" and often without any pavements, making it less safe for pedestrians.

	I live near the top of the High Street where the proposal offers a completely inadequate number of residents spaces for residents. If I have family / friends or trades people visiting they will not be able to park on the High Street anywhere near my house at any time. Where they would be able to park has not been considered at all and I have not had a suitable solution provided for this. Finally, I feel very concerned for the two businesses on the High Street, the Greyhound Pub and the Art Gallery. Where will customers of the art gallery be able to park? Likewise on a Saturday where will visitors to the pub be able to park? We are very fortunate to have a successful pub in our village that is a great social place to meet. There is a very small car park though and if customers can't park easily close by, it could really affect their trade. It would be terrible if this impacted the pub and put them out of business. There needs to be many more spaces available on the High Street for people without permits to still park on the High Street, both at the north and south and middle.
(20) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** We live on the High Street in Whitchurch on Thames. We decided to downsize and move closer to one of our daughters who also lives in the village . Although our property has no off street parking we could see that parking on the west side of the High Street above the Little House was readily available . Although the number of vehicles varies from 4 or 5 to a maximum of 9 we have always been able to park within 20 or 30 metres of our house and sometimes directly in front .We are both in our mid seventies and recently I have had a heart valve replacement operation . I also have atrial fibrillation and diabetes . Back in September 2020 I took part in an exercise with Whitchurch TAPAG (an offshoot of Whitchurch Parish Council) to assess the number of parking spaces then currently being used for parking .We measured 25 spaces below Manor Road going south and 9 spaces above Manor Road going north making a total of 34 spaces . Earlier that September a zoom meeting was held in the village where a plan a a reduction to 24 parking spaces was envisaged (17 below Manor Road and 7 above Manor Road) .In the latest proposal this number of spaces has been further reduced to 19 parking spaces in the High Street (16 below Manor Road and 3 above Manor Road) . My wife and i are both completely against this proposal .

	Our first reason for this is that the Parish Council (the main movers of this proposal we believe) have produced no current evidence (numbers etc) to show that any changes need to be made to the current arrangements . Members of the Parish Council I have spoken to have not been able to provide any evidence that a problem with parking for residents exists . All of their comments are in the nature of hearsay .So , in our opinion they are proposing to spend taxpayers money on implementing ,reducing , patrolling and enforcing new parking arrangements that are supposed to produce benefits for residents to be able to park closer to their properties . There currently is not a problem with residents being unable to park on the High Street , as (with the exception of the part of the road above Manor Road) cars parked on the High Street rarely exceed 50% of the current capacity . Therefore in essence they are proposing solving a parking problem that doesn't exist !! Our next reason for opposing the proposal is that it doesn't satisfy the aim that it attempting to achieve . In the " Statement of Reasons" for the proposal it states " to better manage parking in the centre of Whitchurch on Thames the County Council is proposing a number of changes which will help residents find parking closer to their properties ...." . The Parish Council couldn't give me one example of residents not being able to park near their property . Towards the top of the High street there are four properties from Coombside Cottage to and including our property White Hart Cottage all of whom have no off street parking . The residents of these four properties (including myself and my wife in our mid seventies and two others over seventy - one of whom is over eighty) use and need to park a total of 7 vehicles on the High Street during any 24 hour period . On top of these 7 vehicles other residents without off street parking also have the need to park in the area . This current proposal is for 3 parking spaces adjacent to White Hart Cottage , Primrose Cottage and Dingle Dell (the Art Gallery) . So only 3 of the 7 vehicles will be able to be parked near/close to their owners properties - exactly the opposite to the stated aim . The "Statement of Reasons" also states the proposal " will prevent all day parking by non residents" . If all day parking by non residents exists then it is still not a problem as on average less than 50% of the available parking spaces are currently used . However if preventing all day parking is deemed desirable then restricting parking from 8am to 5pm on 6 days a week seems extreme .Whitchurch on Thames is a small , quaint riverside village not a town . Many places that wish to deter all day parking have parking prohibited to other than residents for say 2 hours a day Monday to Friday . An example I am aware of is in Beckenham , Greater London where in residential streets near stations they restrict parking from 10am to 12am (lunchtime) . Restriction for 9 hours per day , 6 days a week is ridiculous . Whitchurch has 2 pubs and an art gallery attracting non residents . 8am to 5pm 6 days a week is just not necessary . Moving on we also do not believe that regularising parking into small blocks is appropriate . We recently had a 20mph limit installed in Whitchurch . This was presumably an attempt to reduce vehicle speeds (this would currently seem to be having no visible effect) The current slightly haphazard nature of the parking on the High Street we believe assists

	in the reduction of speed . When drivers see obstacles in their sight they naturally slow down slightly to assess the situation . The proposal to put the reduced amount of parking in regularised blocks creating better sightlines will in our opinion lead to slightly higher speeds . Also numerous studies around the world have shown that more on street parking leads to lower speeds . So naturally less on street parking will lead to slightly higher speeds . The Parish Council representatives told me there are 17/19 properties on the High Street with no off street parking . This proposal allows for 19 resident/shared use parking spaces in total in the whole of the High Street . If all of the High Street residents without off street parking apply for one parking permit per residence then all of the proposed parking spaces will be used . If say one half of them apply for two permits (many households these days use 2 cars) then parking need for permit users would rise to about 30 . If only ten of the residents with off street parking who were eligible to purchase a permit did so then the number of permit holders trying to park in the 19 available spaces would increase to 40 (double the available spaces) .Add in shared use parkers and visitor permits and the total would be significantly higher than the proposed number or spaces . At this point paid for permit holders would be wondering what they had paid £110 for if they couldn't park on the High Street . This whole situation is exacerbated by the use of double yellow lines proposed for most of the High Street .We understand double yellow lines to mean " no waiting at any time " . So , apart from a small amount of single yellow lines between the blocks of parking spaces proposed for the lower part of the High Street a maximum of 19 spaces for the whole length of the High Street AT ALL TIMES !!!! (down from the current 34 spaces - a reduction of 44%) . Can someone explain to us and our neighbours how this proposal is an improvement for residents on the High Street especially for those of us with no off street parking . This proposal is simply not workable . We have already explained to you we are in our mid seventies . At our age and with various health issues we do not understand that under this "improved" parking proposal we will have a less than a 50% chance (3 parking spaces and seven vehicles minimum needing spaces) of getting parked within less than 100 metres of our front door . Why should we have the extra worry if we go out that our chances of parking back near our house is less than 50% . At this point we might have to walk over 100 metres with shopping and maybe in the rain . This cannot be described as an improvement on the current situation . Parking needs in the High Street differ by location so why is the proposal uniform for the whole of the street ? The need for on street parking is more concentrated above Manor Road with no example of all day parking by non residents and use only by residents . Therefore if you are intent on some changes to parking arrangements in the High Street you should consider only doing this from south of Manor Road . Most parking spaces per residence (compared to the available close spaces) are needed above Manor Road and this should be acknowledged .

	The theory of your proposal seems fine on paper and it is only when looking at the fine detail and the practical implementation of it does it start to be unworkable . In summary – 1) A maximum of 19 parking spaces for the whole of the High Street - down 44% from current 2)The issue of a possible 40 parking permits for these 19 spaces . Add in visitor permits for trades people and friends and the problem gets bigger . If all parking spaces occupied what do permit holders get for their £110 - sympathy !!!! 3)In this near 50% proposed reduction in parking spaces who benefits ? We think that with better sightlines and more available road space the major beneficiary will be the moving motorist (most of whom are non residents) who will be able to slightly increase their speed and get through the village quicker . The next beneficiary may be the pedestrian but with increased vehicle speeds this is debatable . The big loser in all of this will be the High Street residents with no off street parking (the very people the " the Statement of Reasons" claims to be helping !!) who will have less or no parking parking places across any 24 hour period , will on average have much further to walk from their parking space and will be light of £110 per annum in their pocket . During the day the village mostly suffers little congestion . In the morning and evening their is congestion . This is not caused mainly by the current parking arrangements . At times the lightest parking volume in the High Street between Manor Road and the bridge is between 4pm and 5pm . The biggest contributor to congestion is the volume of traffic crossing through the village exacerbated at times by delays in Pangbourne and at the toll booth at the bridge . So this tinkering with the parking arrangements will not alter the congestion problem and the Council should save their money on this proposal and invest in a proper crossing near the Greyhound pub for safer crossing for school children and parents . With the proposed reduction of parking spaces to a maximum of 19 what impact will that have on trades people working for High Street residents . When it becomes common knowledge that parking is a major problem in Whitchurch how will we be able to get these tradespeople if their vehicles are parked maybe over 100 metres from the job (or further away if all the spaces are taken up .It also has the potential to affect the saleability of our properties . As well as all of this how will this reduction and restriction affect the trade of both of our pubs and the art gallery . With the introduction of these restrictions and the double yellow lines numbers parked on the High Street will reduce and their customers will either decide not to visit or will park elsewhere in the village - moving the parking problem to a different location in the village . In the run up to these proposals the Parish Council issued questionnaires to all residents . Having formulated their proposal I would have thought that direct contact with those most likely to be affected would have been a sensible move in order to understand their problems . This did not happen . At this stage I feel it would be reasonable to

	request that you put this proposal on hold to give us a chance to explain our individual situations and access your expertise in these matters . This current proposal feels like we have no say other than to put our views in writing and we are being treated as numbers rather than people . As far as the Parish Council goes this proposal has been "designed" wholly by people in the village who do not need on street parking on the High Street . They may think they understand our problems with these proposals but they obviously don't .
(21) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** I am completely opposed to this proposal for the same reasons as my husband, as explained by him below. We have lived on the High Street in Whitchurch on Thames. We decided to downsize and move closer to one of our daughters who also lives in the village . Although our property has no off street parking we could see that parking on the west side of the High Street above the Little House was readily available . Although the number of vehicles varies from 4 or 5 to a maximum of 9 we have always been able to park within 20 or 30 metres of our house and sometimes directly in front .We are both in our mid seventies and recently I have had a heart valve replacement operation . I also have atrial fibrillation and diabetes . Back in September 2020 I took part in an exercise with Whitchurch TAPAG (an offshoot of Whitchurch Parish Council) to assess the number of parking spaces then currently being used for parking .We measured 25 spaces below Manor Road going south and 9 spaces above Manor Road going north making a total of 34 spaces . Earlier that September a zoom meeting was held in the village where a plan a a reduction to 24 parking spaces was envisaged (17 below Manor Road and 7 above Manor Road) .In the latest proposal this number of spaces has been further reduced to 19 parking spaces in the High Street (16 below Manor Road and 3 above Manor Road) . My wife and i are both completely against this proposal . Our first reason for this is that the Parish Council (the main movers of this proposal we believe) have produced no current evidence (numbers etc) to show that any changes need to be made to the current arrangements . Members

	of the Parish Council I have spoken to have not been able to provide any evidence that a problem with parking for residents exists . All of their comments are in the nature of hearsay .So , in our opinion they are proposing to spend taxpayers money on implementing ,reducing , patrolling and enforcing new parking arrangements that are supposed to produce benefits for residents to be able to park closer to their properties . There currently is not a problem with residents being unable to park on the High Street , as (with the exception of the part of the road above Manor Road) cars parked on the High Street rarely exceed 50% of the current capacity . Therefore in essence they are proposing solving a parking problem that doesn't exist !! Our next reason for opposing the proposal is that it doesn't satisfy the aim that it attempting to achieve . In the " Statement of Reasons" for the proposal it states " to better manage parking in the centre of Whitchurch on Thames the County Council is proposing a number of changes which will help residents find parking closer to their properties ...." . The Parish Council couldn't give me one example of residents not being able to park near their property . Towards the top of the High street there are four properties from Coombside Cottage to and including our property White Hart Cottage all of whom have no off street parking . The residents of these four properties (including myself and my wife in our mid seventies and two others over seventy - one of whom is over eighty) use and need to park a total of 7 vehicles on the High Street during any 24 hour period . On top of these 7 vehicles other residents without off street parking also have the need to park in the area . This current proposal is for 3 parking spaces adjacent to White Hart Cottage , Primrose Cottage and Dingle Dell (the Art Gallery) . So only 3 of the 7 vehicles will be able to be parked near/close to their owners properties - exactly the opposite to the stated aim . The "Statement of Reasons" also states the proposal " will prevent all day parking by non residents" . If all day parking by non residents exists then it is still not a problem as on average less than 50% of the available parking spaces are currently used . However if preventing all day parking is deemed desirable then restricting parking from 8am to 5pm on 6 days a week seems extreme .Whitchurch on Thames is a small , quaint riverside village not a town . Many places that wish to deter all day parking have parking prohibited to other than residents for say 2 hours a day Monday to Friday . An example I am aware of is in Beckenham , Greater London where in residential streets near stations they restrict parking from 10am to 12am (lunchtime) . Restriction for 9 hours per day , 6 days a week is ridiculous . Whitchurch has 2 pubs and an art gallery attracting non residents . 8am to 5pm 6 days a week is just not necessary . Moving on we also do not believe that regularising parking into small blocks is appropriate . We recently had a 20mph limit installed in Whitchurch . This was presumably an attempt to reduce vehicle speeds (this would currently seem to be having no visible effect) The current slightly haphazard nature of the parking on the High Street we believe assists in the reduction of speed . When drivers see obstacles in their sight they naturally slow down slightly to assess the situation . The proposal to put the reduced amount of parking in regularised blocks creating better sightlines will in our

	opinion lead to slightly higher speeds . Also numerous studies around the world have shown that more on street parking leads to lower speeds . So naturally less on street parking will lead to slightly higher speeds . The Parish Council representatives told me there are 17/19 properties on the High Street with no off street parking . This proposal allows for 19 resident/shared use parking spaces in total in the whole of the High Street . If all of the High Street residents without off street parking apply for one parking permit per residence then all of the proposed parking spaces will be used . If say one half of them apply for two permits (many households these days use 2 cars) then parking need for permit users would rise to about 30 . If only ten of the residents with off street parking who were eligible to purchase a permit did so then the number of permit holders trying to park in the 19 available spaces would increase to 40 (double the available spaces) .Add in shared use parkers and visitor permits and the total would be significantly higher than the proposed number or spaces . At this point paid for permit holders would be wondering what they had paid £110 for if they couldn't park on the High Street . This whole situation is exacerbated by the use of double yellow lines proposed for most of the High Street .We understand double yellow lines to mean " no waiting at any time " . So , apart from a small amount of single yellow lines between the blocks of parking spaces proposed for the lower part of the High Street a maximum of 19 spaces for the whole length of the High Street AT ALL TIMES !!!! (down from the current 34 spaces - a reduction of 44%) . Can someone explain to us and our neighbours how this proposal is an improvement for residents on the High Street especially for those of us with no off street parking . This proposal is simply not workable . We have already explained to you we are in our mid seventies . At our age and with various health issues we do not understand that under this "improved" parking proposal we will have a less than a 50% chance (3 parking spaces and seven vehicles minimum needing spaces) of getting parked within less than 100 metres of our front door . Why should we have the extra worry if we go out that our chances of parking back near our house is less than 50% . At this point we might have to walk over 100 metres with shopping and maybe in the rain . This cannot be described as an improvement on the current situation . Parking needs in the High Street differ by location so why is the proposal uniform for the whole of the street ? The need for on street parking is more concentrated above Manor Road with no example of all day parking by non residents and use only by residents . Therefore if you are intent on some changes to parking arrangements in the High Street you should consider only doing this from south of Manor Road . Most parking spaces per residence (compared to the available close spaces) are needed above Manor Road and this should be acknowledged . The theory of your proposal seems fine on paper and it is only when looking at the fine detail and the practical implementation of it does it start to be unworkable .

	In summary - 1) A maximum of 19 parking spaces for the whole of the High Street - down 44% from current 2)The issue of a possible 40 parking permits for these 19 spaces . Add in visitor permits for trades people and friends and the problem gets bigger . If all parking spaces occupied what do permit holders get for their £110 - sympathy !!!! 3)In this near 50% proposed reduction in parking spaces who benefits ? We think that with better sightlines and more available road space the major beneficiary will be the moving motorist (most of whom are non residents) who will be able to slightly increase their speed and get through the village quicker . The next beneficiary may be the pedestrian but with increased vehicle speeds this is debatable . The big loser in all of this will be the High Street residents with no off street parking (the very people the " the Statement of Reasons" claims to be helping !!) who will have less or no parking parking places across any 24 hour period , will on average have much further to walk from their parking space and will be light of £110 per annum in their pocket . During the day the village mostly suffers little congestion . In the morning and evening their is congestion . This is not caused mainly by the current parking arrangements . At times the lightest parking volume in the High Street between Manor Road and the bridge is between 4pm and 5pm . The biggest contributor to congestion is the volume of traffic crossing through the village exacerbated at times by delays in Pangbourne and at the toll booth at the bridge . So this tinkering with the parking arrangements will not alter the congestion problem and the Council should save their money on this proposal and invest in a proper crossing near the Greyhound pub for safer crossing for school children and parents . With the proposed reduction of parking spaces to a maximum of 19 what impact will that have on trades people working for High Street residents . When it becomes common knowledge that parking is a major problem in Whitchurch how will we be able to get these tradespeople if their vehicles are parked maybe over 100 metres from the job (or further away if all the spaces are taken up .It also has the potential to affect the saleability of our properties . As well as all of this how will this reduction and restriction affect the trade of both of our pubs and the art gallery . With the introduction of these restrictions and the double yellow lines numbers parked on the High Street will reduce and their customers will either decide not to visit or will park elsewhere in the village - moving the parking problem to a different location in the village . In the run up to these proposals the Parish Council issued questionnaires to all residents . Having formulated their proposal I would have thought that direct contact with those most likely to be affected would have been a sensible move in order to understand their problems . This did not happen . At this stage I feel it would be reasonable to request that you put this proposal on hold to give us a chance to explain our individual situations and access your expertise in these matters . This current proposal feels like we have no say other than to put our views in writing and we are being treated as numbers rather than people .

	As far as the Parish Council goes this proposal has been "designed" wholly by people in the village who do not need on street parking on the High Street . They may think they understand our problems with these proposals but they obviously don't . kind regards Barry Read and Jane Anne Read
(22) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** Where do you expect us to park?!
(23) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** The proposed plans seeks to reduce the number of parking spaces available on the High Street. The plan does not allow for adequate parking for residents; let alone any visitors. This will simply push cars to be parked in other roads (Manor Road, Swanston Field, Hardwick Rd & Eastfield Lane) The removal of parked vehicles from the High Street would also remove this natural traffic calming effect and will increase car speeds along the High Street. This increase in car speed will endanger lives of pedestrians crossing and other road users. The proposed plan does not appear appears to address an actual problem. And instead plans to create at least two further issues of lack of parking and speed of cars. As a local resident, I am deeply concerned with the waste of money on this plan to date and the lack of clear goals and addressing an actual problem.

(24) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** Whitchurch-on-Thames is a very small village within an ANOB and part of a conservation area with many listed buildings. The proposals will require a whole array of extra signposts and road markings that would have a significant detrimental impact to the aesthetics of the street scene and the surroundings of the village. "Heritage" lines will in no way alleviate this impact, given there are currently no markings at all. I do not believe that the issues stated are in any way severe enough to warrant such a drastic scheme and the measures will have little to no impact on traffic flow. The parking restrictions are only in the day and I have not witnessed any issues with parking at these times.
(25) Local resident, (Whitchurch-on-Thames, Old Gardens)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** By reducing the available parking spaces on the High Street, there is undoubtedly going to be overspill of parking from commuters on Manor Road and Eastfield Lane. Eastfield Lane is a well use road by young school children walking and cycling to and from the preschool and primary school. An increase in commuter traffic looking for unrestricted parking spaces will cause a risk to children who utilise that road daily. Manor Road is a quiet road which already suffers from parking overspill from the high street which makes it impossible to turn out from Old Gardens onto Manor Road without mounting the pavement. Manor Road will be the obvious overspill for commuters once the high street is restricted and this will cause a danger to children at the local playground by increasing the traffic in a quiet cul de sac. Both Manor Road and Eastfield Lane need to be included in the parking restrictions if they are introduced on the high street in order to avoid over sill parking.

(26) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I live at Mallards High st and do not want parking bays outside my house
(27) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I think it will: increase the number of bottlenecks and therefore not help traffic flow not help residents park closer as there are only 3 residents between Eastfield Lane and Manor Road without 'off road' parking. Mallards, Ford Cottage and The Little Cottage. The 1st two park in the layby opposite their cottages 'off road' It will not improve visability as extra parked cars will obstruct views down the road in particular drivers coming out of Manor Road. All the extra signs will spoil the look of the village.
(28) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support**

	more parking zones will not help traffic flow it will create more bottle necks
(29) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** We used to have parking problems in the High Street years ago but now there is no problem apart from sometimes people leave cars parked for weeks ... not sure why
(30) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Several years ago there was a parking problem in Whitchurch. This was during the toll bridge renovation and then for maybe a year afterwards because drivers working in Pangbourne or going to the railway station had become used walking over the bridge and saving the toll fee. This affect gradually wore off and drivers went back to crossing the bridge. Along W O T high street (week days) now you will find just a handful of cars parked down opposite the Greyhound Pub, a few cars in Manor road and several around the Art Shop and Hardwick Road. Sometimes at the weekend walkers park but not a serious issue.
(31) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support**

	No Waiting Mon-Sat 8am-5pm – **Support**
(32) Local resident, (Whitchurch-on-Thames, Swanston Field)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** why should certain residents only be allowed to obtain parking permits, what about other villagers
(33) Member of public, (Whitchurch-on-Thames, Goring Heath Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Support** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** There are limited parking facilities in Pangbourne, not least at the Boathouse Surgery, and shared parking bays will permit locals, as well as residents, to have access to short-term parking in Whitchurch.
(34) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Support** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Support** I believe that the parked cars in on the High Street, although sometimes creates congestion, slows traffic on accordance with the 20Mph limit. This to me is far more important.

(35) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Object** I generally support the concept of enhanced parking regulation in the village however I wish to raise a significant concern regarding the positioning of the residents' only spaces adjacent to Whitchurch House and opposite the entrance to Swanston House and neighbouring properties. These bays are far too close to the entrance and would impose restrictions on the following: - Turning right into the driveway (travelling up the hill) --> Pulling out to avoid a parked car, with cars potentially coming down the hill in the opposite direction and / or coming out of the driveway at the same time would make this manoeuvre cumbersome (the turn is too tight) and dangerous - Coming out of the driveway going downhill --> If a car is parked in the proposed position there is not enough room to safely exit onto the road - and if cars have to overtake the car they are on the wrong side of the road right at the point of exit - this is dangerous - In the event of an emergency a service vehicle would not be able to enter the driveway if a car was parked there. (it is very difficult even without one) - -
(36) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Object** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Object**

	In general, I support the concept of stricter parking regulation in the village of Whitchurch-on-Thames. However, I want to raise a significant concern regarding the placement of the residents' only spaces adjacent to Whitchurch House and opposite the entrance to Swanston House and 5 other properties. These are too close to the entrance of and would make it very difficult to turn right into the driveway given the angle and potential for someone turning out of Swanston House at the same time. Furthermore, I do not an emergency vehicle (eg fire engine) could execute this manoeuvre with cars parked where proposed. In addition, turning out of this driveway is problematic already and nearly impossible if someone is parked opposite. In the proposed plan, it would mean that exit turning left (southbound) from Swanston House would risk turning into a car on the incorrect side of the road, which is overtaking cars in residents' only spaces. My objection on the single yellow line is that these should be double yellow - I do not see an argument for off-peak parking all the way up the high street as this makes visibility and passing more difficult.
(37) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Support** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Concerns** It will make the village faster as people wont slow down unless you keep the three bays nearest the lower narrows. There aren't enough spaces on your diagram for villagers from teh High Street
(38) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Object** Residents permit parking – **Support** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Support** I object to this proposal for a variety of reasons. There is not an issue any longer - following covid 'new normal' working patterns show this is no longer a problem and I object spending money on a scheme that does not offer a tangible benefit to the community and disproportionately disadvantages residents without driveways who have some of the smaller houses in the village.

	The proposal does not support enough residents only parking for the lower narrows section - which is where the parking is most under pressure. The double yellow lines are not in keeping with the aesthetics of the village.
(39) Member of public, (Solihull, Widney Road)	Scheme in general – **Object** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** The no waiting parking restrictions will lead to a knock on effect of people parking ok Hardwick Road. This road already suffers from parking along one side of the road, which causes blockages, hold up's and delays. Any more vehicles parked on this road and it will become dangerous to school children, pedestrians, cyclists and fellow road users who will have to reverse down the road to let oncoming traffic past. Losing car parking on high street and the corner of Hardwick road will have a negative and potentially dangerous impact on the village. The vehicles that park on high street act as a calming measure to the very busy road. Cars often speed between the ferry-boat / greyhound pubs and the top of high street (north). When there are cars parked, vehicles tend to drive with more caution. I fear with double yellow or single yellow lines, there will be an increase in speedy driving causing a threat and danger to school children and pedestrians. I urge the committee to re-think these plans.
(40) Member of public, (Midlands, Hartland Avenue)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** I feel this will significantly limit the parking space available to visitors, especially those of residents at the High Street End of Hardwick Road who will be increasingly pushed out of the village. Generally there does not seem to be a

	parking issue, perhaps a ban between the hours of 10am and 12pm Mon to Fri (for example) would prevent all day parkers blocking the road for local residents.
(41) Local resident, (Whitchurch-on-Thames, Duchess Close, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** I live on the High Street and use the High Street for parking. Our house has two parking spaces which are used by my husband and I, so we rely on the High Street for visitors, and will in the future if our children also become car owners.
(42) Local resident, (Whitchurch-on-Thames, Duchess Close, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** We are a four person household with two parking spaces that are used by my husband and I. We rely on the High Street for visitor parking, and will in future if our children become car owners. I am concerned that the proposals do not have enough provision for visitor and resident parking. I would support the proposal if: 1) Residents could have more than two parking permits per household 2) Residents could have additonal/unlimited permits for visitors - e.g. friends and relatives and tradespeople. I do not believe that the current proposal will be flexible enough for the residents who rely on High Street parking. It will push the parking issue to elsewhere in the village, and cause inconvenience. Our house is in one of the positions most affected by traffic and parking in the village and this seems like using a sledgehammer to crack a nut. Whilst I understand the argument in favour of residents parking, putting a scheme in place that disadvantages the residents seems counter productive.

(43) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** I recognise the need for some " no waiting " areas to enable traffic flow at busy times but am not convinced that the areas designated are the right size or in the right place. My main concern is the impact the changes will have on people attending the church and the church room "the Old Stables " at the south of the High Street, which is also widely used by community groups. Parking is already difficult, with the church situated on a private drive without parking. The proposals would make it even more difficult for people attending funerals and weddings in the church, and events like the Christingle and School Carol Concerts which are attended by many families from both Whitchurch and Whitchurch Hill. The area of "no waiting at any time" on the south west of the Hlgh Street will also create additional difficulties for those with mobility difficulties attending normal Sunday services. I think the present parking arrangements in that area should be retained.
(44) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** The idea of limiting parking would be ok but for the fact you will be charging for it. Why exactly do people have to pay each year? Surely admin can't cost that much especially as it will be done electronically. I am also absolutely sure that this will probably rise each year. I am very worried that residents will now have to pay to park outside their own house. I'm not sure how you can justify charging over £100 a year and I feel this is not for the good of the village but another way of making money!!! Disgusting!! I also believe that by putting permits in place you will just push parking into Hardwick and Eastfield Lane. Are you going to charge all the residents there as well?

(45) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** I support the proposals generally but have a couple if concerns. Firstly, the plans should not compromise the Greyhound business. Secondly I worry that making traffic flow better will compromise the 20 mph limit. Thirdly, reducing non-resident parking may move parkers to Eastfield Lane.
(46) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** I have concerns over the amount of parking available to residents (has this been measured and would every house on or off (we are in Bridge Cottages but park on the High St) the High Street without a drive be allocated a space? 2 hours during the day and no return is not enough - 3 hours would cover private and business visits as well as cleaners etc. This would still prevent people who want to avoid parking fees at Pangbourne station during the day from parking Concerns over no waiting time restrictions again relate to the number of available parking spaces - these must meet the number of spaces required by residents.
(47) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object**

	I believe having the restrictions on the High Street and in the opening of Hardwick Rd will cause big problems for local residents to be able to park and potentially moving the problem down the side streets of the village.
(48) As a business, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **No opinion** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Object** I was told that the proposal would be for a Mon-Fri restrictions, adding the Saturday to the proposal will directly affect my business, lessening trade for me and obviously losing revenue. I also believe that there will not be enough available residents parking for all who need it and will therefore push any problems from the high street onto other residential streets.
(49) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **No opinion** No Waiting at Any Time – **No opinion** No Waiting Mon-Sat 8am-5pm – **No opinion** Is this going to be another cost to the resident with a car. Already have to pay tolls to enter and leave village.
(50) Local resident, (Whitchurch-on-Thames, Duchess Close)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Support** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns**

	Parking is not an issue in WoT apart from at northern end of high street where parking appears to close to the end of Hardwick Road. My understanding this can be dealt with by police under current law/provision. The introduction of permits and lines creates a bureaucracy and cost that is not needed, Proposals will create issues for resident swho need permits and will move parking problem into Eastfield Lane where the primary School is, making it more problematic for children and parents. Efforts would be better spent addressing better regs and pavements on the Toll bridge. Are the plans based on pre-Covid data?
(51) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Support** No Waiting at Any Time – **No opinion** No Waiting Mon-Sat 8am-5pm – **No opinion** please note the existing vehicles parking in the High street at the point on your map 2, park half on the pavement severely restricting walkers etc using the pavement (it should be noted that this pavement is part of the national Thames path and frequently has walkers at all times of the day and night using it) this part of pavement is narrow and has a number of cellar and door steps obstacles making it dangerous to users when restricted by vehicles parking on the pavement. If you are to allow parking and are going to enforce the parking restrictions could you please ensure that all vehicles are parked and told to park on the roadway and as the road is narrow at this point the parking should be restricted to cars only as a number of transit type vans park at this point.
(52) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I have broad support for these carefully considered changes and parking restrictions. I feel they will improve the safety of our high street. So thank you. I have a small concern about the resident's parking outside Whitchurch House. I live in Swanston Cottages, the exit onto to High Street is between two high walls and if cars are parked outside Whitchurch House it forces passing cars to drive very close to this exit, somewhat increasing the chances of

	colliding with a car coming out of Swanston House, Swanston West, Cedar Cottage, The Stables and 1&2 Swanston Cottages. Please consider moving it a little further away from that entrance. Or perhaps changing it to No Waiting as Whitchurch House has plenty of off road parking space to the front of the property?
(53) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Concerns** Residents permit parking – **Concerns** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Clearly parking in Whitchurch on Thames has become a major problem in recent years and is not only dangerous for pedestrians crossing towards the primary school at Eastfield Lane but is also a contribution to major delays and inconvenience for local people. This is made worse by non residents using the High Street AND Manor Road as free parking thus avoiding the toll bridge fee and parking charges in the village and at the railway station. I am generally in support of the proposals but would add 3 points for consideration. 1. I believe restricting parking on the High Street will drive more parking onto Manor Road. In view of the play area in Manor Road I would suggest a similar restriction in Manor Road for non-residents up to the Ruth Popper playground area. 2. The residents only parking area opposite Swanston West to be remived as houses in that area have considerable private parking available to them and also behind the properties near Ash Lea. 3. Removal of restrictions on a Sunday will lead to the High Street becoming a "car park" so would likenthebarea opposite Ash Court to be No Waiting at Any Time rather than No waiting Mon-Sat. This would ensure a flow of traffic is possible rather than solid parking from The Old Forge to Swanston West.
(54) Local place of worship, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **No opinion** Shared-use parking – **Concerns** No Waiting at Any Time – **No opinion** No Waiting Mon-Sat 8am-5pm – **Concerns**

	I am writing to express the views of the Parochial Church Council (PCC) as agreed at a meeting on Monday 13th November 2023. The PCC has concerns that the proposed restrictions may cause difficulties for people attending weekday and Saturday events at St. Mary's Church and/or the Old Rectory Stables. Such events include funerals (3 - 4 per year on weekdays, usually during the afternoon), the annual school carol concert (once per year on a weekday afternoon), Saturday morning Art cafe events at the Old Rectory Stables (weekly during the year), weddings (typically on a Saturday afternoon, there was one during 2023) and other weekday/daytime Saturday events that may be planned in the future . These all take place within the Mon-Sat 8 - 5 restricted time period and people may need to be parked for more than 2 hours for such events, especially if they need to arrive early for a service that may take up to an hour and if a local reception or burial (in the case of a funeral) follows. This is especially a concern for people with mobility issues, of which there are often several at a funeral. The PCC is further concerned that the restrictions may have the knock-on effect of leading people who are not attending events in the Old Rectory Stables (which is administered by the PCC) to park in the Stables car park both during and outside the restricted times. This has limited parking and is needed for people attending events.
(55) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Object** Shared-use parking – **Object** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** Existing highway regulations should be enforced (fines for parking within 10 meters of a junction, blocking of pavements) before further parking restrictions and schemes are imposed at cost to taxpayers. Every day cars are parked on the Hardwick Rd junction and pavements, impeding traffic flow and posing a hazard to pedestrians.
(56) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Object**

	Shared-use parking – **Support** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** My suggestion would be to ban non-residents being able to park on the west side between 7-9am & 4-6pm all the way up to the T-junction; that's all that is needed - keep it simple. The road only suffers during rush hours. Better make it east side too, or they'll just start parking on that side instead.
(57) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Object** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I am objecting to the residents (blue) parking zone on the 'south' map, just south of Manor Road. It is too close to the entrance gateway used by 6 houses (Swanston House, Swanston West, Cedar Cottage, 1&2 Swanston Cottages, The Stables House). There is a high wall either side of the gate (a beautiful feature of the High Street, protected by the AONB) which makes it challenging to use at the best of times. Mirrors are used either side of the gateway to help residents emerge, but traffic coming up from the bridge being forced to move around parked vehicles and over to the right side of the road will not be visible in the mirrors. I believe this make it unacceptably hazardous for residents of the 6 houses trying to leave their properties. Cars parked so close to the gateway will also make it difficult for fire engines to enter through the gateway, thus delaying their arrival. At present, it is very unusual to find anyone parking in this spot - most people are sensible enough to see that this is a hazard. I find it surprising and disappointing to learn that the Council plans to encourage people to do so.
(58) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **No opinion**

	I have a strong concern that the removal of the parking bays at the south end of the high street will lead to additional speeding through the village. Those parking spots (which are set to be removed as part of the proposal) are a speed deterrent through the lower narrows. Additionally - the original proposals for parking restrictions many years ago were put forward at a time of high commuting (cars parking and walking to the train station)... the world we live in now does not see anywhere near the amount of parked cars (locals or non locals) as we did pre the pandemic, the world has moved on, and im not sure these proposals are needed anymore.
(59) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I am concerned and would like to object on the three parking spaces down the Art shop coming down from Whitchurch Hill Road as it's blocking one whole side. This is the main bottleneck. If you are driving up, you cannot see if many cars are already engaged going down the narrow lane because of the bend. And you get stuck if you take a chance to bypass the parking space. Let alone if cars behind follow you and the whole traffic is stuck. I rigorously object to those parking spaces.
(60) Local resident, (Whitchurch-on-Thames, High Sreet)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **No opinion** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** A stated aim is to improve road safety. Cars already come through the chicanes far too quickly, but at least they then have to slow down due to parked cars. Clearing the High St of parked cars with double yellow lines will simply increase the speed at which cars drive through the village. Road safety will deteriorate. Currently there is a 20 mph

	limit but no enforcement with either a camera or speed bumps. A zebra crossing would increase safety too. Increasing both flow and safety in this context are mutually incompatible and safety is far more important
(61) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Support** I am a local resident and use the High Street on a daily basis. A large amount of the parking on the High Street tends to be needing to get to the station and local residents without off street parking. Actually, some parking along the road helps to slow cars down using the road. However, you do need to have sections to allow the moving vehicles places to pull in and give way, it's an absolute nightmare when there is just a solid line of parked cars. I would hate to see such prohibitive controls which prevent visitors to the local houses and businesses from using the road. Residents bays along sections of the road would be amazing, assuming that this would result in some sort of permit scheme. This would hopefully allow for there to be some time restriction and no return timeframe for non-residents which would prevent people from blocking the road from early morning until late at night, instead giving them the ability to park short term to use and visit local businesses and homes within the village.
(62) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** The village was made 20mph but it has made no appreciable difference. Vehicles frequently do 35-45mph both on the high street as well as in Hardwick Road. The parked cars on the high street act as a traffic calming measure. Without parked cars, I have no doubt there will be more speeding putting pedestrians and especially children at higher risk. I'm sure due to budget constraints nothing will be done until there is a serious injury / fatality. But this parking restriction will just make things worse for pedestrians and cyclists. Please think again.

(63) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object** The proposals are great for anyone who has off street parking or lives in surrounding area. For residents by or very near the no parking and no waiting sections it's terrible. Competition for the few remaining allowed spaces will be huge. Many house holds have multiple cars (not us) and all are kept on the road. A much more equitable scheme would be to make the whole area resident only and only grant one permit per household with extra for second cars on a first come first served basis.
(64) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Concerns** In general the plan looks sensible, but it would appear that the total number of parking spaces will be reduced. That is not a bad thing if reduces Pangbourne commuter traffic (they ought to park in Pangbourne or at the station), but I am concerned that this may divert some cars so more people park on Manor Road. The particular spot on Manor Road I am concerned about is opposite the entrance to Old Gardens (about 25 metres from the High Street, and on the north side). If vehicles park there, it is impossible for a large vehicle to leave or enter Old Gardens, such as recycling trucks, or potential emergency services. Therefore I think that there should be a short distance of about 10 metres of "No Parking Any Time" on Manor Road north side, opposite Old Gardens.
(65) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Concerns** Residents permit parking – **Support**

	Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** My concern is that these restrictions will simply move the issue from the High Street to surrounding roads without similar parking restrictions. I live in Hardwick Road & we already have cars parked in the road while people go on holiday for 2 weeks, rows of cars parked while people cycle or walk the area (these appear to be walking or cycling "clubs" that pre arrange to meet) The areas that I feel would be adversely affected would be Hardwick Road, Eastfield lane, Swanston Fields & Manor Road, most of which are quite narrow & where some residents do not have alternative parking. In summary I think youre simply removing the issue for some residents, rather than resolving it for all village residents.
(66) Local resident, (Whitchurch-on-Thames, Swanston Field)	Scheme in general – **Concerns** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Whilst something needs to be done about parking on the High Street I am concerned that the prop[osal with simply shift the problem elsewhere, such as Swanston Field. The south proposalsalso has a very long area for parking and needs passing spaces as part of the scheme.
(67) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Concerns** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** We access our property via a private drive just North of Duchess Close. Six houses have a total of 12 cars using the narrow drive which exits onto the High Street just opposite the entrance to Walliscote Farm. The sight lines down the

	High Street are completely obscured by large trees / bushes alongside 1 Duchess Close that are growing in the PCC ? owned grass verge. The proposed parking positions on the West side of the High Street make exiting our drive extremely dangerous as approaching cars are inevitably on the wrong side of the highway. In addition, turning off the High Street into our drive is also dangerous due to the configuration of parking bays and proposed yellow lines. A site visit to meet with residents is necessary.
(68) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **No opinion** Shared-use parking – **No opinion** No Waiting at Any Time – **No opinion** No Waiting Mon-Sat 8am-5pm – **No opinion** Why is there still no plan for a pedestrian crossing to allow parents and schoolchildren to cross the road in a more safe manner, across the High Street into Eastfield Lane?
(69) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **No opinion** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** This achieves about the right balance between resident & visitor parking and allowing traffic flow not to get gridlocked during busy periods
(70) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Object** Shared-use parking – **No opinion** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support**

	Ensure there is no parking within 10m of a junction!
(71) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** Diffculty for non residents to park for church going or visit to Greyhound.
(72) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** my concerns are in relation to Manor Road, you will be pushing car wanting to park in the village up our road, it is bad enough in the summer, when cars cannot fit into the high street, as there is a bend in the road you often have to reverse when someone drives in and parks creating blind spots, as you cannot make vehicles reverse out onto a main road, you then have to go backward round a corner. this road is also used by Thames water who often send there tanker up here, as it is he regularly has to drive on the footway to get in and out, i believe with more cars/vans parked here, the risk of someone on the footway being injured increases significantly.
(73) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Object** No Waiting Mon-Sat 8am-5pm – **Object**

	I can't see shared use bays working Many people use the High Street for limited time parking allowing them to shop in Pangbourne to the benefit of local businesses
(74) Local resident, (Whitchurch-on-Thames, Duchess Close)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I fully support any efforts which will improve flow of traffic and deter non residents or visitors to the village from parking here and going on elsewhere leaving their cars here.
(75) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I would suggest the southernmost parking bay is resident only and those further up the high st shared use. The area of greatest congestion is that opposite the Greyhound and we should encourage people to park away from this area (and/or walk or use sustainable transport to get to the pub)
(76) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Concerns** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support**

	I am concerned that without adressing areas not covered by these proposals, for example, and especially from the southern end of the attached to the bridge, as well as in Manor Road and Eastfield Lane, the congestion will just be squeezed elsewhere. Therefore the plans should be reviewed say after 12 months to ensure they are optimal. Also, whether there is enough space between the restricted areas on the No Waiting Mon-Sat sections to avoid blockages of two-way traffic at busy times.
(77) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **No opinion** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Current parking arrangements make crossing road very difficult and cause cars to speed through open sections
(78) Member of public, (Theale)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** With the 20mph speed limit in the village, the parking on the high street makes this really difficult to stick too as you rush to get past the parked cars before the on coming traffic moves towards you! Also the parking of car's opposite the Greyhound pub causes a bottle neck at the give way towards the toll bridge! The parking outside the art gallery makes it dangerous as you have to overtake and then your head on with cars coming down Whitchurch Hill and if you're intending on turning onto Hardwick road the road is blocked from cars coming down the hill
(79) Local resident, (Whitchurch-on-	Scheme in general – **Support**

Thames, Hardwick Road)	Residents permit parking – **Support** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** The fewer cars parked on the high street the better the traffic flow.
(80) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Object to shared use parking bays - they should be for the use of residents particularly those without off road parking
(81) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Object** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Parking on the street should be for residents only; visitors can use the car parks in Pangbourne, walk or cycle. I am concerned about parking on the pavements in the village. People take no notice of the requirement in the Highway Code Rule 244 and routinely black pavements in the village. I know that TROs are not perfect but they are an option. Can they not be put in place and then enforced alongside this current proposal? Why do we have to wait for a national ban on pavement parking? I am also concerned that OCC have not considered that people will just park in other places like Eastfield Lane and Manor Road. The latter already serves as a car park for anything up to 6 cars on the approach to the High Street making an accident almost inevitable as the sight lines are so terrible.

(82) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Concerns** It's important that some parking is easily available for residents. Support the suggestion of some 2 hour parking especially for use of Greyhound customers and local residents who may park and walk to Boathouse Surgery, for example. Some parking will also act as a traffic calming measure otherwise speeds will increase. How will all this be policed/monitored? I have some concerns that restrictions may force an increase in parking on Hardwick Road, Eastfield Lane and Manor Road.
(83) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Concerns** No Waiting Mon-Sat 8am-5pm – **Support** I think this is needed in order to keep the number of cars blocking up the high street to a minimum (eg. Residents only at most times of the day). This is important to improve safety of pedestrians as well as reducing the number of cars owned by non residents. However, it may mean cars are parked elsewhere in the village
(84) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Concerns** Suggest No Waiting Mon-Sat should be changed to No Waiting At Any Time to ensure safe traffic flow.

(85) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Concerns** Peak hours on High Street typically occur from 5 pm to 6:30 pm on most weekdays. Allowing 'No Waiting' spaces to be used for parking after 5 pm could limit the number of available spaces and delay traffic flow. This leads to frustration among drivers and encourage aggressive driving. Could we explore the possibility of extending the time frame to 8 am - 6 pm? The entrance to Older Gardens should be kept clear at all times. Double yellow lines should in place to ensure unobstructed entry and exit from Old Gardens, prioritising safety and facilitating access for rubbish collection.
(86) Local resident, (Whitchurch-on-Thames, Walliscote Drive)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Concerns** I think the No waiting should be restricted to Mon to Friday, so that on Saturdays visitors can park when they come to the area. Then they can come to Art Cafe on Saturday mornings which promotes the village.
(87) Member of public, (Pangbourne, Dunluce)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support**

	No Waiting Mon-Sat 8am-5pm – **Object** My priority is to ensure efficient traffic flow, and prevent the tedious inability to pass up or down the high street at busy times the parking restrictions need to be sensibly placed to facilitate the smooth flow of traffic.
(88) Local resident, (Purley on Thames, Whitchurch)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Too often cars are parked along the High Street up to the give way area by the gallery and illegally parked on the junction with Hardwick Road, this is dangerous and obstructive.
(89) Local resident, (Whitchurch-on-Thames, Duchess Close)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** High street too congested - many people using for commuter parking. Hard to pass pub and entrance to Duchess close has v poor visibility - would be keen lines prevented parking until further up
(90) Local resident, (Whitchurch-on-Thames, Duchess Close)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support**

	Very strongly support any actions to substantially reduce the impact of parking in the village and improve visibility, car and pedestrian safety and the environment.
(91) Member of public, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Very strongly support - parking congestion in High street is terrible!
(92) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** The High Street is very unsafe for the school children at the moment.
(93) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Overall, I believe that these proposed parking restrictions will provide a safer and more fluent traffic situation in the High Street at Whitchurch. I am aware that considerable consultation has taken place over such proposals in recent years and this is the most satisfactory way ahead. These proposals should now be implemented as soon as possible.

(94) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** The situation is terrible at the moment. This is much needed!
(95) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Fully support. The village has become an overflow car park for Pangbourne and the station
(96) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** As a resident of Eastfield Lane I welcome the plan for double yellow lines at the junction of Eastfield Lane and High Street and the double yellow lines on the west side of the High Street. These will greatly improve sightlines for drivers and pedestrians.

(97) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I've followed the design of this scheme, attending several meetings. I believe the design will improve traffic flow and road safety without inconveniencing residents too much, if at all. I don't think it would be possible to find a better solution so hope this is approved.
(98) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Proposal addresses the existing problems with traffic and parking in Whitchurch
(99) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** The traffic disruptions are becoming more regular and not restricted just to the rush hours. Whether people are working from home or travelling to work, the fact that there are currently no restrictions on parking means that the traffic and parking situation is unsustainable. There are also people from other villages using our roads to park to commute as it's the closest place to avoid the toll and any parking charges when they either walk to Pangbourne or the train station. When Eastfield house begins its development, the situation will become even worse. The traffic and

	parking has become a dangerous mixture for pedestrians as there is speeding motorists who have poor or no visibility due to parked cars. The village needs to do something and before a terrible accident happens.
(100) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Keen to see parking priority for local residents Also to improve flow of traffic in high street
(101) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I live in the village on Hardwick Road and travel daily as a pedestrian, cyclist, motorcyclist and car driver daily in the village. This always involves negotiating the junction between Hardwick Road and the High Street and the hazards, poor visibility and vehicles travelling on the opposite side of the road caused by poor parking on the High Street opposites the junction and the entrance to Hardwick Road. Parking that goes against the Highway Code rule to not park within 10m of a junction for this reason. I've had a good number of near misses trying to pull out of Hardwick road, particularly when turning right on to the high street and also when heading up the high street and right into Hardwick road. This is particularly dangerous and difficult to take avoiding action suddenly on two wheels due to the camber, and drain covers and slippery white lines in the middle of both roads at the junction. The difficulty for cars to make progress heading up the high street due to the parking also seems to contribute to a degree of road rage and speeding when approaching the junction which has, on a few occasions, made the near misses I have experienced rather frightening.

	I understand that people get emotional about parking, especially if it means they can't park right outside their own property. I do believe, however, that it's the best interests of everyone who lives, works and goes to school in the village to have parking controlled to safe places make it lower risk for all. As an aside I do worry that only looking at the high streets parking problem will push problem parking into other roads in the village, Hardwick road in particular, which already has its own challenges in inconsiderate and dangerous parking that breaks Highway Code rules that's apparently unenforceable by the council due to the lack of road markings…
(102) Local resident, (Whitchurch-on-Thames, Hardwick Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Driving up and down the High Street, particularly in the rush hour is a nightmare. It is also very dangerous for pedestrians.
(103) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I would rather the designated bays did not sit opposite driveway entrances (such as the southernmost one opposite Duchess Close). This one should be shifted 5m north.
(104) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support**

	No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** The high street is a death trap today and something needs to be done. Clkearing the bust junctions - particularly where the kids cross to access the school is essential
(105) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Having some basic Highway-Code-compliant road markings such as yellow lines at junctions and pinch points is vital for improving safety for pedestrians and drivers and easing congestion for drivers on the High Street. This will also improve visibility for all road users and pedestrians, especially children trying to cross the road to school near Eastfield Lane who currently have to step out from behind parked cars who are pulling out and accelerating to get round those. Our village is not a free car park - with more than 1,000 vehicles a day coming through it there is already enough traffic. I am concerned that there is already a lot of pavement driving in the Upper High Street and can see that this will increase with the resident bays at that end as there will not be room for 2 way traffic. That is my only area of concern with this scheme and I am generally supportive. Resident parking is vital at the Lower Hight Street to stop commuter parking and for all the safety reasons mentioned above. With other villages in the locality with residents parking we are in danger of being a magnet for people to come and park in the area. They are blissfully unaware of the congestion, hazard and pollution they leave behind when they go off for the day (or longer!). Thank you for all the work you are doing on this. It has been an issue for Whitchurch for a long time.
(106) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support**

	This plan has been in progress for many years now and finally is getting close which most residents will be grateful for. Traffic flow should be improved and unfetterred parking eliminated.
(107) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** unrestricted parking causes both traffic congestion issues as well as pedestrian safety concerns
(108) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I support the plans, too many non residents park in our village and walk to Pangbourne station/shops etc.
(109) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** To improve traffic flow & stop parking on the pavement

(110) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Largely speaking I support the proposal as long as it is an easy process for residents to acquire temporary parking permits for their visitors and trade workers.
(111) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I live in the High Street. I want to see parking for local residents without off-street parking, but NOT for commuters who catch the train from Pangbourne station, and NOT for people who leave their car in the High Street for a week or more while they go on holiday (eg train to Gatwick etc).
(112) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** 20 yr residency in WoT, part of an earlier WoT Traffic & Pavements group, living immediately south of The Ferryboat Inn. Over the years, have seen parking grow from a traffic slowing advantage to where pedestrian safety and driver's line of sight are compromised despite measures by OCC road painting.

	Aesthetic objection to yellow lines is irrelevant. Scenes in the "Morse / Lewis / Endeavour" tv series show historic Oxford streets with yellow lines. If it's OK for Oxford, it's OK for WoT. Finally, if the lower narrows was given cross hatching and cameras installed, this would provide a good income for OCC whilst at the same time keeping that area free. Hope this helps regards, John
(113) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** General overcrowding and also use by people who park and then commute from rail station is not helpful and best prevented
(114) Local resident, (Whitchurch-on-Thames, High street)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** We support this proposal. As residents of the High Street we regularly have cars parked blocking our drive way making it impossible or dangerous to get out. Either the drive is blocked or the view is so restricted we cannot see oncoming traffic.
(115) Local resident, (Whitchurch-on-Thames, Hillside)	Scheme in general – **Support**

	Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Particularly support double yellow lines outside Modern Artists Gallery at intersetion of High St and Hardwick Road, which feels like a dangerous intersection to drive through.
(116) Local resident, (Whitchurch-on-Thames, Hillside)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I support the plan. It will be beneficial for the village
(117) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I'm glad something is being done and support the actions being taken
(118) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support**

	Parking has been a problem in Whitchurch for years. Limiting visitor parking to 2 hours will help the problem of commuters parking in Whitchurch to avoid paying to park in Pangbourne. My only concern is that it will push the problem onto to Manor Road, and residents only parking for Manor Road and Eastfield Lane should be considered in the future if this occurs. We have 2 young children and it is very dangerous when crossing the High Street to go to the school. A zebra crossing would be very beneficial, but anything that can be done to improve sight lines should he encouraged
(119) Member of public, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I support these proposals as Whitchurch on Thames is beginning to look like a NCP car park. People park wherever they like: on verges, close to junctions, on pavements and on corners often in contravention of the Highway Code and often in a manner which would constitute illegal parking. People often park and leave their car all day whilst they travel by train to London which is not acceptable given that there is a car park at the station. We have lost so many of little enclaves of nature that used to exist to constant mud – so many insects that have lost their homes and birds a source of food. Residents think nothing of owning three cars despite not having anywhere to park instead of realising the a small rural village is not a suitable location for them to live. I would prefer to see the High Street completely free of parked cars so that the traffic could flow in both directions (as it used to). It is not safe at the moment and it surprises me that we have not had any fatalities in the village (although we have had plenty of near misses). Crossing at the Upper Narrows with children is a heart stopping experience. Exiting Hardwick Road to turn left is like taking your life in own hands every time as you have to drive between two rows of parked cars which block the junction (usually in contravention of the Highway Code). I also support Monday - Saturday as the parking on a Saturday is just as bad as during the week (in fact I would prefer a Monday to Sunday). It is so unpleasant to walk around the village at the weekend, choking on all the traffic fumes. It also makes unsafe for children to be out and about which is a shame as they benefit so much from being outside. Research is constantly illustrating how terrible our dependence on the car is, for example in August 2023 air pollution was linked to the deadly resistance to antibiotics. I also don't think people should be encouraged to drive to the pubs either as this only increases the risk of drink driving. There is of course the link to climate change which most people prefer not to recognise or acknowledge. The fact is that road vehicles – cars, trucks, buses and

	motorbikes – account for nearly three quarters of the greenhouse gas emissions that come from transport. If people want to visit Whitchurch on Thames they should be encouraged to walk or cycle or at the very least car share. Residents need to consider reducing the number of cars they own (concreting over gardens to provide parking space is not the answer). I very much hope that OCC implement this plan and consider strengthening the restrictions in the future. I am however concerned that as a result of this implementation that people will seek to park in other places in the village such as Eastfield Lane and Manor Road, neither of which are a practical, safe or welcome alternative.
(120) Local resident, (Whitchurch-on-Thames, Manor Road)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Fully supportive of this scheme. Well overdue
(121) Local resident, (Whitchurch-on-Thames)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I support the parking restrictions being in place Mon – Sat but don't support the addition of additional parking space at the top of the hill by Hardwick Road. Whitchurch is a village that pre-dates cars. Therefore, it cannot comfortably accommodate the number of cars that already exist on the High Street and at the top of the High Street and Hardwick Road. Some households have three or 4 cars and SUVs and this is not sustainable from the point of space and also for safety and environmental reasons. Restrictions also need to be introduced on other roads in the village where there are too many cars parked on the pavement and road.

(122) Local resident, (Whitchurch-on-Thames, Swanston Field)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** One concern i have is this may drive all-day parkers (i.e. Commuters) to Swanston field and surrounding lanes. I'd like reassurance that this will be monitored and if this becomes a problem, then steps will be taken to ensure this is mitigated against
(123) Local resident, (Whitchurch-on-Thames, Swanston Field)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I have lived in the village for many years and the parking situation has been awful. I strongly support the proposal. The scheme proposed will help residents find parking closer to their properties, stop all-day parking by non-residents, improve traffic flow and pedestrian/cyclist safety.
(124) Local resident, (Whitchurch-on-Thames, Swanston Field)	Scheme in general – **Support** Residents permit parking – **Support** Shared-use parking – **Support** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** I am very happy with the plans.

(125) Local resident, (Whitchurch-on-Thames, High Street)	Scheme in general – **No opinion** Residents permit parking – **Support** Shared-use parking – **No opinion** No Waiting at Any Time – **Support** No Waiting Mon-Sat 8am-5pm – **Support** Two concerns that I wonder if you have considered: 1) This will undoubtedly lead to more parking on Manor Road, particularly the section close to the High Street which is quite narrow already. With more parked cars there, it may become a single-lane road requiring reversing when traffic from opposite directions meet (potentially requiring reversing relatively blindly into the High Street). The Thames Water lorry that accesses the Manor Road sewage works daily already has problems accessing Manor Road (not infrequently causing it to drive on the pavement). This issue could become exacerbated when parking inevitably increases on Manor Road. 2) The rules won't make a difference without enforcement. I have not ever seen, or heard of, any parking enfocement in the village even though there is daily parking in intersections (High Street / Hardwick Road) and on pavements which render the pavements unusable to pedestrians, forcing them into the road. It seems unlikely that the rules will make a difference unless they are actually enforced. I would encourage you to consider if and how that may happen.

C. Email/Written responses

RESPONDENT	**COMMENTS**
(126) Local resident, (Whitchurch-on-Thames, High Street)	**Concerns** – My concern after having lived in the village for many years, is that there is a tricky balance of having enough space for residents to park their cars, as well as having space to pull in, to allow the ebb and flow of moving traffic. I personally think we need a few more resident parking spaces along the High st, because if there are no parked cars, moving traffic tends to speed up. Having to manoeuvre a few parked vehicles, acts as a natural traffic calming

	system in itself. It they are only given to residents (for those that have no off road parking) or visiting spots for a limited time frame, it will prevent commuters coming from elsewhere and parking all day. I have in the past run the cycling proficiency classes for several years at the local primary school. Most people drive at the speed limit but they're a few that speed through the village along Hardwick Rd and the High St. especially if the roads are clear from parked vehicles. Also, if there are aren't enough parking spaces for the local residents it will only move the issues of overcrowding on the High St to other areas within the village. Lastly, I think it would be helpful to have flash on speed monitors that let drivers know the speed they are doing, especially as you come into the village on the hill, down towards the narrowing, as it always too easy to speed (often unintentionally) coming down into the village.
(127) Local resident, (Whitchurch-on-Thames, High Street)	**Concerns** – I wanted to express my thoughts and concerns regarding the proposed parking restrictions in our area. Firstly, I would like to state that I wholeheartedly agree with the proposal to implement parking restrictions in our locality. As a new resident, I have already experienced some of the challenges associated with parking in the vicinity. It is clear that parking restrictions are essential to improve traffic flow and maintain safety for all residents and pedestrians in the area. However, I do have some concerns about the proposed restrictions. I am worried that if the restrictions are implemented as they currently stand, it may lead to people parking their vehicles outside Hill Cottages. Since our property does not seem to be included in the proposed restrictions, I am concerned that it may attract more vehicles, causing congestion and inconvenience for us as residents. I kindly request that the council consider extending the proposed parking restrictions to include our address at Hill Cottages.I understand the importance of balancing the needs and concerns of all residents and I appreciate your efforts in addressing these matters. I hope that my feedback will be taken into consideration as you continue to develop the parking restrictions plan.

(128) Local resident, (Whitchurch-on-Thames, Fir Bank)	**Concerns** – I am concerned that drivers, desparate not to miss there train, may feel forced to use Manor Road and its elegant verges as a car park. Is it possible to discourage this? My personal interest is that we live at Fir Bank, and also voluntarily care for some of the verges.
(129) Local resident, (Whitchurch-on-Thames, High Street)	**Concerns** – I am an active member of the local 'Community Speed watch team' and since April this last year I have regularly monitored the speeds and behaviour of the cars travelling up and down the high street at different times of the day as part of this team. Plus soon after moving here in 2015, I installed 4 CCTV cameras on the front of our cottage overlooking the pavement and road which has enabled me to see why several parked cars have been written off within a few yards of our cottage by cars travelling up the High Street. You will see on your plan called 'map 1' there are 3 proposed new parking areas; the lower and longest one, next to the 'walled garden' and near the Greyhound Pub'; this already is a favourite parking area with cars parked there everyday though further south opposite Prospect House there is usually another group of parked cars which I guess has been removed to make it safer for people crossing the road from Eastfield lane, this maybe a helpful improvement. The middle proposed parking area is outside our cottage 'Mallards' and rarely gets used for parking, at the moment, except weekends when 'Thames path walkers' come in numbers and can't find safer places. When we moved here about 8 years ago it was just after the toll bridge had been closed for a year to be rebuilt and people working in Pangbourne or going to the Railway Station had got used to parking outside our cottage and walking over the bridge. So since other drivers were parking outside our cottage when we first moved in we thought we might as well join them and also parked outside. However, over the next few year there were 6 collisions with parked cars just where you are planning to have a designated parking zone. Four of the parked cars were 'write offs' , 2 caused serious damage requiring expensive repairs.

	2 were owned by my wife; the 3rd a loan car given by the garage to my wife whilst her car was being repaired from a collision outside our house which didn't become a write off and 2 occasions my wife's car wasn't a write off but needed expensive garage repairs. The 6th was a new Mercedes owned by a driver who lived higher up the high street and had parked behind my wife's car whilst in the Greyhound pub. This particular crash was so violent that the Mercedes was launched into the air and ended up wedged against the wall of our cottage by our front door and against the wing of my wife's car; completely blocking the pavement. The noise of this crash was so loud we came out of our cottage to see what had happened and found the Mercedes a few feet from our front door with no driver. Luckily no one was walking by at the time or this easily could have resulted in fatalities. I should emphasise all these write offs and serious collisions occurred to cars parked in the High Street just outside our cottage exactly where you plan to create a new official parking zone. Why so many write offs? Well fortunately due to having CCTV installed, on every occasion I was able to play back the accident and see the cause and the vehicle involved. Basically, the drivers are champing at the bit to get going after several 'hold ups' from Pangbourne and pulling in behind parked cars waiting for oncoming cars to pass they, in their haste, mistime their acceleration past the parked cars and catch the corner of the parked car. This type of diagonal collision evidently is worse than a direct back shunt and as I said caused 4 of those cars to be 'write offs'. I see this so clearly when doing 'community speedwatch duty', drivers coming from Pangbourne have been frustrated and stopped by several chicanes and each time they get a brief opportunity to get going they race up to the next chicane. Lets list the 'one way' hold ups from Pangbourne village: One way through the railway bridge Barrier stop at the toll booth One way stretch by the ferry boat pub One way past parked cars opposite Prospect House just before Eastfield Lane (this you propose to remove). One way past parked cars by the walled gardens So far at all these one way hold ups the view ahead is restricted so some care by the drivers is automatic ... But at the last section of parked cars by our cottage they can see a long stretch of straight road ahead and they are champing at the bit to get going and make up time .... ..

	Well after a few years, the habit of parking outside our cottage and walking to Pangbourne had subsided, drivers got back to crossing the toll bridge again and so with very few drivers parking outside our cottage we decided to park opposite our cottage in a layby, which is not official, but can accommodate about 3 cars inside the dotted white lines marking the edge of the road. I attach a photo showing my red car and my neighbours blue car (Ford Cottage). This parking causes no one any problems as you will see there is a very tall wall behind and we are relatively safe and because we are 'off road' plus we cause no problem to the flow of two way traffic. Plus because we didn't park outside our cottage hardly any others parked outside. Now you talk about making it easier for residents to park near their houses ... well you obviously are not aware there are only three houses along the High Street which don't have their own off road parking! Yes just three of us and your creating how many residents parking slots? 10 ... 15? Who has done this research? it just doesn't make sense! Who are the 3 without off road parking? Us at Mallards, next door at Ford Cottage and 'The Little House' almost opposite Manor Road entrance. This includes all the houses on both sides of the road from Manor road right down to the Ferry Boat pub. That's actually just 3 cars in total as my wife, now incredibly traumatised by all these accidents to her car over a few years, now parks off road in a nearby garage. The Little House probably parks near the entrance to Manor Road which is a pretty safe location and probably closer from her house to your proposed new parking just before Manor Road. So your proposed scheme will not make any improvement for her except possibly to increase her risk to a car write off. So if myself and my next door neighbour are happy to park opposite our cottages in the layby, because its much safer and we don't cause a bottle neck for traffic by doing so; why would you encourage others to park outside our cottages and cause another dangerous bottle neck frustrating drivers even further? I am sure you think you are helping us by giving us residents parking outside our house, but trust me we do not want to go back to the continuous string of car accidents outside our cottage. It's much safer for us and everyone else if we park in the layby opposite. Of course we would be delighted if you made residents parking in the lay by for us, but if not, that's not a problem we can continue as we are.

	What would be better highway scheme would be to make it no parking all the way down the High Street from Manor Road to the Ferry Boat. Making visitors to Pangbourne and the railway station go over the Toll bridge and park in Pangbourne. So in conclusion what you plan is to create three parking zones with ' 2 hour no return restrictions' which will actually make more bottle necks and you will have the additional problem and expense of finding someone for the job of policing the 3 locations? • This will not improve traffic flow and it actually adds more bottle necks. The small one by Manor Road particularly dangerous as it is already tricky seeing to the left coming out of Manor Road, this new parking Zone will also make it tricky seeing approaching cars from the right. • Only 2 residents will benefit by being able to park outside their property ... and they don't want to because its too dangerous. • Yes it will prevent all day parking by non residents, sometimes cars or vans are parked for weeks at a time but at what cost? and who will monitor the 2 hour restriction ... a part time traffic warden? • What I suggest is that you have one '2 hour max' parking zone outside the Walled Garden house and make the rest 'no parking' all the way along the High Street up to Manor Road. Keep it simple and cheaper. After all, this suggestion will allow you see how it works and review the situation after a year. However if you decide to ignore my advice; please don't have the middle parking zone right outside my cottage, we don't want to have cars parking, loading / unloading all day outside our living room. Please make the middle zone shorter by deducting the 2 resident car spaces which myself and my neighbour in Ford Cottage don't want and start and finish the zone a little bit further down the High Street opposite Raquets and Ash Court where there are just blank garden walls. Finally when we first moved here we were reminded this village was a 'place of natural beauty'. What is it going to look like with all the new road markings and sign posts explaining the parking restrictions?
(130) Local resident, (Whitchurch-on-Thames)	**Concerns** – Our main concern is the overflow of cars into Eastfield Lane as a result of the restrictions on the High Street. This is already a busy road, with Whitchurch Primary School at the end of it (with children and parents walking in the middle of the road to and from school as there is no pavement) and a lot of construction and then operation traffic inevitable while Cedar Lodge is under renovation and then in operation.

	The impact of the restrictions on the High Street will doubtless mean some parking is displaced into Eastfield Lane, the entrance to which is very narrow and cannot easily accommodate two way traffic at the best of times. That will be a major issue as cars simply will not be able to get through if there are cars parked here too on the street. So we would ask that the restrictions also be extended to Eastfield Lane.
(131) Local resident, (Whitchurch-on-Thames, Hartslock Bridleway)	**Object** – We have lived in this village for many years and know the high street well. For several years some people in the village have campaigned for parking restrictions we are not happy about them got following reasons, 1. It will increase the speed of traffic as it did during the pandemic because of the lack of parked cars. 2. A lovely rural village will become an urbanised village as traffic speed will increase. 3. The church will become un-usable during the week Monday to Saturday as it is frequently used for concerts, baptisms, weddings and funeral services and weekday services. 4. The Greyhound Pub is providing a useful service for villagers and people outside the village and if there are some parking restrictions that service may have to cease and perhaps the pub as well. 5. People will park instead in Eastfield Lane and Hardwick Road and Manor Road and then they will require double yellow lines and the village will be totally urbanised. 6. The permit parking proposed is not enough for residents and their visitors. Anyway my experience is that the local authority will change fees for permits in due course and you will then pay for the privilege of parking outside your own house
(132) Local resident, (Whitchurch-on-Thames, High Street)	**Concerns** – The plans which were published a year or so ago and which we viewed in the village hall showed that there would be no cars parked opposite the entrance to our houses, but the new plans show a "Resident Permit Holders Only" area right outside Nos. 2 and 3 of Whitchurch House. There are five houses, whose owners and visitors use this entrance multiple times every day, and many deliveries, service lorries, etc. If there is a car parked anywhere between the two entrances to Whitchurch House (immediately opposite our entrance) this makes exiting from our driveway extremely dangerous. If cars coming from the south up the High Street have to overtake a parked car in this area, they are inevitably on the wrong side of the road opposite the entrance to these houses, and there have been some near misses in the past on the occasions when a car has been parked there. If parking was allowed in this area on a permanent basis, there would surely be an accident soon. Luckily our fellow residents in the village are very good at telling people what a danger they are causing when they see people parking there. on the only occasion when there was a fire (in the 1990's) EVEN WITHOUT A CAR PARKED OPPOSITE THE ENTRANCE it took the fire engine about eight manoeuvres to get into the driveway. We are concerned that in an emergency it would

	be impossible to get emergency vehicles in and out of the entrance. If there is a car parked opposite our entrance it is difficult to turn into the drive even in a medium sized car. In the old plan there was a small parking area just north of Tudor Cottage (the only houses with no off street parking in that area are Ford Cottage and Mallards, who have an area where they park on the other side of the road immediately opposite their houses), not opposite any exits. I hope this all makes sense, but we are very concerned.
(133) Local resident, (Whitchurch-on-Thames, High Street)	**Concerns** – I would like to share some thoughts and concerns on the proposals. Firstly, I do believe that the implementation of parking restrictions opposite Prospect House would be a helpful amendment as this is typically the first point at which traffic builds and can make it very tight for cars to pass and also for pedestrians to cross onto the west-side of the street after walking over the toll bridge. However, the proposed amendments set out the nearest resident only parking space a good 30-40 meters up the street from us and appears to only have room for one decently sized car. This would likely service the 'Little House' almost opposite Manor Road entrance (which does not have off-street parking), yet would not be helpful to ourselves nor the Mallards (our immediate neighbours) who are the other two out of only three properties on the High Street that do not have off-street parking. Our strongly preferred solution would be to designate the lay-by opposite Ford Cottage for residents parking only (currently marked in between the two no-waiting lines on east side of the street in between Ash Court and Swanston West). This has two distinct advantages of allowing us to park right in front of our property and also puts our cars out of the way of traffic. Whilst we are new the area, we are aware there have been multiple crashes in the past from drivers speeding up the High Street at night and crashing into cars parked right outside our property. In addition to the safety considerations, designating this lay-by as a residents only parking would also mean we are less disruptive to the flow of traffic on the street. Failing this, I would propose at least adding an additional resident only parking space in front of Ford Cottage and the Mallards and moving the shared use parking further south given there are no properties facing the 'Ash Court' building marked on your map. The current proposal places the shared parking directly in front of our house and we would find it incredibly disruptive to have people continually parking in front when I don't believe there is the need to.

	I should also note that there is very little need outside of these three properties for residential on-street parking across the rest of the street and therefore its safe to assume the shared use parking will be used almost exclusively for non-residents. This is not something I am looking to diminish, I love the fact we have a lively pub at the Greyhound on the evenings and weekends and also keen to allow non-residents access to Pangbourne to encourage trade and access to the beautiful walks we have nearby. However I do feel that the proposed plan puts my access to nearby on-street parking at all times of the year significantly at risk.
(134) Local resident, (Whitchurch-on-Thames, High Street)	**Object** – After MUCH consideration of your ideas for ' Permit Holder Only & Share Use parking bays' along with 'Proposed sections of No waiting at any time (double yellow lines) & No Waiting Mon-Sat 8am - 5pm (single yellow lines) along with other restrictions to be introduced ! (which actually reads almost like an April Fools joke for our beautiful village). Thus my answer to your 'Proposed Parking Restriction Amendments' Are not a solution, simply a bandage and make work project without providing solution, that requires cost and administration. The plan does not provide parking for residents or visitors. Any proposal put forward should have a common sense solution. We have a commercial business and residence on the High St. opposite Hardwick Road. We do not have a garage - just a loading bay. We rarely have a parking problem, some residents have up to 3 cars per family. We give and take with parking and always make sure that we do not block each others main entrance to our homes and our shop. We all have many deliveries especially since lockdown which is gradually decreasing. We know that most residents need to park right outside their own property both young and old. The main problem is traffic speed through the village and I invite any member of your team to come along and sit and watch from gallery as to see what really is happening. I have witnessed down hill traffic from Whitchurch Hill coming so fast that cyclists have been knocked off their bikes (one boy on a bike into our doorway). Tempers flare due to the wait at the toll bridge (which should be payment manned left and right side especially during school exit times and rush hour) There are also a few groups of cyclists who race through but the majority are motorists who pay no attention to speed whilst driving through our village. Your idea would make it easier for all to speed. It is not the parking that is the problem.

	We need traffic calming and camera's. 30mph on the downhill from Whitchurch Hill is ridiculous it should be 15–20pm - (out of respect for the young boy who was killed on the hill whilst cycling) with camera or 'speed count sign acknowledgment installed along the High Street. It seems to work well in other villages If the children and parents who walk to school require help crossing - maybe install a crossing area at the lane next to the Greyhound or to employ someone to assist . I know just walking a dog or children through the village and over the bridge is not exactly enjoyable due to the narrow pavements and fast through traffic The Commercial space known as Modern Artists Gallery and the Residence known as 'Dingledell has NOT been allocated parking spaces for our Residence or Gallery. The Commercial space has always existed and was once the local village shop and post office. It still behaves as a village shop. For your information: We are unable to park behind the 'loading bay'. The bay is too narrow to back in and out of 'safely' - onto the main road. Once inside the loading one cannot open the vehicle doors. It was build in the 1880's thus not for todays vehicles. We would require street parking for Dingledell and the commercial space.
(135) Local resident, (Whitchurch-on-Thames, High Street)	**Object** – I am writing to object to the proposals set out in your letter of 20th October. 1. The inevitable signage & yellow lines will be damaging to the appearance & rural character of the village conservation Area 2. The stated objective of improving traffic flow will merely encourage increased through traffic & use of the village High Sheet as a rat-tun for non-residents 3. The introduction of limited parking bays are insufficient for the needs of residents, non-residents & visitors 4. The proposals will cause serious hardship to residents of numerous properties with no off-street parking. their visitors, in my case carers, & maintenance workers 5. The proposals will also be damaging to village businesses such as the 2 pubs & overflow from the Old Stables meeting room & will make weekday events at the parish church impossible.

	In view of the above I ask that these damaging proposals should be withdrawn.
(136) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	**Support** – We heartily endorse the objectiov4es of the proposals outlined in your letter of 20th October 2023. In particular we applaud the plans to improve traffic flow at the pinch points opposite Walliscote house and Prospect House, and also at the junction of Hardwick Road & the High Street. The visibility improvements benefitting pedestrians, school pupils and parents in the vicinity of the Greyhound PH are also welcome. While these amendments are laudable we hope that the review will take intro account also of the knock-on impact of the proposals on roads such as ours. Has the review considered the almost inevitable prospect of displacement parking by non-residents seeking alternative all-day parking in the vicinity ? We fear that Eastfield Lane with its pavement free narrow road would become impassably dangerous for pedestrians if unregulated long stay parking was permitted. Would it not now be timely also to introduce a 20mph speed limit at the same time as regulating the non-resident parking ?
(137) Local resident, (Whitchurch-on-Thames)	**Concerns** – Concern is whereby High St. residents requiring surplus parking & any W-on-T. visitors will transfer to MANOR Rd causing negative impact on access issues at junction with OLD Gardens. Ref. OLD GARDENS weekly SODC REFUSE Service - the Vehicle/Lorry length necessitates a Diagonal Reversing manoeuvre from across whole width of Manor Rd from a point West of Old Gardens entrance, enabling regular collections from nine properties. To facilitate this procedure it would be imperative that an appropriately distanced No Parking Zone be implemented, noting that collections can be made from as early at 6.30am, therefore No Parking At Any Time restriction on north side of Manor Rd would alleviate any problem with access or damage to vehicles parked in that area. Also noting, restriction would allowing fast & safer access for emergency vehicles ie Fire Engines.
(138) Local resident, (Whitchurch-on-Thames, High Street)	**Object** – Firstly, I must say I support the principle of residents permits and double yellow lines on the High Street. However, in the current proposal I object on the grounds of safety:

	1) The situation of the car parking spaces just southbound of Manor Road - adjacent to Whitchurch House - thse are too close to the driveway to our driveway (shared with 5 properties total). This is an unsighted exit onto the road as it is (enabled by a two-way mirror) and so is already hazardous. When there is a car parked anywhere opposite (i.e. where the proposed spaces are) - it is very hard to pull out and frequently one is left with a car coming from the left and the right, both on the driveway side (as they seek to overtake the parked car). This will be exacerbated by the multiple spaces proposed and the full time nature of cars parked there. It is only a matter of time before there will be a serious accident. Access to the driveway off the high street is also made far harder when there is a parked car on the opposite side - this is challenging in a car and even worse in a van or (in the worst case) and emergency services vehicle. My proposal would be that there should double yellow lines outside Whitchurch House and that some of the single yellow line areas further south are made into spaces. 2) Manor Road - already it is hard to pull out of Manor Road due to limited visibility splay - this will be exacerbated by the proposed spaces outside of Whitchurch House as cars will be overtaking and unsighted as they come up the hill. Given the lack of double yellow lines on Manor Road, I am also concerned about parking being shifted there, making it much harder to residents to park/cycle. Having previously lived on Manor Road, I know this is already a problem. I would suggest that the parking scheme is also extended into Manor Road. 3) Hardwick road and the upper narrows - the junction between Hardwick Lane and the high street needs to be considered in totality - currently restrictions are only proposed on the high street side. This will just encourage residents and visitors to park all along Hardwick road where there is no pavement and it is very challenging already to walk or cycle. The proposed scheme limits parking significantly and also makes it likely that the speed of traffic will increase, particularly downhill into the village as there is less need to proceed carefully. Coupled with likely additional parked cars in Hardwick Road, an accident at this junction seems likely. I would suggest that the scheme is extended into Hardwick Road.
(139) Local resident, (Whitchurch-on-Thames, High Street)	**Object** – Whilst some changes to these may be desirable, even necessary, the current proposals are in my view unacceptable, and I am writing strongly to object to them. I should explain that I have lived in Whitchurch-on-Thames for about 35 years, initially by the Toll Bridge but for the last 30 years at the top of the High Street. We are fortunate enough to have off-street parking, but I am very familiar with traffic and parking conditions in the High Street as I very regularly drive or walk down from and back up to our house into Pangbourne. My grounds of objection are as follows:

	1. In broad terms, the proposals are far too wide-ranging and overly complex; and are in any event unnecessary, and excessive in scope, to meet the objectives of improving traffic flows and improve visibility for more vulnerable road users. 2. I agree that there is, probably, too much unrestricted parking available in the High Street at the moment, and this does cause problems with traffic flows, with some drivers moving forward and getting stuck in a queue of traffic adjacent to parked cars, thus blocking the oncoming vehicles. However, the presence of parked cars in the village is beneficial in that it helps to slow traffic down, and perhaps also to discourage those who could use other, more suitable routes from 'rat-running' through the village instead. 3. It seems clear to me that the current proposals would leave insufficient parking for residents and their guests and visitors. This would be a very unfortunate, and serious, consequence of implementing these proposals. It does not appear that the implications of this, in terms of increased parking taking place elsewhere in the village, have been properly considered. 4. The proposals would also introduce ugly and unnecessary single and double yellow lines into the village Conservation Area. This would be very damaging to both the character and the appearance of the Conservation Area. This is a consideration, in accordance with government policy and the law, to which substantial weight should be attached. 5. The yellow lines are unnecessary because (a) the single existing white lines along the side of the road are, according to my observations, perfectly effective in preventing parking along those sections of the road that have these lines, and (b) no-one parks along the eastern side of the High Street in any case (except in the 'lay-by' area a short distance to the south of Manor Road, where cars can be parked without interfering with the traffic). 6. The Greyhound pub, which I am very pleased to see is enjoying a revival, would surely suffer a significant loss of trade, as would other small businesses in the village. Events at the Church would also be badly affected. These businesses and activities contribute hugely to the life and vitality of the village. I would urge you please to reconsider these proposals and look more carefully instead at extending to a limited degree the existing white lines along the High Street, so as to lengthen the areas where no parking is to take place. This would allow more space for traffic to pause while letting vehicles coming in the opposite direction to pass, and would avoid the need to introduce yellow lines and the signage associated with these.

	I don't necessarily object to some areas of shared use and dedicated residents only/ visitors and guests parking, although I am far from convinced this is needed if the proposed swathes of yellow lines are abandoned, as they should be. This is however more a matter for those residents who live along the High Street and have limited or no off-street parking to comment on.
(140) Local resident, (Whitchurch-on-Thames, High Street)	**Object** – I understand that there is a proposal to have parking spaces located opposite the entrance to the Swanston properties (my own included) on the High Street, Whitchurch-on-Thames. I refer to the spaces a short distance to the south of the junction between the High Street and Manor Road. The entrance to the Swanston properties that I refer to is in a narrow gap in a high brick and flint wall. It is an old wall which is on of the features of the village which gives it its pleasant character. Turning in and out is already difficult, especially for larger cars and vans but it will become impossible if cars are parked immediately opposite. In practice you need some turning space beyond the mid-line of the road in order to complete the turn, even in my ordinary family car, you simply cannot get the right angle otherwise without scraping the wall or hitting a car that was parked there. I would invite you to come and see (and try if you want!) and I would be happy to show you what I mean. When I first became aware of the possibility of spaces there, I was very surprised - I measured a notional parking space and I know that all the users of that turning would end up habitually colliding with a vehicle parked in that location or the wall if they attempted that turn with a car parked. People generally do not park there at the moment, which is a reflection of the instinctive reaction visitors have when they see the situation - i.e. that it would not be sensible to park there as it would impede our access. On the rare occasion that someone has parked there, perhaps somewhat unthinkingly, it does cause problems. My wife and I each have been on such occasions been compelled to turn in the opposite directions to that which we wish when exiting the driveway, or go past the turning, do a 3-point turn in the road and approach it from the other direction just to navigate around the parked car. It's not practical and it is not safe. So please I would urge you very strongly please to absolutely not have any parking in this area, but to mark it to be kept clear. It would be a substantial impediment to our access, a matter of daily dread for those of us driving to and from home every day, and a serious safety issue, for there to be parking in this location. I had previously communicated these points to the parish council and believed they had been met with understanding, but I gather there is still some proposal that includes them. This would be a serious and substantial access issue, please do not put the parking spaces there.

(141) Local resident, (Whitchurch-on-Thames, Old Gardens)	**Concerns** – I am particularly concerned that residents (due to the lack of resident spaces) will now park on Manor Road at the entrance to Old Gardens. Waste and other lorries need that space to reverse into Old Gardens so any parking on the roadside opposite will severely restrict their ability to do so. You must therefore seriously consider double yellow lines on Manor Road opposite Old Gardens
(142) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	**Concerns** – Firstly I appreciate the proposal is trying to ease the traffic flow through the High Street. I have a couple of concerns with this: 1) Free flowing traffic will not adhere to 20mph and deem High Street unsafe for anyone crossing By having the High Street free of cars this is likely to enable drivers to not stick to the 20mph speed limit and therefore render the crossing of the High Street extremely dangerous - more so than it is already. My daughter along with many other children cross the High Street to get to their school bus twice a day and with no designated crossing, it is already a hazardous situation. The new 20mph is great, but there are already many drivers who do not adhere to this (maybe some angry face signs need to be implemented like they have in Woodcote), at least with drivers needing to pull in around parked cars it slows the flow of traffic and enables gaps in the traffic to cross. 2) It will make Eastfield Lane unsafe for the children and residents of Whitchurch. By stopping the majority of the High Street parking, this will take away any parking for the houses by the Ferryboat and up to the new proposed resident parking - the proposal does not give enough spaces for the number of residents affected, and therefore this only pushes the problem into Eastfield Lane and Hardwick Road. Eastfield Lane as I am sure you know has no parking restrictions and also no pavements, but it does have a very popular Primary School at the end. Many children of the school, including 2 of my own, walk down Eastfield Lane twice a day. Currently with no cars parked it can be an unsafe walk with just the school traffic. The likelihood of High Street residents (or the number of drivers who choose to park in the High Street and walk to Pangbourne Station) who will instead choose to park in Eastfield Lane as the closest next option, will cause Eastfield Lane to become an extremely dangerous and unsafe lane for an already busy children's route to school. 3) Cause of traffic The flow of the traffic in the High Street builds up because of traffic being diverted from other villages or due to hold ups in Pangbourne, not, I believe, due to the cars parked in the High Street.

	It is not ideal that there are some drivers who park on the High Street, leave their car there all day whilst they get the train. But surely this can be overcome by the 2hrs only parking plus permit holders throughout the High Street. Unless some other provision of parking is provided, by restricting the High Street parking as proposed is just moving the problem elsewhere in a small village and likely to cause more hazardous scenarios for the village residents, especially children.
(143) Local resident, (Whitchurch-on-Thames, Manor Road)	**Concerns** – As residents of Manor Road, we are conscious that clearing the High Street of parking will impact us and our neighbours particularly. More cars will want to park on our road where there is already some inconsiderate parking. These are the items I think it would be wise for the council to consider: 1. steps to keep the Manor Road junction onto the High Street clear on both sides for at least 4 car lengths. 2. a need for designated passing points/no parking areas, The curve in Manor Road causes poor visibility when effectively made single lane by parked cars. 3. stopping cars parking opposite the junction of Old Gardens onto Manor Road. Cars that presently park there cause bin lorries and fire engines difficulty in manoeuvring into Old Gardens. A no-parking area, allowing their turning circle to be clear, would be better and could provide a passing area as per point 2. 4. Could the green-line areas on the High Street be Monday to Friday rather than Monday to Saturday? This would allow the pub to have some parking at weekends and visitors/walkers the chance to bring business to the village.

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Divisions affected: *Kingston & Cumnor*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

EAST HANNEY: STEVENTON ROAD – PROPOSED TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following measures, as advertised:

    a. Raised table calming features (full width flat-top humps) located approx. 20m west of Herman Close, 100m west of Herman Close, and 50m west of Whitfield Gardens, and
    b. Bus Stop 'Clearway' located within the relocated bay on Steventon Road, approx. 90 metres west of its junction with Herman Close.

Executive summary

2. This report presents responses to the statutory consultation on the proposals to construct three raised table calming features on Steventon Road in East Hanney, comprising of full width flat-top humps (to be approx. 6m long, 75mm high, with 1.2m ramps, and gradients no steeper than 1 in 15), as shown in **Annex 1**. Additionally, the existing bus stop located on the northern side of Steventon Road is proposed be relocated to a point approx. 90 metres west of its junction with Herman Close, which will be accompanied by a new 'Bus Stop Clearway' which prevents stopping (except for buses) at all times.

3. The proposals have been put forward as a result of adjacent residential development.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic, and improve road safety especially for the more vulnerable road users (i.e. pedestrians & pedal cyclists) in the area.

Formal consultation

7. A formal consultation was carried out between 20 September and 20 October 2023. A notice was published in the Oxfordshire Herald Series 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, Vale of White Horse District Council, East Hanney Parish Council, local District Cllr's, and the local County Councillor representing the Kingston & Cumnor division.

8. A letter was also sent to 12 residential properties in the area, and street notices were also placed on site in the immediate vicinity.

9. 54 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Traffic calming	26 (48%)	11 (20%)	16 (30%)	1 (2%)	54
Bus-stop Clearway	9 (17%)	10 (18%)	22 (41%)	13 (24%)	54

10. Additionally, a further two emails were received, comprising of the Go-Ahead Group (local bus operator) raising concerns, and Thames Valley Police submitting a non-objection.

11. The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

12. Thames Valley Police raised no objection to the proposals.

13. The relocation of the existing bus stop and introduction of additional traffic calming measures is required as result of the new development access. This access will have its junction visibility blocked by a stationary bus in its current position creating a road safety concern which has also been identified as a danger to both the Road Safety Audit Team and Highways Authority.

14. Officers are also aware that there is a speeding issue along the Steventon Road which has been established by a speed survey evidencing 85th percentile speeds of 38mph. The visibility issue combined with the excessive speeding has resulted in Engineers and the Road Safety Audit Team recommending additional traffic calming measures to be installed to reduce these excessive speeds, and therefore the requirement of the existing bus stop to be relocated to ensure visibility splays available provide a safe environment for all.

15. Officers have explored a variety of different traffic calming measures and sought advice from the Road Safety Audit Team and OCC's Road Safety Engineer, the flat top road hump was the only acceptable option that was deemed most effective to lower speeds to an acceptable level in this area. The dimensions of the humps have been designed to minimise the impact and disruption to buses and their passengers. A channel at either end of the speed humps will be present for drainage purposes and provides the opportunity for cyclists to bypass the road hump.

16. The flat top speed humps will have a negligible effect on additional noise pollution. The speed survey has indicated a speeding issue along the Steventon Road indicating 85th percentile speeds of 38mph in the existing 30mph speed limit. It is understood that the local community speed watch group have also recorded speeds far higher than this which will cause excessive traffic noise. By introducing these self-enforcing traffic calming measures and lowering vehicle speeds it will help reduce the excessive traffic noise.

17. The scheme is Developer funded and is not at the public expense. It is essential that these works are delivered on road safety grounds due to the substandard junction visibility caused by the existing bus stop to the new development access and the high vehicle speeds that exist along this road.

18. Streetlighting is a statutory requirement where speed humps are required. As a minimum standard we require a street lighting column by each speed hump. The designer has included in fill columns for consistency and uniformity. OCC Streetlighting Department have confirmed that the in-fill columns can be removed to keep the lighting on this scheme to a minimum. This reduces the lighting columns down from six to three. It is also possible to introduce shields on the back of the lights to remove any light pollution for residents living nearby.

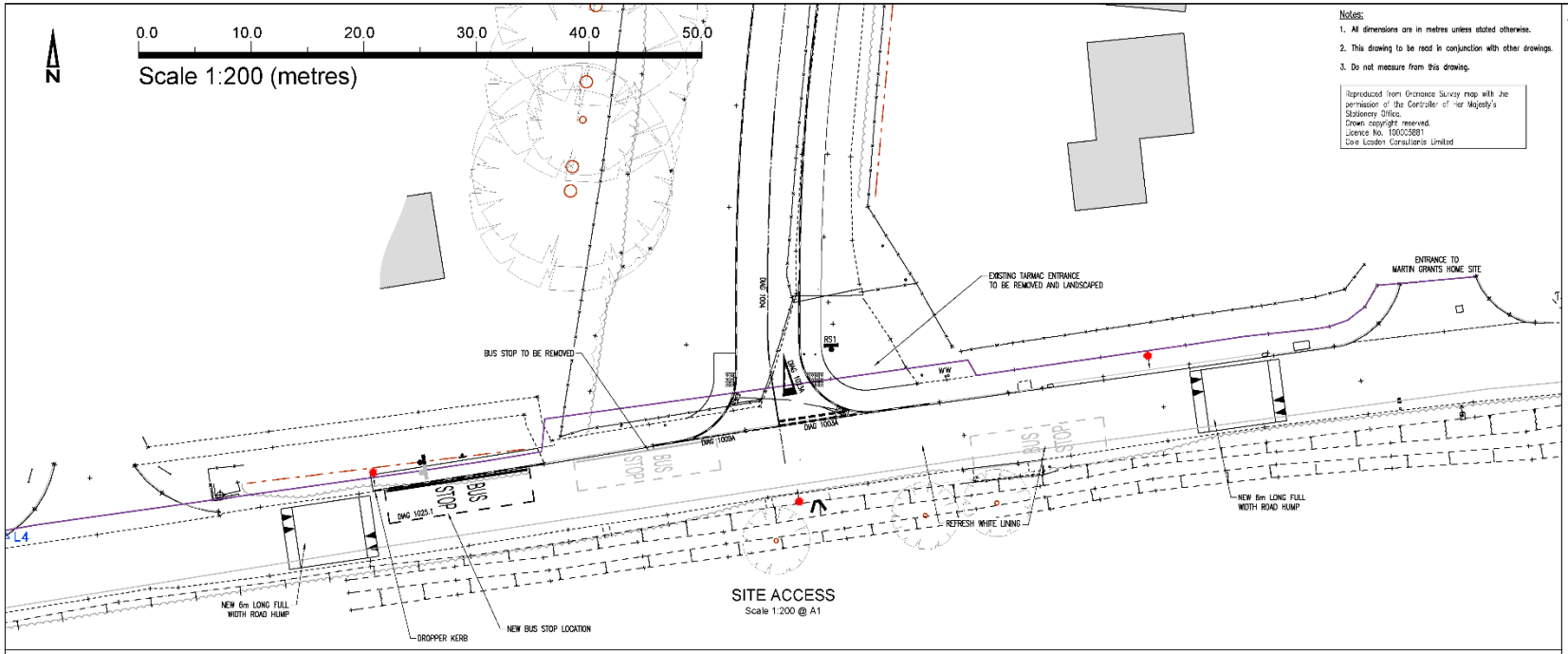
19. The relocation of the bus stop will have no effect on privacy. Whilst the plan states that the vegetation/hedgerow will be trimmed to construct the footway, it will not be removed in full. A 1.5m footway/hardstanding area will be

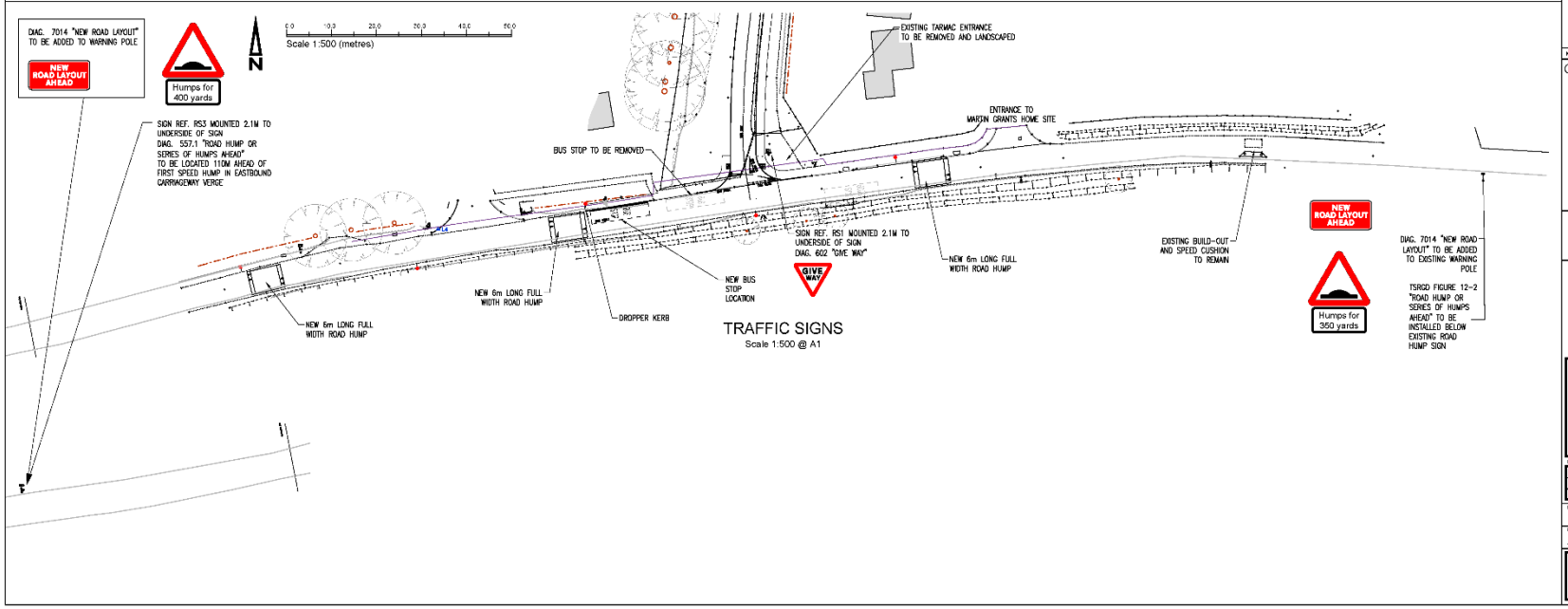
provided for pedestrians boarding and alighting the bus which will also allow for wheelchair accessibility and retain some of the existing hedgerow behind.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Aaron Morton (Engineer – Highway Agreements)

January 2024





Notes:
1. All dimensions are in metres unless stated otherwise.
2. This drawing to be read in conjunction with other drawings.
3. Do not measure from this drawing.

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Key:
- Proposed blister tactile paving, colour buff
- Highway boundary taken from OCC highway Records
- Proposed kerbline
- Proposed footway edging EF
- Proposed channel block line
- Proposed traffic sign plate and post
- Existing street lighting column to be retained
- Proposed new street lighting column.

No.	By	Date	Revision Details

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For: Linden Homes Thames Valley

Job title: Proposed Residential Development
East Hanney Nursery
Steventon Road
East Hanney
Oxfordshire

Drawing Title: Steventon Road
Proposed Traffic Calming

FOR INFORMATION	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

"CONSTRUCTION AS CLIENT / CONTRACTOR NEEDS"

Designed by: | Drawn by: CGC | Checked by: BE

Date: August 2023 | Scale: As shown (A1)

Drg No: 6911/114 | Rev: -

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**No objection**
(2) Business Development and Partnerships Manager, (Go Ahead Group)	**Concerns** – Steventon Road is served by our X36 route between Didcot and Wantage via Milton Park providing buses up to every 30 minutes in each direction. Whilst we do not object to the traffic calming measures being proposed, we strongly advocate the use of pairs of "Cushion" type calming features rather than Raised Table calming features wherever possible and as a minimum the middle raised table which will be immediately prior to the relocated bus stop on the north side of the road. Cushion type features allow large vehicles, such as buses, to straddle the cushion and so give a better ride to passengers. Raised Table calming features, whilst preferable to some hump designs, still give a significantly worse ride for a bus passenger compared to a car passenger or driver. We are happy to support moving the east-bound bus stop on the north side of Steventon Road to the west. However the lack of a pavement means that it would seem impossible to move the stop the 20 meters indicated in the proposal. It appears that 7 meters is about the maximum extent it would be possible to move the bus stop flag and still have room on the pavement to be able to deploy the wheelchair ramps fitted in the entrance steps of buses. Limiting the move to around 5 meters would have the advantage that as the hedge/bushes grow they are less likely to encroach on the bus stop flag, pole and timetable case and leave more pavement space for those waiting for a bus.
(3) Member of public, (Abingdon, South Avenue)	Traffic calming – **Object** Bus stop Clearway – **Object** Another anti motorist idea that will be voted through anyway to satisfy the Marxist council and bring Oxfordshire to a standstill!

4() Local Resident, (East Hanney, Herman Close)	Traffic calming – **Object** Bus stop Clearway – **Object** This is a complete waste of money addressing a problem that DOES NOT EXIST
(5) Local Resident, (East Hanney, Herman Close)	Traffic calming – **Object** Bus stop Clearway – **Object** Humps in the road will create more road noise on an already loud road. This road is used by many large vehicles due to the storage facility on steventon road which will generate a lot of noise travelling over humps at all times of the day and night. The money would be better spent installing a permanent speed check sign rather than having one moved on to the road occasionally and enforcing a 30mins speed limit for those unable to maintain a reasonable speed. I strongly object to the instillation of speed humps. There is little gain for visibility moving the bus stop 10m down the road. This location reduces visibility for those leaving Whitfield gardens and requires destruction of a hedgerow. This would increase noise and light pollution to nearby houses. I struggle to understand why limited council funding is being used to increase noise pollution and try to slow down the few people that are unable to maintain a reasonable speed and adhere to speed restrictions.
(6) Local Resident, (East Hanney, Herman Close)	Traffic calming – **Object** Bus stop Clearway – **Object** Not needed. A footpath would be of more use!
(7) Member of public, (Grove, Hunters Close)	Traffic calming – **Object** Bus stop Clearway – **Object** There is already a traffic calming system along this road which in my opinion works well and was installed as result of the new builds along this road.

(8) Local Resident, (Steventon, Abingdon Road)	Traffic calming – **Object** Bus stop Clearway – **Object** I'd like to see the evidence of danger and accidents to support calming measures. I support safety measures but it does seem that safety measures are being applied due to fears not evidence.
(9) Local Resident, (Steventon, Causeway)	Traffic calming – **Object** Bus stop Clearway – **Object** The speed limits have already been set. There is no reason to destroy people's cars to stop a problem that is already under control. A waste of money that supposedly you don't have.
(10) Local Resident, (Denchworth, Hyde Road)	Traffic calming – **Object** Bus stop Clearway – **Concerns** Buses already delayed due to 20mph a calming will impact my car already on hideous road conditions also
(11) Local Resident, (East Hanney, Herman Close)	Traffic calming – **Object** Bus stop Clearway – **Concerns** I have serious concerns. As adding speed bumps will inevitably lead to significant increase in noise in the area due to suspension and banging as vehicles pass over. I agree there is an issue with speeding along this stretch. There must be an alternative approach which will not have such a negative impact on local residents who live directly next to the planned bumps. The estate next door have added speed bumps and the noise of trucks going over it is now deafening and complaints have already been filed against the developers as these are unplanned. I feel like this not the best solution to the problem but probably the cheapest and it's not really going to benefit the residents and almost certainly make things far worse in terms of noise pollution. Regarding the bus stop. Not sure how moving it by a few meters is really going to make any difference what so ever. If anything make people more likely to try to overtake dangerously as will give people false sense of security. Would prefer the money is spent on traffic calming measures that impact less negatively on residents living adjacent to the road.

(12) Local Resident, (East Hanney, Ebbs Lane)	Traffic calming – **Object** Bus stop Clearway – **Concerns** This road doesn't need any such items this is now a main route for villages to the like of Milton and Harwell science park I work at Rutherford and this 7 mile journey can take 40 mins due to wait of traffic already in the mornings this would only create more delays Would be better to resurface the road than wasting money yet another hit on the motorist
(13) Local Resident, (West Hanney, St James Road)	Traffic calming – **Object** Bus stop Clearway – **Concerns** I'm tired of changes being pushed through by the few. I only found out about this by chance. I found out about the 20 changes after the fact. As a resident, I should know about these things... the fact I don't and am computer literate, means you are not doing close enough to a good job at getting a balanced view.
(14) Member of public, (Drayton, Steveton)	Traffic calming – **Object** Bus stop Clearway – **Support** These road humps only damage cars! You only have to look at the Drayton speed humps outside the cala homes estate to see how much of the tarmac has been destroyed and the damage these huge speed humps cause due to being poorly marked.
(15) Local Resident, (East Hanney, Brookside)	Traffic calming – **Object** Bus stop Clearway – **Support** I think the speed humps are a waste of public money. I could understand if it is a problem area.
(16) Local Resident, (East Hanney, Main Street)	Traffic calming – **Object** Bus stop Clearway – **Support**

	This is a main road. Not a residential street. There is no place for traffic “humps” on a such a road. There’s already a traffic calming measure in place by the bus stop. I would rather you fill the multitude of pot holes on the Hanney road instead.
(17) As part of a group/organisation, (East Hanney, Whitfield Gardens)	Traffic calming – **Object** Bus stop Clearway – **Support** There is no issue with speeding at the location, with the current chicane already in place. The last thing that junction needs in the mornings and evenings is more traffic buildup. Moreover, it is a disproportionate response given the extremely low level of pedestrian traffic on that particular section of road.
(18) Member of public, (Grove)	Traffic calming – **Object** Bus stop Clearway – **Support** The road humps will just make the heavy goods vehicles bang and clang louder for the residents of Hanney Road. Regarding the bus stop, can it be ensured that there will be a proper concrete area which will enable pushchairs and elderly in particular, to gain entry to the bus safely.
(19) Local Resident, (West Hanney, The Meads)	Traffic calming – **Object** Bus stop Clearway – **Support** There are so many initiatives already, 20mph/30mph, radar, now this on a main road. The noise it will generate for what? What are the reason for doing it.
(20) Local Resident, (East Hanney, Brookside)	Traffic calming – **Object** Bus stop Clearway – **No opinion** Not sure how it will help traffic. Speed bumps would be more beneficial on causeway in east Hanney - people speed down here 40mph plus

(21) Local Resident, (East Hanney, Anderson Place)	Traffic calming – **Object** Bus stop Clearway – **No opinion** The noise and pollution caused by heavy vehicles braking, hitting the bumps and accelerating again will be unbearable for those living nearby. There is no significant speeding problem there to come close to justifying the misery it will cause residents. Additionally the cost of installing these cannot be justified in the current economic situation.
(22) Local Resident, (Harwell, North Drive)	Traffic calming – **Object** Bus stop Clearway – **No opinion** Stop this ridiculous war on motorists!!!!!!!
(23) Local Resident, (Steventon, Hanney)	Traffic calming – **Object** Bus stop Clearway – **No opinion** If this road is to be relocated due to the reservoir, then this work is wasted. There is already traffic calming chicane by the farm and it's only a small stretch of road from the main junction to the chicane. Given the small stretch of road it seems overkill. Is there any evidence of an accident black spot? If not then there isn't a need. The village already has had imposed a 20 mile limit.
(24) Local Resident, (Steventon, Harding Vale)	Traffic calming – **Object** Bus stop Clearway – **No opinion** It's already too slow at 20mph in steventon, traffic is chaos, slowing it down even more is mind blowing. Complete object to speed bumps.
(25) Local Resident, (Steventon, Abingdon Road)	Traffic calming – **Object** Bus stop Clearway – **No opinion**

	I have a right to my opinion, you asked and I am happy to provide
(26) Local Resident, (Steventon, Joyce Way)	Traffic calming – **Object** Bus stop Clearway – **No opinion** Na
(27) Local Resident, (West Hanney, The Croft)	Traffic calming – **Object** Bus stop Clearway – **No opinion** I feel road humps are unnecessary at this location. In practice they reduce the speed limit way below what is displayed, due to having to slow down further to negotiate them. They are not good for the suspension of vehicles or occupants.
(28) Local Resident, (West Hanney, Winter Lane)	Traffic calming – **Object** Bus stop Clearway – **No opinion** There is no need for further restriction the only good thing will be moving the bus stop which was placed by some moron so it blocks the view for vehicles entering hanney from Steventon so much for occ being concerned about safety
(29) Local Resident, (Hanney, Whitfield Gardens)	Traffic calming – **Concerns** Bus stop Clearway – **Object** I'm concerned on several fronts - the new proposed location would result in a lack of privacy and potentially antisocial behaviour for the residents living opposite the proposed location. Already the electric station box has been graffitied and litter abandoned by those using the bus. Presumably the hedgerow would be removed, leading to less habitat for wildlife. Has street lighting been considered as it would be both costly and intrusive for those living near it. Its current location meanwhile has no issues with privacy, and potentially could even support a bus shelter for those waiting. I fail

	to see how moving it increases accessibility - the main problems for commuters are a lack of direction (no signs to point to the safer access route), which leads many pedestrians to walk from the A338 down Steventon Road with no safe footpath. The current footpath which leads through Anderson Place to Whitfield Gardens already has significant access issues to anyone using a wheelchair - there is a high hinged gate they would need help to pass through, followed by an unstable gravel path, which is nearly impossible to negotiate with wheels - it hinders wheelchairs, bikes, scooters & buggies. Investment in a safe footpath along Steventon road or improvements to the existing footpath would have a far greater effect. I'm supportive of traffic calming measures on Steventon Road, as the speed at which vehicles currently travel is extremely dangerous at times - unsure as to why you chose to link the measures for speed bumps alongside the needless change to the bus stop location.
(30) Local Resident, (East Hanney, Whitfield Gardens)	Traffic calming – **Concerns** Bus stop Clearway – **Concerns** 1. This application includes the addition of street lighting and speed bumps along a portion of the Steventon Road towards the A338 from the application site. Currently there is no path along this part of the road but we see a number of people using the road to walk along to the village, including secondary school children on the way to the school bus, adults with young children and others of the general public. I am concerned that along this road there are places where there is no verge due to overgrown vegetation and places where it is difficult to see along the edge of the road due to shallow bends. By adding speed bumps and street lights along a portion of the road I worry this will add a false sense of security to the pedestrians and in time will result in an accident where someone gets injured. I believe the best way to avoid this will be to add a path along the Steventon Road to the A338. 2. When we bought our house in East Hanney I was glad of the absence of street lights in the village as I have an interest in astronomy. It is now a bit of a disappointment to see the addition of a streetlight right outside our house. I was hoping to show my young son the stars and Nebulae, but the glare might now make this difficult. I realise that LED lights are better than the older types but I still would prefer something more suited to astronomy. I am also concerned what the presence of more streetlights will mean for the populations of Tawny Owls that we often hear and Barn Owls. 3. I wonder if the option of moving the bus stop to the other side of the Linden homes access road has been considered. I realise this would mean the bus stops either side of the road would be opposite, however there are many examples of this elsewhere along the A338. e.g outside Williams. This would then remove the need for all the proposed road changes. 4. The plans mention the cutting back of vegetation but don't mention how much. Would it be possible to retain as much of the hedgerow as possible including the medium size hornbeam tree.

	5. The new location of the vehicle speed activated sign seems a little odd. It is set well back from the road, which reduces the speed shown due to the vehicle not traveling directly towards the sign and the sign is also behind the proposed lamp post.
(31) Local Resident, (East Hanney, Berry Lane)	Traffic calming – **Concerns** Bus stop Clearway – **Concerns** I'm happy with the bus stop moving if that is deemed safer. Though I do think there should be a drop off point there so that people can be dropped off to the bus stop if necessary. I also agree with traffic calming measures in principle as people do go incredibly fast along the relevant stretch of road. But I do object to the speed bumps - having hit one too fast in the past (not exceeding the speed limit but in an unfamiliar area, in the dark with the road markings almost totally worn away so I didn't see it and thus slow for it at all), I know how much damage they can do to cars. I also object as having recently been pregnant they're extremely painful to go over in the later stages (and especially in labour!) as both passenger and driver - no matter how slowly you approach them. I imagine that plenty of people with other muscular and skeletal aches and pains may also suffer. My preference would be for a further chicane or even an additional speed camera on one or both sides.
(32) Local Resident, (East Hanney, Steventon Road)	Traffic calming – **Concerns** Bus stop Clearway – **Concerns** Our major concern is that neither the addition of the speed humps nor moving the bus stop and altering the entrance will do anything to reduce the number of dangerous situations created by the location of the chicane.
(33) Local Resident, (East Hanney, Steventon Road)	Traffic calming – **Concerns** Bus stop Clearway – **Concerns** The addition of raised calming features will not reduce traffic speed. The existing traffic calming island that is already in place with poor visibility due to where it is situated is extremely dangerous. A review of current traffic calming should be looked at before adding other measures

(34) Local Resident, (East Hanney, Steventon Road)	Traffic calming – **Concerns** Bus stop Clearway – **Concerns** Whilst I can see the merits of traffic calming humps at the Hanney end of Steventon Road, in my personal experience, the traffic calming island causes cars to speed up on the approach from the East especially if a driver thinks he has time to go through without colliding with the oncoming traffic.
(35) Local Resident, (East Hanney, The Green)	Traffic calming – **Concerns** Bus stop Clearway – **Concerns** The current bus stop on both sides of the road is of no use to residents of the main village of East Hanney. We have to walk along a sizeable section of road with no footpath to get to and from the bus stop if catching the bus to Didcot. If it is going to be relocated move it close to the 338 junction
(36) Local Resident, (East Hanney, Berry Lane)	Traffic calming – **Concerns** Bus stop Clearway – **Support** There is already a traffic calming chicane to the east of Herman close. Having another three is overkill. I support the relocating of the bus stop as it does cause visibility issues where it currently is.
(37) Local Resident, (East Hanney, Main Street)	Traffic calming – **Concerns** Bus stop Clearway – **Support** Middle speeds bumps is fine full length is overkill
(38) Local Resident, (East Hanney, Main Street)	Traffic calming – **Concerns** Bus stop Clearway – **Support**

	Full width speed humps of that height will work reducing vehicle speed BUT, please consider encorporating a flat / lower 40cm "slot" either end for safe passage of bicycles - full height will be difficult to navigate without risk of accident.
(39) Local Resident, (East Hanney, Main Street)	Traffic calming – **Concerns** Bus stop Clearway – **No opinion** Not sure traffic calming measures will help and if anything make issues worse and especially with regards to noise pollution and with vehicles slowing down and speeding up once traffic calming measure is passed. Problem is numerous HGV going over them. With regard to moving the bus stop and stopping people from parking the council should be doing everything possible to encourage bus use and removing places to park won't help. Council perhaps need to identify somewhere nearby to park. Furthermore the bus stop should be relocated to the centre of the village - perhaps opposite the farm shop where more residents can access.
(40) Local Resident, (East Hanney, Hunter Avenue)	Traffic calming – **Support** Bus stop Clearway – **Object** Bus stop fine where it is.
(41) Local Resident, (East Hanney, Franklin Gardens)	Traffic calming – **Support** Bus stop Clearway – **Support** I am keen to see more traffic calming measures in the village of East Hanney and would love to see a similar traffic calming solution introduced for traffic entering the village on the A338 from Wantage/Grove direction as traffic driving past the summertown turn is often in excess of 30mph and I believe there was a proposal to introduce a bus stop outside Dews Meadow farm shop
(42) Local Resident, (East Hanney, Herman Close)	Traffic calming – **Support** Bus stop Clearway – **Support**

	Vehicles travel far too fast along Steventon road with many near misses as drivers do not give way at the chicane. Can be extremely dangerous even pulling out of Herman close with drivers not having slowed to 30mph before the chicane.
(43) Local Resident, (East Hanney, Herman Close)	Traffic calming – **Support** Bus stop Clearway – **Support** Local resident, traffic through the area exceeds 30mph and can be dangerous when looking to exit/enter housing developments. There are also multiple near misses at the current traffic calming measure outside of Herman Close due to excess speed.
(44) Local Resident, (East Hanney, Herman Close)	Traffic calming – **Support** Bus stop Clearway – **Support** I do support it as there is a massive amount of drivers going much faster then 30mph.
(45) As part of a group/organisation, (East Hanney, Oxford Road)	Traffic calming – **Support** Bus stop Clearway – **Support** As a member of the East Hanney community speedwatch, I know how fast vehicles travel along this stretch of road. We have recorded speeds over 100mph and a 40-50% non compliance with the 30mph speed limit, so installing these raised table sections should reduce speeds to a safer pace.
(46) Local Resident, (East Hanney, Hunter Avenue)	Traffic calming – **Support** Bus stop Clearway – **Support** This relocation of the bus stop makes sense but I would add that the provision of a pedestrian pavement from Whitfield Gardens to the La Fontana entrance is also necessary as those walking in the road currently are at great risk whatever traffic calming may be in place.

(47) Local Resident, (East Hanney, Lamble Walk)	Traffic calming – **Support** Bus stop Clearway – **Support** We live on the Martin grant site with young children. The traffic calming would be very welcome to help with vehicles speeding past when we're walking along the path.
(48) Local Resident, (East Hanney, Stallwood Row)	Traffic calming – **Support** Bus stop Clearway – **Support** Traffic goes down steventon road at an alarming rate (certainly not the 30mph it should be!) The bus stop at the end of the nurseries development is now rather dangerous for cars overtaking the bus and any cars turning in and out of the development. If coming out of the nurseries development you can't see right due to the bushes and trees, when a bus is stopped there you'd think it would be somewhat safe to turn out - but no instead people overtake the bus giving no thought to whether or not someone may be using the entry / exit to the development.
(49) Local Resident, (East Hanney, Stevenson Close)	Traffic calming – **Support** Bus stop Clearway – **Support** The road / bus stop is dangerous due to the speed of traffic, a proper pavement is needed for the length of that road, I have seen school children walking up there many times.
(50) Local Resident, (East Hanney Wantage, Whitfield Gardens)	Traffic calming – **Support** Bus stop Clearway – **Support** We are supporting the bus stop but more importantly the speed humps but would prefer a couple more leading from outside Whitfield Gardens going west leading up to the local restaurant la fontana, This may help stop my house shaking when larger lorries also fly past at crazy speeds, Also a path leading all the way to the restaurant as school children walk along the main road in the morning to collect the school bus.

(51) As part of a group/organisation, (Steventon, Bargus Close)	Traffic calming – **Support** Bus stop Clearway – **Support** Need to make all residents safe with these proposals
(52) Local Resident, (Steventon, Steventon Hill)	Traffic calming – **Support** Bus stop Clearway – **Support** It looks like a sensible suggestion. My only concern would be for noise disruption to those living nearby from heavy lorries in the humps.
(53) Member of public, (East Challow, Sarajac)	Traffic calming – **Support** Bus stop Clearway – **No opinion** Speeding drivers are a danger to society and I support any and all proposals to calm traffic and prevent vehicles from speeding
(54) Local Resident, (East Hanney, Main Street)	Traffic calming – **Support** Bus stop Clearway – **No opinion** People go far too fast down that road. The rest of the village has been made safer at 20 so we should show that area of the village the same courtesy
(55) Local Resident, (Steventon, Fletcher Close)	Traffic calming – **Support** Bus stop Clearway – **No opinion** These speed humps sound like an ideal solution. These should have been utilised within Steventon itself, rather than the knee jerk reaction and blanket 20.

(56) Local Resident, (Steventon, St Michaels way)	Traffic calming – **No opinion** Bus stop Clearway – **Support** Since the causeway being closed the traffic is horrific

Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

OXFORD: SOUTH PARADE – PROPOSED TWO-WAY CYCLING & ASSOCIATED AMENDMENTS TO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

    a. permitting two-way cycling on the full length of South Parade,
    b. replacing all current lengths of single yellow line waiting restriction on the north side of South Parade (Monday to Fridays 8am to 4pm) to 'No Waiting at Any Time' (double yellow lines).

Executive summary

2. National guidance on designing for cyclists commends allowing two-way cycling on one-way streets with the provision of appropriate road signs and markings, and therefore to help prevent obstructive parking and improve road safety, the County Council is also proposing to replace all of the existing lengths of single yellow lane waiting restrictions (which apply between 8am and 4pm Monday to Saturday) with new 'No Waiting at Any Time' (double yellow lines) parking restrictions.

3. The proposals as shown in **Annex 1**, will help ensure the safe movement of all traffic, mindful that the existing width of the road east of Middle Way does not permit vehicles to be parked on both sides of the road unless a vehicle is partly parked on the footway, and even on the wider section of the road to the west of Middle Way vehicles on the north side are frequently parked partly on the footway.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the County Council's Accessibility and Safety Programme, which will also fund their implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate cycling and the safe movement of traffic in the area.

Formal consultation

7. A formal consultation was carried out between 14 December 2023 and 12 January 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Wolvercote and Summertown division.

8. A letter was also sent to approx. 440 properties in the area, and street notices were placed on site in the immediate vicinity.

9. 164 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Two-way cycling	59 (36%)	6 (4%)	94 (57%)	5 (3%)	164
Parking restrictions	60 (37%)	16 (10%)	76 (46%)	12 (7%)	164

10. Additionally, a further 16 emails were received, comprising of 12 objections, three in support, and one non-objection The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Summary of responses

11. Thames Valley Police raised no objection to the proposals.

12. A city councillor expressed support for the proposals.

13. Cyclox, a local cycling group, expressed support for proposal and requested that on the length of South parade west of Middle Way, a cycle lane is

provided at the western end of the road to make it clear to all road users that two-way cycling is permitted.

14. The North Wall Trust objected to the proposal on the grounds of loss of parking, with particular concerns over the impact on visitors with disabilities, and requested that should the proposals proceed, consideration should be given to amending some of the existing parking places on the south side of the road to Disabled Persons Parking Places.

15. St Edwards School objected to the proposals should they impact on their receiving essential deliveries on both sides of South Parade, noting that. the ability to receive deliveries to these two departments of the School on both sides of South Parade is critical to the functioning of the School and it is essential that these arrangements are maintained, and that any element of the proposed introduction of the two-way cycling lane must not prevent deliveries from taking place in these locations.

16. The North Wall Trust, which operate an adjacent theatre and arts venue objected to the proposal on the grounds of the loss of evening parking with their main concerns applying to the adverse effect on customers with impaired mobility.

17. ROX – a local group representing businesses in Oxford objected to the proposals citing safety concerns on behalf of all road users, and also noting that there is an existing nearby two -way cycle route between the Woodstock Road and Middle Way via Alexandra Park. Additionally ROX expressed an objection to the proposed amendments to the waiting restrictions stating that these will make it very difficult for businesses, including retailers, restaurants and charities, the Summertown Library and the North Wall Arts Centre, and noting that Summertown has very limited parking in this area and reducing it further will make it harder for people to visit, particularly the less-abled and infirm and those living off easy bus routes.

18. Objections were also received from nine local businesses and forty-one members of the public, the latter mostly being residents in the Summertown area, with the grounds for objection focussing on the loss of parking for businesses, schools and Summertown Library and their customers, blue-badge holders and also concerns over safety.

19. Ninety-eight responses were received from members of the public – the majority of these were supportive of both the proposed two -way cycling and proposed the amendment to the waiting restrictions, although noting some of the responses were expressions of no opinion or qualified support.

Officer response to objections/concerns

20. The proposal to permit two-way cycling in South Parade is in response to national guidance on cycle provision – Local Transport Note 1/20 – which states that that "There should be a general presumption in favour of cycling in both

directions in one way streets" (6.4.21) and in the context of roads such as South Parade, that where speed is low in urban areas, contraflow cycling without a dedicated cycle lane has been found to be successful even on narrow streets with on-street car parking.

21. A survey of traffic flows and speeds including a survey of current non-legal eastbound cycling was carried out in September and October 2023 and as summarised below:

    a. Motor traffic flows (weekday Mon-Fri 7am to 7pm):

Location	**Traffic flows (motor vehicles)**	**Average speed**
Between Banbury Road & Middle Way	1620	12mph
Between Middle Way & Woodstock Road	1570	17mph

    b. Pedal cycle flows:

Location	**West-bound**	**East-bound (contraflow)**
Middle Way / Stratfield junction	340	165

22. The above surveys indicate that the speeds are well controlled, and that the location meets the LTN 1/20 guidance in respect of permitting contraflow cycling without a dedicated cycle lane.

23. The survey also shows the significant level of currently illegal contraflow cycling that demonstrates the demand for eastbound cycling on the road.

24. Noting that there have been no reported injury collisions involving contraflow cyclists in the period 01/01/2000 to 15/11/2023 (the latter being the latest date for which data is currently available), formally permitting two- way cycling with the traffic management measures recommended in LTN1/20 for a road of this type is not considered to present a hazard, but should the proposal be approved the scheme will be closely monitored.

25. The proposed amendments to the waiting restrictions seek to further reduce the risks for cyclists and pedestrians, and also the general movement of traffic nothing that especially on the length of South Parade east of its junction with Middle Way, the width of the road where the current single yellow line (no waiting Monday to Friday 8am to 4pm) is not sufficient to allow most vehicles to park here without causing obstruction unless parked partly on the footway.

26. The request by Cyclox for the provision of a cycle lane at the western part of South Parade is noted and it is confirmed that – should the proposal be approved - in addition to the short length of cycle lane immediately east of the Woodstock Road junction already included in the design, consideration will be

given to continuing the lane eastwards to the Middle Way junction as an alternative to applying the lining options as detailed in LTN1/20 for lightly trafficked roads.

27. The length of South Parade between Middle Way and Woodstock Road is somewhat wider but drivers frequently still choose to park partly on the footway presumably due to concerns that should they park fully on the road they may present some obstruction and that their vehicles face a higher risk of damage by passing traffic.

28. The change to no waiting at any time restrictions will however not prevent legitimate use of this space (providing such activity does not obstruct the carriageway for footway) for loading or the setting down / picking up of passengers etc. including for example by the schools. Similarly blue badge holders will continue to be able to park (for up to three hours) where double yellow lines are proposed to be introduced in place of the single yellow lines in accordance with the national provisions for blue badges users to park on 'no waiting at any time' restrictions .

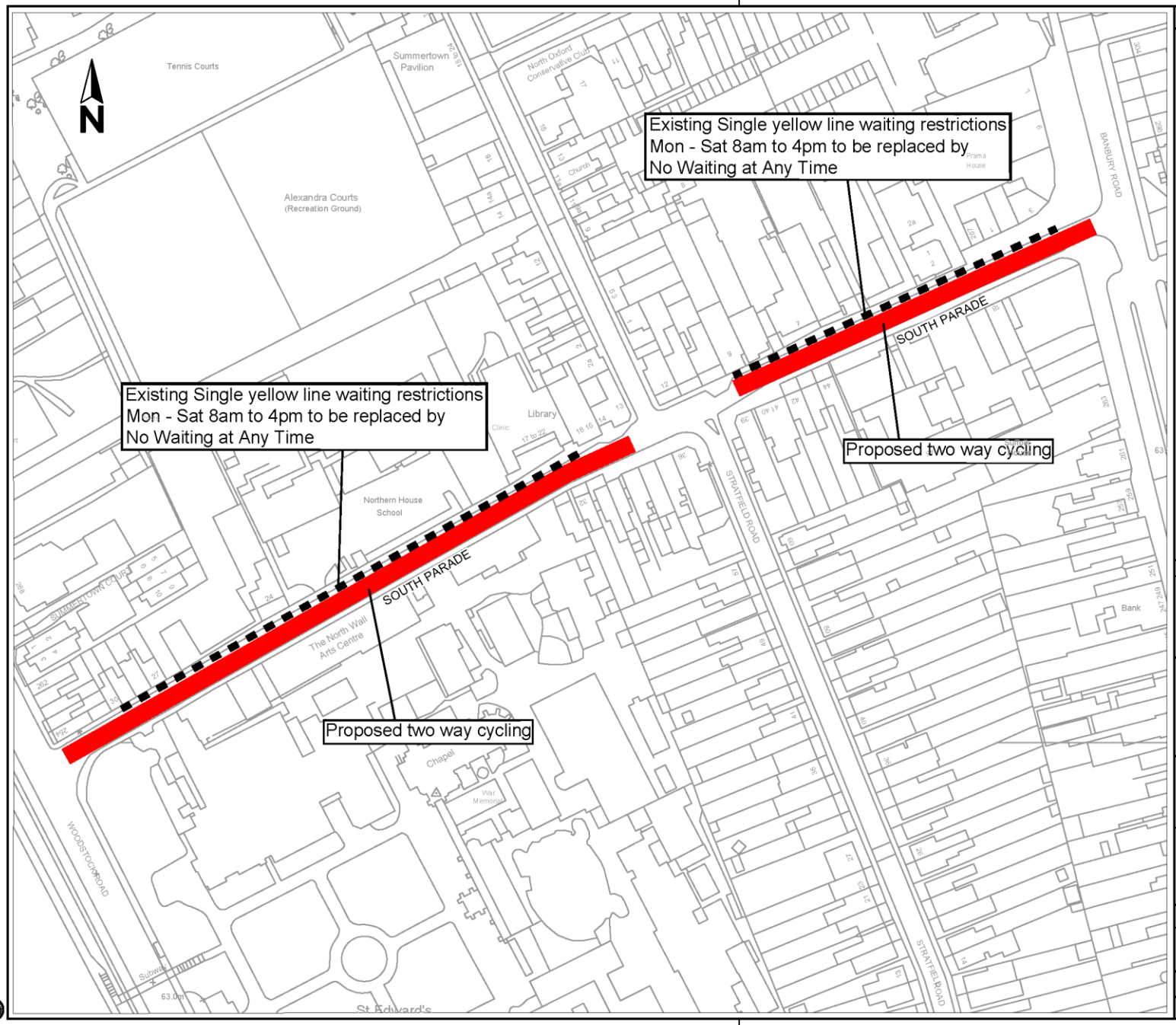
29. In respect of the North Wall Trust's comments on the impact of the proposals and their suggestion over changing some of the existing parking places on the south side of the road to Disabled Persons Parking Places, it is recommended that this is reviewed in consultation with the Trust following experience gained of the scheme should it be approved, together with the consideration of the possible reinstatement of shorter lengths of evening parking on the north side of the road in the vicinity of their premises, given that some visitors with mobility impairments may nevertheless not qualify (or have applied) for a blue badge.

30. It is however not considered advisable to review the proposed removal of the single yellow lines on the part of the road east of Middle Way due its narrower width.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Anthony Kirkwood (Team Leader – Vision Zero)

January 2024



Drawing No. 0

Key

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

PROPOSED TWO WAY CYCLING AND ASSOCIATED AMENDMENTS TO WAITING RESTRICTIONS

Drawing title

OXFORD
SOUTH PARADE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 11/2023	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** – I assume this is to formalise what has probably been happening for years . In principle the Police have no objection , providing it is complimented by robust and visible signing and road markings.
(2) Local City Cllr	**Support**
(180) Local group/organisation, (Cyclox)	**Support** – Cyclox is in full support of this proposal. We wish to see two way cycling on as many one-way streets as possible in the city and in county towns and villages. Contraflow lanes help create comprehensive cycling networks and provide direct routes. They are recommended in LTN 1/20 which states: 6.4.21 There should be a general presumption in favour of cycling in both directions in one way streets, unless there are safety, operational or cost reasons why it is not feasible. We would like to see a cycle lane on the west end of South Parade so that it is apparent to drivers that there is a cycle lane.
(3) St Edward's School	**Object** – I am writing on behalf of St Edward's School to object to the proposed two-way cycling and parking amendments on South Parade. The School currently receives essential deliveries on both sides of South Parade. Delivery lorries stop on the South side of South parade at all times of the day, delivering food and provisions every day of the week into the School's catering department. We also receive deliveries of parcels, post and other items to our Facilities Reception on the North side of South Parade, on the opposite side of the road to our catering department. Refuse collection is from the catering yard daily, and the compactor is taken away by lorry once a week. The ability to receive deliveries to these two departments of the School on South Parade is critical to the functioning of the School and it is essential that these arrangements are maintained. Therefore any element of the proposed introduction of the two-way cycling lane must

	not prevent deliveries from taking place in these locations. Currently, double yellow lines are in place across the North Wall, Catering Yard, and Reception Yard, where we typically handle deliveries. It is currently possible for delivery vehicles to park on double yellow lines to unload in these locations. This proposal will stop any parking on single yellow lines after 4pm, thereby ensuring clearer access to the new cycle lanes. As long as there are no local restrictions on loading and unloading over double yellow lines in the vicinity of our catering yard and facilities reception, our logistical operations should be largely unaffected. This must be assured. It is also important to note that disabled access to the Music School on the North of South Parade and the disabled lift to the first floor of the Music School which includes access to our Learning Support Department, is from the Facilities Reception yard. Any disabled pupils and members of staff who cross South Parade from the main school site on the South side of South Parade to the Music School site do so at the point where the pavement kerbs are lowered at the catering and facilities reception loading and unloading sites. It is essential for the School's compliance with the Disability Discrimination Act 1995 that the ability for disabled people to cross South Parade at this point is maintained and any two way cycle lane needs to incorporate this crossing point to ensure cyclists are made aware of the risk of disabled staff and pupils crossing the road. The School also owns three residential properties on North side of South Parade either side of the Music School, which are occupied by members of staff. We also rent two other properties on both sides of the road slightly further East which are occupied by members of staff. Several occupants of these properties are members of staff with young children. It is essential that the current residential parking bays on South Parade remain for these residents to park their cars close to the properties which they occupy.
(4) Local charity, (Oxford, South Parade)	**Object** – The North Wall Trust is a charity which operates from the North Wall Arts Centre on South Parade. We run a significant public programme of events, including regular public performances in the theatre, exhibitions in the gallery, and workshops for schools, young people and our local community. The current allowance for vehicles to park on the opposite side of the road from 4pm onwards is of significant benefit to our audiences and participants who would be considered to be vulnerable or in need of access support. This includes disabled visitors and those with limited mobility, as well as young people who are arriving at The North Wall for projects via arranged transport / taxis - such as participants of our Young Carers Group. We strongly encourage audience members, participants and visitors to The North Wall to use public transport, local council car parks and park and ride whenever possible, but there are specific groups of people, as referenced above,

	where this is simply not possible. Our objection is therefore based on grounds of access support for disabled visitors and vulnerable young people, who may otherwise not be able to use our services and facilities. If the proposal goes ahead we would urge the council to allocate some of the current resident-permit-only parking spaces on South Parade to become designated disabled parking spaces, as is the case on other roads in the area.
(5) Local business, (Oxford, South Parade)	**Object** – I am a business resident in South Parade, my business Sarah Wiseman Gallery was established in 1998, and I have a wide knowledge of the street as we have been in this location since opening. South Parade is a mixed use street, with businesses, residential, public (library & health centre) and educational organisations. It is stated in the letter sent on 14/12/23 that 'these proposals will help ensure the safe movement of all traffic' – I strongly disagree with this statement. I do not think that allowing two-way cycling on South Parade is safe, it is a one way street and I have counted 10 points where either a road, driveways, or dropped curb on the north side of the street, would mean that cars would be turning right across the path of cyclists. Starting at Banbury Road: 1. Turning into Prama House Carpark and driveway for 2 a South Parade 2. Driveway to parking at side of 3 South Parade 3. Driveway to parking 5 South Parade 4. Driveway to parking, residential property and businesses 7-8 South Parade 5. Residential Dropped Curb 10 South Parade 6. Middle Way junction with South Parade 7. Dropped curb for disabled drivers, Library & health centre South Parade 8. Entrance (exit gate further down South Parade) Northern House School 9. Facilities Reception Woodstock Road End of South Parade In addition to this, cars come out of Stratfield road to cross South Parade to turn into Middle Way, and it would not be safe to have cyclists coming the other way. I believe it is likely that there will be accidents, for the following reasons: 1. Ingrained habit South Parade has been a one way street for decades 2. The street does not have a large amount of street lighting 3. Cars will be looking left for the flow of traffic 4. The entries to these access points are all designed for turning right with no obstructions

	5. Cyclists often take no care, wear dark clothing and have no lights on their bikes. 6. There are no provisions in South Parade for delivery vehicles to park safely with many using the North side of the street – this is for residential and business deliveries. I do not believe that the removal of the existing lengths of single yellow line waiting restrictions (which apply between 8 am – 4pm Monday to Saturday) with new 'no waiting at any time' (double yellow lines) parking restrictions, will make any significant impact to street safety as these are the quietest times on South Parade with very little traffic. I would suggest to make cycling safer in Oxford a local by-law making it mandatory for all cyclists and scooter users to wear a helmet, wear a high vis jacket and have lights on their bike or scooter after dark, along with stopping a red lights would see a significant drop in accidents. I am aware that there has been a local resident group lobbying for changes to South Parade. As a business we have only been informally addressed and not invited to take part in any wider conversations, even though a professional has presented a proposal to select invited members of the community. I would therefore like to know what evidence the council has collected to initiate the proposed changes to South Parade, whether it has been influenced by this informal resident's group and if this is part of a longer term plan for South Parade. Any further proposals to the changes in South Parade should only been drawn up with the full knowledge and participation of all stake holders. It is unacceptable to not engage fully with business community on South Parade as it is the larger stakeholder in the street.
(6) Local business, (Oxford, South Parade)	**Object** – Firstly, the time to reply to your letter was too tight, with many of the business enterprises being closed for the Christmas period, or at least part of it. Secondly, 2 way cycling is hardly new to South Parade, it happens already, and it is dangerous already. Silent traffic such as this is never a good thing; add this to a busy pedestrian route and you compound the problem with the number of young children, and younger foreign visitors, using the cut through between the Banbury and Woodstock roads.

	Thirdly, the businesses in South Parade attract visitors, to the restaurants, the gallery, offices, the little shops , the library and its garden etc. In addition to regular deliveries and waste disposal collections, etc., there is frequent dropping people off at the businesses, most of which have no parking themselves. In the case of elderly or disabled people, this dropping off exercise, and indeed picking up again, can take quite a few minutes. Your proposal in this respect can only be seen as very negative, verging on being discriminatory. Overall, as a small business myself, and recognising the effect on my neighbouring businesses similarly, I consider the proposals to be unhelpful, potentially unsafe, and most certainly damaging to us financially. On a more cynical note, the 'take' from parking fines will likely reduce – another funding source for the authorities bites the dust. My comments are brief, but I believe relevant for consideration. Small businesses are having a tough time at present – please do not make this any worse.
(7) Local group/organisation, (ROX - backing oxford business)	**Object** – We have digested the proposals and we must object on several grounds. With regard to cycling, we believe cyclists encouraged to cycle into South Parade from the Woodstock Road will be at risk of accidents, particularly when sweeping across from the south. Also, this will cause an extra hazard for drivers exiting South Parade into the Woodstock Road and looking for a safe space between traffic from the north and south. There is a link route parallel to and just a little north of South Parade, through Alexandra Park, which is currently used by quite a number of cyclists and this route should be made safer and used instead. The removal of car parking and even places to set down and pick up people and goods will make it very difficult for businesses, including retailers, restaurants and charities, the Summertown Library and the North Wall Arts Centre. Summertown has very limited parking in this area and reducing it further will make it harder for people to visit, particularly the less-abled and infirm and those living off easy bus routes. When there is a viable and safer alternative, this proposal would seek too high a price for the well being of Summertown and its businesses and community.
(8) Local resident, (Oxford)	**Object** – First of all I would like to know what consultation efforts have been made regarding the ludicrous proposed changes for South Parade. Since I live within half a mile and I have only just been informed about it. Yet again the council do not take consultation seriously.

	I would like my comments recorded in strong opposition to the proposed changes. Firstly, the council are yet again trying to disadvantage other road users in favour of a tiny minority - cyclists. In particular motorists, as part of their ideological war on cars. This is a good reason in itself to reject these proposals. The council need to grow up and start behaving like a democratically elected body, not a panel of dictatorial elites. Secondly, while South Parade is one way, the adjacent streets are one way in the other direction, therefore making South Parade two-way for cyclists will not improve cycle routes in any way, ergo the justification for these changes is erroneous and they should be rejected. Also these justifications should be investigated since they can only be the result of corrupt local officials acting at the behest of cycling pressure groups. Thirdly, South Parade is not wide enough to safely support two-way traffic. Removing parking is not a suitable solution as the parking provision is already inadequate and again the council are trying to deliberately disadvantage motorists as they have explicitly been doing all over Oxford. Removing parking will also disadvantage local businesses just like removing the parking on Cowley road has done. Furthermore the traffic lights outside BBC radio Oxford are far too close to South Parade for road users to safely turn left. As a local I can confirm that the layout of South Parade as it has been for the last 20 years is reasonable and safe and there is no good reason to change it. Unless you're an unhinged eco-fascist like Andre Gant trying to please the self-righteous cycle lobby. There are two schools on South Parade including a primary school, their access will be made less safe if two-way traffic is permitted on South Parade.
(9) Local resident, (Oxford, Stratfield Road)	**Object** – The suggested removal of the single yellow lines on the north side of the street obviously has implications for any business which relies on customers being able to pull up outside, park during 4pm-8am, or has deliveries during the day and especially in the early morning. This will have a significant impact on the viability of the various businesses, and the functioning of the two schools. I think it is important to bear in mind that this is both a residential and commercial area, and Summertown's success as a town centre depends on respecting the needs of both. The single yellow parking is very important to the

	restaurants' evening trade and events at the Library and The North Wall, which are important cultural centres for Summertown. Residents value the additional parking for overnight guests and tradespeople. It is also a very dangerous road on which to have a cycle contraflow. Cars turning into the one-way street from the Banbury Road will certainly not be expecting cyclists coming the other way. There are then further turnings off and into South Parade: behind Suffolk House (where the Tesco's and Sainsbury's lorries back in); behind Prama house; by A Cut Above (with traffic down to the illegal car wash); down by Pompette; and then at Stratfield Road, Middle Way, the various entrances into St Edward's School and the St Edward's maintenance yard. This is to say nothing of all the taxis that congregate to drop off and collect from Northern House School. The proposed changes will present risks for cyclists, including where cyclists would have to leave the cycle lane and move out into the one-way traffic, and drivers. There is also a risk at the staggered Stratfield Road/Middle Way interchange which is much used by schoolchildren cycling to and from school. There is also a risk to pedestrians from cyclists. The fact that there would be a formal cycle lane would not affect this risk. There is a lot of pedestrian traffic, especially between the Banbury Road and Summertown Library. St Edward's pupils cross frequently between the sites on either side of South Parade and Staff cross to and from St Edward's maintenance yard and the catering department. There are, in short, far more hazards than for the contraflow on Little Clarendon Street, for example, which is hazardous enough as it is. The risks to all parties increases with the number of cyclists. If very few cyclists use this route then there is no need for a contraflow. However heavy the use, there is actually no need for this cycle contraflow as the next road to the south, Oakthorpe Road (traffic west to east), is very close and to the north there is Osberton Road with access to Banbury Road, Middle Way and South Parade. One of the advantages of cycling is that such small distances can be covered very quickly.
(10) Local resident, (Oxford, South Parade)	**Object** – SP is a mixed street of businesses, schools and residents and depending on the time of day has several moods/atmospheres. 1. There are taxis taking children to and from Northern House School mornings and afternoons. This is quite good because it discourages other traffic at those times. 2. There are delivery vans servicing the cafes and restaurants generally in the morning.

	3. There are cars parked on the northern side of the street after 4 pm - either for the cafes etc between Middle Way and the Banbury Road - or between Middle Way and the Woodstock Road primarily for The North Wall Theatre at St Edward's school. 4. For many hours of the day/week SP can be extremely quiet and peaceful. I (Judith Pistone) have spent a lot of time walking in SP this year pre- and post- a hip op. Traffic is variable depending on the time of day but is not a problem. We love living in SP for the variety of things that are available and the change of pace throughout the day. Any changes need to take into consideration all of us who live, work, visit SP. We oppose the idea of two-way cycling and reduced evening parking because of the impact on people wishing to use the facilities in SP - we really do need to support the existing businesses that have built up a clientele over many years with the existing arrangements; and those people who have mobility problems and can't always walk so easily what seems an incredibly short distance to the relatively young and healthy. Presumably views of those who visit SP have not been sort. Or have they? We have a car, cycles, mobility scooter, crutches and sticks - all used at times depending on the varying needs of either one of us. There will be visitors to the The North Wall Theatre for example simply put off if parking at the western end is curtailed. Where are they supposed to park? The same issue applies at the eastern end. Regarding businesses and what seems to be happening in other areas, we get the feeling that they are not considered to be of prime importance in Oxford - but they are the reason people like to live here - and presumably provide a good income for the Council. Now, of course, cyclists have to be considered. Will this be safer for the cyclists? There are many entrances on the north side and these present an extra hazard for the cyclist. Delivery vans will have to use the north side of the street. Nevertheless we contend that cyclists are catered for quite well and have numerous other street options. If parking at the west end of SP was maintained for the evenings, how many cyclists are likely to be affected? I doubt very many, if any, and in any case, they have other options in the surrounding streets that car drivers don't have. It feels that cyclists are being given an unfair priority at the expense of others - it is as though to restrict them in any way is beyond the pale rather than a sharing of limitations. We feel that parking for the North Wall Theatre should be considered essential.

	As regards parking on the pavement at the eastern end (I haven't seen it at the western end), a white line could be put on part of the pavement as in other parts of Oxford to assist parking and still allow space for pedestrians. There are pavements on both sides so reducing the width one side is not the end of the world. SP is a street with different levels of vibrancy and fluctuating energies. It doesn't take much to begin to minimise this and to create a more sterile environment.
(11) Local resident, (Oxford, South Parade)	**Object** – While I like the idea of a 2 way cycling plan, I don't agree at all to removing parking spaces from Summertown. There is additionally at least one disabled parking space on South Parade and I see it being used frequently by disabled visitors as it is close to the supermarkets and cafes. Summertown suffers deeply from lack of parking provision already and cutting off more parking will cause access to become even more difficult to residents who live further away. There are a number of cafe's, bars and restaurants on or near South Parade and many people visit and socialize and use the parking on South Parade to access these places. Your proposal would hurt the local economy. Individuals who have bikes are generally students who have many options to navigate the Summertown streets and I don't see the need for a 2 way cycle path on South Parade. Car Parking is being strangled progressively by Oxford City bureaucrats who only seek to make their job relevant by doing something. I would prefer to see a scheme whereby parking provisions are increased in Summertown and would welcome such a scheme. Free parking would be better. Maybe a multi-storey car park near Marks and Spencers would be helpful. Only then might I support removal of some select parking spots in some areas. I spoke to some people in the street today, including merchants of shops. They complain that because the cost of housing is high in Summertown they cannot afford to live there so have to commute in for work, sometimes from outside of Oxford or the other side of town. How do you expect them to have sustainable employment if they cannot travel to work. The bus service is far too slow through the City Centre. Overall, I object to your proposal of removing parking spaces from anywhere in Summertown, without the replacement of alternative parking provisions in the locality. Conversely, I would approve and applaud provision of many new and additional parking spaces in Summertown to boost visitation, employment and the local economy.
(12) Local resident, (Oxford, Stratfield Road)	

	Object – I would like to object to the removal of existing single yellow waiting restrictions currently in place in South Parade. Furthermore, the deadline for comments of 12th January 2024,seems a little premature, given that most businesses will be closed between Christmas and New Year.
(13) Local resident, (Oxford, Stratfield Road)	**Object** – Parking in South Parade is an amenity to those who wish or need to visit the businesses there, and thus also an amenity to those businesses, as they thereby have more custom than they otherwise would have. It is in all our interests that these businesses prosper, as they provide employment and pay national and local taxes, as well as rent to their landlords, on which tax is also paid. There is barely enough parking for residents in the area, and so even by using 'Guest permits', it can be difficult for local residents to have visitors (whether trades or friends and relatives). Those parts of South Parade with a single yellow line therefore currently provide valuable additional parking for such visitors, overnight, after 4pm each day, and on Sundays. Social interaction is important – it is not just a 'nice to have', as it impacts people's mental health and sense of wellbeing. Therefore, unless there is a substantial benefit from the proposed changes, things should be left as they are. Looking now at the need for and potential benefits of the proposed changes, here is my analysis: The section to the East of Middle Way: It is hard to argue that allowing parking on both sides of the road when it is not actually wide enough unless people park partly on the pavement (ie. the section East of Middle Way) is appropriate, and so it seems sensible to make the yellow lines there double. There would then be room for a cycle lane, but (without attempting a detailed analysis) I do question how many people would benefit from it. Also, I wonder what the safety data for these 'against the flow' cycle lanes is like? I regularly use the one in Little Clarendon Street, and am always a little concerned about cars coming the other way. By adding this cycle lane, the Council would be responsible for any accidents occurring as a result. The section to the West of Middle Way: As you say yourself, this section is wide enough to provide parking on both sides of the road, with no need for people to park partly on the pavement. If you want to stop people parking partly on the pavement in that section, raising the

	kerb by a couple of inches should achieve this. If they still do so, then they should be fined in accordance with existing traffic laws. It is neither fair nor appropriate to punish those who obey the law, simply because others don't. In terms of a cycle lane: Cyclists coming Southwards down the Woodstock Road can access Middle Way or the Banbury Road by using Osberton Road. Cyclists riding Northwards up the Woodstock Road can access Stratfield Road or the Banbury Road by using Oakthorpe Road. The percentage of cyclists for whom using South Parade represents a significant benefit over Osberton or Oakthorpe Roads is infinitesimally small. There is therefore little justification for a cycle lane. In conclusion, I believe the optimal outcome is: In the section to the East of Middle Way, to replace the single yellow lines with double. A cycle lane could be introduced here, but I would question the need, and I believe there may be a safety issue. In section to the West of Middle Way, leave the single yellow lines in place and increase the height of the kerb. There is no justification for a cycle lane, especially considering the potential safety issue. The removal of some of the parking (as above), will surely have some impact on businesses, so why not consider their interests by having the parking restriction in the West section end at 3pm instead of 4pm?
(14) Local resident, (Oxford, Jordan Hill)	Two-way cycling – **Object** risk to both cyclists and drivers, and pedestrians too at times of congestion Parking amendments – **No objection** I have no firm opinion on the matter.
(15) Member of public, (Abingdon, Staniland Court)	Two-way cycling – **Object** I travel to Northwall art centre weekly to access the art award course. I deliver 5 children there all of which have Autism. We need to be able to stop and park there short term at drop off and collection. The children cannot come out alone. Similarly schools use this centre and are dropped off and collected by bus. The centre is important to their education but parking is vital to their safety. See north walls risk assessments on their website. Parking amendments – **Object**

	I travel to Northwall art centre weekly to access the art award course. I deliver 5 children there all of which have Autism. We need to be able to stop and park there short term at drop off and collection. The children cannot come out alone. Similarly schools use this centre and are dropped off and collected by bus. The centre is important to their education but parking is vital to their safety. See north walls risk assessments on their website.
(16) Local resident, (Cutteslowe, Buckler)	Two-way cycling – **Object** You are isolating disabled people. A one way street is exactly that. Parking amendments – **Object** As it is it's almost impossible to park in Summertown for disabled people
(17) Local resident, (Cutteslowe, Wentworth)	Two-way cycling – **Object** The safety of pedestrians is at risk now with cyclists riding in both directions. Cyclists do not know the road rules which are then often flouted. Local business rely on deliveries who park on the single yellow line when they are permitted too. The school opposite the North Wall relies on taxis to transport vulnerable students to and from school, the proposal would make it difficult for the taxis and the school. Don't risk the viability of small, independent and local businesses as is the case in East Oxford. Parking amendments – **Object** Please see previous response
(18) Local resident, (Kidlington)	Two-way cycling – **Object** It puts pedestrians at greater risks. Instead of appeasing the vocal cycling lobby, let's put pedestrians at the forefront of planning as they are the most vulnerable users of the public space There are greater priorities to make the Summertown safer for all. Parking amendments – **Object** There is no effective enforcement in the area as it stands so this won't actually help
(19) As a business, (North Wall / St Edwards School, South Parade)	Two-way cycling – **Object**

	Parking is already extremely limited in this area, and adding a two-way cyle lane in the place of the single yellow line would limit parking options even futher. Parking amendments – **Object** Severely reduces parking flexibility. I work along this street and hardly ever see people cycling down this road anyway. I think parking flexibility should be a priority over two-way cycling
(20) Local resident, (Oxford, Arlington Drive)	Two-way cycling – **Object** The parking places are much more important than the tiny amount of extra cycling this will promote. Unequivocally the parking spaces are used by people who want or need to use them. Therefore, also unequivocally, their removal will inconvenience people. I am both a cyclist and motorist (maybe in a ratio of use 1 to 2). I am really annoyed by the continuing reduction in amenity for motorists and it does absolutely nothing to increase my bike usage. Parking amendments – **Object** See previous answer.
(21) Local resident, (Oxford, Banbury)	Two-way cycling – **Object** This is not fair on people who have to drive to work. Why are drivers constantly penalised? Instead of appease a minority please invest into the future which is eduction of our children. Parking amendments – **Object** I dont care about this just let cars through
(22) Local resident, (Oxford, Banbury Road)	Two-way cycling – **Object** I would like my comments recorded in strong opposition to the proposed changes. Firstly, the council are yet again trying to disadvantage other road users in favour of a tiny minority - cyclists. In particular motorists, as part of their ideological war on cars. This is a good reason in itself to reject these proposals. The council need to grow up and start behaving like a democratically elected body, not a panel of dictatorial elites. Secondly, while South Parade is one way, the adjacent streets are one way in the other direction, therefore making South Parade two-way for cyclists will not improve cycle routes in any way, ergo the justification for these changes is

	erroneous and they should be rejected. Also these justifications should be investigated since they can only be the result of corrupt local officials acting at the behest of cycling pressure groups. Thirdly, South Parade is not wide enough to safely support two-way traffic. Removing parking is not a suitable solution as the parking provision is already inadequate and again the council are trying to deliberately disadvantage motorists as they have explicitly been doing all over Oxford. Removing parking will also disadvantage local businesses just like removing the parking on Cowley road has done. Furthermore the traffic lights outside BBC radio Oxford are far too close to South Parade for road users to safely turn left. As a local I can confirm that the layout of South Parade as it has been for the last 20 years is reasonable and safe and there is no good reason to change it. Unless you're an unhinged eco-fascist like Andre Gant trying to please the self-righteous cycle lobby. There are two schools on South Parade including a primary school, their access will be made less safe if two-way traffic is permitted on South Parade. Parking amendments – **Object** I would like my comments recorded in strong opposition to the proposed changes. Firstly, the council are yet again trying to disadvantage other road users in favour of a tiny minority - cyclists. In particular motorists, as part of their ideological war on cars. This is a good reason in itself to reject these proposals. The council need to grow up and start behaving like a democratically elected body, not a panel of dictatorial elites. Secondly, while South Parade is one way, the adjacent streets are one way in the other direction, therefore making South Parade two-way for cyclists will not improve cycle routes in any way, ergo the justification for these changes is erroneous and they should be rejected. Also these justifications should be investigated since they can only be the result of corrupt local officials acting at the behest of cycling pressure groups. Thirdly, South Parade is not wide enough to safely support two-way traffic. Removing parking is not a suitable solution as the parking provision is already inadequate and again the council are trying to deliberately disadvantage motorists as they have explicitly been doing all over Oxford. Removing parking will also disadvantage local businesses just like removing the parking on Cowley road has done. Furthermore the traffic lights outside BBC radio Oxford are far too close to South Parade for road users to safely turn left. As a local I can confirm that the layout of South Parade as it has been for the last 20 years is reasonable and safe and there is no good reason to change it. Unless you're an unhinged eco-fascist like Andre Gant trying to please the self-righteous cycle lobby. There are two schools on South Parade including a primary school, their access will be made less safe if two-way traffic is permitted on South Parade.

(23) Local resident, (Oxford, Banbury Road)	Two-way cycling – **Object** As a cyclist as well as a car driver I am concerned about safety for cyclists. We have seen other ill-conceived road plans like the changes to Cowley Road which have made it more dangerous for cyclists. I see no reason for cyclists to need a route Eastbound along South Parade. Rogers Street provides access from Middle Way to Banbury Road. Parking amendments – **Object** This restricts parking close to shops
(24) Local resident, (Oxford, Davenant Road)	Two-way cycling – **Object** The proposed removal of parking would further exacerbate the systemic abuse of disabled parking spaces on South Parade and Banbury Road, Summertown in particular. Despite ongoing representations since 2020 the council and councillors seem to do nothing to address this issue. Disabled drivers deserve better A high proportion of cyclists fail to have lights or appropriate reflective clothing and would be at significant risk of head on collision with oncoming vehicles, particularly during the dark or poor weather Ironically literally hundreds of cyclists cycle two ways on South Parade already so the existing restriction is disregarded in practice. Why spend money in straightened economic times formalising the situation ? Parking amendments – **Object** Would place further pressure on disabled drivers by further limiting parking availability thereby promoting the abuse of their spaces
(25) Local resident, (Oxford, Davenant Road)	Two-way cycling – **Object** There is very little parking available for users of businesses along South Parade. Cyclists can easily use Rogers Street to travel towards Banbury Road. Better cyclist training would make that work more reliably than at present. Parking amendments – **Object** too little parking for users of businesses along South Parade

(26) Member of public, (Oxford, Edmund Road)	Two-way cycling – **Object** I do not feel that it is safe for pedestrians to attempt to cross this road with two way cycling in place. Because of the narrowness of this road I feel that cyclists may believe that rather than staying to the correct side of the road they have carte blanche to ride on whichever side is (as they see it) best for them depending whether they want to turn left or right at the top of the road. Sadly despite the Councils desire to support and encourage cycling, there are many cyclists in Oxford who do not see that, as part of the bargain, they should fully adhere to the rules of the road. I feel this proposal makes pedestrians more vulnerable to collisions in the road. It also needs to be remembered that the Highway Code classes pedestrians as the most vulnerable road users and the council needs to factor this into any plans. Parking amendments – **Object** There are businesses in this street, they will inevitably need deliveries and customers may want to pick up items. I am thinking of the art gallery, where large pieces cannot be moved by bike or on the bus. Surely if we want to keep a thriving and vibrant community we have to protect businesses that provide jobs.
(27) Local resident, (Oxford, Hamilton Road)	Two-way cycling – **Object** This goes on all the time and there is no room for cars to deal safely with two way traffic….same thing in Little Clarendon Street….endless near accidents Parking amendments – **Object** There is too little available parking already and given the demographics and distance to bus stops not everyone is able to cycle. Also the roads are unsafe locally for all ages given the no of unrepaired potholes
(28) Local resident, (Oxford, Harpes Road)	Two-way cycling – **Object** The road is not suitable for two way cycling. Too many turn offs and businesses requiring van/lorry deliveries. It will cause an accident Parking amendments – **Object** Businesses require people to be able to park

(29) Local resident, (Oxford, Islip Road)	Two-way cycling – **Object** Restaurants are struggling in South Parade anyway, many are now closed and it is slowly becoming a ghost street. Parking nearby restaurants in essential, particularly in the evening. This area already has very limited parking. I fear the proposals will cause a further decline in the street. Parking amendments – **Object** As above
(30) Local resident, (Oxford, Lakeside)	Two-way cycling – **Object** Dangerous president set for cyclist thinking all one way roads can be Iford by cyclists. Already happens elsewhere, eg Observatory st Parking amendments – **Object** Prevents people from short term parking to use shops
(31) Local resident, (Oxford, Millway Close)	Two-way cycling – **Object** Free parking is a valuable resource to local residents and visitors alike. Given the plethora of relatively low traffic parallel roads to South Parade, it seems unnecessary to spend resources on modifying this road. As the trend to increase cycling in Oxford continues, I am conscious of a lack of effort to ensure cyclists use the road/cycle lanes responsibly. I am confident that all councillors and its officers have encountered cyclists crossing traffic lights and zebra crossings across the city. Thank you for your time. Parking amendments – **Object** Further restrictions are not required. Free parking is a valuable resource to residents and visitors alike.
(32) Local resident, (Oxford, Observatory street)	Two-way cycling – **Object**

	It is extremely dangerous to open a two way cycling in street that are one way. If you look at Howard street where it has happened, it is a disaster! Now we have scooters, motorbikes and electric bikes using the street on both ways and it is often a nightmare. In Observatory street and St. Barnard street people use both ways already at their own risk. It is shameful, this has happen because this County permits any kind of behaviour to two wheels drivers. Please do not do it. There are not only young and able people living in Oxford. The old and the disable need to drive their cars and it has become almost impossible to drive for them because your policies are only directed to favour the cyclists. Most of them do not use simple bikes but powerful objects that zoom around like they own the city. Parking amendments – **Object** There are not enough free parking places in Summertown. The shops need people to go to Summertown…
(33) As a business, (oxford, south parade)	Two-way cycling – **Object** too many cyclists Parking amendments – **Object** on street parking supports local businesses
(34) Local resident, (Oxford, South parade)	Two-way cycling – **Object** The one way road is currently bush as it is and cars already drive up the wrong way sbd with the single yellow line allowing people to park after 4pm prevents people from driving the wrong way Parking amendments – **Object** People need to be able to drop off people to the local businesses
(35) As a business, (Oxford, South Parade)	Two-way cycling – **Object** There is already woefully inadequate parking in South Parade for residents, businesses and customers. Many, if not all, of the businesses here are deeply concerned that further reducing these will have a very detrimental effect on trade. We are also concerned that once these measures are in place, further reduction in the ability of drivers to pass freely will ensue. Summertown has a generally older population, many of whom rely on their cars to live. Cyclists, on the other hand are, by definition fit and able, and they are already able to go almost anywhere they please without issue. I am not sure there is a need to disrupt things in this way.

	Parking amendments – **Object** as above
(36) As a business, (Oxford, South Parade)	Two-way cycling – **Object** I think this is a very bad idea. The council needs to put in NEW one way signs at the junction of Middle way and South Parade, and the entrance to Prama House parking and South Parade. We already see some very dangerous near miss car/ cycle accidenst happening and cyclists going the worng way would cause even more near accidents. Parking amendments – **Object** The removal of the single yellow line would be detremental to people stopping for short trips into the local shops, as there is such a shortage of parking in Summertown already.
(37) Local resident, (Oxford, Stratfield rd)	Two-way cycling – **Object** This will make parking in the area for locals even more difficult as parking spaces will be occupied more in the evenings. Parking amendments – **Object** As before - this will make parking in the area for locals even more difficult as parking spaces will be occupied more in the evenings.
(38) Local resident, (Oxford)	Two-way cycling – **Object** Another ridiculous Cyclox driven transport idea. Parking amendments – **Object** Parking is important, we need more not less
(39) Local resident, (Oxford, Cowley)	Two-way cycling – **Object** No change to parking please.

	Parking amendments – **Object** Please keep parking as it is.
(40) Local resident, (Oxford, Elizabeth Jennings Way)	Two-way cycling – **Object** South Parade hosts several businesses that benefit from the parking provisions currently available. Both adjacent parallel roads permit cycles in both directions meaning there's currently little inconvenience to cyclists travelling from Woodstock Road to Banbury Road, but the removal of parking spaces in the evening will have a detrimental effect on the restaurants, theatre and events hosted by the library. Unless it is the intent of the council to ensure the closure of these businesses, this is not a good idea. Parking amendments – **Object** As previously stated, the businesses on South Parade are supported by the provision of parking. Especially the permitted parking in the evening on both sides of the road.
(41) Local resident, (Oxford, Elms drive)	Two-way cycling – **Object** Cyclists are dangerous Parking amendments – **Object** Persecution of motorists
(42) As a business, (oxford, South parade)	Two-way cycling – **Object** two way cycling is just so dangerous to pedestrians Parking amendments – **Object** its time to prioritise pedestrians
(43) Local resident, (Oxford, South parade)	Two-way cycling – **Object** To many bikes and I personally don't want all the cycle lanes and LTNS Parking amendments – **Object** The council doesn't care what I think

(44) Local resident, (Oxford city, Leckford)	Two-way cycling – **Object** 1). Car trafic east of middle way is too heavy for oncoming cyclists to be safe. 2) Cyclist exiting S.Parade onto Banbury road will make this an unsafe junction 3) There is little enough car parking in Summertown to remove more along S Parade Parking amendments – **Object** There is too little parking in Summer town at present let alone removing some
(45) As a business, (Oxford, South Parade)	Two-way cycling – **Object** Objesting - dangerous, the road is too narrow, we have frequent deliveries all day Parking amendments – **Object** i run a business centre with over 100 different companies all receiving post and frequest couriers all day, not to include contractors. and taxi's - this would be impossible for my clients
(46) Local resident, (Summertown,Stratfield Road)	Two-way cycling – **Object** There are already few parking spaces in South Parade,this will only make matters worse .It will also have an adverse effect on local business. Parking amendments – **Object** There are already not enough parking spaces.This will only make matters worse and have a detrimental effect on local business.
(47) Local resident, (Summertown, Bishop Kirk)	Two-way cycling – **Object** The cyclist would be at danger NOT safe for them this is a road that has many deliveries for the much needed local business .. some of these deliverlies are large trucks for Tesco and aslo for Teddys school. Object strongly as the system works well at the moment it also is safer for cyclist to use the nearby residentilal streets that are already onw way and aslo resticed to 20mph

	Please do put a sign up informing cyclists it is a ONE way road for them too as they are often putting themselves in danger I have almost been knocked off the road as a pedestrian as the cyclist is comming from the wrong way. The one way system works SO ALL walkers cyclists and vehicles know which way to look TO AVOID CONFUSION AND SAFETY ... Parking amendments – **Object** Are we trying to shut down commercial business in Summertown ... parking is important I note it is used well by most people. Please please DO NOT RUIN our neighbourhood East Oxford has been ruined by such incompetent decisions are you trying to create more unemployment and poverty for loacl areas and shut business down...
(48) Local resident, (Summertown, Portland)	Two-way cycling – **Object** I think the single yellow line parking is a significant help to the businesses and don't want to see that end. Not selfish, I live in Portland Rosd and would walk anyway. Parking amendments – **Object** Very unhelpful. This parking is much used in the evenings for people using the restaurants and take-out.
(49) As a business, (Summertown, South Parade)	Two-way cycling – **Object** The junction of Banbury Road and South Parade is problematic as it is. To allow cyclists to exit onto the Banbury Road is nothing short of irresponsible. Parking amendments – **Object** Short-term parking is essential for local businesses. Any further restrictions on parking in the area will have an adverse effect. Over recent years, businesses have dealt with numerous challenges, with many still not trading to pre-covid levels. To put further barriers in place for shoppers & restaurant guests is incredibly short-sighted.
(50) Local resident, (Summertown, Stratfield Road)	Two-way cycling – **Object** It is fine as it is. Parking amendments – **Object**

	It is fine as it is.
(51) Local resident, (Summertown, Woodstock Road)	Two-way cycling – **Object** Removing all parking on the north side of South Parade continues the county council war on the motorist. Cyclists cycle west to east at present with no issue and that should be allowed to continue. Parking amendments – **Object** Removing all parking on the north side of South Parade continues the county council war on the motorist.
(52) Local resident, (Summertown, Portland)	Two-way cycling – **Object** The local businesses need convenient drop in parking - leave it alone Parking amendments – **Object** Too much interference - leave it alone
(53) As a business, (Summertown, South parade)	Two-way cycling – **Object** Very hard to travel in for staff and clients with parking prices so high and nowhere to park on street as it is. Parking amendments – **Object** On street parking supports local businesses
(54) Local resident, (Summertown, Oxford, Bishop Kirk Place)	Two-way cycling – **Object** Firstly, the key element of the proposals would be to remove the hugely valuable flexible parking provision that currently exists on the single yellow lines on South Parade, which allow for parking to take place Monday to Saturday from 4pm in the afternoon, and all day Sunday. This provision is actively and frequently used and is hugely beneficial for visitors (and local residents) seeking to make use of the shops and amenities in the area. What cost/benefit analysis has taken place to determine the lost revenue, opportunity cost and inconvenience for local businesses and residents that will result from the removal of parking capacity?

	2. allowing cyclists to travel in both directions on a road that motorists already frequently mistake for a two-way road (I have witnessed two such incidents in the past couple of months alone) is dangerous and will surely add to the confusion. 3. There is absolutely no need for this provision: cyclists have plenty of access routes to/from Woodstock/Banbury roads 4. Even if this allowance for cyclists were made, there is absolutely no reason to remove existing part-time parking provision - there is more than enough room already on the road for both cyclists and cars - and i say that as both a cyclist and a driver. Parking amendments – **Object** The part-time flexible parking provision that currently exists on the single yellow lines on South Parade, which allow for parking to take place Monday to Saturday from 4pm in the afternoon, and all day Sunday, is extremely valuable (which can be evidenced by the large number of vehicles that make use of it).y. This provision is actively and frequently used and is hugely beneficial for visitors (and local residents) seeking to make use of the shops and amenities in the area. What cost/benefit analysis has taken place to determine the lost revenue, opportunity cost and inconvenience for local businesses and residents that will result from the removal of parking capacity? Additionally, even if the proposed permission were introduced to allow two-way cycling along South Parade, there is absolutely no reason to remove existing part-time parking provision in order to do so - there is more than enough room already on the road for both cyclists and cars - and i say that as both a cyclist and a driver.
(55) Local resident, (Summertown, Oxford, Hamilton)	Two-way cycling – **Object** Another anti-car measure. It's hard enough to drive already. Now there will be more cyclists to watch out for, coming the other way. And less parking. Cyclists are already very well catered for. Why not just close all the roads to traffic while you're at it? It is what you really want to do. Another anti-car, pro-cyclist plan - it's disgraceful and makes life impossible. For pedestrians as well! I have been run down twice by cyclists in Summertown. When they're allowed to go both ways on a narrow road, people get massacred and cars can't pass. But you don't care about any of that, do you? All you care about is making life even more difficult for drivers. I don't know why I bother to fill this out. Parking amendments – **Object** Already not enough parking.
(56) Local resident, (Summertown, Oxford, Hernes Road)	Two-way cycling – **Object** I believe this will cause confusion to elderly residents and possible accidents.

	Parking amendments – **Object** I believe this will impact local businesses and elderly residents who use the parking.
(57) As a business, (Sunmertown, South parade)	Two-way cycling – **Object** Too many cyclists Parking amendments – **Object** On street parking supports local businesses
(58) Local resident, (Sunnymead, Summertown, Carlton Road)	Two-way cycling – **Object** Vehicle access and parking is at a premium in Summertown and this should be protected, not sacrificed for cycle access. The proposed scheme should not be allowed to remove parking on this road. Parking amendments – **Object** Vehicle parking spaces should be maintained in this road, not sacrificed for additional cycle lanes. There are many shops nearby, which are the heart and lifeblood of the area, and maintaining these time-limited parking zones is essential.
(59) Rather not say, (Oxford, Banbury Road)	Two-way cycling – **Object** It will be dangerous, there is already significant cycling routes in the area that could do with funding to repair them. Parking amendments – **Partially support** South Parade gets very congested especially in the evening with people parking long both sides. This will only work if it is properly enforced.
(60) Member of public, (Summertown, Ferry Pool Road)	Two-way cycling – **Object** I use South Parade to access the shops, library and theatre. In my view, allowing two-way for a vehicle in a one-way road is a confusing and potentially dangerous policy . If it is allowed, use of the pavement by bicycles should be strictly forbidden, efficiently policed and fines imposed

	Parking amendments – **Partially support** Which proposals? I have already given my objections to two-way use (see above) With regard to no parking , sometimes it is necessary to park to load/unload eg at the charity shop ; the wine shop, picture gallery
(61) Member of public, (Summertown, Moreton)	Two-way cycling – **Object** There are plenty of other roads that cyclists can use to access Banbury / Woodstock Roads so no need to change cycling one way to two-way. It would be more beneficial to add another disabled parking day part-way down South Parade so that there isn't only 1 by the old Prama House / HSBC building. There needs to be a disabled parking bay closer to the amenities! Parking amendments – **Partially support** some parking, including disabled bays should be allowed on one side of South Parade, but not on both if it will cause difficulties for vehicles as well as pedestrians
(62) Local resident, (Wolvercote, Home Close)	Two-way cycling – **Object** South Parade has poor visibility for pedestrians trying to cross due to legal parking on one side and delivery vans half on the pavement the other. It is difficult for those of us who are no longer as nimble as we once were to dodge out of the way of cyclists who do not look out for other road users. Parking amendments – **Partially support** There are too many hazards and restrictions for Summertown shoppers as it is (including cycling on the pavement). Why discourage business from shoppers who cannot walk from the further reaches of Cutteslowe from supporting local businesses? Sometmes my shopping is cumbersome and so I have to go into Oxford because at least the bus is relatively convenient. but I could easily achieve my goal in half the time in Summertown if is was possible to use my little car.
(63) Local resident, (Oxford, Lonsdale Road)	Two-way cycling – **Object** Even with additional signage - in itself an eyesore - I believe this poses a risk to pedestrians and cyclists Parking amendments – **Support**

	Cars frequently park on pavement on North side maki g it difficult to get past.
(64) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Object** 1. The current unlawful two-way cycling does not itself justify a change. Cyclists also break the law in the western section of Oakthorpe Road but none of this should result in legitimising those actions. There should be more effective enforcement. 2. If there is to be any change, two-way cycling should be restricted to the eastern part of South Parade because (a) cyclists approaching from the north should be encouraged to use the existing cycle network in Middle Way; and (b) cyclists travelling from the south should be discouraged from turning right across potentially heavy traffic from Woodstock Road into South Parade, alternative routes being available. Parking amendments – **Support** Even if cyclists remain prohibited from two-way cycling, the road is not wide enough for parking on both sides while retaining access for large vehicles and pedestrians.
(65) Local employee, (Oxford, South Parade)	Two-way cycling – **Object** 1. The road is not wide enough to allow cyslists to travel against the flow of traffic, whether or not no waiting restrictions are introduced. 2. Regardless of the introduction of a no waiting zone, vehicles will still pull up here and ignore the restrictions (in much the same way that cyclists ignore the law now and cycle the wrong way down the one way street) as there is no sensible alternative if they are making deliveries to the businesses and homes in South Parade, taxis dropping off and picking up passengers to the businesses and homes in South Parade, collecting refuse from homes and businesses in South Parade. This will force cyclists into the middle of the road and oncoming traffic. 3. There are many, many taxis that congregate in South Parade to collect pupils from Northern House School at the end of the school day. Unless a more sustainable method of school transport is adopted, this will continue and cause massive danger every school day afternoon. 4. Every single traffic scheme that Oxfordshire County Council adopts is a disaster. There is no reason to suspect this will be different. Examples of disasters are the widely-hated LTNs in East Oxford; the congestion and pollution causing traffic lights on the Botley Interchange (not the current roadworks); the dangerous 20mph speed limits introduced randomly - for example on the A338 in East Hanney. Parking amendments – **Object**

	They won't work as there is no viable alternative for deliveries and collections from South Parade.
(66) As a business, (Oxford, South Parade)	Two-way cycling – **Object** The School currently receives essential deliveries on both sides of South Parade. Delivery lorries stop on the South side of South parade at all times of the day, delivering food and provisions every day of the week into the School's catering department. We also receive deliveries of parcels, post and other items to our Facilities Reception on the North side of South Parade, on the opposite side of the road to our catering department. Refuse collection is from the catering yard daily, and the compactor is taken away by lorry once a week. The ability to receive deliveries to these two departments of the School on South Parade is critical to the functioning of the School and it is essential that these arrangements are maintained. Therefore any element of the proposed introduction of the two-way cycling lane must not prevent deliveries from taking place in these locations. Currently, double yellow lines are in place across the North Wall, Catering Yard, and Reception Yard, where we typically handle deliveries. It is currently possible for delivery vehicles to park on double yellow lines to unload in these locations. This proposal will stop any parking on single yellow lines after 4 pm, thereby ensuring clearer access to the new cycle lanes. As long as there are no local restrictions on loading and unloading over double yellow lines in the vicinity of our catering yard and facilities reception, our logistical operations should be largely unaffected. It is also important to note that disabled access to the Music School on the North of South Parade and the disabled lift to the first floor of the Music School which includes access to our Learning Support Department, is from the Facilities Reception yard. Any disabled pupils and members of staff who cross South Parade from the main school site on the South side of South Parade to the Music School site do so at the point where the pavement kerbs are lowered at the catering and facilities reception loading and unloading sites. It is essential for the School's compliance with the Disability Discrimination Act 1995 that the ability for disabled people to cross South Parade at this point is maintained and any two way cycle lane needs to incorporate this crossing point to ensure cyclists are made aware of the risk of disabled staff and pupils crossing the road. Parking amendments – **Object** As above.

(67) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Object** South Parade is a very dangerous road on which to have a cycle contraflow. Cars turning into a one-way street from the Banbury Road will certainly not be expecting cyclists coming the other way. There are then further turnings off and into South Parade: behind Suffolk House (where the Tesco and Sainsbury's lorries back in); behind Prama house; by A Cut Above; down by Pompette; and then at Stratfield Road, Middle Way, the various entrances into St Edward's School and the maintenance yard. This is to say nothing of all the taxis that congregate to drop off and collect from Northern House School. The proposed changes will present risks for pedestrians, cyclists (including where cyclists would have to leave the cycle lane and move out into the one-way traffic), and drivers. There is no need for this cycle contraflow as the next road to the south, Oakthorpe Road (traffic west to east), is very close and to the north there is Osberton Road with access to Banbury Road, Middle Way and South Parade Parking amendments – **Object** The removal of the single yellow lines on the north side of South Parade has implications for any business which relies on customers being able to pull up outside, park during 4pm-8am, or has deliveries during the day and especially in the early morning. This will have a significant impact on the viability of the various businesses, and the functioning of the two schools. The single yellow parking is very important to the restaurants' evening trade and events at the Library and The North Wall, which are important cultural centres for Summertown. Residents value the additional parking for overnight guests and tradespeople
(68) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Object** As a resident of Stratfield Road, I would oppose any further restrictions on parking, vital for local traders. I see the logic of creating a cycle lane along the length of South Parade but I feel that there is little demand given the availability of alternative routes. Parking amendments – **Object** As above.
(69) Local employee, (Witney, Mead Lane)	Two-way cycling – **Object**

	The issues on south parade which are taxi's blocking the road and a general lack of road knowledge will not be solved by adding a cycle lane. If anything, this will only increase issues as taxi drivers will still illegally mount kerbs, and now with increased cycling and traffic still driving down South Parade, you are likely to have more accidents. What would be best, is a dedicated taxi rank. Parking amendments – **Object** This parking is vital for local businesses such as North Wall, Wild Honey, Grape Minds, Bia etc to remain not profitable but viable.
(70) Local resident, (Wolvercote, Home Close)	Two-way cycling – **Object** I have 2 family members with blue badges and restricted movement. Removing any parking at all in the Summertown area will just make life harder for people who really need to use a car. We have one car between 3 households but do need it for some essential journeys. Parking amendments – **Object** These are are busy for cars in the evenings for us using the theatre, local restaurants and shops that are open late.
(71) Local resident, (Wolvercote, Collett Drive)	Two-way cycling – **Object** Road is narrow and with parked cars having cyclists coming up against the flow of traffic seems risky. I am severely sight impaired. With vechiles often parked on the pavement Itis often nessecary to walk in the road. The speed bumps and cyclists already make it hard enough. Having cyclists coming in both directions will over make this worse. There is a way round using Osberton Road or Beach oft Road and cyclists don't take long to cover the distance. If you could ban cars from using the road,then that would work better,but that s not possible and neither is banning parking in the road. Parking amendments – **Partially support** As above.
(72) Local resident, (Wolvercote, Elmthorpe Road)	Two-way cycling – **Object**

	it is opening the road up to more accidents especially as in the evening drivers ignore parking restrictions and a car can barely get through anyway and add in the mix cyclists coming from all directions, often with no lights and helmets, its an accident waiting to happen Parking amendments – **Partially support** how would this be enforced in the evenings? A major problem is lack of spaces to park in the main part around the corner as people do not leave after 30 mins. More parking is needed
(73) As a business, (Oxford, South Parade)	Two-way cycling – **Partially support** The road is already quite congested. I partially support because increasing cycling infrastructure is a positive step forward however if this causes more issues of traffic movement through the road then we would object as the motor passage is still 1 way. Parking amendments – **Object** South Parade is a vibrant street of shops, many of which rely on the ability to drop off individuals to those shops. The shops keep the local economy thriving - by putting in this parking restriction you will reduce access to the shops and therefore traffic/business. I would expect it would impact the longevity of businesses staying in the area.
(74) Local resident, (Oxford, Portland Road)	Two-way cycling – **Partially support** My husband has a blue badge and we frequently need to park in South Parade. Parking amendments – **Object** As above because of my husband's mobility problems.
(75) As a business, (Oxford, South Parade)	Two-way cycling – **Partially support** Two way cycling is a reasonable request, although the streets are very navigable by bike as it is. There are no plans to provide alternative/additional parking spots for the spaces being removed, and until there are, this is just half a plan. Parking amendments – **Object** There are no plans to provide alternative/additional legal parking spots for the spaces being removed, and there are plenty of people in the gap between 'mobile' and 'blue badge' who rely on driving and parking. They, and businesses trying to operate in the area, rely on places they can park for local shops. At the moment, given the two way cycling on

	Oakthorpe Road, Stratfield Road, and Rogers Street the number of people benefitting from these spaces greatly outweighs the number of cyclists inconvenienced by adhering to one way streets. In addition, if the council was serious about making pavements navigable, there are several stretches, especially on the south side, which are so uneven as to be dangerous for many with mobility issues. Fixing those would have far more impact.
(76) As a business, (Summertown, South parade)	Two-way cycling – **Partially support** I support the no parking, but this will have a big impact on drop off in the area. Some small businesses rely on customers being able to park outside for a short period. To either pick up or drop off items. However I do think with one way traffic and two way cycling, this will create more accidents. Talking away the parking but keeping the rest as it is would get my support. Parking amendments – **Object** See my previous answer. This will severely impact small businesses.
(77) Local resident, (Oxford, Davenant Road)	Two-way cycling – **Partially support** I am content with this as long as cyclists do not use the pavements. I am discouraged from walking up and down the Banbury and Woodstock roads because cyclists do not keep their lanes and many are very aggressive, especially if asked to keep off the pedestrian lanes. Why is there no enforcement? Parking amendments – **Support** Why is this obligatory if I support it?
(78) Local resident, (Oxford, Harpes Road)	Two-way cycling – **Partially support** In view of the amount of careless/illegal cycling in the area, provision for safe pedestrian crossing would be an essential addition to the existing plans (and indeed a crackdown on pavement cycling throughout the area would be most welcome - near misses, actual contact, and insults from cyclists are common, and I speak only for myself). Parking amendments – **Support** Having to squeeze past cars partially parked on the pavement is a regular experience and a complete ban would clarify the situation for everyone. Deliveries, including to traders, should of course still go ahead unimpeded.

(79) Local resident, (Oxford, Rymers Lane)	Two-way cycling – **No objection** Most European countries allow 2 way cycling in roads like these by default - it should be the norm as it works and causes no issues. Parking amendments – **No objection** the road is narrow so this is required.
(80) Local resident, (Summertown, Banbury Road)	Two-way cycling – **No objection** Cyclists seem to go both directions along South Parade anyway. My MAIN interest is that, if cyclists feel their needs are recognised, they might at last stop riding along the pavements. I'm elderly, can't dodge speeding bikes quickly, & I resent sharing a pedestrian pavement with cyclists who skim past only inches away from me. I feel I am put at risk. Parking amendments – **Object** Many of the cars that park in South Parade do so for a very short time - I've watched from the cafe! Collecting takeaway or school children/ rushing to the nearest cash machine.
(81) Member of public, (Witney, Wadards Meadow)	Two-way cycling – **No objection** Cyclists already use it as a two way cycling street and so it makes sense to make it safer for them. Parking amendments – **Object** There are many businesses on South Parade which do not have customer parking and the limited parking currently available is very useful. The car park (Alexandra Court) often get filled up. I would expect alternative parking options to be created if spaces were being taken away.
(82) Local resident, (Cutteslowe, Buckler Road)	Two-way cycling – **Support** I support the proposal of two-way cycling because I use the South Parade to get from Banbuty Road to the Summertown library and back. It is convenient for me to use South Parade Street in both directions Parking amendments – **No objection**

	If the Oxfordshire County Council will find any other solution to make the South Parade street two-way for cyclists, without prohibiting the waiting, I would be still happy
(83) Local resident, (Oxford, Capel Close)	Two-way cycling – **Support** It allows access to shops from the North and access back again via Middle Way without going on the main road. Also general travel East West is made easier in a bike. In Brussels all one way streets are 2 way for cyclists and that makes navigating the city really pleasant and encourages cycling as every route is a short cut. Parking amendments – **No objection** I live in Oxford and cycle almost daily to and from Summertown. I was in Salisbury up to a few months ago and I am overwhelmed with the excellence of the cycling infrastructure and ecstatic to think there are proposals to make it even better!
(84) Member of public, (Oxford, Cricket Road)	Two-way cycling – **Support** I cycle regularly in Oxford and would find 2-way cycling in South Parade helpful for local connections to schools etc. Parking amendments – **No objection** Full width of road will be needed for safe 2-way cycling
(85) Local resident, (Oxford, Hayfield Road)	Two-way cycling – **Support** Anything to support safe bike routes and access around Oxford is a good thing. The current one way system is inconvenient for bikes. Parking amendments – **No objection** Will additional parking be created elsewhere?
(86) Local resident, (Oxford, Hill Top Road)	Two-way cycling – **Support** Important to promote use of cycling as way of getting to work, shops, parks, friends rather than car. Bikes don't pollute, are quieter, and take up less use of road space and less space to park. This road provides a safer quicker route than using nearby busy main roads

	Parking amendments – **No objection** South Parade needs to be 2 way for cyclists to enable safer, less polluting cycling route in both directions . No waiting at any time restrictions will remove parked cars in this narrow street and allow cyclists more safe road space.
(87) Local resident, (Oxford, Jackson Road)	Two-way cycling – **Support** South parade is a convenient connecting street between the Woodstock and Banbury roads. There is a traffic light on the woodstock road that would allow for safe crossing of cyclists from the woodstock road cycle path to connect to the Banbury road. Two way cycling is already happening on south parade so it would be safer if there are marked lanes and signs for motorists. Parking amendments – **No objection** I have no objection to this.
(88) Local resident, (Oxford, Lonsdale rd)	Two-way cycling – **Support** I am a cyclist Parking amendments – **No objection** Safer and easier for cyclists thoughI wonder how business without rear access will be able to receive deliveries
(89) Local resident, (Oxford, Plater Drive)	Two-way cycling – **Support** This adds a vital east-west link across the poorly joined-up cycling network in Oxford. Parking amendments – **No objection** No comments
(90) Local resident, (Oxfors, Islip road)	Two-way cycling – **Support** I support because we have to go a dangerous route to go home every day Parking amendments – **No objection** Make sense and saves tjme

(91) Local resident, (Sunnymead, Oxford, Bucker rd)	Two-way cycling – **Support** It would be easier to get from the Summertown library back to the Banburry Road. Absolutely not essential for me, but would be nice. Parking amendments – **No objection** Allowing to park there "just for a moment" kind of defeats the purpose, but Amazon Prime drivers would park there anyway :)
(92) Local resident, (Oxford, Blenheim Drive)	Two-way cycling – **Support** We live on Woodstock road and cycle all over Oxford with our kids. Being able to cycle up south parade would enable safe cycling route to the north of summertown without having to cycle all the way down Stratfield Road and Oakthorpe. Parking amendments – **Object** Hard enough already to park anywhere in summer town on the rare occasions we drive!
(93) Local resident, (Oxford, Thorncliffe Road)	Two-way cycling – **Support** Too dangerous to cycle down Banbury road through summertown, so I go down Stratford road and rejoin Banbury road north of summertown. Frustrating not to be able to cycle down south parade two ways. Parking amendments – **Object** So dangerous currently. Cars coming onto pavement to park have almost hit my children on more than one occasion.
(94) Local resident, (Oxford, Southdale Road)	Two-way cycling – **Support** I am a cyclist and this ruling would allow ease of safe travel between Banbury and Woodstock roads due to the traffic lights at both ends which allow for safe right turns on a bike Parking amendments – **Object** It is important to retain some parking for people with limited mobility

(95) Local resident, (summertown, Beech Croft Road)	Two-way cycling – **Support** compliance is low already - makes better route Parking amendments – **Object** quick shop say 30 mins max should be the restriction
(96) Local resident, (Oxford, Hobson Road)	Two-way cycling – **Support** Two-way cycling will benefit cyclists without adversely affecting other road users. Parking amendments – **Partially support** It depends where, exactly, but it would certainly good to do more to discourage parking close to the corner with Banbury Road.
(97) Member of public, (Oxford, Little Clarendon Street)	Two-way cycling – **Support** I used to live near Summertown, and cycled to the library. It was ok to get there from Banbury road, but once at the library, the only way out was out onto Woodstock Road. The one way road doesn't make it easy to go *back* to the main shops on Banbury road once you've been to the library. It would be much better to have a two-way cycle path for bikes to get up and down the road, Parking amendments – **Partially support** I always cycled to this road so never had to park there, but worth pointing out there is already a large car park in Summertown near the leisure centre.
(98) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Support** As a cyclist and local resident I welcome the provision of a cycle lane to better provide for direct routes for cyclists Parking amendments – **Partially support** This would only work if properly enforced, otherwise it has no meaning

(99) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Support** Excellent idea as cyclists already commonly pedal west to east on South Parade to the surprise of motorists driving east to west. The system works well on the eastern portion of Oakthorpe Road. However, on Oakthorpe Road, bollards have had to be installed on the south side, near the junction with Banbury Road. Some though should be given to whether such bollards will be needed on South Parade, if these changes are approved. Parking amendments – **Partially support** Good idea but may not be necessary on weekends. I doubt that this regulation will be enforced.
(100) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Support** It will be more convenient for cyclists, which includes me. Parking amendments – **Partially support** The loss of parking will inconvenience some drivers: evening visitors and customers eg to restaurants but people are too dependent on their cars. There is a good bus service.
(101) Local resident, (Oxford, Woodstock)	Two-way cycling – **Support** I am a local resident and support the increase in number of cycle lanes. This one is needed to link with that on the Woodstock Road pavement (which ideally should be upgraded to one in the roadway itself as until recently was planned). Parking amendments – **Partially support** How much of an impact would this have on the businesses in the street that eg need to unload food? And would a ban be necessary for the siting of the cycle lane?
(102) Local resident, (Oxford, Victoria rd)	Two-way cycling – **Support** I cycle and would value being able to cycle in both directions. Many cyclists already do this but not legally. Parking amendments – **Partially support** Some concern about businesses at the Woodstock road end

(103) Member of public, (Standlake, Manor Crescent)	Two-way cycling – **Support** A safer route from Banbury to Woodstock road for cyclists, especially children. Parking amendments – **Partially support** Outside school run times there could be some waiting allowed
(104) Local resident, (Summertown, Hamilton Road)	Two-way cycling – **Support** I cycle on a daily basis from the Woodstock Road to Hamilton Road and it would be extremely useful to be able to cycle down South Parade, and avoid having to attempt to cross the Woodstock Road (where there is no pelican crossing) and be forced to cycle down Osberton Road. This can be hazardous given the number of vehicles turning from both the north and south into St Edwards School and the Nuffield gym. Parking amendments – **Partially support** I think it would be beneficial as so many cars drive down South Parade and park haphazardly for several minutes to use the supermarkets. Many have pulled out in front of me without indicating.
(105) Local resident, (Summertown, Woodstock Rd)	Two-way cycling – **Support** Works well in little Clarendon street and will help on cycling and access. It may mean less parking spaces which is already a problem in SUMMERTOWN which is a bit of a blow Parking amendments – **Partially support** There should be balance for parking and cycling . Could be l hour waiting surely ?
(106) As part of a group/organisation, (Abingdon, Bostock Road)	Two-way cycling – **Support** The proposal would add a valuable cycling route between Woodstock Road and Summertown centre. This is high usage area for cycling and we welcome this positive proposal to enable an additional safe route for people to cycle to shops and education. It fits with the guidance set out in LTN 1/20 that "There should be a general presumption in favour of cycling in both directions in one way streets" (6.4.21) and the example shown in Figure 7.4. As para 7.3.5 notes "Where speed is low in urban areas, contraflow cycling without a dedicated cycle lane has been found to be successful even on narrow streets with on-street car parking."

	Parking amendments – **Support** With parking on one side of the road, there is no practical space for parking on the opposite side. The additional restrictions brings them in line with sensible practice. An additional input is to consider whether the street would benefit from staggered parking on opposite sides, in order to act as traffic calming to reduce vehicle speeds.
(107) Member of public, (Adderbury, Round Close Road)	Two-way cycling – **Support** For the safety of pedestrians and cyclists. Parking amendments – **Support** For the safety of pedestrians and cyclists.
(108) Local resident, (Cutteslowe, Wren Road)	Two-way cycling – **Support** A cycle route is needed between the Woodstock Road and the Summertown shops Parking amendments – **Support** Parking won't be possible if there are to be 2 lanes for cycles
(109) Local resident, (Oxford, Apsley)	Two-way cycling – **Support** It would make cycling easier and safer and discourage car use Parking amendments – **Support** Would discourage car use in this area; there is on street parking nearby which can be used instead.
(110) Local resident, (Oxford, Bartlemas)	Two-way cycling – **Support** Important through route for cyclists. May need parking spaces removed to make safer, but contraflow riders may make drivers slow down (sadly) Parking amendments – **Support** Cycling should be easier and safer here

(111) Member of public, (Oxford, Bartlemas Close)	Two-way cycling – **Support** My experience of contraflow cycling elsewhere in Oxford is that it is safe for cyclists and poses no extra risk to pedestrians. Parking amendments – **Support** Discouraging parking will make the street clearer for pedestrians and cyclists.
(112) Local resident, (Oxford, Bateman Street)	Two-way cycling – **Support** Easier cycling to and from Summertown is always welcome! Main concerns are around ensuring safety of cyclists traveling against the flow of car traffic. Parking amendments – **Support** Safety of cyclists is hindered by parked cars.
(113) Local resident, (Oxford, Beech Croft Road)	Two-way cycling – **Support** As a local resident who cycles on South Parade I strongly support the proposals. Allowing two-way cycling will increase cycle safety and open an important route for those cycling from Middle Way onto South Parade going towards Banbury Road. Making the single yellow lines double yellow lines should help with obstructive parking during the day. However, it would be great if there could be increased enforcement of the double yellow lines. Parking amendments – **Support** This proposal will increase cyclist and pedestrian safety. Cars parking along South Parade obstruct visibility for pedestrians crossing the road.
(114) Local resident, (Oxford, Benson Place)	Two-way cycling – **Support** I believe it is important to encourage cyclists and give them better routes through the city. Parking amendments – **Support**

	It will be important to keep the cycle lane clear of parked cars.
(115) Local resident, (Oxford, Beresford Place)	Two-way cycling – **Support** I cycle along there regularly and it is annoying that it is not two-way already as this would be a really helpful and time-saving connection. It will also make this street more attractive as a destination, help with visionzero and just make sense. After all, the road is wider than many other two-way streets. Parking amendments – **Support** As before, this will make this road more attractive, calmer and is key for visionzero. Put in some bike parking at corners in future as well to add to the safety.
(116) Member of public, (Oxford, Boundary Brook Rd)	Two-way cycling – **Support** As someone who lives and cycles around Oxford, I really like the two-way cycling streets. It slows down drivers further and makes Oxford much easier for cyclists to navigate, it also greatly reduces people cycling on the pavement, making it safer for pedestrians. Parking amendments – **Support** Reduced parking spaces will hopefully reduce the number of people driving past park and rides to park in Oxford.
(117) Local resident, (Oxford, Cunliffe Close)	Two-way cycling – **Support** We cross the road often with kids on bikes. Parking amendments – **Support** I know that people who are living on the south parade might have a problem to park. People who are visiting restaurants might park on parking lot behind shops.
(118) Member of public, (Oxford, Duke St)	Two-way cycling – **Support** South Parade is a lively connector road between Banbury and Woodstock Roads. It is a destination. Access to efficient transport is required to allow South Parade to flourish. Bicycles are that transport mode. I strongly support two-way cycling on South Parade.

	Parking amendments – **Support** South Parade is a traffic sewer. Cars parked detract from this street and obstruct pedestrians and cyclists getting to venues.
(119) Local resident, (Oxford, Grimbly Place)	Two-way cycling – **Support** It makes for a shorter route on a bike when cycling home from town via Jericho Parking amendments – **Support** To make more space for cyclists
(120) Local resident, (Oxford, Grove street)	Two-way cycling – **Support** Easier for parents who live locally and collect their children from nearby schools. Parking amendments – **Support** For more bikes being used instead of cars.
(121) Local resident, (Oxford, Hamilton)	Two-way cycling – **Support** Cycling should be made a more attractive option for everyone - better than choosing a car. This will go a little way to helping that, Parking amendments – **Support** To make it easier and safer for cyclists.
(122) Local resident, (Oxford, Hamilton Road)	Two-way cycling – **Support** I cycle to avoid any use of a car in Oxford and the route from Summertown shops via South Parade to the Nuffield Health Club is possible by cycle only one way at present - at least requiring a considerable detour on the return. Parking amendments – **Support** It is currently clogged with cars and taxis at times, especially a bumper to bumper line of taxis to pick kids up from the school - who should be using buses or walking.

(123) Local resident, (Oxford, Home Close)	Two-way cycling – **Support** I support this change, because it will provide a safe cycle route from Middle Way to Summertown shops, and because it will discourage parking on the pavement on South Parade Parking amendments – **Support** I support this change, because it will provide a safe cycle route from Middle Way to Summertown shops, and because it will discourage parking on the pavement on South Parade
(124) Member of public, (Oxford, Howard)	Two-way cycling – **Support** As a city, we are responsible for providing a better cycling network for the benefit of all residents. Parking amendments – **Support** cars create hazards by parking and getting back in the carriage way and block the view making it unsafe for cyclists
(125) Local resident, (Oxford, Merton Court)	Two-way cycling – **Support** We need to encourage more cycling, prioritize cyclists and persuade more people onto bikes. Pro bike strategies will help this and support local commutes, reducing traffic, safer streets, reducing air pollution. Parking amendments – **Support** If it is harder to park, driving will be discouraged.
(126) Local resident, (Oxford, Monmouth Road)	Two-way cycling – **Support** Allowing two way cycling here will make legal a route often taken by cyclists from Woodstock Road to the shops and cafes of South Parade and Summertown. It seems safe, so why not? Parking amendments – **Support** Single yellow lines are often used for long term free parking outside of their hours of operation. This street is not suitable for that, so double yellows would be much better.

(127) Local resident, (Oxford, Old Road)	Two-way cycling – **Support** As a matter of policy I think EVERY one-way street with a speed limit of 20mph or less should be two-way for cyclists. A concistent policy would add safety as motorists would know to expect two-way cycling in all local one-way streets. This is the policy throughout France where the speed limit is 30km/h or less. Parking amendments – **Support** This is justified by the increased safety.
(128) Local resident, (Oxford, Ridgefield Road)	Two-way cycling – **Support** More safe traffic routes are needed cross city. Parking amendments – **Support** Too often blocked with parked cars
(129) Local resident, (Oxford, Salisbury Crescent)	Two-way cycling – **Support** Cycling is the solution to many of our problems Parking amendments – **Support** We need to reduce the use of cars
(130) Local resident, (Oxford, South Parade)	Two-way cycling – **Support** Two-way cycling happens anyway, I think making it legal would make cycling safer. Parking amendments – **Support** Motorist park on the right hand side of South Parade in a most unkind manner, frequently invading the sidewalk in a way that makes just walking difficult. Navigating that side of the road with a pram or a wheelchair frequently becomes simply impossible. I totally support this measure.

(131) Local resident, (Oxford, Stratfield)	Two-way cycling – **Support** This will regularise huge amounts of contraflow cycling on the short stretch between Middle Way and Stratfield Rd. It will also provide a useful route for people cycling down Woodstock Rd to get to Summertown, allowing them to stay in the bus lane as far as South Parade instead of mixing with motor traffic on Middle Way. Parking amendments – **Support** A necessary concomitant of enabling contra-flow cycling.
(132) Local resident, (Oxford, Stratfield)	Two-way cycling – **Support** Will make some trips easier and more direct, and also regularise massive amounts of technically illegal contra-flow cycling (especially from Middle Way to Stratfield Rd). Please mark a contraflow cycle lane (as on Oakethorpe Rd) and protect its entry (from Woodstock Rd) and exit (onto Banbury Rd) with wands, to prevent motor vehicles overrunning it. Parking amendments – **Support** Need to reduce parking to keep enough width for contra-flow cycling. Also essential if a contra-flow cycle lane is to be marked. Reducing parking here will also improve things for pedestrians, as vehicles are parked on the pavement.
(133) Local resident, (Oxford, Sunderland Avenue)	Two-way cycling – **Support** Will encourage cycling Parking amendments – **Support** Remove cars
(134) Local resident, (Oxford, Thorncliffe Road)	Two-way cycling – **Support** It would make the area much more permeable, but would probably require wands so as not to be dangerous. I would also suggest enforcement needs to be prioritised Parking amendments – **Support** Please enforce existing restrictions as well

(135) Member of public, (Oxford, Banbury road)	Two-way cycling – **Support** Why not put a l t n in as well Parking amendments – **Support** Why not put a ltn in as well
(136) Local Cllr (i.e. Town/Parish/District), (Oxford, Bullingdon rd)	Two-way cycling – **Support** My understanding is that guidance suggests one way streets for vehicles are two way for bikes in order to encourage active travel. This would help local residents within the immediate neighborhood to not have to do a large loop on to a busy dangerous main road by bike to make trips within the streets immediately proximate to South Parade. Two way cycling and introducing no waiting restrictions at any time will make it safer for all people on bikes but particularly children to make journeys in the neighborhood by bike rather than being forced on to busier roads due to the one way system as is currently the case. Parking amendments – **Support** The cars parked currently on the street make it narrower and more dangerous to cycle down in particular when cycling with young children. Removing this will reallocate road space to support cycling and will give a wider passing space for vehicles.
(137) Local resident, (Oxford, Complins close)	Two-way cycling – **Support** Cyclists should be able to take a shorter route - there is enough space. In Ghent, where I'm from, Cyclists can ride in any one way street in both directions and it works well Parking amendments – **Support** Too many cars are blocking the road for cyclists
(138) Local resident, (Oxford, Harpes Road)	Two-way cycling – **Support** Direct access between banbuand Woodstock roads by bike. Parking amendments – **Support** Parking makes it unsafe for cyclists and pedestrians

(139) Local resident, (Oxford, Hayfield road)	Two-way cycling – **Support** Kids school run v important Parking amendments – **Support** Kids need the freedom to move safely without being killed by 4x4s this will help if it happens
(140) Local resident, (Oxford, Islip Road)	Two-way cycling – **Support** My daughter and I cycle daily from Summertown to Jericho to take her to and from her school. I fully support this change to South Parade as it has long been a source of frustration that there isn't a proper cycle route from Woodstock Rd to the Summertown shops area. It would make a wonderful difference to the safety of our daily cycle. We are also regular visitors to the Summertown Library on South Parade which would be positively helped by this change. I really hope this goes ahead! Great idea! Parking amendments – **Support** There is a lot of bad parking by very large cars in this area. A blanket 'no waiting' should help make things clearer. It would improve the experience for the large amount of pedestrians and cyclists in this area with more space and better sight lines.
(141) Local resident, (Oxford, Stone Meadow)	Two-way cycling – **Support** As a cyclist, this would provide an additional west-east route in North Oxford. Further it would stop people parking on the north side of South Parade as often happens. In a recent experience, they refused to move their vehicle even when politely asked to do so. Parking amendments – **Support** See my previous response

(142) Local resident, (Oxford, Stratfield Road)	Two-way cycling – **Support** I would like to cycle in the area with my child and family. Safer cycling would help encourage people too cycle and reduce the air pollution. There is a larger council car park in the area that cars can use. This is a school route for children cycling down startfield Road and crossing at the lights so this should be priority over a bit of parking convenience. Parking amendments – **Support** Keep it clear for bikes, parking just causes everyone else to swerve. They can park in the council car park.
(143) Member of public, (Oxford, Sunningwell Road)	Two-way cycling – **Support** I agree it makes sense for these connecting roads to be two-way for cyclists, as it's often unclear for cyclists how to get between Banbury and Woodstock Road. Parking amendments – **Support** No comment
(144) Local resident, (Oxford, Harbord Road)	Two-way cycling – **Support** I regularly use this route to cycle east to west. When I need to return the alternative routes are much less convenient. I would strongly support 2-way cycling with appropriate safety notices on South Parade. Parking amendments – **Support** The road really isn't wide enough for this. It regularly causes blockages.
(145) Local resident, (Oxford, St John Street)	Two-way cycling – **Support** Additional cycle lanes will help local families who cycle with their children to school. Parking amendments – **Support** Additional cycle lanes will help families who cycle with the children to school

(146) Local resident, (Oxford, Kingston Road)	Two-way cycling – **Support** I cycle in this area daily, and would find the two way option very useful. Parking amendments – **Support** I cycle in this area daily, and would find it very useful to be able to cycle west-east along south parade.
(147) Local resident, (Summertown, Squitchey Lane)	Two-way cycling – **Support** It allows people living north of Summertown a much safer way to the shops. Parking amendments – **Support** Cycling must be given priority
(148) Local resident, Summertown, Sunderland Avenue)	Two-way cycling – **Support** Key route to allow safe cycling around summertown Parking amendments – **Support** Too many people obstruct the footpath and road and make it an unsafe thoroughfare. Today I watched someone abandon their car partly blocking road and footpath to get a cup of coffee. Totally selfish behaviour that put all other road users at risk!
(149) Local resident, Summertown, (Portland Road)	Two-way cycling – **Support** My whole family cycles, and this will benefit us. Also many people park on the right-hand side (as you look down from Banbury Road) and onto the pavement. Often I have had to walk into the road or push my cycle onto the road when walking /wheeling a bike up the street (because you currently can't cycle up there) - and you can't use the pavement because cars have parked on it. Would be helpful on two counts. Parking amendments – **Support** As above.

(150) Local resident, (Summertown, Banbury Road)	Two-way cycling – **Support** Bike safety is abysmal in Oxford. More needs to be done to ensure that people are able to bike safely, so that more people are able to do it and reduce their environmental impact. Parking amendments – **Support** We need to design cities that are for people, not cars.
(151) Local resident, (Summertown, Elizabeth Jennings Way)	Two-way cycling – **Support** To improve the cycling routes and provision in my local area. Parking amendments – **Support** To improve cycling on this road.
(152) Local resident, (Summertown, Lonsdale)	Two-way cycling – **Support** South Parade should be closed to motor vehicles. Entrance from Banbury Road is dangerous. Experience as a pedestrian is bad. Cycle lanes are fine but PLEASE educate cyclists to use their bells. I use the footpath down to the Cherwell School from Lonsdale Road to walk my dog and have many unpleasant experiences of cyclists riding close and fast from behind without warning. I do not wear any form of headphone/earbud and am still taken by surprise Parking amendments – **Support** Too much of this in Summer town.
(153) Local resident, (Summertown, Lonsdale Road)	Two-way cycling – **Support** Simplifying cycle routes. Reducing dangerous parking on north side of South Parade. Parking amendments – **Support** Cycle safety, pedestrian safety.

(154) Local resident, (Summertown, Osberton Rd)	Two-way cycling – **Support** This is a great idea to make the route between homes and schools safer and easier for children and parents, the road is wide enough to support two way cycling and one way car traffic Parking amendments – **Support** This will make it safer to cycle two way along South parade, the road is wide enough to support two way cycling but in the event of a wider vehicle on the road there will be more places for vehicles/cycles to pull in to pass each other safely
(155) Local resident, (Summertown, Portland)	Two-way cycling – **Support** It will be extremely useful. I say so as a cyclist. Parking amendments – **Support** So much wrongly-parked traffic on that side of South Parade.
(156) Local resident, (Summertown, Portland Road)	Two-way cycling – **Support** 1. I support this because it happens all the time anyway, by cyclists contravening existing regulations/signs. 2. Also I very much hope it will also result in improved provision of one way signs for motor traffic, which are currently inadequate (especially for traffic emerging from the several little courtyards and parking areas off the north side of the road), as well as very clear signs to alert pedestrians to the new arrangement. 3. I think the exit of cyclists from the east end of S Parade onto the Banbury Road will need careful consideration and control so near the pedestrian crossing and given the probably visibility problems there. 4. Safety for St Edward's pupils and staff (already compromised by wrong-way cyclists) will need to be ensured. 5. Signage for southbound traffic in Middle Way and northbound traffic in Stratfield Road will need to be put in place to alert them to the two-way traffic. Parking amendments – **Support** I have been concerned for many years that the arrangements in South Parade - and indeed in many other one way streets in Oxford - are in no way conducive to the safety of the driving/cycling/walking/disabled public. Parking onto the pavement should never be tolerated, and damages the pavements as well as often forcing vulnerable people out into the road, often up and down kerbs. South Parade is a particularly complicated street for extra traffic and pedestrian movements.

(157) Local resident, (Summertown, Portland Road)	Two-way cycling – **Support** extra way for cyclists to connect between Banbury and Woodstock Roads Parking amendments – **Support** Road is narrow and congested. Illegal parking on northside of road dangerous and obstructs footpath when vehicles partially parked on it. Very hard for mobility userrs and prams etc to pass
(158) Local resident, (Summertown, Stratfield Road)	Two-way cycling – **Support** I support measures to make getting about without a car easier and more welcoming. I hope you will install wands to protect cyclists and that there will be clear signage on the Woodstock Road, from where it is currently difficult for northbound cyclists to turn right. Parking amendments – **Support** Measures to reduce car use on South Parade will benefit all of us. The measures will need to be be properly enforced.
(159) Local resident, (Summertown, Thorncliffe Road)	Two-way cycling – **Support** Anything to make the city safer for cyclists is a good thing Parking amendments – **Support** .
(160) Local resident, (Summertown, Victoria Roadside)	Two-way cycling – **Support** It gives a safe cycling corridor from West to East.. Parking amendments – **Support** It is much safer all around. Parking efforts at the East end of the South Parade often causes traffic blockages even extending to Banbury Road.

(161) Local resident, (Summertown, Middle Way)	Two-way cycling – **Support** As Middle Way is an existing cycle route cyclists already naturally turn left on S Parade to access the shops. It would be safer for all if there was a designated cycle lane. Parking amendments – **Support** Cars are parking on the pavement on North side of S Parade which blocks prams and wheelchairs. By the way, double yellow lines will not stop them. If not enforced you will have wasted your time.
(162) Local resident, (Summertown, Southdale)	Two-way cycling – **Support** I'm a cyclist and it will make my journeys easier and safer. Parking amendments – **Support** Will make it easier and safer to cycle along South Parade
(163) Local resident, (Summertown Oxford, Hamilton Road)	Two-way cycling – **Support** I'm a cyclist and it is very challenging cycling around the area. Parking amendments – **Support** Too many cars using small side roads
(164) Local resident, (Summertown Oxford, Lonsdale Road)	Two-way cycling – **Support** I cycle this road very regularly to and from school and would LOVE it if this were two way for bikes. It would be much safer for me and the kids and also encourage more cycling in the area. Cycling needs to be prioritised much more than it is in Summertown and this can only help. Parking amendments – **Support** This would encourage safer cycling in Summertown and make a big difference my school run.
(165) Local resident, (Summertown, Oxford, Blenheim Drive)	Two-way cycling – **Support**

	Better access for cycles. Good route for children to/from local schools. Safer with less cars parked as people can park very badly on South Parade Parking amendments – **Support** As before. Parking often unsafe
(166) Local resident, (Summertown, Oxford, Lonsdale Road)	Two-way cycling – **Support** It will significantly improve access to the retail and other facilities of Summertown by residents of the developments west of Woodstock Road and Wolvercote, by bike, and thus encourage this active travel mode. The elimination of unregulated parking on the north side of South Parade is also important, not just in order to facilitate the introduction of two-way cycling, but to terminate the ubiquitous obstruction of the footway by vehicles parking thereupon. These measures are long overdue. Parking amendments – **Support** As already stated, this measure is necessary to eliminate parking on the north-side pavement, which is occurs every evening. When vehicles are not parked on the pavement, the resulting width of accessible carriageway is too narrow for safe movement of vehicles. When vehicles are parked on the pavement, pedestrians are not only inconvenienced, but are put at risk by having to walk in the carriageway.
(167) Local resident, (Summertown, Oxford, Osberton Road)	Two-way cycling – **Support** It would be much safer for cyclists. Parking amendments – **Support** It is quite a busy road between Banbury and Woodstock, and parked cars make it worse.
(168) Local resident, (Summertown, Oxford, Stratfield Road)	Two-way cycling – **Support** I am a cyclist and live in Stratfield Road and this would complement the same two-way traffic for cycles as Stratfield Road. Parking amendments – **Support**

	Only way to make it safe. However the taxis that drop off and pick up at Northern House will need to be accommodated.
(169) Local resident, (Summertown, Oxford, Woodstock Road)	Two-way cycling – **Support** Fantastic idea. Will help with a direct cycle route into and from Summertown. Parking amendments – **Support** Road is very narrow- even now without a cycle lane road can become blocked. Especially if there are large vans or lorries delivering to local businesses.
(170) Local resident, (Oxford, Southdale)	Two-way cycling – **Support** I could not see a detailed plan of the proposal, but when coming up the Woodstock road it is not possible to cross to the Banbury Road for a long stretch. It would make West-East access much better, including for school aged children and families on bicycles. Parking amendments – **Support** I could not see a plan for how this would work, but essentially the public highway should not be used for the storage of vehicles which might then put in danger people cycling or walking by having to navigate around them into traffic. I would imagine that the businesses in South Parade will need some supply deliveries at some point though, so that should be accommodated.
(171) Local resident, (Walton Manor, Hayfield Road)	Two-way cycling – **Support** Coming from Woodstock road is already quite stressful as a cyclist and given SP is usually the most obvious route to get to summertown apart from the restaurants, library and shops, it makes sense to improve accesibility for cyclist through a 2-way access. Parking amendments – **Support** I strongly support no waiting at any times since it's just too stretch to have lorries waiting there.

(172) Local resident, (Waterways, Frenchay Road)	Two-way cycling – **Support** I am an active cyclist living on hte edge of Summertown. This proposal will extend quieter cycling routes through Summertown using both Stratfield Road and Middle way. Both these roads help cyclists stay away from the busier Woodstock road and Banbury Road routes, for at least part of their journeys. Two way cycling along Stratfield Road would also be useful but I imagine residents would oppose the reduction in parking this would require. As an additional thought; pavement parking should not be allowed on any of these roads. The pavements are too narrow to allow for safe access with vehicles parked on pavements. It is very hard to navigate a wheelchair, walker, push chair or pram along these streets, and crossing the road safely is sometimes impossible. The 'wands' on Oakthorpe Road have greatly improved that junction with Banbury Road but, again, I doubt this using this approach more widely would be supported locally. Many thanks for your efforts here. Wendy Stone Parking amendments – **Support** That stretch of South Parade is busy and parked cars make it less safe.
(173) Member of public, (Wheatley, Templars Close)	Two-way cycling – **Support** Cycling should be promoted as a transport choice across the County. Opening up this road for use by cyclists in both directions supports the goal of increasing participation in cycling. Great health outcomes & reduces car usage Parking amendments – **Support** Discouraging car use is as important as prioritising cycle access
(174) Local resident, (Wolvercote, St Peters Road)	Two-way cycling – **Support** Without being able to cycle both ways down South Parade, when you are coming towards town along Middle Way (a nice way to cycle so summertown), in order to get to the west side of summertown shops then when following the law you have to go all the way around Stratfield road and back up Banbury Road which is quiet a big way around. Also, given the incredibly large number of cars that park on the side of the road on South Parade, there is clearly space for a bike lane. There is one on Little Clarendon Street and that is far more narrow.

	Parking amendments – **Support** South Parade is currently abused by waiting cars. This makes the junction with Banbury road fairly dangerous with cars and bikes entering the junction as well as pedestrian traffic crossing fairly often to get in and out of Summertown shops. Without cars on the pavement, there could be a far quieter and calmer liveable street at the top of South Parade with a nice space outside what is currently Columbia Coffee Roasters. I believe there is still an empty retail unit "Travel Solutions" and that might be easier to fill if cars weren't always blocking the pavement on the road.
(175) Local resident, (Wolvercote, Meadow Prospect)	Two-way cycling – **Support** Local resident Parking amendments – **Support** Support
(176) Local resident, (Summertown, Hamilton)	Two-way cycling – **No objection** This will be much safer for cyclists. Parking amendments – **Support** Best for residents and restaurants users
(177) Local resident, (Summertown, Oxford, Capel Close)	Two-way cycling – **No objection** I would like to cycle in South Parade - also on my way back home. I would appreciate if this is allowed. Parking amendments – **Support** It seems well thought through.
(178) Local resident, (Oxford)	**Support** – Having received notice of the above scheme by post, I can say that we are very supportive of adding cycling provision and parking restrictions to South Parade. The flow of traffic is often heavily restricted by cars using the single yellow sections as it is, which is unsafe. It also means that pedestrian walkways are completely blocked on occasion, which again is dangerous.

	Always good to promote additional cycle routes for cyclists and make cycling easy and convenient - it's great for Oxford.
(179) Local resident, (Oxford)	**Object** – I strongly propose to object to the removal of parking in South Parade as a resident of Oxford for over thirty years. Oxford is being the target of consistent anti motorists over the past few years & becoming a hostile place to visit. Can you not for once leave things as they are. I have no knowledge of anyone being killed or injured in South Parade but would be devastated if as a result of your proposals if the shops that are there would got to the wall. Already the street is blighted by empty decaying buildings which is a far more important issue. Leave things as they are!!!

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Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

OXFORD: A4144 WOODSTOCK ROAD – PROPOSED SHARED USE CYCLE TRACK

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the conversion of the footway on the east side of the A4144 Woodstock Road between the A40 Wolvercote Roundabout and Blandford Avenue, to shared-use footway & cycle track as advertised.

Executive summary

2. This report presents responses to the proposals to convert the footway on the east side of the A4144 Woodstock Road between the A40 Wolvercote Roundabout and Blandford Avenue to a shared-use footway & cycle track, as shown in **Annex 1**.

3. The proposal would remove the existing gap in off-road cycle provision on the east side of the Woodstock Road between the existing provision at the A40 Wolvercote roundabout (linking to Sunderland Avenue) and south of Blandford Avenue to Squitchey Lane.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the County Council's Accessibility and Safety Programme, which will also fund their implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate cycling and the safe movement of pedal cyclists in the area.

Formal consultation

7. A formal consultation was carried out between 23 November and 22 December 2023. 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, Oxford City Council, local City Cllr's, and the local County Councillor representing the Wolvercote and Summertown division.

8. A letter was also sent to approx. 30 properties in the area, and street notices were placed on site in the immediate vicinity.

9. Ten responses were received during the course of the formal consultation, comprising of: four objections, three raising concerns, and three in support.

10. Additionally, Thames Valley Police submitted a non-objection.

11. The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Summary of consultation responses

12. Thames Valley Police raised no objection to the proposals.

13. Oxfordshire Unlimited, a local group representing the needs of road users with mobility impairments, expressed support for the proposal but also commended a review of the allocation of the lane marking on the northern section of the Woodstock Road on its approach to the A40 Wolvercote roundabout. Their specific suggestion is relocate the start of the southbound bus lane by approximately 50 metres and extend southwards the length of the two lane northbound approach to the A40 Wolvercote roundabout, thereby increasing the number of northbound vehicles which can enter the roundabout at each signal cycle, to the benefit of motor traffic including drivers with mobility issues

14. Oxford Pedestrians Association sent two responses – both objections - stating that in their view the proposal is contrary to pedestrians and wheelchair users being at the top of the Road Users' Hierarchy, and would further discourage walking and wheeling on this already hostile corner, and would increase tensions between cyclists and pedestrians at a time when we are working to build bridges between non-motorised transport modes. Their response also stated their view that the footway is far too narrow at this point to be shared-use (OxPA holds that to encourage walking and wheeling as forms of urban

transport space needs to be allowed that gives two wheelchair users room to pass one another in safety and dignity). Additionally, they expressed the view that creating shared space on what is currently a pavement plays into the (largely unconscious) bias towards fitting every other transport mode around private cars, which get the middle of the road with the best view and in the best condition.

15. Cyclox, a local group representing pedal cyclists in Oxford, expressed concerns over the proposals, including concerns about the lack of co-production on the scheme and level of detail supplied in the consultation plan. In respect of the proposals themselves, their response noted the proposals do not meet the guidance in the national design guidance on cycle provision (Local Transport Note 1/20) including in respect that some of the route is under 3m width and lacks a buffer space between the edge of the cycle track and carriageway, but also acknowledged that cyclists will make use of the space in any case to avoid being on the carriageway. In view of this their response also included a suggestion for an amendment to the marking of the proposed cycle track where the available width is below three metres. Additionally, it was requested that the cycle track continue across the Blandford Avenue junction, and that the junction radii to be tightened to reduce the speed of vehicles turning to and from the side road. Their response also made reference to the possible relocation of the bus stop in the context of possible changes to the bus lane that are though separate from this proposal.

16. Two objections and one concern were received from members of the public, citing concerns over safety for both pedestrians and cyclists, compliance with current design criteria and the specific hazards due to the number of driveways adjacent to the proposal.

17. Three expressions of support were received from members of the public.

Officer response to objections/concerns

18. The proposal will address a current gap in the provision for cyclists on the east side of the Woodstock Road between the A40 Wolvercote roundabout and the Blandford Avenue junction. The typical dimensions available for pedestrians and cyclists will match (in respect of its width and presence of driveways etc.) the existing provision on both the east and west sides of the road which was originally provided in 1993 and which has served as a well-used amenity of particular benefit to less confident cyclists. If approved, as part of the scheme cutting back of vegetation that has encroached onto and over the highway will be carried out, noting that adjacent landowners also have a duty to ensure that vegetation within their land does not obstruct the highway.

19. While very much acknowledging that national design guidance on cycle provision (Local Transport Note 1/20) states that shared use cycle tracks of this type are not the preferred approach to providing new cycle infrastructure, this guidance nevertheless acknowledges that where other types of provision may not be viable, shared use cycle tracks can be of value. In putting forward the

proposals, officers have taken account of the significant constraints applying to the Woodstock Road as a key route for buses and active travel and consider that at present the scope for providing other forms of cycle provision is not likely to be viable at least in the shorter term, and that as a relatively low cost scheme , the current proposal is appropriate and will support the Council's transport objectives notwithstanding the recognised departures from current standards.

20. The suggestion made by Cyclox for a shared pedestrian / cycle space to be provided in place of a white line segregated provision as currently shown (excepting at the bus stop) is noted and will be investigated taking account of the improvement to the available width following the vegetation clearance works referred to above. It is also agreed that the provision of a continuous cycle track across Blandford Avenue with cycle priority is desirable and although outside the scope of the current scheme, will be investigated as part of wider works as described below.

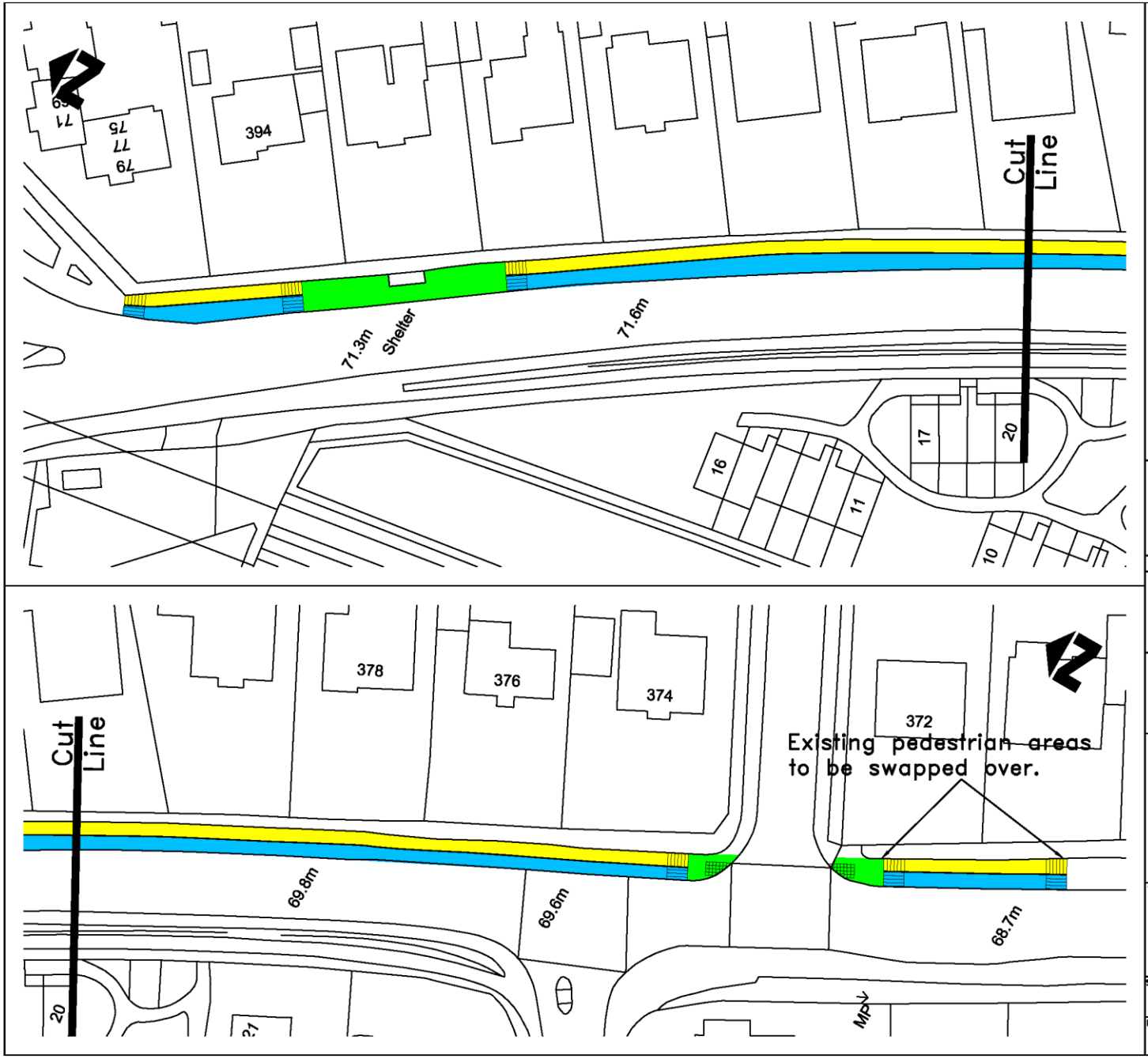
21. The suggestion for relocating the southbound bus lane and extending the two-lane northbound approach to the Wolvercote roundabout is acknowledged. The potential for improvements to northbound bus journey times and reliability are noted however the proposals however sit outside of the scope of this immediate project. It should however be noted that the county council has identified funding to review both bus lane and wider active travel provision on the Woodstock Road, an identified complementary measure for the planned traffic filter trial. The proposal has been shared with the project team developing this piece of work for consideration.

22. Taking the above into account officers consider that the current proposal will be of both immediate benefit and complementary of any subsequent proposals which emerge from the separately funded project to deliver active travel and bus priority improvements to Woodstock Road, and that as a low-cost scheme there is no risk of appreciable abortive expenditure should any future scheme lead to amendments to its detailed layout.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Anthony Kirkwood (Team Leader – Vision Zero)

January 2024



Notes

Pedestrian side of segregated cycle facility

Cycle side of segregated cycle facility

Shared Pedestrian/Cycle facility not segregated by white line

The appropriate tactile paving to be provided at either end of each segregated pedestrian/cycle facility and at side road crossings.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
Corporate Director for Environment and Place
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Oxfordshire County Council
County Hall
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Client

Project

Oxford A4144 Woodstock Rd
Shared Use Cycle Track
A40–Blandford Ave
2023

Title

Consultation Plan

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 07.08.23	Date	Date

Drawing Number

Rev

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Local group/organisation, (Cyclox)	**Concerns** – 1. We would like to mention that there was no coproduction with this scheme which we find very disappointing. The plans provided with it are poor quality, and in particular don't show the widths of the proposed cycle track or whether the cycle track will be separated from the footway by a half-height kerb or just by a painted line. 2. Our own measurements suggest sections of the current footway are well under three metres wide. This does not allow for adequate (LTN 1/201 compliant) separated foot and cycle paths. In practice a space of this width will be used as shared space regardless of how it is marked -- people will want to cycle away from the motor traffic, so will use the "pedestrian" space, and people wanting to walk side-by-side will use the "cycle" space. It is better to mark this as shared space. Note also that with 30mph traffic, LTN 1/20 requires a 0.5 metre buffer between the carriageway and any a cycle track. 3. The southbound bus stop shown on the plan is likely to have to be moved to the south, since without a separate bus lane buses stopping there will back traffic up into the roundabout. 4. The cycle track needs to be continuous across the Blandford Avenue side entry, with clear priority. And the turning radii there should be tightened, to reduce vehicle speeds. Otherwise people cycling will be at risk from traffic turning in, potentially at 30mph given the large current radii -- whether they take a gamble and cross at speed or come to a stop and then have to get across from a standing start.
(3) Local group/organisation, (Unlimited Oxfordshire)	**Concerns** – It seems very sensible. However, before implementing it, consideration needs to be given to a measure that would greatly reduce traffic congestion in Woodstock Road.

	The bus stop outside Nos 392 and 394 Woodstock Road should be moved about 50 metres to the south. The southbound bus lane should start about 50 metres further south than it does at present. That would affect the positioning of the tactile paving and the markings in the currently proposed scheme. The two-lane northbound approach to the Wolvercote Roundabout entry could then be extended by about 50 metres. That would increase the number of cars that could queue side-by side in the two lanes by 7, ie from 6 as at present to 13. At present, when the traffic lights for the entry to the roundabout turn to green, cars enter the roundabout two abreast for, at the most, the first six cars in each lane. For the majority of the green time, the cars enter the roundabout one at a time. Often, when the queue in the offside lane becomes seven cars long, there are only 3 or 4 cars in the nearside lane, and no more can get past the offside lane queue to take up the vacant space in the nearside lane. When that happens, only the first 3 or 4 in each lane enter the roundabout two abreast. Then, in the remainder of the green period, 9 or 10 enter in single file. That is a terrible waste of capacity! Long queues of traffic are frustrating for all of us, but much more so for disabled people. For their comfort, journey times need to be kept as short as possible. With my proposal, a few southbound buses might be delayed for a minute in the morning peak period, however many more northbound buses would each save several minutes in the evening peak period. Please could you pass this on to your appropriate colleagues for consideration. I hope that, in due course, they will be able to tell us at Unlimited Oxfordshire whether my proposal can be implemented. And if not, why not.
(4) Local group/organisation, (Oxford Pedestrians Association)	**Object** – It flies in the face of the policy of putting pedestrians and wheelchair users at the top of the Road Users' Hierarchy, and further discourages walking and wheeling on this already hostile corner, which needs motorised traffic calming rather than catering to.. • The proposal would increase tensions between cyclists and pedestrians at a time when we are working to build bridges between non-motorised transport modes. • The pavement is far too narrow at this point to be shared-use (OxPA holds that to encourage walking and wheeling as forms of urban transport space needs to be allowed that gives two wheelchair users room to pass one another in safety and dignity).

	• Creating shared space on what is currently a pavement plays into the (largely unconscious) bias towards fitting every other transport mode around private cars, which get the middle of the road with the best view and in the best condition. • We have been told that this will be a temporary solution. This is not what our experience tells us. No pavement cycle lane in Oxford has yet been reversed. (The lights that hold every road user up at the top of George St were said to be temporary and under review when they were put in - against OxPA advice - around 20 years ago.) • The road is wide enough at this point for a bus gate and a cycle lane if other motorised traffic was not being pandered to.
(5) Local group/organisation, (Oxford Pedestrians Association)	**Object** – Oxford Pedestrians Association is AGAINST narrowing footways to under 2m - this deters pedestrians and wheelchair users, and encourages cyclists to cycle on footways.
(6) Local resident, (Oxford, Stratfield Road)	**Object** – There is insufficient width for separate cycle track and footway. LTN 1/20 wants 2m for a cycle track (with 1.5m acceptable at pinch points) and a 0.5m buffer from 30mph motor traffic. Regardless of the designation of the space, people cycling will use the full width available (including the pedestrian area) to avoid cycling right next to motor traffic, and to overtake one another, while people walking will use the cycle space if they want to walk two abreast. It is better - especially for the visually impaired - to mark the space to reflect how it will actually be used. The cycle (or the foot-cycle) path needs to be continuous across the Blandford Avenue side entry. The crossings should remain level, with motor traffic forced to slow down by having to negotiate steep ramps, and the corners on the entry should be tightened to further slow motor traffic.
(7) Local resident, (Oxford, Catherine Street)	**Object** – Something again that should be stopped
(8) Local resident, (Oxford, Woodstock Road)	**Concerns** – It is already extremely hazardous for residents of houses on the East side of the Woodstock road in the effected area to drive safely out of our driveways and cross the pavement to access the road because of cyclists speeding along the path without looking for cars as they leave front driveways. Surrounding fences, gateposts, street signs and streetlights, the high level of some boundary embankments and the angle at which driveways exit out onto the pavement means the driveways are totally obscured from view and it almost impossible for drivers to see cyclists

	who are on the path close to the property boundaries whilst it is just about possible to see road users who are in the bus lane or the southbound carriageway in time to avoid hitting them. Even without a marked cycle path cyclists do not look out for emerging vehicles and many become extremely aggressive and offensive if they have to stop, slow down or swerve in order to avoid cars that they have not taken care to avoid. If cyclists are to be encouraged to remain on the pavement (for reasons that I entirely understand) then driveway exits need to be visibly marked on the pavement to indicate a break/gap in the cycle path and right of way so that cyclists slow down and stop to check for exiting vehicles at each driveway. Mirrors should also be installed by the highways authority as part of these changes to enable residents/drivers to check for cyclists approaching at high speed. If not taken into consideration, this proposal will not only fail in its aim to improve cycle safety but it may actually make it worse.
(9) Local resident, (Oxford, Catherine Street)	**Support** – the area is heavily used by cars, cyclists and pedestrians. It is very important to try and maintain all groups safe
(10) Local resident, (Oxford, Catherine Street)	**Support** – I support the proposals, but still think the county council should build the improved cycle lane the whole way down Woodstock Road. These plans unfortunately appeared to have been halted, but would make cycling here a lot more pleasant and safer
(11) Member of public, (Grove, Main Street)	**Support** – Good quality active travel provision is essential to achieve modal change in local journeys. This means separated use carriageways which are safe, direct and uninterrupted. This proposal achieves this well.

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Divisions affected: *Chipping Norton*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

ENSTONE: CHAPEL LANE – PROPOSED ONE-WAY TRAFFIC RESTRICTION

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the proposed One-Way traffic restriction in the southern section of Chapel Lane, as advertised.

Executive summary

2. This report presents responses to the statutory consultation on the proposals to introduce a One-Way Traffic restriction in the southern section of Chapel Lane, Enstone leading to its southernmost junction with the A44 Oxford Road (adjacent to the bus shelter & Post Office), as shown in **Annex 1**. Traffic will enter Chapel Lane at the northernmost junction, and may travel in an east & southwards direction (clockwise) exiting at the southernmost junction where No Entry signs will be displayed to prevent traffic entering from the A44 northwards

3. The proposals have been put forward for road safety reasons, with local residents & the Parish Council raising concerns about the dangers posed by two-way vehicle traffic outside the village shop/post office. The proposals as put forward are considered to be an appropriate means of reducing danger in this location.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the parish council, who will also fund the implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic, and improve road safety especially for the more vulnerable road users (i.e. pedestrians) in the area.

Formal consultation

7. A formal consultation was carried out between 11 May and 02 June 2023. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, East Hanney Parish Council, local District Cllr's, and the local County Councillor representing the Chipping Norton division.

8. A letter was also sent to approx. 425 properties in the area, and street notices were also placed on site in the immediate vicinity.

9. 25 responses were received during the course of the formal consultation, comprising of: one objection (4%), one raising concerns (4%), 22 in support (88%), and one non-objection.

10. The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police raised no objection to the proposals.

12. The scheme can be justified based on the local knowledge and experiences of residents of Enstone, who by this consultation, have offered a very good level of support and appreciation.

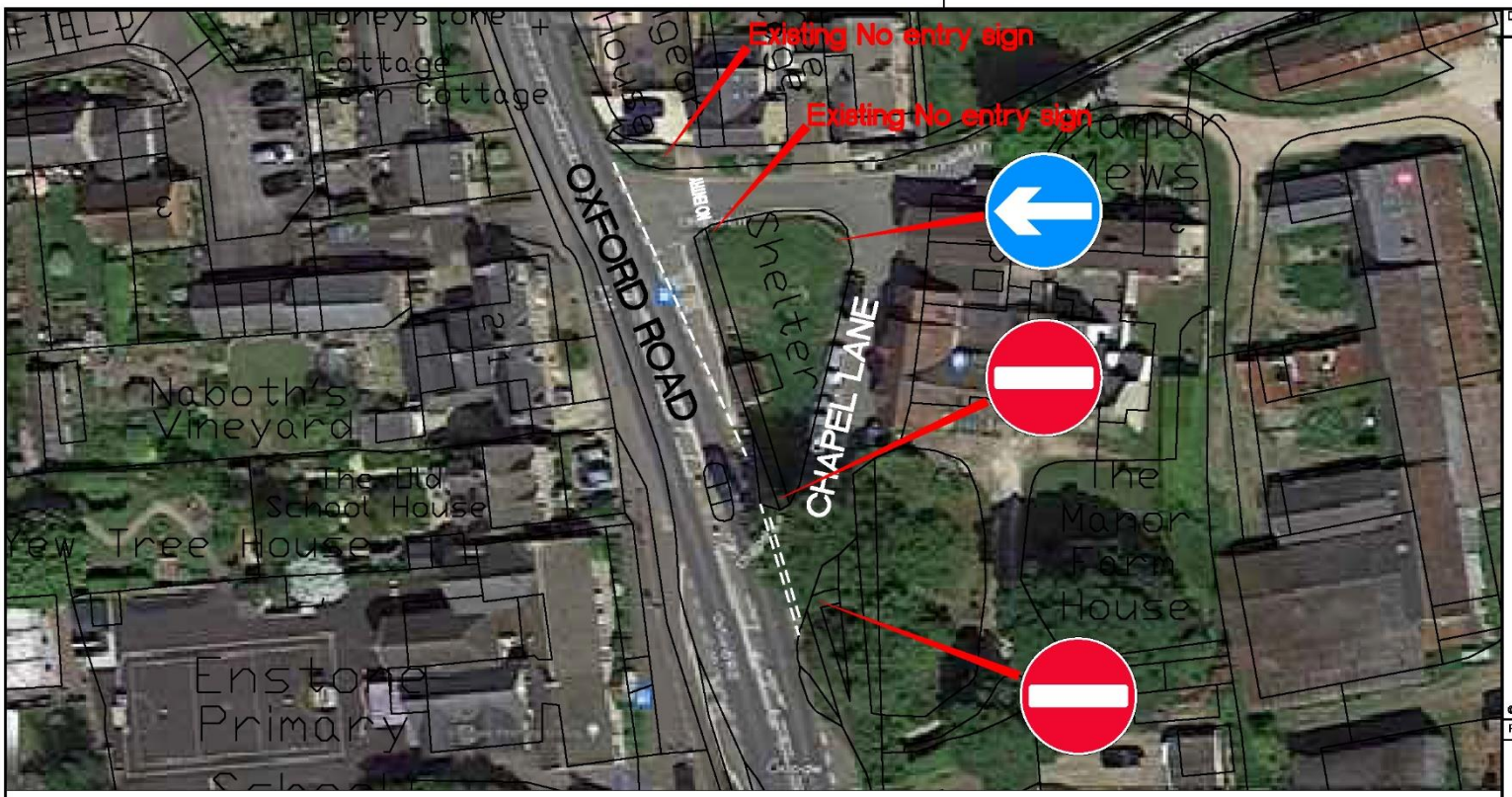
13. The proposal will help manage traffic movements in this specific location, and as such will help improve the overall safety for all users, especially those deemed more vulnerable.

14. The planned signing and lining associated with the proposal will be kept to the regulatory minimum, so as to minimise any visual intrusion/clutter and overall scheme costs.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	James Wright (Senior Officer - Traffic and Road Safety)

January 2024





Additional entry signs (optional)



New No entry signs and road markings

Drawing No.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Owen Jenkins
Director of Communities Operations
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Enstone

Drawing title

Chapel Lane
Proposed ONE WAY

Drawing Status

Scale @ A3	Drawn by JEW	Checked by	Approved by
	Date drawn 09/08	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**No objection**
(2) Local resident, (Enstone)	**Object** - I state most emphatically that I am entirely opposed to the proposed one-way restriction. In my opinion it is quite unnecessary from a road safety point of view and to be deplored from an aesthetic perspective. We in Enstone have at present a still pretty, visually attractive, traditional-looking village centre around the small green, which would be utterly despoilt by the introduction of more, metallic street furniture in the form of the proposed new signs and by the painting of new markings on the road surface. I have lived in Litchfield Close, Enstone for about ten years and before that was a frequent visitor to the village throughout my childhood. In all that time I could count quite easily on the fingers of one hand the number of occasions I have witnessed a vehicle not entering or leaving Chapel Lane in the direction your proposal would wish and even then (because of the geography of the roadway) they have always done so at very slow speed, without posing any danger to anyone. In my 53 years of life I have never seen or heard of any accident of any kind occurring in Chapel Lane. In reality, in my view, no significant danger or peril to road users actually exists under the existing state of affairs. Therefore, the Council's proposal is, to my way of thinking, entirely unnecessary and unwanted and would be - were it to go ahead - on balance very much to the detriment of the village and a thoroughly wasteful and inappropriate expenditure of all too scarce public funds. I for one DO NOT WISH THIS PROPOSAL TO BE IMPLIMENTED and hope most earnestly and sincerely that it will be dropped. There are potholes galore of a dangerous depth along extended sections of the Old London Road between The Beaches and Enstone that have been present for years now, unattended. These DO pose a genuine danger to the integrity of vehicle tyres and oblige drivers to swerve erratically to avoid them. In my opinion, the Council's resources would be far better employed in repairing these menaces than in squandering them unnecessarily in Chapel Lane where the proposed measures are unwanted and would serve only to destroy the present beauty of the heart of the

	village.
(3) Local resident, (Enstone, The Spinneys)	**Concerns** - Re- Cost/benefit of the proposal. Given the location and restrictions it does make sense for traffic to flow in one direction. However, do not most people drive into the shop parking area from the south entrance as, it is by far the safest entrance and there is already a No Entry signage on the road should anyone be incompetent and attempt to use this blind exit. How many accidents or near misses have actually occured? To be precise in section 3 Traffic Order document, One-Way Traffic 3. The "Section if Road" means that part of Chapel Lane leading southwards from the northernmost section of Chapel Lane east of the A44, to the southernmost junction with the A44. the southernmost junction of Chapel Lane with the A44 is actually several hundred yards down the hill. Unless you are proposing the whole length of Chapel Lane becomes a one-way system, which I believe is not the purpose of this proposal/amendment.
(4) Local group/organisation, (Unlimited Oxfordshire)	**Support** – The proposal seems to be very sensible, as it will remove conflict between turning vehicles at the northern end of the short north-south length of Chapel Lane. That conflict causes some vehicles to come very close to the narrow footway, which must be intimidating for pedestrians, particularly those who use walking aids or have poor eyesight. Therefore Unlimited Oxfordshire supports this proposal.
(5) Local resident, (Enstone, Bicester Road)	**Support** - It makes sense to have a one way system - I thought there was already one in place and one exit (the proposed 'IN') as it currently stands is completely blind because of the house on the corner.
(6) Local resident, (Enstone, The Drive)	**Support** - For increased safety for drivers and pedestrians.

(7) Local resident, (Enstone, Cleveley Road)	**Support** - It's already treated as a one way may as well make it official
(8) Local resident, (Enstone, Lidstone)	**Support** - It feels safer to have one -way traffic
(9) Member of public, (Enstone, Crossways Court)	**Support** - Live in village
(10) Local resident, (Enstone, Banbury Road)	**Support** - Likely to be safer for all.
(11) Local resident, (Enstone, Chapel Lane)	**Support** - This will make the entry and exit on and from the a44 a lot safer. Currently only having no entry signs at one end of this road seems to cause confusion for many drivers from what I've witnessed. Regularly drivers pull onto Chapel Lane at the current 2 way junction and then turn back onto the a44 at the wrong end, assuming they can simply loop around, completely ignoring the no entry/exit signs. As this corner is completely blind, both from Chapel Lane and the a44, someone will cause an accident eventually. A one way system would also stop people clogging up the top of Chapel Lane doing 3 point turns where it is already narrow when cars are parked. Overall it would be much more simplified and safer to have this section as one way.
(12) Local resident, (Enstone, The Drive)	**Support** - I am a local resident who regularly uses the shop, and drop off and pick my daughter up from the school bus every morning and evening from the consultation area. It is a common site to witnessed vehicles parked on the double yellow lines the left of the proposed one way exit, such that the when cars are parked in the designated parking area (directly inform of the shop) there is very little space to pass via the gap. Certainly an emergency vehicle such as a fire engine or ambulance would not be able to get through. I have personally witnessed at least 4 cars wing mirrors or doors being hit/damaged due to the limits space. Road rage is a common occurrence when vehicle enters the proposed exit of the one way system and other vehicles are in the process of exiting, especially when cars are parked both sides. I have also witness Oxfordshire Council refuse lorries exit the no exit sign on the blind corner onto Oxford Road. The current situation is extremely dangerous and poses a significant risk if emergency vehicles can not exit the area safely, when cars are parked at both sides. There is no way of turning when the space are fully with parked cars. I would actually go afar as the entirety of Chapel Lane should be one way due to the extremely narrow lane and all the numerous parked cars.

(13) Local resident, (Enstone, The Paddocks)	**Support** - Seems a practical simple solution to the problem. Slightly restricts options for traffic exiting Chapel Lane itself, but makes their entry to the traffic flow more predictable
(14) Local resident, (Enstone, Cleveley Road)	**Support** - I concur with the planned one-way route around this island. It is the way I use as I feel it is the safest way to gain access to the shop and for leaving the parking bay to join the A44 going south(ish) bound.
(15) Local resident, (Enstone, Cleveley Road)	**Support** - This proposal will prevent vehicles from entering Chapel Lane from the south and then having to either 3-point in an inappropriate place or drive the length of Chapel Lane to exit. It will also prevent vehicles entering Chapel Lane from the south from exiting to the north against a No Entry sign and on to the A44 at a dangerous junction.
(16) Local resident, (Enstone, Chapel Lane)	**Support**- The one way system should have been implemented years ago. The flow of traffic around the green with a one way system will be much safer. Currently, people driving in from the wrong end do one of three things. Drive down Chapel Lane, a U-turn before driving out the only legal way, or illegally turn out ignoring the no entry sign, which is incredibly dangerous, as no visibility. It's really important that this goes ahead.
() Local resident, (Enstone, Chapel Lane)	**Support** – Excellent. I have been campaigning for the one-way system to be implemented for many years!
(17) Local resident, (Enstone)	**Support** – Thank you for the letter regarding the proposed one way system on Chapel Lane in Enstone. It's a good idea to have a one way system and I wondered in the process of you could address the parking? I have attached a photo and where there is a red cross a vehicle frequently parks making it a tight fit for passing traffic. I think this is due to the double yellow lines having been painted over with grey paint? This could be legitimate but it could spoil the flow of traffic if it continues.
(18) Local resident, (Enstone, Oxford Road)	**Support** – I have received your letter with enclosed map. I agree with the changes, and for years now I have already been following this route to get to our village shop. Well done

(19) Local business, (Enstone, The Green)	**Support** – We are completely agree with your decision which is good for residents. Please consider our shop deliveries too. Every week we are getting deliveries from other cash and curries like Bestway and bookers. normally they are using big trailers to deliver product. normally Delivery drivers parked their vehicle on the oxford road then reversing in to the chapel lane to deliver us because big trailers unable to turn other way (currently no entry sign board way). we are unable to take deliveries from oxford road because we are getting deliveries from wood pallets. Oxford road is very narrow road delivery vehicle parked on that road which will make more congestion to other road users. if you have any additional sign like only delivery vehicle or similar any other sign which would be perfect to our small business.it will help us lot. small request -front of the shop there are restriction parking spaces only for 2 hours free parking but every one parking more than two hours, Saturday and Sunday they are parking whole day Which will affect our business. our customer unable to park their vehicles front of the shop. i think if we can change for 30 minutes free parking would be perfect to us and our customer.
(20) Local resident, (Enstone)	**Support** – As a resident of Enstone and a regular user of the shop, I think the One Way proposal very sensible.
(21) Local resident, (Enstone, The Spinneys)	**Support** – We have lived in Enstone for 50 years and welcome this change in Chapel Lane. It has been along time coming and hopefully will make the area in front of the shop safer for pedestrians and motorists.
(22) Local resident, (Enstone, The Spinneys)	**Support** – We agree with the proposals for the One-Way restriction for Chapel Lane, a sound idea. Whist on the subject of 'Road Safety', I have concerns with the grass verge at the junction of Cox's Lane & the Charlbury Road (in Enstone). The height of the vegetation significantly restricts the view for drivers exiting Cox's Lane onto the Charlbury Road. In the interests of safety, I cut the grass about 3 times a year, I have approached the parish council but understand this in not their responsibility (so much for road safety). Does the County have any responsibility for this situation please?

(23) Local business, (Enstone)	**Support** – fully support the proposal to create a one way system in front of the Enstone shop. This should have been done long ago but from Parish Council minutes they appear to have been indecisive about parking issues in this part of the village. In addition to the one way system we would ask you to seriously considering parking in front of the shop by limiting this to ONE SIDE OF THE ROAD only. This would ensure there is always proper access for Emergency Service vehicles and of course access for agricultural vehicles to the Manor Farm fields we own.
(24) Local resident, (Enstone)	**Support** – Please make it one way. It is dangerous as it is now.
(25) Local resident, (Enstone, Oxford Road)	**Support** – I am in favour of the suggestion which to be honest I thought was in place anyway. This is the way most people use this road - as in, in one side (the north end) and out the other (south). I think that any formalisation of this way of use can only be a good thing.

Divisions affected: *Sonning Common*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

SONNING COMMON: WIDMORE LANE – PROPOSED ZEBRA CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the construction of a zebra crossing on Widmore Lane in Sonning Common, as advertised.

Executive summary

2. This report presents responses to the statutory consultation on the proposals to construct a zebra crossing (a crossing for use by pedestrians only) on Widmore Lane approximately 50 metres east of its junction with Pond End Road, as shown in **Annex 1**.

3. The proposals have been put forward as a result of adjacent residential development.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate the safe movement of pedestrians in the area.

Formal consultation

7. A formal consultation was carried out between 24 October and 24 November 2023. 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, South Oxfordshire District Council, Sonning Common Parish Council, local District Cllr's, and the local County Councillor representing the Sonning Common division.

8. A letter was also sent to approx. 10 residential properties in the area, and street notices were placed on site in the immediate vicinity.

9. Six responses were received during the course of the formal consultation, comprising of: two objections, and four raising concerns.

10. The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police raised no objection in principle to the proposals - however, did raise concerns over aspects of the design, notably the presence of a vehicle maintenance parking bay within the controlled area of the crossing itself.

12. Speed survey data was assessed at the planning application stage, and was deemed acceptable. Further justification can be made due to the speed limit of the road being lowered to 20mph. A further speed survey will be carried out once the zebra crossing is in place (if approved), with any concerns resulting in the developer looking into possible further measures to ensure lower speeds are maintained.

13. The vehicle maintenance bay is located in the best area within available highway land, if required temporary 'stop & go' traffic management can be utilised when maintenance is required.

14. The vision splays are in line with the current guidelines in the 'Manual for Streets', and have been deemed adequate for the speed of the carriageway in question. Additionally, the drainage design has been approved by the Lead Local Flood Authority (LLFA).

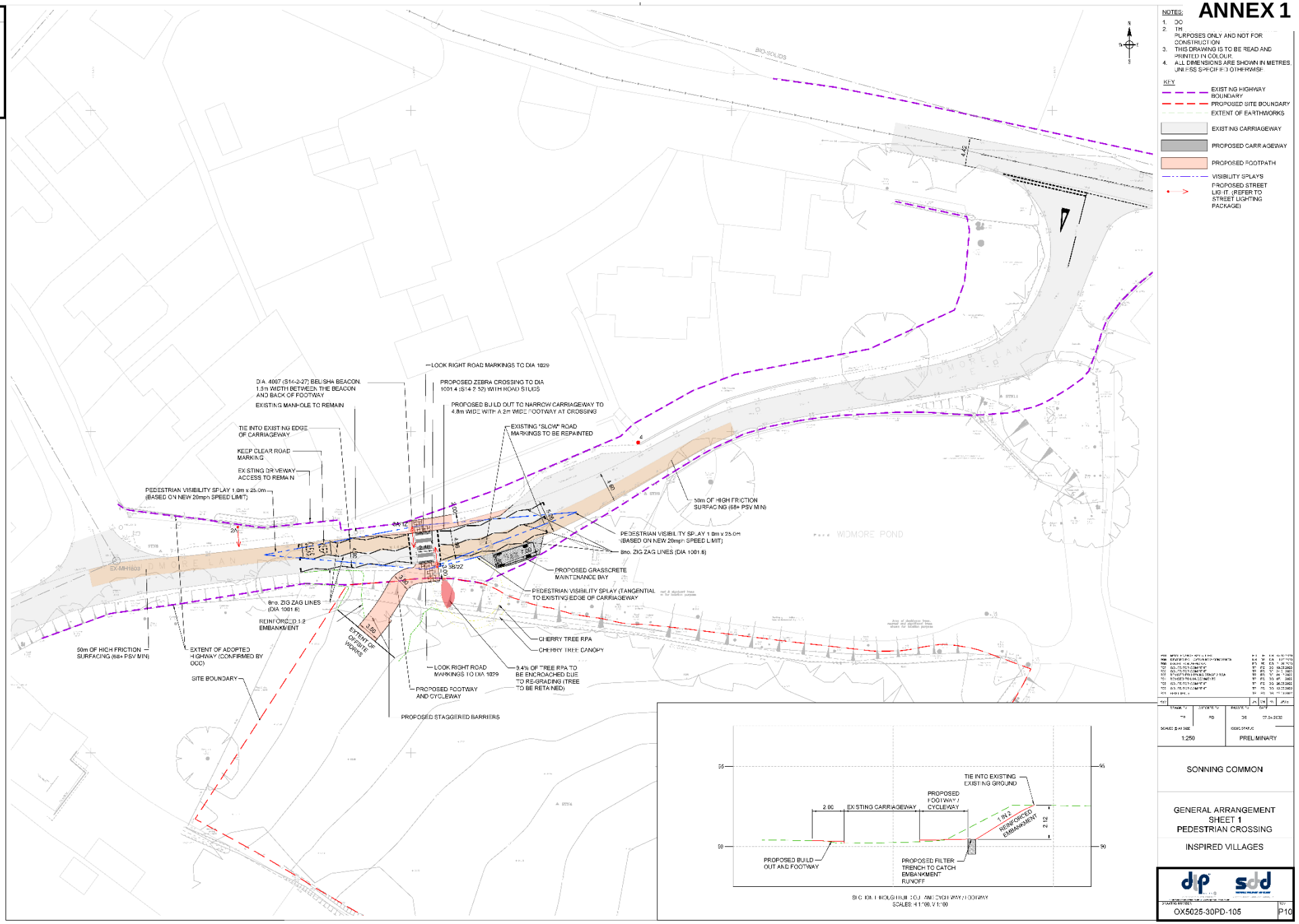
Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Rosie Wood (Senior Engineer)

January 2024

ANNEX 1


NOTES:
1. DO
2. TH
PURPOSES ONLY AND NOT FOR CONSTRUCTION
3. THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR.
4. ALL DIMENSIONS ARE SHOWN IN METRES, UNLESS SPECIFIED OTHERWISE
KEY
EXISTING HIGHWAY BOUNDARY
PROPOSED SITE BOUNDARY
EXTENT OF EARTHWORKS
EXISTING CARRIAGEWAY
PROPOSED CARR AGEWAY
PROPOSED FOOTPATH
VISIBILITY SPLAYS
PROPOSED STREET LIGHT. (REFER TO STREET LIGHTING PACKAGE)
DIA. 4007 (S14-2-27) BELISHA BEACON. 1.5m WIDTH BETWEEN THE BEACON AND BACK OF FOOTWAY
EXISTING MANHOLE TO REMAIN
TIE INTO EXISTING EDGE OF CARRIAGEWAY
KEEP CLEAR ROAD MARKING
EXISTING DRIVEWAY ACCESS TO REMAIN
PEDESTRIAN VISIBILITY SPLAY 1.0m x 25.0m (BASED ON NEW 20mph SPEED LIMIT)
LOOK RIGHT ROAD MARKINGS TO DIA 1029
PROPOSED ZEBRA CROSSING TO DIA 1001.4 (S14-2-52) WITH ROAD STUDS
PROPOSED BUILD OUT TO NARROW CARRIAGEWAY TO 4.8m WIDE WITH A 2m WIDE FOOTWAY AT CROSSING
EXISTING "SLOW" ROAD MARKINGS TO BE REPAINTED
50m OF HIGH FRICTION SURFACING (68+ PSV MIN)
PEDESTRIAN VISIBILITY SPLAY 1.0m x 25.0m (BASED ON NEW 20mph SPEED LIMIT)
8no. ZIG ZAG LINES (DIA 1001.6)
PROPOSED GRASSCRETE MAINTENANCE BAY
PEDESTRIAN VISIBILITY SPLAY (TANGENTIAL TO EXISTING EDGE OF CARRIAGEWAY
8no. ZIG ZAG LINES (DIA 1001.6)
REINFORCED 1:2 EMBANKMENT
EXTENT OF ADOPTED HIGHWAY (CONFIRMED BY OCC)
EXTENT OF OFFSITE WORKS
CHERRY TREE RPA
CHERRY TREE CANOPY
LOOK RIGHT ROAD MARKINGS TO DIA 1029
9.4% OF TREE RPA TO BE ENCROACHED DUE TO RE-GRADING (TREE TO BE RETAINED)
PROPOSED FOOTWAY AND CYCLEWAY
PROPOSED STAGGERED BARRIERS
SITE BOUNDARY
WIDMORE POND
TIE INTO EXISTING EXISTING GROUND
PROPOSED FOOTWAY / CYCLEWAY
2.00
EXISTING CARRIAGEWAY
1 IN 2 REINFORCED EMBANKMENT
2.12
PROPOSED BUILD OUT AND FOOTWAY
PROPOSED FILTER TRENCH TO CATCH EMBANKMENT RUNOFF
SCALES: H 1:100, V 1:100
SCALES @ A1 SIZE
1:250
PRELIMINARY
SONNING COMMON
GENERAL ARRANGEMENT SHEET 1
PEDESTRIAN CROSSING
INSPIRED VILLAGES
OX5025-30PD-105
P10

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – In principle I am not objecting to the crossing only the design. The drawing shows a Vehicle Maintenance parking bay within the controlled area , meaning any vehicle parked there would contravene the regulations .It would also obscure inter visibility between Vehicles and Pedestrians waiting to cross. Has speed data been obtained and do current speeds support a crossing at this location.
(2) Local Parish Cllr, (Sonning Common, Woodlands Road)	**Object** – We have no other Zebra crossings in Sonning Common - it is not in keeping with the rural nature of the Village. The visibility splay appears to be completely in adequete from coming down the hill round the corner and behind a tree before seeing the crossing, even if it is a 20mph zone which many do adhere to. The drainage submitted of a filter drain at the toe of the embankment is completely in adequete to capture the increasing intense rain we see as they are designed only to slowly capture small amounts of rain fall and flow which will be running off the steep adjacent slope very quickly, meaning this will contribute to the flooding at the bottom of the Widmore lane on a popular route to school.
(3) Local Parish Cllr, (Sonning Common, Kennylands Road)	**Concerns** – The existing narrow width of the carriageway in Widmore Lane in this vacinity, adjacent to the Widmore Pond means that traffic has to adopt an informal one-way system to pass. There is no mention of this in the scheme and the general arrangement plan (sheet 1) does not make this at all clear. So firstly this should be shown as an existing problem to be resolved. Secondly, it appears to me that given the proximity of this crossing that it is an opportunity to incorporate a formal 'Give Way' system using a build-out chicane to control vehicle movement. This would make not only the new crossing safer but also the existing road. Even better and at little or no extra cost incorporate a cycle through-route into the design. (See https://hedgehogcycling.co.uk/wp/2022/05/24/build-outs-and-chicanes/). This would also speak to the SC Parish Council's wider aspirations for Cycle routes and Active Travel in the village.

(4) Local resident, (Sonning Common, Pond End Road)	**Object** – This whole new development has had such a resounding NO from so many of the residents. Mainly because the proposed development being built on an AONB. Now you want to put a zebra crossing in to suit the new building when, for years we have needed a zebra crossing at the bottom of Widmore Late, for parents and children crossing on their way to the traffic lights on Peppard Road. Traffic turns into Widmore Lane so fast (even though it's a 20mph area)which makes it extremely dangerous for anyone trying to cross Widmore Lane. Widmore Lane is a country lane and the hideous sight of a Zebra crossing right by our lovely Roman pond is just not acceptable and is going to completely spoil the look of the whole area. The only people who will benefit are the residents of the Retirement Village and will be of no use at all to residents of the houses here and in Widmore Lane. In all the years I have lived here (57) there has never been a problem at the top of Widmore Lane but as traffic has increased, a zebra crossing is definitely required at the bottom end for cars coming off of Peppard Road into Widmore Lane. I know our opinions won't be listened to but feel so strongly about this that I felt I had to contact you. It doesn't seem right that this is only being proposed now just to placate the developers.
(5) Local resident, (Sonning Common, Pond End Road)	**Concerns** – Widmore Lane should remain a lane and lanes do not have pedestrian crossings. The powers that be have allowed this lane to become a main thoroughfare for far too many heavy vehicles. For instance this morning within the space of five minutes three large vehicles used the lane. First to trundle up was a large lorry carrying what looked like very large wheel barrows and enormous bags which may have been cement containers. Next came a giant lorry carrying gas canisters, this one being a regular vehicle. Thirdly a clattering lorry transporting a large empty skip. The majority of cars using the lane ignore the speed limit. Also the very small notice requesting construction lorries not to use Widmore Lane cannot be seen. We require an enormous notice please. This lane has a blind spot, three nasty bends plus only one vehicle has enough space to pass the pond. Our pond has always had visits from families with children watching the ducks. No one has ever been concerned that they may benefit from a crossing so why pander yet again to Widmore Place whose residents should use the entry / exit on this new development which will be in Blounts Court Road. I must add I do wonder if anyone from your planning departments has ever spent any length of time, preferably a whole day, early morning through to the evening taking stock and noting the comings and goings in this lane.

(6) Local resident, (Sonning Common, Widmore Lane)	**Concerns** – The proposed crossing is at the most DANGEROUS point possible: The line from the BOTTOM of Widmore Lane shows a sharp RIGHT hand bend with a left turn. (Pond End Road) The motorist is unaware of what is coming DOWN the lane. S/he usually takes to the middle of the road. The proposed crossing is JUST short of another bend. A left hand bend with the pond to the right. This is followed by another left bend on to a steep T junction. The point being made is VISIBILITY for road traffic up and down the Lane. Danger to pedestrians. Fiddling with kerb alignment will not improve visibility or safety 3. The minute well concealed notice at the bottom of the lane on ONE side of the road will do nothing to deter construction vehicles from using the lane. 4. The 20MPH speed limit is not being adhered to. Drivers hurtle round the last bend while approaching the bottom of the lane, oblivious to the possibility of other traffic, pedestrians, animals or other obstacles. I reverse into my drive way and regularly come into eyeball contact with these people. I along with at least 2 neighbours will no longer have a cat due to the rate at which they are slaughtered. I would prefer to see my council tax spent on current residents' safety rather than that of some non-existent possible cyclists' from an unwanted development

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Divisions affected: *Banbury Calthorpe, Banbury Grimsbury & Castle, Banbury Hardwick, Banbury Ruscote, Bloxham & Easington*

CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 January 2024

BANBURY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Banbury as advertised.

Executive summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Banbury as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

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

Sustainability Implications

4. The proposals would help encourage walking and cycling within Banbury by making them safer and more attractive.

Formal consultation

5. Formal consultation was carried out between 16 November and 08 December 2023, which was later extended to 30 November. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Banbury

town council, and the local County Councillors representing the Banbury Calthorpe, Banbury Grimsbury & Castle, Banbury Hardwick, Banbury Ruscote, and Bloxham & Easington divisions.

Statutory Consultee Responses:

6. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Cllr Cherry supports the proposals. Cllr Mallon objects to 20mph speed limits on the strategic routes as it would increase pollution and congestion, jeopardising essential local deliveries and, critically, the efficient flow of traffic. Banbury Town Council object expressing similar views to Cllr Mallon; it would not object if the limits on the major routes remained unchanged.

7. Victoria Prentis MP expresses similar concerns about 20mph limits on major routes creating delays and quoted the latest Government advice of tailoring speed limits rather than a blanket approach. She highlighted her heavy postbag over this issue with broadly 1/4 of constituents who had contacted her directly in support, with the remaining 3/4 expressing concerns or objections.

8. Banbury Active Travel Supporters (BATS) support the proposals with two of their members independently expressing support and both suggesting the local MP view may not wholly reflect the views expressed by her constituents. Cherwell District Council had no observations to make.

Other Responses:

8. 649 online and four email responses were received. Support for the proposals was expressed by 136 local residents, five members of the public, three local councillors, two local groups/organisations, and two businesses. Concerns were expressed by 78 local residents, members of the public & local businesses, whilst 427 respondents objected to the proposals.

9. The following table is a summary of all the objections and concerns received with the views of many respondents covering more than one category:

View/Opinion	**Number of responses**
Increased congestion	148
Unnecessary	138
Waste of Money	110
Will increase pollution	107
Less blanket approach / not on major roads	79
Increased journey time / adverse effect on national and local economy and town centre viability / compromise deliveries	76
30 mph is fine / 20 is too slow	64
Only outside schools (mainly) / hospitals / pedestrian areas etc.	45

Increased danger from driver frustration and poor overtaking	56
A ridiculous idea	56
Will not be respected / will make no difference	43
No safety justification	40
Will not affect modal shift / Public Transport is too inadequate	35
Cannot / will not be enforced	28
Will have an adverse effect on safety	28
More dangerous from drivers reduced concentration focussed on speedometer	27
Educate drivers and children instead	15
Calm hotspots instead	7
Delivery drivers will be unable to keep to timetables	6
False sense of security for pedestrians / Make it a blanket 20 limit	1 each

10. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	**Number**
Yes – walk/wheel more	35 (5%)
Yes – cycle more	38 (6%)
No	525 (81%)
Other	52 (8%)

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

Officer response to objections/concerns

12. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

13. The 653 responses equate to 1.5% of the population. The core issue is the Town Council's strong concern around unduly low limits on major routes adversely affecting traffic flows. 71 online respondents appear to share this concern directly or indirectly and the 148 responses citing increased congestion

arguably also share this concern. Only one respondent objected on the grounds it should be a blanket limit.

14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Geoff Barrell (Team Leader – Traffic and Road Safety)

January 2024



Banbury 20mph | Revision 1.0

Legend

Proposed 20
Existing 20
Not within Highway Boundary
Existing 30
Existing 40
Existing 50
Existing NSL
Not Public Highway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	16.05.23	First draft	C.W		
1.0	09.10.23	Consultation Plan	C.W		

OXFORDSHIRE COUNTY COUNCIL
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Project title: Banbury 20mph Scheme

Drawing title:
Banbury 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by G.JB	Approved by G.JB
	Date drawn 09.11.23	Date checked 09.11.23	Date approved 09.11.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**Concerns** – 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. 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. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	However, I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing. Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Banbury Town Council	**Concerns** – We consider that it is appropriate that the proposal includes all the residential public highways in the town, following the pattern introduced a short while ago in the Bretch Hill area. We also support the inclusion of town centre streets. However we object to introducing 20mph limits for many of the cross-town and through-town routes. Specifically you do not agree to the following roads being reduced to 20mph - Warwick Road from Orchard Way to Southam Road - Southam Road from the cemetery to Castle Street - Broughton Road from Woodgreen Road to Banbury Cross - Oxford Road from Upper Windsor street and South Bar to Banbury Cross - Horsefair and North Bar - Hightown Road and Swan Close Road - Windsor Street from Morrisons to the canal - Bridge Street and Middleton Road to Daventry Road - Castle Street and Cherwell Drive In our view all of the above proposed routes are important cross-town routes and some form part of the strategic through-town routes. The reduction of these roads to 20mph is likely to not only reduce traffic speed but may also add to congestion and hence air pollution. In addition a lowering of traffic speed may impact detrimentally upon the speed of bus services and their regularity. Whilst we recognise that there is a balance to be struck with regards to road safety in our view the increased congestion is likely to be significant and should be avoided.

	In addition to the impact upon bus services referred to above there may well be added costs to elderly and disabled residents and others who have to use taxis for most of their journeys, as the time clock on such journeys will be running for longer and hence the journey will cost more. Another impact will be on local delivery routes such as chemists as these around town journeys will take longer and it will not be possible to deliver to as many customers during the working day. This could lead to such deliveries becoming uneconomic for the local chemists/shops to continue to provide this service and lead to vastly poorer outcomes to those for whom these services are a lifeline. We do not believe that these issues have been taken into account fully and that there will be detriment to public transport users, elderly and disabled, local businesses and those in need of regular medication/services who may be housebound or have no access to public transport or other means of transport. Overall therefore we are opposed to the scheme as currently proposed. If the cross-town and through-town routes are excluded our objections would be removed. In earlier presentations on the prospect for 20 mph limits I recall that it was said that these schemes would not be imposed upon local communities, and that if local councils and County Councillors objected changes to the schemes would be made. I trust that this is still the case. The Town Council is of course willing to have further discussions with you on the proposals if this would move the proposal forward to a mutually satisfactory conclusion. Travel change: **Other** Yes in that slower traffic speed may cause some people to not use buses but revert to their car as no advantage from using the bus
(3) Local County Cllr, (Banbury Ruscote division)	**Support** – I fully support the recommendation for lower speed limits in Banbury Ruscote and especially Warwick Road. I look forward to seeing the feedback from the public consultation and want pass on my praise for work Oxfordshire county council officers to get us to public consultation stage regarding the Banbury proposed 20mph Speed Limits.
(4) Local County Cllr, (Bloxham & Easington division)	**Object** – In the informal talks with OCC I asked that all main/arterial roads and main internal cross town roads should remain 30 or 40 as they are now. OCC have partially done this but when it gets towards the town centre the proposals

	are to cut to 20mph. this would in my opinion lead to congestion and extra pollution and have a detrimental effect on air quality The fact that if these proposals go through, they will severely restrict busses keeping to schedules, formerly agreed with OCC as the Transport Authority and S106 funding, It will also add costs to elderly and disabled who have to use Taxis for most of their journeys as the clock will be funning for longer that now. All deliveries but especially such as those of a medical nature or medication delivered by local small chemist vans from local pharmacies will not be able to deliver to as many during the working day, delays will inevitable affect the number of drops achievable. This could lead to such deliveries becoming uneconomic for the local chemists to continue to provide this service and lead to vastly poorer outcomes to those for whom this service is a lifeline. These issues have not been taken into account and will be detrimental to public transport users, elderly and disabled, local businesses and those in need of regular medication who may be housebound or have no access to public transport or other means. If you look at the Consultation Plan you will see all the proposed 20mph streets in light blue, this includes all the residential public highways in the town, following the pattern introduced 30 years ago in the Bretch Hill area. I was a resident of that 20mph zone and as witnessed, no enforcement was ever implemented and none will be implemented in this scheme making it a waste of council taxpayers monies when that money could and should be used to repair our failing highway infrastructure both roads and paths. Indeed if the paths were repaired it would do a lot more to increase pedestrian usage as at the moment many do not feel safe walking on broken and poorly maintained. I therefore also formally request the costing of this banbury element of the counies 20mph policy to include officer time, publication, legal costs, lines and signs implementation in fact in full. pedestrian footpaths. Your proposals includes all town centre streets. More controversially it also shows a reduction to 20mph for many of the cross-town and through-town routes. Specifically you will note that the following are proposed to be reduced to 20mph: - Warwick Road from Orchard Way to Southam Road - Southam Road from the cemetery to Castle Street - Broughton Road from Woodgreen Road to Banbury Cross - Oxford Road from Upper Windsor street and South Bar to Banbury Cross - Horsefair and North Bar

	- Hightown Road and Swan Close Road - Windsor Street from Morrisons to the canal - Bridge Street and Middleton Road to Daventry Road - Castle Street and Cherwell Drive In my view all of the above proposed routes are important cross town routes and some form part of the strategic through town routes. The reduction of these roads to 20mph is likely to not only reduce traffic speed but may also add to congestion and hence air pollution. Whilst I recognise that there is a balance to be struck with regards to road safety in my opinion the increased congestion is significant and should be avoided. I do not believe that 20mph is necessary and acceptable on these roads. I do therefore object to the introduction of 20mph zones on all the above highlighted routes in italics. I wish this to be classed as a formal response to the consultation on this matter.
(5) Local MP, (Banbury)	**Concerns** 1. Background 1.1. In recent years, there has been an increased focus on 20mph speed limits locally. This is largely the result of the current campaign by Oxfordshire County Council to replace 30mph limits with 20mph, as well as a wider national discussion. Throughout, I have received correspondence from those constituents who have sought a 20mph limit for their communities, but also from those concerned by the county-wide approach. 1.2. Since the launch of this consultation, I have been contacted by a significant number of constituents who live in Banbury and the surrounding villages. Some residents wanted to express their support for these proposals in full. The majority of those who have contacted me - over three quarters - however, wished to raise concerns about the plans. Broadly speaking, my constituents' views can be grouped as follows. 2. Road Safety 2.1. Road safety must be the paramount consideration in any discussions about altering our existing highway network. It is clear that many see targeted 20mph zones as an important tool for improving local road safety. Those constituents who have contacted me to support the proposals for Banbury feel that lowering the speed limit in specific areas would give drivers more time to react to hazards and make pedestrians and cyclists feel safer.

	2.2. · Even those who have raised concerns with me about the overall plans for Banbury largely agree that 20mph zones are effective when they are targeted at specific locations. In particular, constituents feel that roads outside schools and health centres, or through quieter residential areas, may be suitable for a reduction to 20mph. This reflects the higher pedestrian footfall to be expected in these areas, especially with more vulnerable road users such as children, the disabled and elderly. 2.3. In Banbury, most of our primary and secondary schools are located within residential areas, set back from the town's main through routes. The same can be said for a number of our GP surgeries, health centres and community facilities. In these instances, I agree with my constituents that it is appropriate to introduce targeted 20mph limits on the roads outside these locations as a logical step to improve road safety. 3. Current Pressures 3.1. By contrast, the County Council's decision to propose a blanket 20mph zone - incorporating the majority of Banbury's roads - rather than taking a more targeted approach has caused significant local concern. Stretches of many key routes through the town will be reduced to 20mph, including the Southam Road, Warwick Road, Horse Fair, Broughton Road, West Bar, South Bar, Oxford Road, Hightown Road, Cherwell Street, Bridge Street and Middleton Road. These roads form the spine of the town's strategic road network and are heavily used. 3.2. The pressures on Banbury's existing road network are well-known. Suffering from a lack of a strategic ring road, the town is reliant on its north-south and east-west corridors. Anybody wishing to circumnavigate the town has no real option but to take a route through its centre. Residents are concerned that a blanket speed reduction on so many of Banbury's strategic roads would only exacerbate existing congestion. I share these concerns and cannot see how this approach will meet the County Council's stated ambition to facilitate the effective passage of traffic around the town. 4. Cost 4.1. The scale of the proposals has also prompted concerns about the costs they will incur. At a time when our roads in Oxfordshire are in the worst state they have been for many years, despite record funding allocated by the Government, my constituents fear that these plans will distract the County Council's Highways department further. Local experience in places like Bucknell - where existing signs were painted over without being replaced by new signs or even recycled - only raises more doubts about County Hall's ability to implement a scheme of this scale effectively.

	5. Effectiveness 5.1. Possibly the most fundamental question asked of these plans by my constituents, however, is whether a blanket 20mph zone would actually deliver reductions in overall road speeds. The County Council's own guidance on 20mph is clear that areas should be considered only where there is explicit local support. It also states that new zones will not be accompanied by any other traffic calming measures. This approach relies on securing local consent in order for the reduction to achieve compliance. 5.2. The Government recently published The Plan for Drivers which outlined how, while 20mph zones are an important tool for improving road safety in residential areas, their over-use risks undermining public acceptance and compliance as a result. The Department for Transport has made clear that 20mph speed limits should be considered on a road-by-road basis with local consultation, rather than as blanket measures. It strikes me that residents are right to be concerned that the proposals for Banbury have strayed in this direction. 6. Active Travel 6.1. I agree that measures to improve active travel routes should be encouraged within our town. However, we cannot ignore the fact that many residents will continue to rely on their car for a considerable time to come. It is exactly for this reason that the Government has made clear that the needs of motorists should not be ignored in future highway planning, nor should barriers be erected to prevent car use. This is particularly relevant in Banbury given the town's role as the primary service centre for the surrounding rural area. 6.2. Residents feel that Banbury continues to be overlooked for significant infrastructure upgrades while County Hall's focus is on other projects elsewhere. Despite continued discussions on possible improvements to Hennef Way or a new motorway junction for the town, these rarely feature highly on the County Council's agenda. The much-needed Tramway Road improvement scheme is scheduled to be delivered next year, yet this comes more than two years after the plans were consulted on. 7. Conclusion 7.1. Overall, my constituents are supportive of targeted, localised measures to improve road safety around Banbury's schools, health centres and quieter residential areas. However, the blanket approach of these proposals has generated considerable concern about the possible impact on existing pressures within Banbury's strategic road network. Ultimately, many of the roads proposed to be reduced to 20mph are not pedestrianised areas or quietways, but some of our town's most important arteries. This should be reflected in the County Council's plans.

	7.2. I trust that my constituents' concerns will be at the forefront of considerations as these proposals are reviewed.
(6) Cherwell District Council, (Development Management)	Upon review of the information forming part of the consultation, I confirm the local planning authority has **no observations** to make.
(7) Local group/organisation, (Banbury Active Travel Supporters)	**Support** – As a representative of Banbury Active Travel Supporters (BATS: part of Banbury Community Action Group), I'm writing to express our group support for the implementation of 20mph speed limits in all residential and pedestrian-frequented areas of the town. BATS has been pressing for the implementation of lower speed limits in Banbury for at least two years. Our reasons for supporting the change to lower limits are outlined in a petition we published on Change.org in February 2022. The petition has 269 signatories. We strongly support an approach which provides consistently lower speed limits across all residential areas and where people walk to shops or other local utilities. This will be simpler for drivers to understand and reduce the need for extra signage. We believe that such an approach will also encourage compliance and acceptance/understanding of the changes. We hope that when the changes are implemented, there will be a local public information campaign to help explain and justify the approach to slower speeds to help promote general understanding, awareness and acceptance. BATS would welcome the opportunity to support OCC in its information campaign around implementation. Thank you for leading on this initiative. We hope to see the changes effectively implemented as soon as possible. I've recently noticed that our MP, Victoria Prentis, is featuring the consultation on her website. The web page states: "Given the volume of correspondence I have previously received on this issue, I will be submitting my own response on behalf of constituents. If you would like to share your views with me ahead of the deadline, please email victoria.prentis.mp@parliament.uk" Considering the wider political backdrop and the fact that the prime minister has chosen to make '20's Plenty' a divisive issue in a very high profile way, I'm concerned at the type of correspondence our MP is likely to have received, prompted by sections of our media.

	I would urge those responsible for making this decision, therefore, to take any submission from Victoria Prentis with a very large pinch of salt. Considering the political and media backdrop, I do not believe her submission is likely to be representative of mainstream views in Banbury. I do not believe that this community is opposed to having safer, quieter streets where we can worry less when our children cycle and where noise and pollution are reduced. I hope this will be taken into account when the decision is made on this issue for Banbury.
(8) Local resident, (Adderbury, Milton Road)	**Object** – Our area and the neighboring have moved to 20mph. This has increased congestion and palpably lessoned air quality. Traffic now bottlenecks particularly around chicanes which is leading to cars standing in queues at idle longer. Traffic flowed more freely at 30mph. It is our local residents observation that the reduced speed in our area leads to delays in our ability to flow out from our only exit into the main road. We now have queses to merge caused by the slower 20mph. This gas directly impacted the air quality and increased immissions. Travel change: **No**
(9) Member of public, (Adderbury, Twyford Gardens)	**Object** – Traffic goes very slow so this will just cause more congestion Travel change: **Other** Take large detours to avoid
(10) Local resident, (Adderbury, Wallin Road)	**Object** – 20 mph is what I am forced to drive in 50% of Banbury due to traffic lights, road works, roundabouts and volume of traffic. So to make the other half 20mph in a car that is not built for driving at these speeds seems criminal, Money needs to be spent on new roads/bypass to reduce the volume of vehicles passing through Banbury. Allowing all these new developments without extra roads is not clever! Travel change: **No**

(11) Local resident, (Adderbury, Walton Avenue)	**Object** – 20 mile perch hour speed limits will add to journey times, and frankly are completely unecessary. Those who don't stick to 30 will continue to speed so it's an issue of enforcement of the 30. Furthermore, it's leads to people tailgating other people for its is so slow people don't realise they still need to leave a gap. Emergency services in sales where they have done this before have already said it will slow their responses down. It's also increases environmental impact as its requires a low gear at higher revs meaning more emissions. Travel change: **No**
(12) Local resident, (Adderbury, Aynho Road)	**Object** – The 20mph speed limits have been a disaster in the villages around Banbury, with more overtaking and road rage, drivers accepted 30mph and followed each other, now they have become frustrated and take more dangerous risks. The decision should be reviewed and only left outside schools, not on main roads. They are never enforced and drivers know this. Travel change: **No**
(13) Local resident, (Adderbury, Banbury Road)	**Object** – There is no need to lower the speed limit. 30mph as a maximum through built up risks results in no additional risk to pedestrians. 20 mph increases pollution within villages. Travel change: **No**
(14) Local resident, (Adderbury, Deene Close)	**Object** – The 20 zones already introduced in the area are not targeted enough. Wide open sections with a 20 limit are unrealistic. There is also Adderbury Court that is signed as a 20 zone and it's only 15 metres long! It's all ridiculous and 80% of people are ignoring it. Spend the money on some better. Travel change: **No**
(15) Local resident, (Adderbury, Banbury, Chapel Lane)	

	Object – Until you can get a decent public transport service that can do the journeys we need to do, please don't inflict this on residents who have to drive for their living. I would love to be able to walk or cycle to work, however that is not possible as I can't earn enough locally to afford to live. My journey to work is already impacted by a 20mph speed limit on a main A road and this is affecting my work/life balance, my car's mpg having to go so slowly, and is not monitored. I've also had cyclists going past me faster than 20mph. I would be more open to a 25mph if you really had to change something, but I do not agree with going to 20. It is not better for the environment, people will never be able to travel to other towns for work on public transport after you've decimated it, and it has created more traffic on certain roads. Maybe try enforcing the current speed limits properly first, and educate pedestrians and cyclists about being seen in the dark, wearing helmets, and enforcing no e-scooters. This is not a good solution for the current climate. Travel change: **Other** I cannot change it, I need to drive for work transporting work documents and at times that are both in rush hour and outside of rush hour. I also have mobility issues that don't appear to be severe enough for a blue badge (dispite the guidance) so I need my vehicle for social and shopping, and to visit family. I would love to be able to walk to work, but it's a 15 mile journey one way, the trains don't get me there and the busses do not run at the right times - so no, I cannot change my mode of travel.
(16) Local resident, (Addrbury, Anyho Road)	**Object** – Whilst I support the use of 20mph limits outside schools, during school hours, they are entirely unnecessary during evenings, weekends and school holidays. More emphasis should be placed on parents and schools teaching pupils correct road safety procedures to ensure they don't just walk out into a road whilst looking at their phones and to use designated crossing areas rather than whatever is convenient for them. The roads I travel on to work have not seen a pedestrian casualty in the 11+ years that I have been travelling on them so I see no reason to lengthen my commute just to pacify some woke policy and to tick an unsubstantiated'environmental' improvement policy Travel change: **No**
(17) Local resident, (Addrrbury, Walton Avenue)	**Object** – Business people losing work, longer travel time for everyone and absolutely no benefit to cut pollution!

	Travel change: **No**
(18) Local resident, (Alkerton, Road Through)	**Object** – Blanket 20mph speed limits are lazy and counter productive. Absolutely, some residential roads that are tight, twisty and have parked cars along, should be made 20mph. Then you have the other end of the scale where the main Stratford road through Wroxton has been made a 20mph zone. It is an absolute disaster! You have cars and drivers nose to tail, tripping over each other with the potential for the car on the front to be doing 15-16mph (to be safe!!) on a road, that, in many parts of the country would be a 40mph limit. Then you add the factor of bicycles overtaking frustrated drivers as they are held ransom to a draconian speed limit. We are seeing any skill from driving a car gradually eroded away as more and more drivers are turned into brain dead NPCs. Driving any vehicle is not black and white. It should require, self awareness, restraint at the correct time and most of all common sense. Travel change: **No**
(19) Local resident, (Balscote, The Hedges)	**Object** – It is hard enough getting around as it is. Travel change: **No**
(20) Local resident, (Banbury, Briar)	**Object** – There is no democratic mandate for this ridiculous proposal. It is certainly not a "green" proposal, as cars travelling in 2nd gear at 20mph will be producing greater emissions than at 30mph. By all means enforce the 30 limit more rigorously, but there is no cogent evidence that 20 is materially safe than 30, in terms of number of accidents. And where will it stop? Presumably 10mph would be safer still - or why not go the whole hog and re-introduce the man with the red flag walking in front of each car? Travel change: **No**
(21) Local resident, (Banbury,)	**Object** – traffic already at 20mph or less to the amount of traffic and the bad infustucture of Banbury Travel change: **No**

(22) Local resident, (Banbury,)	**Object** – Only needed around schools etc. More time be spent looking at the speedo than the road. Travel change: **No**
(23) Rather not say, (Banbury, Allofit)	**Object** – This will cause higher congestion, more pollution and more accidents as frustrated drivers take risks Travel change: **No**
(24) Local resident, (Banbury, Alma Road)	**Object** – Ridiculous, will create more traffic and all you will be doing it for is more revenue. How many have died in Banbury due to 30mph speed Travel change: **Other** I will ignore it or move my services elsewhere
(25) Local resident, (Banbury, Arbury Close)	**Object** – There is no need for this when the town is gridlocked with traffic most of the time. This will just cause more delays. Travel change: **No**
(26) Local resident, (Banbury, Ashcroft Road)	**Object** – 20mph limit will increase congestion by app 30% Increase delivery times by app 30% Will also increase emissions because vehicles are running in lower gears road use will increase by app30% Small road accidents will increase due to frustration The cost should be spent on teaching youngsters the Highway Code When did you last hear the green cross code on to or being taught in schools Travel change: **No**

(27) Local resident, (Banbury, Ashcroft Road)	**Object** – It will not reduce accidents but simply add to more road congestion Travel change: **No**
(28) Local resident, (Banbury, Ashmead Road)	**Object** – Traffic in Banbury is often at a standstill due to the shear volume of traffic, endless roadworks for new housing etc and when there are problems on the m40. Look at improving the road infrastructure, creating more access bypassing Banbury and improving traffic flow. There's barely any flow through any of the traffic lights or across roundabouts. If it gets any slower there will be gridlock which will cause more pollution, not less. Travel change: **No**
(29) Local resident, (Banbury, Austin Drive)	**Object** – Because this is just yet another anti motorist move. 30MPH was set when cars were much less safe for pedestrians than they are now. We've had enough of being told what to do by people like you. Travel change: **No**
(30) Local resident, (Banbury, Austin Drive)	**Object** – I see no reason for this proposal, it will do nothing to decrease pollution and will be just as bad as previous council measures for so called 'traffic calming, like road humps which have been have proved to be unsuccessful and have caused unnecessary damage to vehicles. Travel change: **Other** I still need to drive so I will carry on driving but I still walk whenever I can and use my car only when I have to
(31) Local resident, (Banbury, Balmoral Ave)	**Object** – I think it should only apply near hospitals and schools. Travel change: **No**
(32) Local resident, (Banbury, Balmoral Ave)	**Object** – It is too slow and unnecessary

	Travel change: **No**
(33) Local resident, (Banbury, Balmoral Avenue)	**Object** – An extensive 20 mph limit in Banbury is excessively restrictive and will lead to even greater traffic congestion. The current 20mph limits in residential areas are adequate. My buses will take longer to reach town and not be able to make up time when delayed. The current situation would be greatly improved if the existing 30mph limits and parking restrictions were enforced. Reducing the limits is not going to influence the minority of inconsiderate drivers who race through the town eg Woodgreen Avenue, do not stop at traffic lights etc. They are the ones causing road safety concerns rather than those travelling at 30 mph. Travel change: **No**
(34) Local resident, (Banbury, Balmoral Avenue)	**Object** – Because it causes excess pollution and damages car engines being driven at these speeds. There are enough speed inhibitors in the Bretch Hill area already which slow the traffic down. Outside schools it is a good idea but not on every road in the town. At a push maybe 25MPH would be a better proposition. Ebikes and scooters travel faster than 20MPH now and are a hazard on the roads due to the way they are ridden. I would support banning all of them Travel change: **No**
(35) Local resident, (Banbury, Banbury)	**Object** – There is no eveidence that reducing speed limits will reduce casualties. There are very few casualties on 30mph roads currently. I would like to be privy to the information you have to introduce this limit, as would everyone else. This seems very much like a money making objective to catch speeding drivers. Travel change: **No**
(36) Local resident, (Banbury, Bannister Drive)	**Object** – There is no evidence that 20 mph reduces accidents. A car will need to be in a lower gear at 20 mph which increases noise and fuel consumption. There is a lot of evidence surrounding this. Travel change: **No**

(37) Local resident, (Banbury, Bath Rd)	**Object** – I cycle through banbury every day and also through some villages that already have 20mph zones. It's too dangerous from my experience having cars and bikes going at similar speeds. I've had more close calls than ever in 20mph areas vs 30mph. I feel extremely unsafe in 20mph zones and am considering going back to the car because of this. The council should try cycling around 15-20mph in a 20mph zone where it's suddenly more congested and experience this for themselves. It's just too dangerous having cars and bikes travelling at similar speeds Travel change: **Other** I will probably go back to the car from my bike. It's just not safe for me anymore travelling at similar speeds to cars on my bike.
(38) Local resident, (Banbury, Bath Road)	**Object** – I see no reason to reduce the current 30 mile per hour speed limit as there is no hard evidence that it would reduce accidents. Travel change: **No**
(39) Local resident, (Banbury, Beaconsfield Road)	**Object** – 30 is fine. Travel change: **No**
(40) Local resident, (Banbury, Beaulieu Close)	**Object** – 20mph results in vehicles having to be driven in a lower gear usually at higher revs leading to more pollution. Rather than focussing on reducing speed limits you should be doing something about Banbury's infrastructure as the roads are usually gridlocked most days. Traffic management is poor and traffic light timings are a joke. Travel change: **No**
(41) Local resident, (Banbury, Bidwell Road)	**Object** – Many of the roads proposed for the 20mph limit are already congested during the day so lowering the speed limit will have little effect. However, during off peak hours, where traffic and weather conditions are such that it is safe to drive at 30mph, why needlessly impede traffic, causing frustration and possibly law breaking. Why not target specific areas - near hospitals and schools - and specific times - school arrivals and departures? As a former traffic engineer I can see no logical reason for a blanket 20mph on residential roads.

	Travel change: **No**
(42) Local resident, (Banbury, Bloxham Rd)	**Object** – 30 is slow enough apart from areas such as outside schools when pupils are entering or leaving. Slow speed overall will cause more pollution and reckless driving from some frustrated drivers. Travel change: **No**
(43) Local resident, (Banbury, Bloxham Road)	**Object** – I belive these are great near schools but are being placed in locations that are not needed. It causes people to act out dangerously. It also slows down out emergency services, not every job requires use of blue lights. How driving slower across the town will slow their standard response time. Witney is all 20mph. It takes ages to get across the town, we not avoid going, unless that's what you want? More people avoiding the towns. Travel change: **No**
(44) Local resident, (Banbury, Bloxham Road)	**Object** – Banbury is already gridlocked with traffic. 20 mph limits will only make an already frustrating and unpleasant journey horrendous. We need a ring road. Travel change: **No**
(45) Local resident, (Banbury, Bloxham Road)	**Object** – I can't see any good reason for reducing the speed down from 30 mph. Travel change: **No**
(46) Local resident, (Banbury, Bloxham Road)	**Object** – I see no need , has there been a survey on the amount of pedestrians using the roads ? Travel change: **No**

(47) Local resident, (Banbury, Bloxham Road)	**Object** – Many area of banbury do not need a 20 limit. No houses near or schools. There are not speed related accidents to justify the change. The costs is totally unnecessary. The nee limit is not supported by evidence of need. Travel change: **No**
(48) Local resident, (Banbury, Bodicote)	**Object** – Money on new road signs et can be spent better. Travel change: **No**
(49) Local resident, (Banbury, Bourton Road)	**Object** – It's too slow and will grid lock the town up even more Travel change: **No**
(50) Local resident, (Banbury, Boxhedge Terrace)	**Object** – Don't see this as necessary! Travel change: **No**
(51) Local resident, (Banbury, Bramble Cross)	**Object** – The cost of roughly £8 million to change the existing road signs. The council is already charging more because of increased cost. The people paying the extra tax are the ones that will be effected the most. Longer times in the car with the engine running so emissions will be increased. Travel change: **No**
(52) Local resident, (Banbury, Bretch)	**Object** – With not enough of proper road connections around the town, the traffic is horrible as it is already. Roads with 40-50 limits are so cramped, with no possibility of any detour, that the max speed there is 10-20 already. Making any more of main roads 20mph, will worsen the situation. The residential roads are narrow and mostly with lot of cars parked along the way, so it's naturally forcing lower speed on those roads Travel change: **No**

(53) Local resident, (Banbury, Bretch Hill)	**Object** – The 20mph limits imposed in other areas such as Witney have not worked , people still drive over the limit, it has not discouraged those who drive in the local area and just causes blockages. The roads in Banbury can not cope with the volume of traffic as is and this would need to be fixed first. Travel change: **No**
(54) Local resident, (Banbury, Bretch Hill)	**Object** – As I am a delivery driver this will make my job harder and as I follow the speed limits on the road will add longer to my already really long hours working. Travel change: **No**
(55) Local resident, (Banbury, Bridge St)	**Object** – Absolutely no need for these 20mph blanket restrictions, you've put them in Wroxton on a main road that doesn't justify a 20mph limit at all. All you are trying to do us punish the motorist, it doesn't make the roads safer at all. Maybe better education and road training is more beneficial then the misbelief that just restricting all speeds makes the roads safer. People enjoy driving and trying to get people out of cars by reducing speed limits is ridiculous, people don't want to travel by public transport, its expensive and takes twice as long and people would rather have the comfort of their own car. Stop making it difficult for the people to make their own choice, the motorist is just seen as inconvenience and it needs to stop. Travel change: **No**
(56) Local resident, (Banbury, Bridle Close)	**Object** – 20mph in a busy town seems silly when there is such a back log of traffic everywhere already Travel change: **No**

(57) Local resident, (Banbury, Bridle Close)	**Object** – 30mph posted limit has been in place for decades, and is still by far the recognised built up area limit. You will never achieve a zero road death or serious injury quota whilst the population is growing, but your road infrastructure is decreasing. Stop allowing massive estates to be built without putting in proper feeder roads. That way people wouldn't feel the need to use existing estate roads as rat runs. As for the town centre, it's walking pace most of the time due to bottleneck traffic. Travel change: **No**
(58) Local resident, (Banbury, Brinkburn Grove)	**Object** – You can hardly get over 20mph most of the time around banbury at peak times & the odd area you can to limit it will only make more congestion. Instead of lowering the speed limit as many local have said time & time again invest in better infrastructure with the money instead of wasting our public money Travel change: **No**
(59) Local resident, (Banbury, Brinkburn Grove)	**Object** – No, no, no. The introduction in the surrounding villages is ludicrous. Please use common sense and leave it at 30. Have you worked out how much this will cost and how much more pollution it will generate as a result of using lower gears and higher engine speed? Sorry, but this is simply a ridiculous idea. Please open a survey about changing the 20 zones back to 30. My father lives in St John's Way in Hempton, where a 20 zone has been introduced by some idiot. Had they ever been there, they would have known it's virtually impossible to go above 20 mph and yet we've now had new 20 mph signposts around the estate. How often is this even going to be policed? What a complete and utter waste of taxpayers money. Those responsible should do the decent thing and resign immediately. Travel change: **No**
(60) Local resident, (Banbury, Brinkburn Grove)	**Object** – Instead of coming up with these ridiculous new initiatives, why doesn't the council sort out the existing issues first, such as the thousands and thousands of potholes with the counties road network and also, instead of adding to the workload of the police, why don't they spend more time stopping the ever growing number of e-scooters that are a bigger menace to pedestrians and cyclists than the existing road users? Come on, get a grip with existing issues before starting new initiatives that you won't be able to support.

	Travel change: **No**
(61) Local resident, (Banbury, Britannia Rod)	**Object** – I suspect the scheme is going to cost a lot, and the money is going to go towards preselected organisations and vanish. I believe that what ever the cost ultimately turns out to be, it would be best spent on regenerating the town, or the actual roads. No value to anyone, except those involved. Travel change: **No**
(62) Local resident, (Banbury, Broughton Road)	**Object** – From my personal experience and watch ing other road users, the lowing of the speed limit to 20mph in a blanket move rather than where they a deemed necessary at known accident black spots, is causing drivers to constantly take their eyes off the road to view there speedometers, resulting in unsafe driving. As well as causing frustration, especially when the roads are quiet etc. Travel change: **No**
(63) Local resident, (Banbury, Broughton Road)	**Object** – Absolutely appalling. Should be rejected at every single opportunity. There is no basis for a blanket limit to be applied purely on the basis "safety" which is completely contradictory with the OCC "green" agenda. Maybe we need to focus on planning for built infrastructure rather than someone in County Hall sat with their colouring pencils on a map of Banbury. Travel change: **Other** Yes, I will still drive with 30, and most probably to cras into someone who is sleeping behind the wheel going with 20
(64) Local resident, (Banbury, Burns Road)	**Object** – Because of the varying speed limits along many roads it will be not be easy for motorists to adhere to the correct speed limit. It is questionable as to whether altering the speed limits will have any effect on road collisions/casualties in any case. From personal experience, the sheer weight of traffic combined with vehicles being parked everywhere will be enough to limit the speed at which one can drive in the town. Travel change: **No**

(65) Local resident, (Banbury, Burns Road)	**Object** – There's nothing wrong with 30mph. The people putting people in danger with their reckless driving are the ones who are ignoring the 30mph signs and driving at much higher speeds, and they'll ignore the 20mph signs too. Waste of money. Maybe spend that money on enforcing the existing 30mph speed limit instead? Travel change: **No**
(66) As a business, (Banbury, Canal Street)	**Object** – As the major bus transport provider in and around Banbury, Stagecoach services would be severely impacted by these proposed changes. Punctuality would be detrimentally affected, further delaying services with a negative impact on the customer and bus travel throughout Banbury and its surrounding areas. These plans undermine central Government's Bus Improvement Strategy and any future improvements for bus travel for the town. I would strongly urge Oxfordshire County Council that further consideration be given to all main arterial routes into and throughout the town to keep current speed restrictions in place. Failure to do would force the community away from bus travel due to longer waiting and journey times, add unnecessary cost to both County Council and Stagecoach at a time where funds are already strained and prevent the establishment of a longer-term, sustainable transport solution for Banbury. Thank you. Travel change: **Other** Introduction of further 20MPH zones across Banbury's main arterial routes will only serve to increase car usage, creating further delays/congestion in a town that is already struggling with the current infrastructure.
(67) Local resident, (Banbury, Castle Street)	**Object** – I think it will cause more traffic congestion and pollution as the cars are travelling so slow. It is a nightmare driving in 20 mph zones and the speed limits keeps changing on a lot of Oxfordshire roads you don't know what speed to go at as there is not enough speed signs which are larger enough. Travel change: **No**
(68) Local resident, (Banbury, Centre Street)	**Object** – Originally I was for a 20mph limit and responded as such but I was mistaken. Unless near schools, a 20mph limit is unnecessary. Most of the roads have such bad traffic and parking you drive to the conditions anyway - the roads around me this is certainly the case. The money it will cost to implement these changes is simply not worth it to

	anyone other than the signage makers. It won't encourage cycling use as the roads will still not be suitable for dual use. A better use of the money would be a new road link from the Grimsbury/M40 side of town to the Oxford Road instead of all traffic having to head through town to reach it - that would improve the air quality for residents for more than people driving at high revs trying to keep to 20mph. The current 30mph is perfectly suitable - I've yet to see enough evidence to convince me that 20mph reduces pollution and accidents. Please spend this public money elsewhere - this is not a priority. Travel change: **No**
(69) Local resident, (Banbury, Chatsworth Drive)	**Object** – 20mph zones should only be in place if around a school, nursery or elderly person/care facility. If they are around a school or nursery, then the limit should only be enforced during certain periods on active days (i.e. drop off and collection times - around 30 mins prior and afterwards) This is proven to be effective in other countries and slows traffic effectively. Travel change: **No**
(70) Local resident, (Banbury, Cherwell Heights)	**Object** – Increases pollution Travel change: **Other** Will use car instead of cycling as pollution will be worse
(71) Local resident, (Banbury, Cherwell Heights)	**Object** – It's ridiculous what your are trying to propose. The traffic in Banbury is unbearable let alone drive 29 mph. Can you please fix the pot holes and surface the roads instead. Some roads near Bodicote area are shambles. Travel change: **No**
(72) Local resident, (Banbury, Conway Drive)	**Object** – Taxi fares will end up increasing due to extended time in the vehicle, costing residents who need to commute with public transport more money. Implementing this across the entire town, the general public will need to compensate for the length of time journeys will take travelling through Banbury and lose more time out of their day whilst also causing an extended "rush hour" period.

	Having 20mph on more residential estates such as Hardwick, Bretch Hill and Ruscote is better but only if the speed limits can be enforced with cameras, otherwise these limits will be ignored as much as the ones currently in place. Going from areas which are 20mph to neighbouring roads that are 50mph+ Is a cause for concern for road incidents so there should be at least a 30/40mph section between these to allow traffic to safely pick up pace. Travel change: **No**
(73) Local resident, (Banbury, Coopers Gate)	**Object** – I feel that 20mph zones should be only introduced in areas around schools, fuel emissions are greater as time in the areas are increased therefore not good for the environment. I would prefer if the OCC focussed more on fixing the terrible road surfaces we have In Oxfordshire rather than spending it on implementing these idiotic speed limits Travel change: **No**
(74) Local resident, (Banbury, Coppice Close)	**Object** – This will increase and not decrease air pollution. It will also increase journey times. The money would be better spent on road safety campaigns. Travel change: **No**
(75) Local resident, (Banbury, Coppice Close / Business Group - George Street)	**Object** – Drivers are too busy looking at their speed limit to notice what's going on around them. The diesel cars DPF can become blocked as the cars are not built to go so slow and this causes even more pollution, (kicking out black smoke). Also more road rage and speeding once past the 20mph speed limit. Travel change: **Other** Expect to still use the car, but find another route.
(76) Local resident, (Banbury, Coppice Close Banbury)	**Object** – Negotiating Banbury from one side to another is already horrendous why make worse. Every other town or city hates the idea. It is nothing to do with safety it's to do with educating pedestrians and cyclists to name just two groups. Typical Banbury Council, oh let's do this, it seems a good idea, NOT!

	Travel change: **Other** Walking difficulties.
(77) Local resident, (Banbury, Craster Court)	**Object** – 30mph is fine - no need to change - and slow traffic further when safe via main roads. How about spending the money replacing the speed camera on the Oxford Road as speed limits now ignored?! Travel change: **No**
(78) Local resident, (Banbury, Cromwell Road)	**Object** – Because there is not justification for it. No evidence to warrant the reduction in the speed limit thoughout Banbury. I think maintaining poorly maintained roads is a higher priority and will make roads safer. Travel change: **No**
(79) Local resident, (Banbury, Cromwell Road)	**Object** – 20mph is too slow it is important outside of schools but no where else Travel change: **No**
(80) Local resident, (Banbury, Danesmoor)	**Object** – Not all areas within Banbury need to have a 20mph limit, only key places like near primary and secondary school, not just blanket across the whole town by bureaucrats sat in Oxford forcing their agendas on everyone. The survey is online and discriminates those who are not online. A full town wide consultation with paper responses should have been considered, i.e. those who want to respond by post given the option to do so, poorly thought, poorly planned and in general not suitable for Banbury as a whole. Funds could be better spent fixing potholes in Banbury than on new road markings and signs. In many cases it will also not lead to people walking or cycling more, do any of the non Banbury councillors actually know the issues affecting the roads in Banbury, public transport issues. Oxford has many Cyclists and many obstacles in place to hinder drivers, hence I avoid Oxford unless necessary. One query why do we have 20mph, 30 mph etc, why not 25mph, 35mph perhaps the council should consider the reduction from 30mph to 25mph or is this to a radical idea!

	Travel change: **No**
(81) Local resident, (Banbury, Devon Way)	**Object** – 20mph works on residential minor roads but as soon as you do it to major roads through Banbury you will create chaos. If there is a Motorway closure you will get motorway traffic driving at 20mph through the centre of the town increasing pollution as vehicles need to drive in a lower gear to achieve 20mph Travel change: **No**
(82) Local resident, (Banbury, Drive)	**Object** – There is no independent evidence or majority of public to support this and it cannot be enforced Travel change: **No**
(83) Local resident, (Banbury, East Street)	**Object** – As a cyclist, limiting me to 20mph will impact my quality of life as I cycle around. IF you actually want to improve road safety, then please fix the pot holes and damaged roads as these defects cause real issues for me safely cycling around Banbury. Travel change: **No**
(84) Local resident, (Banbury, Edmunds Road)	**Object** – its stupid no real proof it works , cars not run best at that speed are the councils going to pay costs at garages for repairs to engines and replace the cats that get clogged as they are forcing this on drivers or is this just a way to get more money in threw fines Travel change: **No**
(85) Local resident, (Banbury, Edmunds Road)	**Object** – speed limits have proved to be a total waste of time,if peaple cannot keep within the 30 limit, how do they stay within 20.the only answer to silly driving is a fine to fit the crime. Travel change: **No**

(86) Local resident, (Banbury, Edward Street)	**Object** – No accident statistics in Banbury have been published , the council is just jumping on a national bandwagon yet again without doing any homework , that is plain to see from the Station Approach proposal . Travel change: **No**
(87) Local resident, (Banbury, Evenlode)	**Object** – I think that making all these areas 20mph zones will create more traffic and anger drivers who will also not adhere to the new speed limits. Travel change: **No**
(88) Local resident, (Banbury, Fallow Way)	**Object** – The ones put in so far are not suitable for many of the roads and people are not abiding by them anyway so its a waste of money. Main routes not by schools are not a good idea Travel change: **No**
(89) Local resident, (Banbury, Fallow Way)	**Object** – The town is already clogged up and you can't get anywhere, this will make it even worse (have you seen how much the traffic queues along the Oxford road since the introduction of the 20 limit along the Bicester Road in Adderbury). As most people are still using fosil fueled vehicles this must be increasing the pollution in Banbury. Most delivery drivers and Taxi drivers are self employed, decreasing the speed limit by 33% will effectively reduce there wages by a similar amount. It will also make bus and coach jeorneys longer. There is no proof that reducing limits yo 20mph has any effect on safety. If it is introduced how is it going to be policed, I am sure that the TVP budget will not allow them to do it. There is a significant cost for all the street furniture and policing it, however that is done, this will increase business rates, just what we need with a cost of living crisis. Travel change: **No**
(90) Local resident, (Banbury, Farm Way)	**Object** – Research has shown that reducing road speeds down to 20mph is no safer, increases pollution from both Petrol and diesel vehicles as they're having to be in a lower gear but higher revs to keep the vehicle moving and hasn't shown any strong evidence of increasing bike or walking usage in other communities

	Travel change: **No**
(91) Local resident, (Banbury, Farm Way)	**Object** – Driving at 20mph will make cars drive in a higher gear causing more pollution. Travel change: **No**
(92) Local resident, (Banbury, Fergusson Road)	**Object** – Because I live in Grimsbury I dont think reducing the speed limit along Middleton Road will have the the benefits suggested. As the only east west access to the town apart from Hennef Way I think slowing the traffic will only increase congestion and thus pollution especially around the junctions with the railway station and Merton Street. I have yet to see any published data regarding safety issues ie accidents etc Travel change: **No**
(93) Local resident, (Banbury, Ferriston)	**Object** – In areas where a slower speed is necessary, drivers will naturally slow. Drivers that aren't already adapting their speed in correspondence to risk are unlucky to obey to this new speed limit. Additionally, slowing large areas to 20mph, when it truly is only "necessary" for small sectors of road, is unreasonable. If a driver needs to slow, they will you common sense to slow. Travel change: **No**
(94) As part of a group/organisation, (Banbury, Ferriston)	**Object** – Not needed. Travel change: **No**
(95) Local resident, (Banbury, Foscote Rise)	**Object** – I strongly strongly object to the implementation of 20mph speed limits. It is a knee jerk reaction to attempt to deal with issues surrounding road safety that should be dealt with in other ways. A balance needs to be struck between making progress and safety. This balance already exists and modern motor vehicle innovation is tipping the scales towards safety already. The 30mph speed limit has been acceptable for many years and is even more appropriate now.

	Existing cars are geared to travel efficiently at 30mph. I also believe that these restrictions will have a negative impact on lower income families. Policing this new limit will lead to more persecution of the motorist. Frustration among motorists will reach all time highs. To encourage walking, cycling (specifically cycling safety) and public transport make real impactful changes. Cyclists should be prosecuted for riding on pavements, ignoring red lights, ignoring speed limits (they won't stick to 20mph as the law doesn't require it) and riding in pedestrian zones. Public transport should be subsidised to make it more affordable and a viable alternative to private transportation. Better education of road safety should be made compulsory across the board. Finally, proper maintenance of the roads will lead to better road surfaces meaning no potholes, better braking surface and better removal of water. I will vote for any political party that pledges to remove the 20mph limit regardless of other promises they make. This issue is that important to me. It cannot be ignored how badly this decision was met when it was introduced in Wales. Please rethink. I also believe that this a means by which the council can shirk its responsibilities of upkeeping roads. Travel change: **No**
(96) Local resident, (Banbury, Foundry Street)	**Object** – Traffic is already horrible as you keep on approving new house developments but don't do anything about the infrastructure. 30 is low enough. 20 is ridiculous. More wasted fuel, time, pollution, congestions.... 🤦‍♂️ Stop this nonsense! Travel change: **No**
(97) Local resident, (Banbury, George Street)	**Object** – While agree with 20mph by schools to cover the whole of the town is not necessary. Parking in the estate roads restrict speeding. Maybe if the council keep the road markings clearer and amended some of the traffic lights, traffic would move around the town better without the large queues forming which cause driver to speed up and jump the lights Travel change: **No**

(98) Local resident, (Banbury, Grange)	**Object** – Please provide peer reviewed evidence to support the need to reduce the speed of traffic in the town. As I understand it, there is no benefit from slowing traffic to 20 mph. There is additional cost however, for all signage that will have to be replaced, policing may have to be increased. Pollution levels may not change or may increase. Please explain. Travel change: **No**
(99) Local resident, (Banbury, Grange Road)	**Object** – Not needed, the present limits are fine Travel change: **No**
(100) Local resident, (Banbury, Grange Road)	**Object** – Insufficient information is provided for me to support this proposal:- There is no research into the current situation. The proposal seems to be based upon general views. • What is the current average speed in the areas designated for 20m.p.h.? I put forward that in areas where there are already speed humps and many parked cars this already limits speeds below the national speed limit of 30 m.p.h. and therefore this proposal will have little impact. • How many incidents does this proposal aim to reduce? The map of incidents/accidents shows in the 5-year period 2018-2022 there were 49 incidents involving pedestrians (just under 10 a year) and 42 involving cyclists (just over 8 a year). None are shown as being fatal. There is no information on the causes of the incidents. As there are many reasons for accidents occurring, I doubt if all are due to vehicle speed. • Road speeds in Banbury have already reduced. Housing developments meaning that speed restrictions have been extended outwards, an increased in roundabouts and crossing, along with increased traffic volume has already slowed traffic down. • Will residents take bus travel as an alternative if they are faced with longer journey times? Increase in pollution • Motor vehicles are not efficient at low speeds. Driving at 20 m.p.h. requires a lower gear and therefore greater engine speed, increasing fuel burnt and pollution emitted. There is no risk assessments. Have the potential for changed behaviours been considered? • In certain circumstances, such as down hill there could be instances of cyclists traveling faster than motor vehicles, creating the potential that they may make potentially hazardous overtaking manoeuvres

	• Slower motor vehicles may result in an increase in (illegal) cycling on pavements. This would dissuade people from walking as alternative • Has the possibility of more accidents occurring due to increased tailgating or overtaking by impatient drivers (both witnessed in the 20 m.p.h. speed zones in Wales) • Has the impact of confusion for motorists faced with frequent changes to speed limits been considered There is no cost/benefit analysis • The Council is regularly saying that it is faced with a budget deficit or is having difficulty funding statutory service. However, no information is provided on why this is a priority over other services the Council could fund. If there is money to spend why on improving road safety why is this scheme is best use of funding as against improving the poor condition of the roads, which are also likely to be a factor in some accidents. I suggest this scheme should be shelved unless the Council can make a much stronger case for spending Council Taxpayers in this way. Travel change: **No**
(101) Local resident, (Banbury, Griffith)	**Object** – It is not needed. Focus on improving Banbury infrastructure first. Travel change: **No**
(102) Local resident, (Banbury, Griffith Road)	**Object** – Changing the speed limit in Banbury to 20MPH is a significant decision and should be carefully considered. Boredom and Fatigue: Long stretches of driving at 20MPH, especially in areas where higher speeds are more customary, can lead to boredom and fatigue, diminishing the driver's ability to remain alert and attentive. Impact on Traffic Flow: Reducing the speed limit to 20MPH might lead to increased traffic congestion. Slower speeds can lead to longer journey times and could potentially cause more traffic build-up, especially during peak hours. Economic Implications: Slower traffic can impact the efficiency of business operations, particularly for those that rely on timely deliveries or transportation. This could have an adverse effect on local businesses and the economy. Driver Frustration: A lower speed limit can lead to driver frustration, especially for those accustomed to traveling at higher speeds. This frustration might lead to aggressive driving behaviours, potentially increasing the risk of accidents. Emergency Response Time: For emergency vehicles, a lower speed limit could result in slower response times, impacting the effectiveness of emergency services.

	Reduced Attention at Lower Speeds: Another significant concern is that lower speed limits, such as 20MPH, might lead to a decrease in driver attentiveness. When driving at slower speeds, drivers may become less engaged with the driving process, potentially leading to a false sense of security. This complacency can result in: Increased Distractions: Drivers might be more likely to engage in distracting activities, such as using mobile phones, adjusting the radio, or engaging more intensely with passengers, believing that the lower speed makes these activities safer. Delayed Reactions: The perceived safety of driving slower might lead to delayed reaction times. Drivers may not be as prepared to respond quickly to sudden changes in traffic conditions or unexpected hazards. Underestimation of Risks: At lower speeds, drivers might underestimate the risk of accidents, assuming that lower speeds automatically equate to safer conditions, which is not always the case. Incorporating this aspect into the argument against reducing the speed limit in Banbury to 20MPH emphasizes the importance of considering human behavior and psychological factors in traffic safety and management. A comprehensive approach to road safety should account for how changes in regulations might alter driver behavior, not just in terms of compliance with the rules but also in terms of overall attentiveness and engagement while driving. I do agree with the change in residential areas though. Safety in Residential Areas: Lower speed limits in residential or inner neighborhood areas can significantly enhance safety. These areas often have higher pedestrian activity, including children, and reduced speeds can drastically decrease the risk and severity of accidents. Noise and Pollution Reduction: Lower speeds in residential areas can also reduce noise and air pollution, contributing to a better living environment. Driver Expectation and Compliance: Drivers may be more willing to comply with different speed limits if they understand the rationale behind them. Lower speeds in residential areas for safety, and higher speeds on main roads for efficiency, can be intuitively understood and accepted. Travel change: **No**
(103) Local resident, (Banbury, Hanwell Fields)	**Object** – Unnecessary Travel change: **No**
(104) Local resident, (Banbury, Hardwick)	**Object** – Not needed as most people respect limits. Put up speed cameras and you'll get plenty of revenue for speeding at 30, no need to reduce to 20.

	Travel change: **No**
(105) Local resident, (Banbury, Hereford Way)	**Object** – Banbury already has some 20mph restrictions. Additional ones are not required in my view. Travel change: **No**
(106) Local resident, (Banbury, Hermon Road)	**Object** – Spending to much money on something that alredy is hapening. Most of the roads are designed already such a way that can't drive more that 20mph. The money spent for thia will be better spend on improving the full of potholes roads in Banbury that are a cause of increased car garage bills. I don't think that the urgent problem Banbury has is the to high speed limits. The efort and time of the council should be spent on urgent problem like the hospital, jobs, education, public road cleaning. The roads are full of litter, and potholes but the council only problem is spending time and money with speed limits Travel change: **No**
(107) Local resident, (Banbury, High)	**Object** – Even more traffic in town Travel change: **No**
(108) Local resident, (Banbury, High Acres)	**Object** – waste of money to make my culdesac a 20 mph zone.only has 40 homes and traffic is only about 1 car an hour,does not meet your criteria for such a program.no accidents in 20 years looking at your crash data. Travel change: **No**
(109) Local resident, (Banbury, Highclere Gardens)	**Object** – If the 30 mph speed limit is adhered to and enforced I see no need for a 20mph limit except for perhaps outside schools. Travel change: **No**

(110) Local resident, (Banbury, Highlands)	**Object** – It caused you to spend all of your focus on the speedo, burns more fuel/less economical. bad for diesel dpf. will local council be liable for additional time (hourly rate) for delays when driving ar lower speed/cleanaing of filters and increased fule consumption. Driving in Londons 20mph is infuriating and they have the public transport to back it up. Maybe a better way to spend money on safty is to repair the roads first. The poor quality is far more dangerous for walkers (paths), and potholes for bikers, cyclists amd drivers. Travel change: **No**
(111) Local resident, (Banbury, Hightown Leyes)	**Object** – Blanket 20 MPH limits cause more issues than they solve, it also forces drivers to select a lower gear causing more engine revs, resulting in additional noise and fuel consumption or drivers selecting a "too high" gear resulting in the engine labouring and running inefficiently causing more pollution Travel change: **No**
(112) Local resident, (Banbury, Hilton Road)	**Object** – Sort the roads out before spending taxpayers money on something that is useless Travel change: **No**
(113) Local resident, (Banbury, Horse Meadow Drive)	**Object** – Agree around schools or hospitals or residential estates but not anywhere else. Travel change: **No**
(114) Local resident, (Banbury, Horton View)	**Object** – I object to the lower of the speed limits on Banbury as roads. This will slow the delivery of items and food and cause more harmful emissions as the lower limit will cause more gear changes. The majority of Banbury road are wide and safe. Travel change: **No**

(115) Local resident, (Banbury, Hydrangea Walk)	**Object** – Believe the money should be spent on maintaining the roads before worrying about the speed limits. Far more dangerous with all the pot holes Travel change: **No**
(116) Local resident, (Banbury, I Use All Roads Impacted By The Proposal)	**Object** – Until the fundamental safety issue of broken, patchy and pot hole ridden road surfaces are rectified, any proposed changes to improve safety are illogical and emotionally lead. Travel change: **Other** Yes, spend more time in the car/van to get somewhere with the engine running an omitting more emmissions. It will significantly impact quality of live for the negative and as has been seen, increase road rage.
(117) Local resident, (Banbury, Ironstones)	**Object** – the roads of banbury are already congested enough and driving at the urrent speed linit is not possible at times, lowering the speed limit in banbury would only make the problem worse and add the already issue of road rade within banbury, a relief road is needed more then a speed limit change as the road infrastructure is broken just like the people running it and the town. Travel change: **No**
(118) Local resident, (Banbury, Ironstones)	**Object** – Traffic speed on arterial roads occasionally rises above 20mph, but not much. I believe. If the objective is to slow down the economy of Banbury, this will probably achieve it. Let commercial and passenger traffic, at least, operate at sensible speeds. If you are a Labour Party supporter then this plan is a gift to the other parties. Travel change: **No**
(119) Local resident, (Banbury, Kingfisher Drive)	**Object** – There is no evidence to support the need for 20mph zones within banbury and the surrounding areas. Incidents of traffic accidents are extremely low, with very few pedestrian related incidents. Where these things occur, it would be possible to utilise other means (such as cameras, road calming, better road furniture design/placement) to

	reduce instances. This would positively impact on the problem areas without having a negative blanket effect on all residents. Travel change: **No**
(120) Local resident, (Banbury, Kings Road)	**Object** – The reason stated for reducing the limit to 20 is to promote more walking and cycling in town. The only way to do that would be to create proper cycle paths that extend way out of town and into the villages. There are no issues with walking. This proposal will make no difference whatsoever to the stated purpose. Also, cars will be slower and less economical, causing increased pollution (for as long as petrol and diesel cars are the norm). Roads will be busier due to extended times that vehicles will need to be on the roads and drivers will be more liable to frustration. Having driven through crazy 20 zones such as Wroxton, you end up spending far more time staring at your speedometer to ensure you're keeping to the limit, which is also a danger for obvious reasons. Travel change: **No**
(121) Local resident, (Banbury, Kingsway)	**Object** – I have to cross the whole town to get to the M40 entrance and this will add a lot of time to my commute to Thatcham. The town centre is already easily navigable by walking, the main hazard being bicyclists ignoring the restricted areas. This idea is only going to make the in-town traffic a third slower (i.e. more congested) and is unlikely to aid in air quality either, as ICE cars will be running a third longer. Travel change: **No**
(122) Local resident, (Banbury, Kingsway)	**Object** – Draconian 20mph limits are being used openly by the council as a weapon against motorists (or in their words "to promote alternative methods of transport"). It is a disgrace that councils with far more remit than they should ever have are using the law to force their ideas at great expense to the taxpayer. Ironic from a council that has never demonstrated an ability to balance its own books and is only a drain to the community. Even if I was to support the proposal, it would be entirely unenforceable. Areas where 20mph limits have already been imposed no longer are used as mobile speed camera sites and so are more dangerous than ever. Travel change: **No**

(123) Local resident, (Banbury, Lambs Crescent)	**Object** – I do not perceive the need for such widespread limitations, which on some well used and important connecting and through roads will add to traffic congestion, pollution and time spent in cars. At busy times of day, the average speed on many of these roads is less than 20mph already anyway. Reducing the speed when roads are clearer and traffic less will just exacerbate the problems with going anywhere by car. Solutions that would be better introduced to help improve safety of and the environment for pedestrians and cyclists would be proper enforcement of dangerous and illegal parking on pavements and in cycle lanes and the provision of more residents' parking. Travel change: **Other** It will deter me from making car journeys that I would normally make that are not appropriate to be made by foot or wheel.
(124) Local resident, (Banbury, Lapsley Drive)	**Object** – With the exception of areas around schools where these restrictions have been implemented they have led to increased congestion, increased frustration amongst motorists leading to some driving more dangerously than they would under current regimes, in other role outs in the UK it has already been found to be a complete waste of public funds that could otherwise be used in a more beneficial way, and in those areas further public monies will be wasted to revert back to a 30 mph zone Travel change: **No**
(125) Local resident, (Banbury, Lawrence Leys)	**Object** – These proposal will create more congestion and therefore more pollution. Travel change: **No**
(126) Local resident, (Banbury, Lime Avenue)	**Object** – I'm a big supporter of walking over driving but a 20mph limit would not encourage me to walk more, I can't see a correlation between two. People can still drive recklessly with a lower speed limit, as they'll be happy to continue ignoring rules and advice. Somebody who drives carelessly at 30 miles an hour will still drive carelessly full stop; what needs to be done above this is preventing people from parking in dangerous places such as all down the main road hightown road. This is really dangerous for cars, cyclists and pedestrians. Driving 20mph has it's place in certain locations but is painful in current 30mph locations. I believe it's dangerous to drive this slow as it's more difficult to cruise safely at this speed and means cars get up the back of each other

	Travel change: **No**
(127) Local resident, (Banbury, Little Owl Drive)	**Object** – Objecting. Driving through villages legally between banbury and Oxford at 20 is way too slow currently after changes cars gearing / clutes are not designed for that usages excessively. Banbury has no history of accidents on any of the blue marked roads that would benefit from changes. Travel change: **Other** Probably ignore changes like most drivers currently are.
(128) Local resident, (Banbury, Longelandes Close)	**Object** – Traffic already heavy, need better arterial routes, to bypass the centre. A new junction from the M40 perhaps Travel change: **No**
(129) Local resident, (Banbury, Longfellow Road)	**Object** – This blanket imposition of 20mph is very unlikely to save any lives, but will impact motorists, bus users, and tradespeople adversely. Sure, some low speed zones, enforced with speed humps, have value in heavily built-up residential areas, but in general they are simply an unwarranted nuisance. The slow drag of traffic through Deddington is a good example of this. It is not the 'green' thing to do, as conventional car engines are less efficient when crawling along than at 30 or 40 mph. I think it's a rotten idea. Please abandon it and spend the money on more useful things such as fixing the roads and getting the station access improvements under way sooner. Travel change: **No**
(130) Local resident, (Banbury, Longford Park)	**Object** – It's too slow and not necessary. Outside schools yes, but anywhere else no. Travel change: **No**

(131) Local resident, (Banbury, Lord Elwood)	**Object** – There is no reason for it. The current speed limit is fine, any change will only cost money which the council cannot afford. It is a pathetic idea by a pathetic group of people who have no idea what the public actually want or need. You should all be ashamed of yourselves and hand in your notice, you have no place trying to govern anyone. Travel change: **No**
(132) Local resident, (Banbury, Manor Road)	**Object** – Traffic is shocking enough in Banbury without making it worse. People will ignore it and it won't be enforced by the already stretched Thames Valley Police Force. The money would be better spent fixing the awful road surfaces and looking at the various areas that snarl up during busy times such as the traffic lights by the Station. Travel change: **No**
(133) Local resident, (Banbury, Manor Road)	**Object** – Why not focus on fixing the terrible roads and big potholes also the fact that most of Banbury is ridiculously busy all the time instead of causing even more congestion from having slower traffic and causing more pollution to the environment by reducing speed Travel change: **No**
(134) Local resident, (Banbury, Manor Roaf)	**Object** – 20mph limits are not necessary in the majority of roads and should be used only ar high risk areas such as outside schools and NOT applied everywhere. The limits will be ignored by a majority of drivers thus negating the point of installing them. I drive extensively around the country and have seen very few areas where 20mph limits are adhered to and even fewer where they are actively enforced. So I feel it's a waste of time because virtually no-one will stick to these limits (because they don't agree to them) or enforce them and it won't change anything. Travel change: **No**
(135) Local resident, (Banbury, Maple Close)	**Object** – Ridiculous unless outside a school

	Travel change: **No**
(136) Local resident, (Banbury, Marshall Road)	**Object** – 20mph speed limits are not required in the majority of town centre roads. Understand it around residential areas where there is a risk to pedestrians but in the town centre, down concorde avenue and through bridge Street a reduction to 20mph will add extra pressure on bus services, frustration. The council should spend the money on actually fixing the roads, making them roadworthy and safe to drive on Travel change: **No**
(137) Local resident, (Banbury, Meadowsweet Way)	**Object** – Objecting to the proposal as I don't believe the primary issue endangering road safety is a 30mph speed limit - it's those who drive above this limit anyway and will continue to do so regardless of whether the speed limit is 20mph or 30mph. 20mph speed restrictions throughout Banbury will make journeys take an unnecessarily long time, will be bad for the environment as people are driving at less fuel efficient speeds, and will also cost people more as due to the aforementioned fuel inefficiency will have to buy petrol more often. This isn't a sensible thing to do when the county is already suffering the effects of a cost of living crisis, in one of the more expensive areas of the country. It will also encourage more people to speed which will then have a detrimental affect to road safety. Money and efforts would be better spent educating and dealing with those who already drive at over 30mph in highly pedestrian areas e.g. the town centre. Travel change: **No**
(138) Local resident, (Banbury, Merton St)	**Object** – Banbury has congestion problems as it is lowering the speed limit will only increase this as a local resident it concerns me Travel change: **No**
(139) Local resident, (Banbury, Merton Street)	**Object** – Banbury is congested enough with the current speed limit come 5 o'clock I can't even get out of my street if this speed limit is implemented I will have no chance whatvthe council need to do is UPDATE CURRENT INFRASTRUCTURE so it eases congestion not create more.

	Travel change: **No**
(140) Local resident, (Banbury, Mewburn)	**Object** – Cars have better brakes now to years ago and only need 20 around schools Travel change: **No**
(141) Local resident, (Banbury, Mewburn Road)	**Object** – The traffic in Banbury rarely exceeds 20 anyway. Modern vehicles , modern braking systems. 20MPH causes confusion and lack of of concentration. Travel change: **No**
(142) Local resident, (Banbury, Miller Road)	**Object** – After having to endure 20mph speed limits on main roads through villages around Banbury, I can safely say that a 20mph speed limit is fine on housing estates but is not suitable for the main arterial roads in and out of Banbury. It is unsafe as drivers are constantly having to check their speed as it is so low and cars are not designed to travel at such a low speed. As for getting people to walk, cycle and bus everywhere! The bus routes and times are very poor, even non existent both around Banbury and out to the villages. Cycling is not suitable for the elderly and infirm or families ie after school activities, children at different schools, this also applies to walking. Banbury is not a city with an excellent train,bus and cycle links. Travel change: **No**
(143) Local resident, (Banbury, Morgan Close)	**Object** – I believe the arguments behind some of the benefits of a 20mph speed limit are flawed and are not an appropriate comparison with Banbury. I work in a neighbouring town with poor pubic transport connections so the introduction of a 20mph limit will do nothing to discourage me from using my car regularly. I'd also challenge the argument it has little impact on journey times as the mentioned research shows. Banbury is not a city so I'm not sure why comparisons have been drawn with a study from one. (On a side note, I find the lack of references to the research disappointing given Oxford prides itself on academia). Whilst road casualties are tragic and I believe steps should be taken to mitigate them, I'd challenge the actual number of casualties this will prevent and I believe driver education would be a far more effective and wider-reaching use of the money. Banbury also has no e-scooter scheme which would be far more effective to take cars off the road.

	Travel change: **No**
(144) Local resident, (Banbury, Morris Drive)	**Object** – People won't take any notice I'd rather you concentrate on things that matter Travel change: **No**
(145) Local resident, (Banbury,)	**Object** – Pointless Travel change: **No**
(146) Local resident, (Banbury,)	**Object** – 20mph around Banbury will just cause more frustration than anything else. In reality, 20mph is just too slow for this day and age and people won't comply to this. We should spend more time and effort in cracking those who are breaking the 30mph. Travel change: **No**
(147) Local resident, (Banbury, Newland Road)	**Object** – During rush hours you currently can't travel at above 20due to congestion and slowing traffic down or main routes will only increase congestion. For those that travel at quieter times will needlessly increase journey times. Only place this would make sense is around schools for safety but with parking in Banbury around most schools it's gridlock due to poor parking anyway. Travel change: **No**
(148) Local resident, (Banbury, Nickling Road)	**Object** – Cars are better than they were-brakes, autonomic systems etc etc. Why penalise drivers to protect simpletons who don't understand how to cross roads etc. Maybe rather than lowering speed limits the council (and government for that matter) should look at educating people instead. Travel change: **No**

(149) Local resident, (Banbury, None Of Your Business)	**Object** – It would be more to the point if you enforced the current speed limits. These proposals are not required I as a resident do not support them and they will kill off what is left of the town centre making it inaccessible . Utterly stupid and unnecesssry idea . Perhaps try asking the residents ie all of us before coming up with these proposals I'd be v surprised if the majority support them Travel change: **No**
(150) Local resident, (Banbury, Noral Close)	**Object** – Absolutely ludicrous suggestion to lower the current 30mph. Its a complete waste of tax payers money! Travel change: **No**
(151) As a business, (Banbury, Noral Way)	**Object** – The most misguided decision should it proceed though it has competition from the unrestricted growth of houses without supporting infrastrucure in the area and the decimation of the town centre by the granting of permission for the Gateway shopping centre. Hmmm lets see, get held over a barrel to lose your town centre key occupiers but never worry, lets buy the empty shoppomg cetre and fund an uneconomic Premier Inn as no one else will. People need to move and get from A to B. Throttling traffic will further throttle the Banbury economy, make businesses leave and hasten the demise of the local - and should this madness roll out elsewhere- the UK economy. It is not the speed at issue it is the lack of driving skill and selfishness of the majority all trying to gain an edge - reducing to 20 wont solve that! Make the environment better, educate people and stop the growth. Travel change: **No**
(152) Local resident, (Banbury, North Bar Place)	**Object** – It will make it ten times worse to get anywhere, it is busy all the time anyway, so why change it to 20 mph? We have jobs and kids to get to schools, this will make everything harder. Keep the 30 mph please, for our jobs and kids Travel change: **No**
(153) Local resident, (Banbury, North Street)	**Object** – It is unenforceable; the police do not have the resources to cope with it, they can't even stop morons riding bicycles or scooters on the footpaths; it does not reduce either noise or emissions; it is a step too far by politicians

	who are living in a dreamland alternative universe, motorists are beginning to feel they are being criminalised and penalised; has anybody actually asked, or votewd, for the council to impose this? Travel change: **No**
(154) Local resident, (Banbury, Nuffield Drive)	**Object** – It will cause more traffic and more problems as there isn't enough roads and main roads in this town to support how many new houses are being built Travel change: **No**
(155) Local resident, (Banbury, Nursery Drive)	**Object** – It will make more traffic jams in banbury (it is already quite ridiculous in most of the areas of the town at peak times) so there will be no positive impact to the environment at all. Council should fix the roads first and invest in keeping small businesses open. Please fix your priorities first as in my opinion there are more important things to do to actually improve local people's lives. Travel change: **No**
(156) Local resident, (Banbury, Old Parr Road)	**Object** – Traffic is already slow and congested in peak times in Banbury. Introduction of widespread 20mph limits will extend the times that are congested and difficult to travel in. Slower transit times will prolong rush hour periods. Frustration between those who obey any new limit and those that ignore it will increase stress for drivers and incidents of road rage Travel change: **No**
(157) Local resident, (Banbury, Old Parr Road)	**Object** – I don't believe these kind of speed limits actually work for the intended purpose (to make the roads safer for pedestrians and cyclists) in a busy town such as Banbury. They might work for smaller communities and villages, but I believe these speed limits will only worsen what is already an overcrowded, regularly gridlocked town that is in dire need of new and updated traffic infrastructure. Travel change: **No**

(158) Local resident, (Banbury, Osterley Grove)	**Object** – 20mph limits have their place near schools and colleges and where the roads are sufficiently narrow that traffic needs to be slowed but a blanket 20mph limit is ridiculous Travel change: **No**
(159) Local resident, (Banbury, Oxford Road)	**Object** – The 20mph limits don't work elsewhere, aren't enforced and encouraged dangerous overtaking, which didn't happen in the 30mph zones. Travel change: **No**
(160) Local resident, (Banbury, Oxford Road)	**Object** – All studies have shown that reducing the speed limit to 20mph increases pollution. That is perfectly logical. If you drive 33% slower your journey will take 33% longer, you car engine will be running for 33% longer and therefore pollution will rise. It will also lead to more congestion and therefore even more pollution. We have already seen it all in Oxford. It will also decrease business efficiency and discourage new businesses from locating in Banbury. It's effects will be negative. Travel change: **No**
(161) Local resident, (Banbury, Oxford Road)	**Object** – The traffic is already a nightmare in this town and lowering the limit will just make it even worse Travel change: **No**
(162) Member of public, (Banbury, Oxford Road)	**Object** – The proposals are excessive. I can understand why 20mph is necessary outside schools, doctors surgeries and the hospital, residential roads where on-street parking is prevalent. However, this seems to be a blanket 20mph limit affecting most roads in the town centre. Banbury is already heavily congested during peak times, sometimes taking in excess of 10 minutes to get from Sainsburys to Tesco's. A blanket 20mph limit through roads surrounding the Banbury Cross would hamper journey times considerably, especially during peak hours. I would suggest that this would in fact add to pollution levels in the area, with Banbury already having one of the highest levels of pollution in Oxfordshire. I would urge the council to consider whether a 20mph blanket limit is a pragmatic approach. I am always in favour of road safety, but it seems these plans have not been well-thought out.

	You will have seen the reaction to the blanket 20mph limit being imposed in Wales, and the problems this has caused for essential key workers getting to and from places of work, adding to their journey times; couriers/delivery companies making deliveries, our local business community that relies on bringing people into the town centre, and importantly, people needing to get to and from urgent medical appointments. Sadly, though they deny it, Oxfordshire County Council seems hell-bent on forcing people out of their cars, and to use other means of transport. However, we must acknowledge that many parts of North Oxfordshire are rural, and are not well served by public transport. At a time when the economy is struggling, I really cannot see how a blanket 20mph is advantageous to anybody. Travel change: **No**
(163) Local resident, (Banbury, Parker Close)	**Object** – Traffic Flow Disruption: A blanket reduction from 30mph to 20mph may lead to increased traffic congestion, particularly during peak hours. Slower speeds could disrupt the smooth flow of traffic, affecting both local residents and commuters. Economic Impact: Delays caused by reduced speed limits may have economic implications, affecting businesses and commuters who rely on timely transportation. Policing Challenges: Enforcing a 20mph limit may strain police resources, diverting attention from more critical safety concerns. Effective enforcement could be challenging, potentially leading to inconsistent application of the speed limit. Emissions Concerns: Slower speeds may result in increased fuel consumption and emissions, especially for vehicles operating less efficiently at lower speeds. Road Safety Data: A comprehensive analysis of existing accident data should be conducted to determine if the current 30mph limit is a significant contributor to accidents. Inadequate Pedestrian Traffic: Unlike densely populated urban areas, our town may not have consistently high pedestrian traffic, questioning the need for such a low speed limit. Community Impact: The sudden imposition of a 20mph limit without clear evidence of a safety imperative may create unnecessary inconvenience and dissatisfaction among residents. Consideration of Alternatives:

	Explore targeted interventions in specific areas where safety concerns are evident rather than implementing a uniform reduction across the entire town. Potential Resistance and Non-compliance: There is a risk that drivers may resist and not comply with the new speed limit, leading to a lack of effectiveness in achieving the intended safety goals. Impact on Emergency Services: Slower speed limits may impede emergency services' response times, potentially jeopardizing public safety in critical situations. Travel change: **No**
(164) Local resident, (Banbury, Parsons Piece)	**Object** – Absolutely absurd to consider this as a change. It already takes long enough to cross Banbury as it is without needless 20mph limits. It is a speed which makes it more dangerous to travel on the open road because your concentration is on your speedo and not the road and any hazards that may be presenting. This is without considering the strides that have been made in vehicle stopping power and overall safety levels since the 30mph limit was first brought in. At a time when govt budget cuts are at their deepest I cannot comprehend how this is a priority when the money would be far better spent elsewhere. Not to mention how the roads would be far safer as it is if drivers weren't having to constantly swerve to avoid potholes or poorly maintained roads. Travel change: **No**
(165) Local resident, (Banbury, Parsons Piece)	**Object** – 20mph is completely unrealistic to drive on these roads. Speed limits were put in place so many years ago, technology on most cars has improved substantially that if safety is an actual concern, this is not the solution. Understand using 20mph around schools at pick up / drop off. Would it not make sense to use the funds to improve the roads or develop the town centre or provide further services to a town that is becoming hugely populated. I completely object to my council tax money going into this proposal. Travel change: **No**
(166) Local resident, (Banbury, Parsons Piece)	**Object** – Waste of time and money which would be better spent improving the infrastructure. 20mph increases emissions from driving in a lower gear.

	I believe 20mph is sensible around schools at drop off and pick up times but not otherwise. Its a distraction from the real issue i.e. Banbury needs a new road system to deal with the increased volume of traffic. Travel change: **No**
(167) Local resident, (Banbury, Parsons Piece)	**Object** – As a local business owner and local resident I believe the plan to lower the passed limit will hinder our movement within the area, increase our costs in time and create issues with deliveries. Modern vehicles have incredible stopping power, 30mph is slow enough. The number of incidents locally is already incredibly low so I cannot understand why anyone would support this being the MPH being lowered to 20. The same people who support it will be the ones complaining when the cost of Taxi's, Shopping Deliveries, Takeaway Deliveries etc all go up in price and and less efficient. This is 2023 not the 1940's... Travel change: **No**
(168) Local resident, (Banbury, Parsons Piece)	**Object** – There is already lots of traffic in Banbury and 20mph will slow cars down and increase the amount of traffic through the town. Lowering the speed limit is not going to persuade more people to walk or cycle as driving is still an easier option. Travel change: **No**
(169) Local resident, (Banbury, Pitmaston Close)	**Object** – It's ridiculous. We cannot move in this town due to standstill traffic everywhere! Lets get the roads sorted (the roundabouts by Tesco being the main issue!) and get people moving before adding restrictions! Travel change: **No**
(170) Local resident, (Banbury, Portway)	**Object** – Build the ring road first, another junction to M40 from Bodicote (J10A) and after that you can introduce speed limit to 20mph Travel change: **Other** I will move out

(171) Local resident, (Banbury, Queensway)	**Object** – Lack off 20mph limit on Queensway, needed because of all the schoolchildrenin the area Travel change: **No**
(172) Local resident, (Banbury, Red Poll Close)	**Object** – This proposal will not encourage people to cycle or walk more, another initiative is required here perhaps more cycle lanes. All you will do is cause more traffic in Banbury which is already a massive issue and you will be adding to this with 20 mile an hour zones. Travel change: **No**
(173) Local resident, (Banbury, Ribston Close)	**Object** – I agree with 20mph on residential streets but 20 mph on the main roads like the Warwick Road , Bloxham Road and Oxford Road will cause greater congestion than now. With the way new housing is been approved and built, Banbury traffic flow is getting to the level that businesses will start leaving the town Travel change: **Other** Move out of Banbury
(174) Local resident, (Banbury, Riley Drive)	**Object** – Only key roads near schools should have 20mph restriction, not a blanket whole town wide restriction. The existing road network needs to be improved i.e. ring road, south Banbury link road to M40 rather than through the town will help reduce traffic going through Grimsbury and up Hennef way to crunch points. The scheme will not encourage everyone to walk or Cycle to work, public transport is poor, buses have been cut on my estate due to new housing estates, even if restored I would not take public transport on my daily commute as this would add two hours a day, Travel change: **No**
(175) Local resident, (Banbury, Road Outside My House)	**Object** – Banbury's road infrastructure is a full capacity already. Thousands of new houses and new people and new cars, but no changes whatsoever to the main and arterial road infrastructure. The 20mph limit will cause even more gridlock.

	Travel change: **No**
(176) Local resident, (Banbury, Rosemary Drive)	**Object** – This is a completely backwards proposal and makes me embarrassed to be a part of Oxfordshire. This is not a fair consultation for a change of this scale. Most of the public will have no idea that this has happened until it is too late - therefore you may not get a true reflection to the vast number of people who would object to such proposal. What you are proposing has no logic behind it at all, as changing the speed limits will not make Banbury a safer place and will only make it more confused and dangerous. I have grown up with roads being 30mph all of my life and I can say that it is a reasonable and safe speed. I have also been a cyclist on 30mph roads and again I felt safe, but if it were 20mph limits this wouldn't make me feel safe at all as cars/lorries would create dangerous situations when overtaking as they wouldn't be able to quick enough. I have observed other users of the road in 20mph limits and can report back that the majority do not obey this, which creates dangerous situations with wrongly misjudging speeds. In addition, 20mph limits will mean that you have to drive in lower gears, meaning higher revs (so much for being eco friendly!) and louder traffic. You will also be slowing down traffic, which means that cars will take longer to drive through Banbury, causing more traffic and pollution - I haven't even touched on the road rage of other drivers, but I can leave that to your imagination. You suggest that this is to encourage more people to bike or use other means of transport, but this is a delusional statement for a commuting town as a vast amount of people don't even work in Banbury. Why would anyone want to bike on roads that are in a terrible state or take public transport which can barely function properly. As long as private transport is attainable to the general public, why would they instead consider getting cold/hot/wet or surrounding themselves around people they don't know. Cars are safer than ever these days for the users and the people around them. Speed limits need to be revised so that they are instead increased for quicker and more efficient travel in areas where safe to do so. In conclusion, I strongly object to this proposal as it will be a waste of time and money. Instead of this proposal, you should spend time and money on, firstly, fixing our pothole ridden roads, secondly, improving our road network which cannot sustain all of the new housing developments you are authorising, and thirdly, look at implementing new bridleway paths throughout Banbury to take users (e.g. bikes) away from the busy main roads. Travel change: **No**
(177) Local resident, (Banbury, Rosina Walk)	**Object** – It is increasing traffic and making regular journeys much more longer especially around school drop off and work time Travel change: **No**

(178) Local resident, (Banbury, Ruscote)	**Object** – No need to intriduce the speed limit, will make the town even more congested, Travel change: **No**
(179) Local resident, (Banbury, Ruscote)	**Object** – i think it is an absolutely stupid idea. I went through Wroxton village were this is already 20 miles an hour speed limit and a push bike over took me not to mention the tail back as well. Never thought I'd see the day that pushbikes are now travelling faster than cars. Travel change: **No**
(180) Local resident, (Banbury, Ruscote Avenue)	**Object** – The traffic congestion in Banbury is bad enought evem withot speed limit. You can not go any faster then 20 m/p most of the day and late evenig. You will lock town down. Travel change: **No**
(181) Local resident, (Banbury, Ruscote Avenue)	**Object** – Money should be spent fixing traffic and road layouts Travel change: **No**
(182) Local resident, (Banbury, Sanderling Walk)	**Object** – A 20 MPH speed limit would only add to the unbearable congestion of the town as it is. Your aim is to promote alternative transport, however 99% of people who can drive still will. It'll just be more congested. Travel change: **No**

(183) Local resident, (Banbury, Sandford Green)	**Object** – No need to reduce speed on the road and make the roads more busy for no reason. Travel change: **No**
(184) Local resident, (Banbury, Sir Henry Jake Close)	**Object** – Will increase emissions as cars drive slower Travel change: **No**
(185) Local resident, (Banbury, Songthrush Road)	**Object** – Banbury is a through, commuting town with a high volume of traffic, particularly at peak times. I believe a 20mph limit would be further still slowing down movement of traffic and and putting the town at complete standstill. For those who drive for a living on a pay per drop basis, you are reducing the amount of work they can achieve in a day, drastically. Are you going to pay them compensation for loss of earnings? I myself am a single working parent. I'm unable to drop my daughter off before 8:15am and must be at work by 8:30. This is already an incredibly tight squeeze. Are you going to explain to my boss why I'll be late every morning and cover my loss of earnings? I believe slowing down the already incredibly dense flow of traffic even further will cause commuters unnecessary stress and make law abiding citizens feel compelled to break speed limits, so as not to put their jobs at risk. Aside from rush hour, I just believe it's unnecessary. 30 is plenty slow enough to stop for pedestrians and to emergency stop safely etc. Its a little different in villages where the roads are already quiet and may have children out playing etc but on main roads through a town I think the idea is completely ridiculous. Travel change: **No**
(186) Local resident, (Banbury, Southam Road)	**Object** – I am a delivery driver and this will make my life a lot harder. I will have to run more to deliver the 200 parcels per day and will not have time to spend with my family as I will be on the road due to 20 mph limit. Keep it to 30 please, I don't want to lose my job because I won't be able to deliver all parcels in one day Travel change: **No**
(187) Local resident, (Banbury, Spinney Drive)	**Object** – Will block up areas with traffic more than they already are. Will take longer to get to places as elderly people always do 10mph less than the speed limit anyway which causes more harm than good.

	Travel change: **No**
(188) As a business, (Banbury, Springfield Avenue)	**Object** – Far too slow, the villages which have already introduced this in my opinion you do not need to drive that slow, especially a straight road. I agree around schools and play areas etc. but most areas it just seems downright crazy. Most motorists ignore the new 20 limits, would make more sense to focus on areas around schools etc. Modern cars have better braking systems than when 30 limits were first introduced, things seem to be going the wrong way Travel change: **No**
(189) Local resident, (Banbury, St Georges Crescent)	**Object** – 1. The damage that it will do to my motor vehicle. Having to reduce my speed to 20mph is not good for the engine of a motor vehicle. 2. I sincerely hope that there is not going to be an influx of Speed Cameras in all of the proposed 20mph zones should this ridiculous proposal go ahead. 3. In the majority of the areas shaded Blue i can agree with as they are residential areas. 4. My objection is the area through the town from Morrisons to Quick Fit. Travel change: **No**
(190) Local resident, (Banbury, Station Road)	**Object** – Keep it at 30mph. This will frustrate drivers Travel change: **No**
(191) Local resident, (Banbury, Stratford Road)	**Object** – It is unnecessary for the roads in my area as there is no need to cross from one side of the road to the other (housing is only on one side of the road). Also, a 20mph limit would cause more traffic jams during peak times, and lead to more pollution in my area. Travel change: **No**

(192) Local resident, (Banbury, Sussex Drive)	**Object** – Residential roads only. Not needed on A or B Roads unless, a School Entrance is on the A or B road. Travel change: **No**
(193) Local resident, (Banbury, Sussex Drive)	**Object** – As an on call firefighter it may mean that I will no longer be able to get to the station on time Travel change: **No**
(194) Local resident, (Banbury, Sussex Drive)	**Object** – Creates more pollution and leads to people taking more risks by overtaking cars especially at night because the 20mph zones are silly at night when no one is around. Look at the crash increases around Witney for example. Travel change: **No**
(195) Local resident, (Banbury, Sussex Drive)	**Object** – as the police don't police the 30MPH limit so lots of people ignore it I don't see changing the number on the speed limit sign is going to make any difference to inconsiderate drivers Travel change: **No**
(196) Local resident, (Banbury, Sussex Drive)	**Object** – It is likely to cause more pollution. Getting through town is slow enough as it is. Surely it would be more useful to get traffic off the roads and improve public transport Travel change: **No**
(197) Local resident, (Banbury, Sussex Drive)	**Object** – £8m from the budget when you can't even provide education for SEND children. Utter digression Travel change: **No**

(198) Local resident, (Banbury, Swift Drive)	**Object** – Due to the high traffic congestion at peak times and when the M40 has issues your be in lucky to go anywhere in Banbury at 20miles an hour! I personally don't drive at 30miles an hour down side streets but having a blanket 20 mile an hour limit on these roads will not make any difference. It already is painful getting around Banbury this will just infuriate drivers even more and are the police going to enforce it! They are already under a lot of pressure. Travel change: **No**
(199) Local resident, (Banbury, Sycamore)	**Object** – It's totally unnecessary to propose that basically THE WHOLE TOWN is a 20mph zone Look at the areas this has happened to already and the disruption and anger it's caused God forbid giving the people of this god forsaken place anything else to despise it and start even more arguments online Tbh this WILL happen because we've got no one with big enough balls to fight our corner…. Travel change: **No**
(200) Local resident, (Banbury, Sycamore Drive)	**Object** – Cash statistics show that this proposal is unnecessary and 20 mph as a coverall does nothing but penalise motorists and increase traffic. Roads and vehicles are designed for to operate optimally at specific speeds. Lowering speeds with a coverall manner will also massively increase A - B travel time affecting all persons and businesses. Travel change: **No**
(201) Local resident, (Banbury, Tadmarton)	**Object** – Reducing the speed limit so that people can experience a more leisurely way of travel including walking and cycling is nonsense, distances are likely to be too far and too difficult to manage, including time and carry things. Road safety and records show minimal fatalities and compared to other towns and cities of this size then pretty much the same. Suggesting that lower speeds will make drivers more conscientious is flawed, drivers will break the law because they need to get somewhere, they don't have unlimited time. The environment and pollution aspect then drivers already pay a penalty for polluting cars with higher road tax.

	Travel change: **No**
(202) Local resident, (Banbury, The Byeway)	**Object** – Feels unnecessary. As a cyclist it won't help me as there will still be the same cars on roads that are too small or have holes. As a driver it's rare to go this fast in the town centre anyway. Travel change: **No**
(203) Local resident, (Banbury, The Camellias)	**Object** – There is no need to enforce 20mph speed limits in all areas proposed 24 hours a day. 20mph near schools I agree with but not others. Cars are not designed to go at such a low speed. The speeders will still speed whatever the limit. Travel change: **No**
(204) Local resident, (Banbury, Thyme Close)	**Object** – 20 mph limit is too slow for modern cars and motorbikes. It causes anger amoungst motorist who then risk overtakes and increased aggression and even higher speeds. Travel change: **No**
(205) Local resident, (Banbury, Timms Road)	**Object** – The current 30mph is fine. There is already an issue of high levels of traffic within banbury, this will cause further delays and issues for the town Travel change: **No**
(206) Local resident, (Banbury, Trinity Close)	**Object** – Increase time taken to travel. Reduce efficiency of vehicle thereby causing greater pollution. I agree to having temporary timed 20mph limits outside schools but not full time. Travel change: **No**

(207) Local resident, (Banbury, Tyrrel Road)	**Object** – Traffic and congestion in banbury is already bad enough with the current speed limits, changing them would have more negative effects than positive Travel change: **No**
(208) Local resident, (Banbury, Tyrrell Road)	**Object** – '- Town already congested with slowing traffic further - Increasing travel in Banbury will discourage visitors and shoppers at a time when the town is already struggling to attract visitors. - Reducing the speed limit will not automatically make the roads safer; people who speed will do so no matter the limit, they also travel at a speed that suits them not just a little over the speed limit. A 20mph speed limit would not mean collisions would occur at a reduced speed. - Longer travel times may have an impact on recruitment and retention of staff for local businesses if commuting times increase. Travel change: **Other** Will not impact necessarily on the number of journeys I make, as many of these are necessary but it may mean that I (like many others I am sure) change my route to non-20mph roads.
(209) Local resident, (Banbury, Victoria Place, Waterloo Drive)	**Object** – Some areas do not require this speed reduction, this is going to cause more congestion in Banbury Travel change: **No**
(210) Local resident, (Banbury, Waller Drive)	**Object** – 20mph is too slow. Banbury is a busy town with a lot of traffic anyway, especially being so close to m40. Where is the statistics to say how many people have been hit by a car in banbury indicating that the speed change is necessarh Travel change: **No**
(211) Local resident, (Banbury, Waller Drive)	**Object** – Banbury already struggles with high parking charges, drops in footfall and an air of decline. This level of Oxfordshire interference with accelerate this. Banbury roads are already safe.

	Travel change: **No**
(212) Local resident, (Banbury, Waller Drive)	**Object** – I have already completed one of these forms but it was not until I got to the end did I discover that this free text area is the only place to comment on the proposal - the rest of the form (the other 87%!) is just data gathering. I'd also comment that free text in a survey is the worst possible way to collect opinions (having done many online surveys myself) as it is very difficult to parse free text to come up with common / consistent themes. Let me focus firstly on the proposal for a 20mph limit on the estate I live on, Waller Drive, in Banbury. This estate was built with traffic-calming in mind. There are no straight roads, every road bends. There are speed humps or rumble strips on every junction. You simple cannot drive at speed on the estate, as was designed into the road layout. Thus I cannot see what a 20mph limit would achieve beyond what the road design already achieves. I can see that it would waste money in new signage. Therefore on the basis that it is totally pointless, I OPPOSE the 20mph limit on the Waller Drive estate. In fact, I think this scheme is an outstanding example of sheer performative politics - doing something simply for the appearance of doing something. I base this on the fact that in the 'OXFORDSHIRE COUNTY COUNCIL (BANBURY AREA) (SPEED LIMITS) ORDER 20** SCHEDULE 1' (yes, I have downloaded and read all the documents) the areas to have the 20mph speed limit are 'The whole length of every road within the parish boundary of Banbury, excluding the following:' (at which point I'm pleased to see that the M40 will be excluded!) A blanket 20mph zone for the whole of Banbury is not a sensible attempt to see where Banbury citizens will benefit from a 20mph zone. I note that the Statement of Reasons says 'Whilst the County Council is not introducing 'blanket' 20mph zones throughout Oxfordshire, the belief is that the greater level of coverage attained across the county will help with a greater level of compliance.' Really? Is there any evidence for this statement? Indeed the Government does not believe this is the case: 'Putting in place "blanket" 20mph speed limits means drivers are less likely to slow down on roads where there is a school or children are playing, the Transport Secretary has said. Mark Harper said widespread use of a 20mph limit "damages the ability" for the zones to have an impact on roads where a lower speed is required for safety reasons because drivers are "less likely to comply". Source: https://www.independent.co.uk/news/uk/mark-harper-welsh-government-transport-secretary-rishi-sunak-dft-b2421518.html Furthermore 'Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge.' Source: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/

	In summary I OBJECT to a blanket speed limit of 20mph in the Parish Boundary of Banbury as it will ultimately become counter-productive. I would consider supporting specific, targeted 20mph limits where research and evidence shows they will make a difference. Travel change: **No**
(213) Local resident, (Banbury, Warkworth Close)	**Object** – 20 is too slow as a mandatory speed on proposed local roads. It will cause more congestion; more pollution due to being in local gears; and more erratic dangerous driving by a significant percentage of drivers who will overtake those doing 20 and less. It lacks common sense. Travel change: **No**
(214) Local resident, (Banbury, Warkworth Close)	**Object** – Increases travel time. Most drivers don't follow current 20 mph speed limits which is more dangerous than keeping the limit 30. 30 mph is already slow and has nothing to do with accidents. Accidents in 30 zones are caused by a drivers/pedestrians lack of awareness not the speed. Travel change: **No**
(215) Local resident, (Banbury, Warwick Rd)	**Object** – Unrealistic speed you do not enforce the 30 so won't do this. Waste of much needed Council funds spend on OAP care or even potholes! Massive vote looser …there goes your expenses and posh lunches Travel change: **Other** I will move out of town
(216) Local resident, (Banbury, Warwick Road)	**Object** – 3mph is slow enough on the main roads. They would be safer if the potholes and disgraceful road surfaces were fixed Travel change: **No**

(217) Local resident, (Banbury, Warwick Road)	**Object** – I believe that 20mph is actually to slow. Banbury is a massive bottle neck of traffic as is it, this will make it worse than ever. 20mph by schools but not everywhere else. I believe there are other agendas a foot here. Travel change: **No**
(218) Local resident, (Banbury, Warwick Road)	**Object** – Traffic is already terrible. 20mph will make it worse, no need for it Travel change: **Other** Yes, I'll move to a different place
(219) Local resident, (Banbury, Warwick Road)	**Object** – I think it is an unnecessary hinderance to traffic flow. There are pavements and pedestrian crossings, which keep pedestrians away from traffic and most cyclists use these as well. Drivers give cyclists a wide berth when they are on the road and 30mph is slow enough to be able to see hazards and react to them. I see very little benefit but a lot of inconvenience from reducing to 20mph. The money it will cost to put the signs in should be used to mend the roads so the cyclists can ride in a straight line and are less likely to fall off, in the path of a car or lorry! Travel change: **No**
(220) Member of public, (Banbury, Warwick Road)	**Object** – 20mph limits only incite road rage and dangerous overtaking as it feels ludicrously slow. If it's because of pedestrian safety, they need to go back to basics of being a child and look both ways Travel change: **No**
(221) Local resident, (Banbury, Warwick Road)	**Object** – I do not believe this increases safety and is a complete waste of tax payers funds. Travel change: **No**
(222) Local resident, (Banbury, Warwick Road)	**Object** – There is no need for this. Where is the supporting evidence for Banbury this is needed rather than general anecdotal comments? Do you think cars struggling between gears, higher revs is burning fuel more efficiently? Do you

	think this solves the traffic chaos in Banbury caused by excess house building? Invest in the current infrastructure rather than burning money on folly projects. If you must push this agenda, let the people have their say in a vote rather than this hidden away 'consultation'. Travel change: **No**
(223) Local resident, (Banbury, Warwick Road)	**Object** – Trafic in the area is already very bad at peak times and i can only see this will make it worse. In the 10years i have lived here i have not seen or heard of a significant number of incidents on which to base this decision. Travel change: **No**
(224) Local resident, (Banbury, Wellington Ave)	**Object** – The money that would be wasted on yet another 'box ticking exercise' should be spent in repairing the roads and enforcing the laws of the road. For example: It is noticeable that far too many people in Banbury do NOT understand that a red light means stop - especially taxi drivers, I have even seen driving instructors (no pupil on board) ignore red lights. Travel change: **Other** It will mean sitting even longer in traffic queues. I will certainly not be able to walk - WHY ARE YOU ASKING ABOUT ILLEGAL SCOOTERS !!!! THEY ARE A DEATH TRAP WAITING TO HAPPEN - I am terrified of even trying to walk on the pedestrian paths because of these ignorant idiots - I am unable to jump out of their way.
(225) Local resident, (Banbury, Wellington Avenue)	**Object** – 20mph limits as a blanket cause more pollution and traffic chaos. Near schools at start and finish times, for example, are a good idea. However, a blanket limit for the whole of an area is a very shortsighted and extremely counter- productive for any of the stated aims. Travel change: **Other** It will cause me severe problems as I cannot walk very well and the extremely illegal use of the footpaths by bicycles and the ILLEGAL e-scooters makes it impossible for me to even attempt walking anywhere. My car is my only method of transport. Public transport is not a viable option for my needs.

(226) As a business, (Banbury, Wesley Drive)	**Object** – I am a driving instructor and fear that this will make the town even more difficult to nagotiate, I already have to think about my routes at different times of day to try to avoid the traffic jams, this will make this worse, my students are not going to be happy if they spend most of there expensive driving lesson sat in a queue. Travel change: **No**
(227) Local resident, (Banbury, West Bar Street)	**Object** – I am struggling to see how reducing the vast majority of Banbury roads to 20mph makes it a safer and more attractive place to walk and cycle! I do not feel that enough information has been provided as to how this huge change to our road network is going to make Banbury more attractive and with regards to safety I feel that this is a very sweeping statement with no accident data provided to support that our roads around Banbury are unsafe because they are 30mph. I actually work for the emergency services so am acutely aware of accidents and the impact they can have but do not feel that there is adequate information provided to support that these changes are actually going to make the roads safer. If anything itis going ot cause drivers to become frustrated and take more risks with regards to overtaking, speeding etc etc. Travel change: **No**
(228) Local resident, (Banbury, West Street)	**Object** – Emissions go up along with fuel consumption and there is no need for 20 when there is nothing wrong with 30 Travel change: **No**
(229) Local resident, (Banbury, West Street)	**Object** – Fucking joke,I dont agree for this redicolous 20 limit Travel change: **No**
(230) Local resident, (Banbury, West Street)	**Object** – It will increase pollution and congestion. Surveys show this repeatedly but are regularly suppressed. People need to be able to travel efficiently to live their lives, especially if they have businesses or are disabled. Travel change: **No**

(231) Local resident, (Banbury, Westminster Way)	**Object** – This is a very silly idea leading to more pollution and bigger traffic jams in the already very poor infrastructure of the town which will result in more angry and then accidents regarding to much busier roads Travel change: **No**
(232) Local resident, (Banbury, Whimbrel Way)	**Object** – 20mph is too slow for main trunk roads. It will cause more accidents as pedestrians have "perceived safety" whist drivers are paying more attention on the speedometer and not actually watching for pedestrians simply stepping out. Travel change: **No**
(233) Local resident, (Banbury, Whimbrel Way)	**Object** – Too slow people do not concentrate at 20mph. Negative effect on planet as using lower gears and therefore more pollution as well as vehicles being on the road longer. Cyclists and e scooter vehicles will be travelling faster than cars. Travel change: **Other** Unlikely as infrastructure for public transport is dire and I do not feel that an increased number of e scooted (especially while not policed) would be safe or a Good thing
(234) Local resident, (Banbury, Winchester Close)	**Object** – It's a stupid idea the roads are fine at the speed they currently are set too Travel change: **No**
(235) Local resident, (Banbury, Winston Drive)	**Object** – This is not a priority for the area, the traffic situation in and around the town needs to be addressed as the infrastructure with the new housing is causing traffic issues even at off peak times.

	Travel change: **No**
(236) Local resident, (Banbury, Withheld)	**Object** – 20mph is not a suitable speed limit for a road network already stretched to capacity. How do OCC propose to improve the road network rather than spend funding on reducing speed limits in areas where this will give no benefit. Travel change: **No**
(237) Local resident, (Banbury, Woburn)	**Object** – I do not believe reducing the speed of the roads will support a safer environment. The roads are used as race tracks all the time and this is never policed so why spend all this money on reducing the speed for it to be ignored and nothing acted upon! Yet again another project which should be titled how can we waste more money! Travel change: **No**
(238) Local resident, (Banbury, Wood End)	**Object** – Blanket 20mph is ridiculous. Volume of traffic makes it slow enough when busy anyway. 30mph is fine when not busy. Travel change: **No**
(239) Local resident, (Banbury, Wood End)	**Object** – Having seen the result of Bodicote's, Adderbury's and Deddington's 20mph scheme, a 20mph limit causes many results. The first, frustrated drivers, having to limit oneself to 20mph, a speed where most manual cars don't sit comfortably at, annoys the drivers and hurts the car. Secondly, having to go at a lower speed, means a lower gear is used, meaning more fuel is burnt, further adding pollutants to the environment. In a world where climate change is rapidly affecting our planet, does Oxfordshire county council seriously want to be advocating for the burning of more fuel, due to higher engine revolutions, ultimately hurting our planet. Thirdly, the roads in Oxfordshire are atrocious and filled with pot holes, do you not think that your budget, funded by our, your constituents, taxes, could be better spent fixing the roads, rather than having to manufacture, purchase, and install 20mph speed limit signs. Finally, ask yourself, whether it is you reading the consultation, legislating the laws or gathering the funds for this project, do you seriously want to be say at 20mph everywhere you go in Banbury? When you're in a rush due to waking up late to get

	to work, will 20mph really benefit you. Why don't you instead install speed cameras and 20mph zones outside of schools, within the hours they are open, instead of limiting our freedom's further. I'll remind you, British democracy is based off our the citizens giving the government power in order to facilitate safety, security and freedom not the government having power over its citizens to limit where they can go. Travel change: **No**
(240) Local resident, (Banbury, Wood End)	**Object** – Flawed data being used to subject drivers in oxfordshire to drive at 20mph. How can data from another area apply to our town. What evidence from data collected oxfordshire that 20mph will reduce emissions. Travel change: **No**
(241) Local resident, (Banbury, Wood End)	**Object** – Most drivers can maintain 30mph quite easily, Diving at 20mph is much harder and you tend to spend more time looking at your speedo than you do looking where your going. Travel change: **No**
(242) Local resident, (Banbury, Addison Road)	**Object** – A maximum speed limit of 20mph is too slow. Banbury traffic is already so bad that it doesn't need anything to cause it to move any slower!. Causes more frustration with drivers. Pointless waste of money on all the signs! Travel change: **No**
(243) Local resident, (Banbury, Angus Close)	**Object** – The proposal has a massive cost and states it's to encourage walking/cycling. I currently walk to a number of family based amenities and the footpaths are so badly maintained. Everywhere I go has over grown bushes, slippy leaves covering alleyways, crab apples covering the floor making using them with a pushchair impossible. Loads of set walk routes implemented during COVID are now dangerous to walk or cycle due to lack of maintenance, I feel the money focus should be on improving this so people don't have to walk a long the road with cars! In regards to encouraging cycling, I also have a bike with a baby seat which I would feel completely unsafe on the roads in my estate and that has nothing to do with the speed cars travel, that's purely due to the state of the roads! My local road

	(Angus close) is in such a bad state it would be extremely dangerous to even attempt to bike, especially with a toddler on the back. 8M could be used to fix the roads and implement cycle lanes across busy routes. Travel change: **No**
(244) Local resident, (Banbury, Austin Drive)	**Object** – Increased congestion, increased emissions, longer travel times, unnecessary. Travel change: **No**
(245) Local resident, (Banbury, Banbury)	**Object** – In my opinion 20MPH causes greater road rage amongst car drivers who drive recklessly when getting past someone who is driving at the maximum speed limit. This already happens on Banbury roads where there is a limit of 30 MPH, reducing the speed limit will increase the problems. I'd also like to know how it can be justified when it has been noted the increase in air pollution of some vehicles when driving at slower speeds. Travel change: **No**
(246) Local resident, (Banbury, Banbury Area)	**Object** – I am objecting these proposals due to there being no evidence to support road safety. I am a firefighter that also responds from home, 20mph limits have a negative affect on response times attending station and whilst on blue lights with the fire engine, this will endanger life when seconds count, we don't only respond to road traffic accidents. Also the individuals that decided to break the 30mph speed limits that already exist will still break the 20mph limits. Travel change: **No**
(247) Local resident, (Banbury, Bath Road)	**Object** – Reduce noise, pollution, particularly from tyres and exhausts and enhance safety. Travel change: **No**
(248) Local resident, (Banbury, Beaulieu Close)	**Object** – Trying to drive at 20mph takes your eyes off the road as you are looking at your speedometer to make sure you are driving at 20mph which increases the risk of crashing or hitting someone/something. Also, those who don't stick to the 30mph, certainly won't stick to the 20mph!

	Travel change: **No**
(249) Local resident, (Banbury, Betts Close)	**Object** – Roads are already congested… this will lead to slower cars, meaning more travel times. longer travelling times will lead drivers to become tried and potentially dangerous. especially with HGV drivers this will make them struggle with driving hours. also how is this going to be enforced police forces are already stretched and this will make this worse Travel change: **No**
(250) Local resident, (Banbury, Bismore Road)	**Object** – The need for 20 zones outside schools at appropriate times is needed and if the estate road has heavy parking and restricted view of pedestrians. The implementation on main thoroughfares restricting the ability to commute through the town to access the main employment areas a the motorway does not make sense. The restriction on the "new" link road that was specifically built to relieve traffic also makes no sense. The emphasis on cycling and walking plans and the assumption that every one can alienates a large proportion of the population. The provision of buses in the town and localised villages compared to Oxford is dismal. This proposal stinks of a county council that is oxford centric and believes what's good for oxford is good for everyone else. Travel change: **No**
(251) Local resident, (Banbury, Bloxham)	**Object** – Roads are already quite wide and making everything 20 seems way too extreme. I won't be voting for this candidate again considering she seems pro this Travel change: **No**
(252) Local resident, (Banbury, Bloxham Road)	**Object** – 30mph has been effective for decades. People normally adjust speed lower if necessary Travel change: **No**

(253) Local resident, (Banbury, Bretch Hill)	**Object** – Nothing to gain. Waste of money. Travel change: **No**
(254) Local resident, (Banbury, Bridle Close)	**Object** – Because it's not necessary. Traffic comes to a standstill at peak times now , Time and energy would be better spent sorting out traffic flow problems. Travel change: **No**
(255) Local resident, (Banbury, Bridle Close Banbury)	**Object** – 1 only schools or hospitals should have 20 mph 30mph on other roads example 30mph on bankside as there is humps and a cycle lanes at present we in banbury do not WANT the chaos that is happening in Oxford 2 this is such an important subject that it should be put to vote not just consultation also the main problem around banbury is the endless road works which hamper movement around banbury 3 what about the emergency services getting around banbury tramway in the new year is having a new road put though. Travel change: **No**
(256) Local resident, (Banbury, Briggs Close)	**Object** – Absolutely ridiculous Travel change: **No**
(257) Local resident, (Banbury, Britannia Road)	**Object** – The traffic is already crawling along and slowing it down is not going to help Travel change: **No**
(258) Local resident, (Banbury, Browning Road)	**Object** – It's absolutely ridiculous cars are not geared to run at 20mph it's very difficult to maintain that speed over long distances..it also uses more fuel Travel change: **No**

(259) Local resident, (Banbury, Brunswick Place)	**Object** – My opinion traffic would get even worse then it is now as all cars be going at 20mph! This will cause even bigger chaos in peak times Travel change: **No**
(260) Local resident, (Banbury, Causeway)	**Object** – It's ridiculous, end of! Travel change: **No**
(261) Local resident, (Banbury, Chacombe Crescent)	**Object** – A blanket 20mph restriction is ludicrous. Traffic is bad in town as it is. No thought to this. Strongly object. Travel change: **No**
(262) Local resident, (Banbury, Chatsworth Drive)	**Object** – 20mph zones outside schools at start and end of day might be a sensible idea but certainly not blanket coverage. Most estate roads are narrow and with parked cars naturally keep speeds low anyway without the eyesore of many 20mph signs. You will create a dangerous situation with bikes undertaking and overtaking motor vehicles. So in my view this is a pointless waste of money. Travel change: **No**
(263) Local resident, (Banbury, Cheney Road)	**Object** – No benefit to reducing the speed limit. People generally drive to the conditions. Travel change: **No**

(264) Local resident, (Banbury, Coppice Close)	**Object** – It's ridiculous. You spend more time looking at your speedometer than where you're going. 30mph is a more natural speed that drivers have been used to for decades Travel change: **No**
(265) Local resident, (Banbury, Danesmoor)	**Object** – Not all roads in Banbury's residential estates need to be 20mph. Near schools yes but not a blanket on whole areas. Money could be spent on repairing potholes rather than new road signs and markings. It will not make more residents walk or ride a bike, especially as Banbury is not Oxford. Public transport in my area is poor. I'll thought plan not understanding the key issues in Banbury from councillors in Oxford. Travel change: **No**
(266) Local resident, (Banbury, Easington)	**Object** – Because I don't believe this will solve the issue in Banbury, the infrastructure is poor this needs fixing not the speed limit Travel change: **No**
(267) Local resident, (Banbury, East Street)	**Object** – Banbury is already so backed up with traffic. It is ridiculous. No need for unnecessary 20mph zones. I also drive for work providing care in the community, slowing down the traffic more than it already is will cause massive issues and delays to myself, colleges and everyone else for that matter. Ridiculous proposal. Travel change: **No**
(268) Local resident, (Banbury, Edmunds Road)	**Object** – The amount of people who speed around Banbury already with it being 30mph is ridiculous. Youths on bikes with no helmets, cars being driven recklessly. Wasting £8m on something that those people will pay no mind to will not make any difference than it being 30mph.

	Travel change: **No**
(269) Local resident, (Banbury, Edmunds Road)	**Object** – I think it is the wrong move and just increases traffic congestion rather than ease it. Furthermore people are less likely to stick to 20 than 30. Travel change: **No**
(270) Local resident, (Banbury, Elton Road)	**Object** – I agree 20mph limits should be implemented near schools however 20mph in the whole town is ridiculous cars are not built to be driven at that speed all the time and the traffic around banbury is horrendous as it is how about you build better infrastructure instead of reducing speed which will not benefit anybody. You mention you want to encourage other means of transport however public transport in the banbury area is terrible, buses are always late or don't turn up at all especially in the Cherwell Heights, Longford Park area. Travel change: **No**
(271) Local resident, (Banbury, Fairview Road)	**Object** – Traffic flow is slow in Banbury anyway. Local limits near schools may be appropriate but the blanket approaches impose unnecessary restrictions not borne out by accident numbers. The suggested limits will increase congested hours and discourage even more people from using Banbury town centre when the town desperately needs more people from the growing out of town estates to come into our town centre rather than Stratford or Leamington which do not seem to be progressing down this ill-informed and politically motivated path. Many residents I talk to do not want this. Travel change: **No**
(272) Local resident, (Banbury, Glyndebourne Gardens)	**Object** – I feel that 20mph is more dangerous to drive at because it's more of an uncomfortable speed and spend to much time looking to be under 20 than focusing on what it going around outside the vehicle. Travel change: **No**

(273) Local resident, (Banbury, Goodrington Close)	**Object** – I don't believe turning 30mph zones into 20mph zones will encourage people to walk or cycle the condition of the roads and the foot paths are shocking use the money to actually fix the roads and foot paths Most mornings to get to work (I work in Kidlington) it takes me nearly an hour to get out of Banbury if the new 20mph is introduced it will take even longer causing road rage in other drivers Look at the 20mph zone in deddington and the effect that has on traffic build up. Fair enough 20mph zones in built up areas but the main roads no way Travel change: **No**
(274) Local resident, (Banbury, Grange Rd)	**Object** – Will make people less observant, as a lower speed lulls you into a false sense of security. Travel change: **No**
(275) Local resident, (Banbury, Green Lane)	**Object** – Regardless of 20mph you will not stop the people who also speed. Travel change: **No**
(276) Local resident, (Banbury, Greville Road)	**Object** – 20mph should be near schools at school start & end times only. There should be more speed cameras in certain areas. It is like a race track between the Hardwick roundabout & Dukes meadow on the Warwick Road, with cars regularly in speeds of 60+ mph. Money would be better spent on speed cameras! Travel change: **No**
(277) Local resident, (Banbury, Grimsbury Square)	**Object** – Banbury has an issues with traffic . Its difficult to get any where Travel change: **No**

(278) Local resident, (Banbury, Hanwell Field)	**Object** – Purely money making again from car drivers. With speeding fines for going below the speed limit we are all used to. Absolute joke. Travel change: **No**
(279) Local resident, (Banbury, Hanwell Fields)	**Object** – Awful idea Travel change: **No**
(280) Local resident, (Banbury, Hardwick)	**Object** – There are many roads that this speed limit is inappropriate. My suggestion would be to have variable speed limits around school zones and similar, depending on time of day etc Travel change: **No**
(281) Local resident, (Banbury, Hastings Road)	**Object** – I feel a 20mph speed limit does not serve a sensible purpose in terms of reducing risk from drivers. It also increased emissions from ICE powered cars at 20 rather than 30. Travel change: **No**
(282) Local resident, (Banbury, Heathcote Avenue)	**Object** – 20mph will make Banbury more congested than it is already. Money needs to be put to repairing the roads not wasted on road signs. Majorit will not abide by this anyway. Travel change: **No**
(283) Local resident, (Banbury, Hermon Road)	**Object** – It's not necessary Travel change: **No**

(284) Local resident, (Banbury, Hightown Road)	**Object** – Lowering the speed limit will just add to congestion and road rage. It is a crawl! Is there any robust evidence that this makes roads safer. I think that is a myth. All this will do is create an awful lot of inconvenience. Travel change: **No**
(285) Local resident, (Banbury, Hightown Road)	**Object** – Cause more congestion and pollution Travel change: **No**
(286) Local resident, (Banbury, Hillside Close)	**Object** – Having driven in the new 20 mph zones in Oxfordshire and other countries, all they do is cause long queues of traffic crawling though streets and bigger queues of vehicles trying to join from side roads. Several people I have spoken to tell me car especially automatics jump back and forth though there gears at 20pmh. Which is not good for their vehicle or the environment. Travel change: **No**
(287) Local resident, (Banbury, Ironstones)	**Object** – Increased traffic load on roads (more than it already is!). Drivers will be more focused on the speedometer rather than the road. I understand the 20mph limit around schools and on heavy pedestrian traffic areas. Other than that, 20mph is TOO SLOW. Travel change: **No**
(288) Local resident, (Banbury, Irrelevant)	**Object** – Both logic and common sense can see enforcing this in an already over trafficked area will cause more pollution. I can't see it will have any benefit in an area that has so many 20mile an area zones and would be inforced by increased traffic cams etc which is a continued invasion of the public's privacy. Travel change: **No**

(289) Local resident, (Banbury, Jenkinson Road)	**Object** – Don't make life more miserable for the people who live here 30 is fine the roads that are 30 at the moment are perfectly fine look at the anger it has caused in Wales didn't work there won't work here and will just increase road rage. Invest the money in the transport links and road ways instead ! Travel change: **No**
(290) Local resident, (Banbury, Lapsley Drive)	**Object** – In the urban areas of Banbury the amount of traffic limits speeds already so there is no need to reduce the current limits. It's also more uneconomical to drive at 20 mph rather than 30. Travel change: **No**
(291) Local resident, (Banbury, Lapsley Drive)	**Object** – Completely unnecessary. Around schools at certain times make sense but globally making traffic slower is not needed. Travel change: **No**
(292) Local resident, (Banbury, Lapsley Drive)	**Object** – Traffic in Banbury is already horrendous,especially during rush hour. By slowing traffic down it's going to make commute times even slower. This will increase pollution due to the idling of vehicles and will cause more accidents where the slowness alters natural reactions, and pedestrians thinking they have more time to move throughout vehicles. Its going to inconvenience every single road user, and will make travel times even longer, meaning people won't have as long to spend with their families and ultimately affecting their mental wellbeing. Travel change: **No**
(293) Local resident, (Banbury, London Yard)	**Object** – Ridiculous idea! No reason to do that! Travel change: **No**

(294) Local resident, (Banbury, Longford Park Road)	**Object** – 30 MPH is adequately slow for the existing roads Travel change: **No**
(295) Local resident, (Banbury, Longleat Close)	**Object** – I feel it will impact on journey times and people will not do it. I understand around some arrives but not the whole town. Travel change: **No**
(296) Local resident, (Banbury, Meadowsweet Way)	**Object** – I'd rather the council spent the money on speed cameras enforcing 30mph than spending money on new signs. 30 mph is fine given the wide pavements and distance to road, what's not fine is the amount of speeding on dukes meadow drive which sees cars regularly going 40 - 50 mph. Travel change: **No**
(297) Local resident, (Banbury, Meadowsweet Way)	**Object** – It's frustrating driving around banbury as it is without reducing speed limits to a snails pace, reducing the limit to 20mph who is it protecting? Travel change: **No**
(298) Local resident, (Banbury, Medowsweet Way)	**Object** – Waste of money - the issue is with people who exceed 30, changing it to 20 people will still see people exceed this Travel change: **No**
(299) Member of public, (Banbury, Middleton Rd)	**Object** – There is No reason for 20 miles an hour limit, traffic situation in our town is tragic! Travel change: **Other** No, I do not have other choice!

(300) Local resident, (Banbury, Middleton Road)	**Object** – The traffic can't often go faster than 20 anyway. The cost of new signage and installation should be spent on repairing the roads. The environmental damage caused by manufacturing new signs and getting rid of existing signage is huge. Another example of council messing with things that are not a problem at our expense. Travel change: **No**
(301) As a business, (Banbury, North Bar Place)	**Object** – I have an important job in a care home and we are located in the middle of town, if the 20 mph is going to be approved, all staff will be late at work and this will affect the vulnerable residents that we have in our care. Think about our elderly that need the District Nurses and GP visits as well before taking this decision. Their lives can be lost just so you can spend money on 20mph signage. This is not the way to move forward in our community Travel change: **No**
(302) Local resident, (Banbury, Nursery Drive)	**Object** – We are not in Wales Travel change: **No**
(303) Local resident, (Banbury, Oakland Road)	**Object** – While these limits maybe beneficial on the strewn next to a school it will slow the movement down on the adjoining street. It would be monies better spent looking at the overall movement of vehicles in Banbury and where the bottlenecks are. Travel change: **No**
(304) Local resident, (Banbury, Old Grimsbury Road)	**Object** – Totally unnecessary Travel change: **No**

(305) Local resident, (Banbury, Oxford Road)	**Object** – The issue surrounding traffic in Banbury is nothing to do with speed. The excessive house building has only added to Banbury traffic problems. No infrastructure or proper thought about traffic volume. You cannot go faster than 20mph because Banbury has become one huge traffic jam. The main reason I am against the suggestion of 20mph the government said this would now stop happening. It is well known in Oxfordshire that OCC hate the car. If you are intent on saving the plant then please don't have more carbon monoxide polluting built up areas. We have the right to have clean air. Slowing down traffic creates more pollutants.Idiling engines create more toxins. I live just of the very busyOxford road. I'm not a car user, but I walk traffic fumes already cause me health problems. So please don't think by reducing speed is going to resolve the problem. Going at 20mph will mean an extra 30-45 minute journey when trying to get to a hospital appointments in Oxford. Please think about pedestrians walking in an over polluted noisy traffic jam. Travel change: **No**
(306) Local resident, (Banbury, Oxford Road)	**Object** – Traffic flow is already an issue around Banbury and slowing the traffic will just make the problem worse. Also it will have a negative effect on car emissions due to dpf filters having to burn off carbon in the catalytic converters. Travel change: **No**
(307) Local resident, (Banbury, Oxford Road)	**Object** – 20 MPH is just too slow Travel change: **No**
(308) Local resident, (Banbury, Parsons Piece)	**Object** – I absolutely agree around schools , at the given times, IE when lights are enabled. Otherwise, maybe spending the money to put a proper set of crossing lights up at the Orchard way/ bloxham road/Springfield ave junctions, or even a roundabout, where hundreds of children cross every day, would be a far more sensible and I'm certain would be backed far more from parents and the general public, that alone is a huge risk . Otherwise , I find it is far more risky driving at 20, constantly checking your speed, than the 30 that people are used to. Travel change: **No**

(309) Local resident, (Banbury, Parsons Piece)	**Object** – There are more important speed limits that need to be reduced, such as the Bloxham road, especially where a lot of school children are riding bikes along a 50mph road. Reducing 30mph to 20mph will just make driving more dangerous, people will not stick to it, it will create a lot of frustration, it takes a long time to travel through town as it is, never mind having to do it as snail pace. Travel change: **No**
(310) Local resident, (Banbury, Parsons Street)	**Object** – There's no need for it! It's bloody stupid! At places where the risk is high like schools etc fine, but not everywhere!!! Travel change: **No**
(311) Local resident, (Banbury, Penrose)	**Object** – 20mph is not necessary and if you want to slow speeding traffic in accident hot spots - add speed bumps or cameras Travel change: **No**
(312) Local resident, (Banbury, Prescott Avenue)	**Object** – Instead of reducing the speed limit where is definitely no needed, they can be speed bumps to reduce the speed in concerned areas. Travel change: **No**
(313) Local resident, (Banbury, Prue Close)	**Object** – 20 MPH by schools, parks are fine but I blanket 20th is unnecessary. There is no evidence that slowing cars down reduces pollution. Travel change: **No**

(314) As a business, (Banbury, Queenaway)	**Object** – Can't make deliveries. .. just gonna cost more money and time, Travel change: **No**
(315) Local resident, (Banbury, Riley Drive)	**Object** – Speed control and safety need to be regulated and controlled by Thames Valley Police. 20 limits are acceptable in certain specific areas, ie strictly in town centres, schools and where very high pedestrian traffic exists. 20 limits in general do not assist with environmental factors (vehicle transmission vs engine revolution vs road speed) and cause excessive frustration leading to increased poor driving standards. Driving standards need to be addressed more importantly than blanket speed limits. TvP need to physically police more and deal with poor driving and education more. Travel change: **No**
(316) Local resident, (Banbury, Riley Drive)	**Object** – Not all roads in Banbury need to be 20mph, Banbury is not Oxford and does not have the need to have restrictions apart from near schools, not blanket rollout, it will not encourage everyone to bike or take public transport. Travel change: **No**
(317) Local resident, (Banbury, Riley Drive)	**Object** – The money would be better spent repairing the potholes in the town. 20mmp zones will not make people walk or use public transport. The bus route on my estate changed due to new housing estates being built and public transport in the town is poor. Also 20mph zones should be confined to near schools, not the whole estate around them. Banbury is totally different to Oxford and just because councillors based in Oxford think it should be implemented need to visit the town and sort out other road infrastructure first prior to consider such a scheme that is nit suitable for town wide implementation. A more sensible approach is to send a full paper survey out to be able to get responses from all residents of the town as not everyone has access to the Internet. Ill thought out and badly advertised and many people will not be aware of this senseless project. Travel change: **No**

(318) Local resident, (Banbury, Ruskin Rd)	**Object** – Traffic is already virtually at a standstill in Banbury most weekdays. Reducing the speed limit will make this worse. It will also make bus journeys longer. Instead of this, consider a park and ride or improving public transport alternatives to stop people having to drive through the area at all. Travel change: **No**
(319) Local resident, (Banbury, Sinclair Ave)	**Object** – No necessary - too restrictive when driving around. Travel change: **No**
(320) Local resident, (Banbury, Sir Henry Jake Close)	**Object** – The 20 mph limits are a bad idea, they lead to congestion and serious tailgating, vehicles having to go slower means they also spend longer in the area raising the pollution levels Travel change: **No**
(321) Local resident, (Banbury, Southam Road)	**Object** – It is virtually impossible to maintain 20mph. the roads around Banbury are already congested due to house builds but no new infrastructure so why make everyone's journey more miserable by enforcing this? Travel change: **No**
(322) Local resident, (Banbury, Springfield Road)	**Object** – 20mph limits are ridiculous on all roads apart from town centre/part pedestrianised areas. These limits are proposed in my opinion not as a safety measure but another means to wallop the already persecuted motorists for additional revenue for greedy councils. Raised finances are never spent on highways, which are a disgrace when you consider the amount people pay to drive on these 3rd world roads. Travel change: **No**
(323) Local resident, (Banbury, Sussex Drive)	**Object** – I am objecting to the proposal due to the fact that it will cause more problems in the town . Yes 20mph round the estates but not on the main roads going in and out of town we already have to queue to get into the centre of

	Banbury using the Oxford road , Warwick Rd , Southam Rd. We need another road to and off the motorway to help ease the pressure. Banbury is becoming a ghost town and if this 20 mph comes in people won't want to come into into a already empty town centre. Travel change: **No**
(324) Local resident, (Banbury, The Fairway)	**Object** – I believe it will cause more congestion in banbury, especially when the m40 closes and the traffic comes through the town. Also it will encourage e- Scooters which are ILLEGAL to ride on public roads Travel change: **No**
(325) Local resident, (Banbury, The Fairway)	**Object** – It will cause more unnecessary build up of traffic on top of our already congested roads. This will cause more emissions Travel change: **No**
(326) Local resident, (Banbury, Thyme Close)	**Object** – 20mph causes more pollution and more wear and tear on vehicles. Work vehicles have places to be, why you trying to force them to go slower? Ridiculous! Travel change: **No**
(327) Local resident, (Banbury, Waltham Gardens)	**Object** – 30s perfect 20 is dangerous you'll be looking at speedo rather the road ahead Travel change: **No**
(328) Rather not say, (Banbury, Warwick Road)	**Object** – A waste of money which makes no difference to road safety as 20mph are not enforced and speed cameras do not pick it up. Travel change: **No**

(329) Local resident, (Banbury, West Bar)	**Object** – Totally rubbish idea! Travel change: **No**
(330) Local resident, (Banbury, Westminster Way)	**Object** – Absolutely ridiculous idea. How much additional road rage and emissions will this generate? A recent introduction has been made in an area where it's virtually impossible to do 20mph. What a complete waste of money this is. Leave it as it is. Next thing, we'll be having to have a person walking in front of the car with a red flag as per the late 1800's. Perhaps this council is still 150 years in the past - this certainly feels that way. Travel change: **No**
(331) Local resident, (Banbury, Whimbrel Way)	**Object** – 20 Mph is an absolute joke and anyone in the council who supports this is out of touch and will be voted out Travel change: **No**
(332) Local resident, (Banbury, Wimborne Avenue)	**Object** – It is difficult enough to get around town without further restricting the speed limits. Fix the bottle necks and stop building houses for Banbury to be used as a commuter town. Travel change: **Other** Move out of Banbury!
(333) Local resident, (Banbury, Woodgreen Avenue)	**Object** – It is difficult enough getting around Banbury as it is , people who have children in different schools in the area are already struggling with time every day ! This drop in speed limit isn't needed or wanted . As far as I can see it's just some idiot deciding to try to enforce this upon us , maybe to try to make a name for themselves ! Let's see if we can upset the average motorist a bit more shall we !! Travel change: **No**

(334) Local resident, (Banbury (Town), Marlborough Road)	**Object** – It's just too slow, It this is shown in Wales , where it's implemented now, traffic isn't moving quickly enough , Cycles snd scooters won't adhere to it, this will cause frustration, anger with drivers , courier companies won't adjust work loads for drivers , who will Work longer hours,driving possibly becoming more erratic Travel change: **No**
(335) Local resident, (Banbury Cross, Horsefair., Horsefair)	**Object** – My feeling as with all 20mph zones, is many cars at 20 are tricky to kept at that speed. Many are between gearing, and you end up looking at your Speedo, rather than what's in front of you. As far as Banbury being 20mph, it is too slow. But, I find the Horsefair, high street is used as a race track and even 30mph isn't kept to. I believe what we need is strict noise regulations on exhausts, and speed cameras set for the current 30mph speed. Travel change: **Other** Speed has nothing to do with changing travel modes. I walk to shops, but drive when leaving Banbury.
(336) Local resident, (Banbury Hanwell View, Wardington Road)	**Object** – Based on the traffic logs and I am writing to express my concerns regarding the proposed 20mph speed limit in Banbury. While I understand the intention is to enhance road safety, I believe this measure may not be the most effective solution. Recent traffic logs indicate that congestion is a significant issue in our area. Lowering the speed limit could potentially exacerbate this problem, leading to increased journey times and possibly higher levels of pollution. Furthermore, the proposed speed limit applies to main roads such as the A422 Stratford Road and the new roads in the 'Sanctuary Housing' development[1], which are crucial for efficient traffic flow. I urge the council to consider alternative traffic calming measures that can ensure safety without negatively impacting traffic flow and causing additional inconvenience to road users. I look forward to a solution that balances the needs of all road users in Banbury.. Travel change: **No**
(337) Local resident, (Banbury, Hanwell Fields, Dukes Meadow Drive)	**Object** – Not everyone will follow the 20mph speed limit as its frustratingly slow which will lead to large differences in vehicle speeds on the road.

	For example a 30mph speed limit 80% of people will stick to that limit, in a 20 limit far fewer will which will lead to potentially dangerous unnecessary overtakes. I am okay for temporary speed limits around schools during school times Travel change: **No**
(338) Local resident, (Banbury, Hanwell Fields, Thyme Close)	**Object** – As seen in other areas across the country such as Wales, the level of dissatisfaction amongst local residents in imposing 20mph limit across most of the local community would not help to improve road safety, or reduce emissions. It would cause more traffic, frustration, congestion and without adequate investment in local transportation services (currently you are cutting bus routes in Banbury) this is a proposal that I strongly oppose. Travel change: **No**
(339) Local resident, (Banbury., Winchester Close.)	**Object** – In my recent experience where they have already been imposed they make the roads more dangerous because people drive out of junctions without looking or even slowing because at 20mph YOU will be able to avoid them. Pedestrians also just step out in front of traffic at the last moment without looking and even worse they do look and decide YOU can stop or avoid them causing you to take avoiding action. Which may just be ok in the dry but will be different when the roads are slippery with ice or a shower after a dry spell. Travel change: **Other** I live on the edge of Banbury, I'll just avoid the town centre and spend my money elsewhere. Unnecessarily restrictive laws have no place in a free democracy.
(340) Local resident, (Bannury, Grimsbury Dr)	**Object** – How is this going to be enforced.There have been concerns about speeding currently .TVP do not have the man power. Have you included the cost of a significant number of speed cameras? I know the thoughts are reduced Pollution in cars but having driven through 20 mph zones there seems to be more acceleration/braking than at 30. This would surely increase pollution? Travel change: **No**

(341) Local resident, (Barford, Lower Street)	**Object** – Blanket 20 limits are not a fix. It takes so much concentration to keep to such a low speed that it end up being more dangerous. Travel change: **No**
(342) Member of public, (Bicester, Why Do You Need To Identify Me?)	**Object** – Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/ This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us. Travel change: **No**
(343) Local resident, (Bloxham, Banbury Road)	**Object** – I live in Bloxham and the introduction on the main road is a shambles. The signs have been painted over, so on entering the village you have no idea what speed you are supposed to be doing. When you adhere to the speed limit, you are tailgated, it is frustrating and at times dangerous when you are overtaken in the high street. Travel change: **No**
(344) Local resident, (Bloxham, Gascoigne Way)	**Object** – 20mph zones should be used in a targeted not a blanket way. Outside schools and high footfall pedestrian areas at set times otherwise they lose their impact and impact residents and businesses negatively. Travel change: **Other** No, we are a collection of rural communities, most journeys involve a mixture of zones so switching to walking, scooters and bikes is impractical for most
(345) Local resident, (Bloxham, Manning Close)	**Object** – Encourages drivers to ignore speed limits. I drive everywhere at the speed limit due to an automatic speed limiter. It actually switches off when it detects 20mph stating it's too low. Just as well has hardly anyone appears to actually drive close to 20mph!

	I will not vote for any council that thinks this is the way forward for main roads. Closes / cull-de-sacs and school areas maybe. Travel change: **No**
(346) Local resident, (Bloxham, Queen Street)	**Object** – Waste of money. I live in Bloxham and I can show you at least 3 examples where you can only drive 15mph and signs of 20mph have been put up. Really wouldn't it be better to spend the money repairing pot holes ???????? Travel change: **No**
(347) Local resident, (Bloxham, Queen Street)	**Object** – A waste of money. Erecting signage where 20 mph is not possible and further urbanisation of street scenes. By all means have speed restriction outside schools at in/out times but installing where there are no accidents stats to justify it is ust virtue signalling. How many accidents are there in Banbury streets overnight to justify a 24 hr restrictions. Also vehicle emissions are higher below 30 mph. Travel change: **No**
(348) Local resident, (Bloxham, Brickle Lane)	**Object** – It is ridiculous to put 20 zone in place across all roads, what about the build up of traffic which is already making areas more dangerous. This is purely to deter people using their cars as much it won't work there is no consultation as signage already up just first digit sprayed over so it will go ahead anyway and more speed cameras will follow Travel change: **No**
(349) Rather not say, (Boddington, Church Road)	**Object** – becasue it leads to more and more frustrated drivers - which in turn leads to more road rage and issues so defeats any argumants about safer roads - they are not safe becasue people dont indicate, pull out unexpectedly etc etc Banburys drivers are already annoyed becasue of the terrible infrastruction and no new bypasses despite the huge amount of development and more cars I work on the south side of banbury and getting there can already take close to an hour due to the conggeston - the banbury traffic is already riduclous, by day is constantly extended because of conggestion - an M$0 incident ...you would not need 20mph as you end up at 0 miles

	Travel change: **No**
(350) Local resident, (Bodicote, Blackwell Drive)	**Object** – It will cause more congestion in a highly congested area as it is. The government is set to block 20mph zones. Driving below 20mph on a consistent basis can cause problems with vehicles. Waste of money that could be used on more needed services Travel change: **No**
(351) Local resident, (Bodicote, Cotefield Drive)	**Object** – It adds no value to the residents of Banbury or the surrounding villages that this has been implemented. Why not spend the money on: 1) fixing the pot hole issues across the county, 2) implementing free parking to reinvigorate the high street, 3) put the money towards improving the road network of Banbury that every one knows is an issue or 4) create the infrastructure Banbury actually needs to benefit the local community (schools, doctors surgeries, dentists). Here are 4 things that can be improved rather than enforcing a 20mph that won't be enforced and won't make a difference. Travel change: **Other** It won't impact me as it won't be enforced.
(352) Local resident, (Bodicote, Goose Lane)	**Object** – 30 mph is a reasonable limit, 20 mph is too low for many times of day etc, I trust drivers to make the choice over a blanket restriction. Travel change: **No**
(353) Local resident, (Bodicote, Hobby Road)	**Object** – More research needs to be done. It's not enough to say how many less accidents there are for every reduction. You also need to research how many increases there are after reducing the speed limit. Going too slowly is as bad as going too fast. Just reducing the speed limit appears to be an excuse to increase your revenue by fining motorists who do not comply.

	Travel change: **No**
(354) Local resident, (Bodicote, Linnet Road)	**Object** – insufficient road infrastructure for traffic. Lack of ring road. Travel change: **No**
(355) Member of public, (Bodicote, Linnet Road)	**Object** – The speed limit of 20 mph is overly conservative Travel change: **No**
(356) Local resident, (Bodicote, Longford Park)	**Object** – Utterly ridiculous, consider the ramifications on congestion, it'll only make it worse. Travel change: **No**
(357) Local resident, (Bodicote, Longford Park Road)	**Object** – You are a bunch of fucking cunts Travel change: **No**
(358) Local resident, (Bodicote, Songthrush Road)	**Object** – I do not see the benefit in road safety or emissions from reducing the limit. Travel change: **No**
(359) Local resident, (Bodicote, Wards Crescent)	**Object** – As I understand it you are suggesting the 20mph speed limits to make it more attractive for people to walk/cycle. Have any studies been done to see what the increase in walking/cycling would be by changing the speed limit? Has any data been sought from other towns which have enforced these limits? I do not see any reason as to why a lower speed limit would encourage this and bikes/e-scooters would often be going faster 20mph. Who will be policing this?

	Have any studies been done on the increase in congestion that it would cause and with the increase in congestion the higher emissions from vehicles and detrimental effect on air quality? Money would be better spent on improving the condition of the roads, potholes particularly which are especially dangerous to cyclists, and infrastructure in general. Why do the council agree to out of town retail parks when the only way of getting to them is by car? It would be a brave person that would walk/cycle to the Gateway retail park. Those people that do cycle do not want to leave their bikes unattended while at work/shopping due to the high level of bike theft in the town centre and at the train station. Travel change: **No**
(360) Local resident, (Bodicote, Wards Crescent)	**Object** – Ultimately it is detrimental to both the economy and the environment. As cars are not designed to be efficient at lower speeds, at best this is an attempt by councils to create a problem that largely does no exist and then solve it in a way that is quantitatively provable because they lack the will or ability to solve outhers, and at worst is a part of a conscious attempt to limit people's freedom of movement to allow more power to a local government full of people that are entirely disconnected from the people the govern for. Travel change: **No**
(361) Local resident, (Bodicote, Wards Crescent)	**Object** – Proposals are bad for the environment with emissions increasing at low speeds. Also increased wear on car mechanics labouring in 2nd gear. Travel change: **No**
(362) Local resident, (Bodicote, Weeping Cross)	**Object** – 30mph is more than adequate in most areas. Those areas of concern are already at 20mph. If people exceed the current limits there is no way they are going to stick to the new limit. The lower speed limit would not make me change my mode of transport. Travel change: **No**

(363) Local resident, (Bodicote, Whitechapel)	**Object** – It is a waste of money and time . Rather than solving the real issue of poor roads Travel change: **No**
(364) Local resident, (Bodicote, Yarrow)	**Object** – There is no benefit to this, it will increase traffic, petrol use and time spent in the car. Travel change: **No**
(365) Local resident, (Bodicote, Yarrow Road)	**Object** – Encouraging further congestion, it's frustrating enough with the 20 change in adderbury. From reading the information it seems wholly unnecessary and change for the sake of it with no benefit Travel change: **No**
(366) Local resident, (Bodicote, Blackwood Place)	**Object** – There isn't a need to lower speed limits To 20 miles an hour everywhere total waste of resources setting it up that could be invested into the local hospital Travel change: **No**
(367) Local resident, (Bodicote, Longford Park)	**Object** – It will lead to more congestion, more pollution and alot more crashes will happen. Travel change: **No**
(368) Local resident, (Bodicote, White Post Road)	**Object** – I agree with 20 mph where there are schools or playgrounds but it is not necessary anywhere else. It will cause more expense for taxis and other businesses travelling around the town. It is just too slow Travel change: **No**

(369) Local resident, (Bodicote, Wren Crescent)	**Object** – Too slow; having to change gear constantly must affect the environment. The slower speed limit will cause more accidents due to the frustration from other drivers who overtake and do not adhere to the new speed limits. Travel change: **No**
(370) Local resident, (Broughton, Ells Lane)	**Object** – This war on the motorist has to stop. We are the electorate and I will not vote for anyone who supports this proposal. You are destroying Banbury and this will just be another reason not to go into the town. Travel change: **No**
(371) Local resident, (Business, Bath Road)	**Object** – I live in this area and commute out of Banbury to areas that have already introduced the 20mph speed limit (Clifton, deddington, adderbury) it's not a manageable speed for cars, cars are not designed to go that speed and I think there's more harm to the environment, cars are driving for longer and producing more fumes, but also cars slam on brakes to meet speed limits particularly when going from 40-60 into a 20 Zone. Awful awful idea Travel change: **Other** No because o have to drive but I'd consider leaving the area
(372) Member of public, (Chacombe, Banbury Road)	**Object** – Claims for increased safety are unsupported by actual data, costs to the community are not even acknowledged let alone calculated Travel change: **No**
(373) Local resident, (Chacombe, Bennett Close)	**Object** – There is already too much congestion in Banbury. It is my opinion that slowing down the traffic will only contribute to the problem. I work long hours and just want to get home to my family. Why must my journey time be increased further, so I spend even less time with them. Travel change: **Other**

	Yes. I will buy a more polluting vehicle, preferably an old diesel v8. I will rev it to high rpm's and keep it in low gears in the 20mph zones, kicking out black smoke.
(374) Local resident, (Chacombe, Bennett Close)	**Object** – Absolutely Absurd! 20mph speed limit makes no sense as the infrastructure around Banbury is already not adapt at moving vehicles in and out of the town fast enough, the lack of ring road or alternative routes means road rage and congestion is likely to get worse. Although the survey by Queen's University Belfast, Edinburgh University and the University of Cambridge. show a slight reduction in traffic based on their studies. it didnt make much difference on safety. The results on CO2 emissions seem to be based on how much the cars produce rather than the actual effect on air quality. instead of wasting money on this maybe fix the bloody roads! Travel change: **No**
(375) Local resident, (Cherwell Heights, Banbury, Oxford Road)	**Object** – The proposed new limit is ridiculously slow for the type of roads and vehicles using them. If the idea is, in part, to persuade people to use bicycles more, then this excludes those that can't ie the disabled (both myself and my wife), the elderly and delivery drivers to name but a few. Travel change: **No**
(376) Local resident, (Cropredy, Station Road)	**Object** – The number of accidents in the area is low. Likely dangerous drivers will ignore such low speeds anyway. Some evidence suggests such low speeds can lead to poor omissions from vehicles. Public transport is at risk as they will not maintain punctuality targets. Delivery drivers and workers will be held up in slow moving traffic having a negative effect on the local economy. Better results would likely be achieved in spending money on educating drivers and pedestrians to use the roads more safely. If we want to improve the economy we need goood that we can use at sensible speeds. Yes, have 20 mph zones near schools at opening and closing times, or areas with poor visibility and high numbers of children, but remove the 20 mph zone back to 30mph which are not effective. Travel change: **No**
(377) Local resident, (Deddington, Gaveston Gardens)	**Object** – Slower travel will extend journey times and hence more pollution and congestion. Where these have been imposed in the adjacent villages most drivers are rejecting the new limit and still sticking in general to 30mph. Even the Prime Minister disagrees with these topic, not to blanket impose 20moh.

	Travel change: **No**
(378) Local resident, (Drayton, Drayton)	**Object** – The main routes past the police station, around the cross and by spiceball should remain unchanged Travel change: **No**
(379) Local resident, (Fritwell, East Street)	**Object** – I am staunchly opposing the imposition of the proposed 20mph speed limit areas for Banbury. It has been suggested that accidents are 20% less likely when driving at 20mph rather than 30. In the same vein, it's arguably much safer to drive at 10mph. This is of course ridiculous, nevertheless is demonstrates that there is a balance to be struck between roads' function and safety, and I believe this too strongly impedes their function for a marginal safety gain. I understand and empathise with the council's (wholly justified) concern for both pedestrian safety and environmental considerations. However, these measures won't disincentivise the use of cars despite the fact they create great frustration with drivers on the road which is not safe state to drive in. A blanket 20mph speed limit inconveniences every journey made, and the most dangerous drivers on the road are also the most likely to speed irrespective of enforced limits. If you'd like to improve pedestrian safety, you'd be better off further educating pedestrians through information campaigns. Use of mobile phones, and headphones create a lack of spatial awareness which is all too common amongst pedestrians when crossing roads, as we will have all experienced. The rural public transport infrastructure is not yet developed enough to provide a realistic alternative transport for people travelling into Banbury from rural areas, you will not take cars off the road with this scheme and environmental benefits are minimal. The council ought to be spending our money filling potholes instead of fixing something which isn't broken. The maintenance of the rural road network is appalling (especially in Oxfordshire), and funds would be better redirected here. I fear the council has misinterpreted public sentiment on this matter, and I plead they consider it reason and realism. Travel change: **No**
(380) Local resident, (Grimsbury, Grimsbury)	**Object** – We are not children. Banbury has no speed issue Abe that's coming from someone that lives next to a busy road. Perhaps the money for this can be utilised for speed cameras instead. Travel change: **No**

(381) Local resident, (Grimsbury, Banbury, West St)	**Object** – Im objecting to the proposal of 20 MPH speed limits in Banbury as it makes no sense whatsoever, i live in Grimsbury and Monday to Friday from 3:30pm until 7:00pm the traffic is horrendous all the roads in and out of Grimsbury are congested, there are far too many traffic lights and the infrastructure is not fit for purpose. What we actually need is investment in new roads to ease congestion and traffic build up, Banbury has expanded with people and houses we now need to create a fit for purpose traffic system and update all existing ones. Travel change: **No**
(382) Local resident, (Hanwell Chase, Hana Close)	**Object** – I want to be able to move around the town without having to stand around waiting for a bus in the rain, and then having to carry shopping half a mile back to my house! Travel change: **Other** No I will ignore them
(383) Local resident, (Hanwell Fields, Ribston Close)	**Object** – 20mph does not slow people down, it just angers people as it takes so long to get anywhere. Especially as the town is already too busy Travel change: **No**
(384) Local resident, (Hanwell Fields, Warwick Road)	**Object** – Due to traffic people hardly get to 30 mph anyway and if you did restrict it then traffic would get even more backed up as people will not do 20 they will do 10/15mph and therefore take longer and cause more ques around. Additionally the cost to change all the signs should be spent on fixing the roads and cutting hedges, litter picking not redoing something that doesn't need fixing. Travel change: **Other** Potentially look to leave the town as traffic will be too bad.
(385) Local resident, (Hardwick, Warwick Road)	**Object** – 30mph zones are not enforced, 20 mph zones are a waste of money and do not increase safety. Instead of looking at the road you look at the speedo.

	Travel change: **No**
(386) Local resident, (Hardwick Estate, Ox16, Longelandes Close)	**Object** – Traffic on Hennef way and my estate Hardwick is already constricted, a 20 zone will just create gridlocks and accidents when people obey them and people used to 30 and 40 miles an hour don't follow suit. The idea is idiotic and will increase pollution and congestion, and, if nothing else mine and other residents journeys home. This idea should be Vetoed and a formal written vote, which should be put to residents and local businesses informing us of these idiotic decisions rather than an online forum with little input from people not using technology, such as the elderly generation. As a local Banbury resident I STRONGLY object to the councils proposal. Travel change: **No**
(387) Local resident, (Heyford, Broad Way)	**Object** – The zone is not effective as it isnaddesssing a problem that doesn't exist. All three 20 mph zones slow traffic costing people time and money where there are very few or no accidents so what are you trying to fix apart from costing motorists money for fuel as less efficient cost the environment with more CO2 cost time is something we can't replace and have. I net benefit Travel change: **Other** I won't travel to the town center and will go elsewhere taking my retail money elsewhere
(388) Local resident, (Hook Bort9N, Well Bank)	**Object** – Slower traffic causing more congestion. Travel change: **No**
(389) Local resident, (Hook Norton, High St)	**Object** – Traffic in Banbury is far too slow now! Travel change: **No**

(390) Member of public, (Kineton, Park Piece)	**Object** – 20mph limit nears schools/nurseries is perfectly acceptable but a blanket 20mph restriction is unnecessary and will have a negative impact on traffic flow throughout the town. More people will be tempted to break the 20 limit, making the roads more dangerous. Travel change: **No**
(391) Local resident, (Kings Sutton, Barton Close)	**Object** – IT HAS BEEN PROVEN THAT THEY CAUSE MORE PROBLEMS THAN THEY SUPPOSEDLY SOLVE Travel change: **No**
(392) , (Middleton Cheney, Cheney Gardens)	**Object** – Slow traffic has seen an increase in pollution. Knowing the traffic has to move slowly, I am not encouraged to go into town to go shopping, it takes too long to get there so go elsewhere (seen this recently with road works). Travel change: **No**
(393) Local resident, (Middleton Cheney, Middleton Cheney)	**Object** – 20mph slows down traffic flow and will cause more congestion on the already busy roads in and round Banbury. Stop building so many houses and industrial units! Banbury infrastructure cannot cope with the traffic it already has, making roads 20mph will cause chaos. Building of houses and industrial units causes pollution by removing green space and trees. Stop building! Leave the roads at a sensible speed of 30mph! And spend the funds on improve the shocking state of the roads instead! Travel change: **No**
(394) Local resident, (Middleton Cheney, Stanwell Lea)	**Object** – For the simple reason more shoppers will be reluctant to come to Banbury and that is the last thing we need with a dying high street and Castle Quay centre Travel change: **No**

(395) Local resident, (Middleton Cheney, Astrop Road)	**Object** – I am concerned that lowering the speed limit will worsen the already troublesome traffic throughout Banbury at peak times, and encourage the drivers who have no care for limits to overtake dangerously Travel change: **No**
(396) Local resident, (Middleton Cheney, Glovers Lane)	**Object** – Not necessary in most situations Travel change: **No**
(397) Local resident, (Middleton Cheney, High Street)	**Object** – 20 mph should be outside schools. Else where the 30 should be properly enforced. People parking in poor locations is more dangerous. Slowing the traffic will increase traffic pollution. People will spend more time looking at the speed dial than watching the road. Travel change: **No**
(398) Member of public, (Middleton Cheney, High Street)	**Object** – A blanket 20mph limit isn't practical from a drivers perspective. It will increase pollution and mean drivers constantly take eyes of the road to watch the speedometer. Journeys will take longer slowing traffic around most of Banbury. Banbury is already frustrating to drive round. Travel change: **No**
(399) Member of public, (Middleton Cheney, Horton Road)	**Object** – It's unnecessary. Travel change: **No**
(400) Local resident, (Middleton Cheney, Salmon'S Lane)	**Object** – This is another example of punishing car drivers and destroying the town centre Travel change: **No**

(401) Member of public, (Middleton Cheney, Stanwell Drive)	**Object** – Not needed Travel change: **No**
(402) Local resident, (Middleton Cheney (Resident) And Banbury (Business), Lower Cherwell Street)	**Object** – I strongly object to 20 mph speed limits. As a taxpayer who has contributed to an extremely expensive road network which enables cars to travel at reasonable speed, I think it is an unreasonable imposition on motorists to ask them to travel on roads at at a disproportionately slow speed. I believe that the scheme will be economically damaging and contribute to massive inefficiencies in our lives. I think it would be a better use of public money if pedestrians were taught how to walk on pavements and how to cross the road safely. This ridiculous scheme is unjustified and irresponsible use of public funds. Travel change: **Other** I shall no longer visit Banbury, spend my money in Banbury, or provide economic support to Banbury.
(403) Member of public, (Milcombe, New Road)	**Object** – Adds to emissions, people do not comply & the money could be better spent repairing the roads Travel change: **No**
(404) Local resident, (Milcombe, New Road)	**Object** – 1) increased travel time 2) increased pollution from, reduced mpg, brake dust from greater braking into 20 zones, increased emotions from greater acceleration out of 20 zones. 3) No proven benefit in safety on higher enrage speed roads 4) waste of money Travel change: **No**
(405) Member of public, (Milton, Milton)	**Object** – Because its a ridiculous idea and causes more pollution Travel change: **No**

(406) Rather not say, (No. Occ Will Use It Against My Employer., Thorpe Lane)	**Object** – It is unnecessary but why bother objecting. You yahoos will do what they hell you want Travel change: **No**
(407) Local resident, (North Newington, Broughton Road And All Of Banbury)	**Object** – The current speed limits work well in Banbury and allow people to go about their routine business without endangering anyone; there are sufficient crossings for pedestrians and in many places, cycle lanes. The accident statistics have not been supplied and therefore any arguments for this major change are not made and the proposals are invalid. The accident statistics do not support the need for such a major, extensive reduction in speed limits, so what is the reason for them? The arguments in favour of lower emissions cannot be made and, even if they could, matter even less as the use of electric vehicles increases. The emissions of lorries and heavy goods/diesel engines revving in second gear to manage this speed do not bear thinking about. This appears to be a blanket policy for as many settlements within Oxfordshire which is neither calculated nor reasoned, but is a desired 'objective', more for political reasons than practical. 20mph speed limits will add to stress and frustrations by road users who pay taxes to be able to drive to and from work and for domestic reasons. This will inconvenience drivers and passengers and will end up causing more difficulties than it intends. If there were any statistics on increased injury or fatalities to prove that this was necessary, it could be acknowledged. It is important for pedestrians - young and older - and those using non-taxable transport such as e-scooters to learn how to use the road and footpath network and crossings. Penalising motorists is not fair. Travel change: **No**
(408) Member of public, (Overthorpe, Blacklocks Hill)	**Object** – Banbury is already a bottleneck and is getting worse, it's almost impossible to dive over 20 miles per hour anyway. I cannot see the need for this. There has already been lost of protests in walesas taking people far longer to get to work etc. Travel change: **Other** I am elderly and rely on my car for shopping etc

(409) Local resident, (Shenington, Green End)	**Object** – 20 is very slow when cars are cleaner, safer, braking distances are shorter and cars have automatic systems more often in the present day. Business and deliveries will take 50% longer going from 30 to 20 and it will cost the local economy money. I strongly object further 20 limits in Banbury. Travel change: **No**
(410) Local resident, (Shenington, Kinwell Rd)	**Object** – I remain unconvinced that 20mph is much safer than 39mph because at v slow speeds drivers concentrate less. Travel change: **No**
(411) Local resident, (Shenington, Rattlecombe Road)	**Object** – This proposal if implemented will contradict government thinking and further demonise car users. I currently live near Wroxton where there is a newly introduced 20mph limit and I have recently started to use Stratford Upon Avon as my shopping town of choice. Travel change: **No**
(412) Local resident, (Shenington, The Green)	**Object** – I think 20mph is too slow. Cars pulling out from a side road believe they are able to safely- this has not been the case in my experience. Also I believe one loses concentration. Travel change: **No**
(413) Local resident, (Shenington, The Level)	**Object** – Will drive more people away from town completely mad and I'll thought out Travel change: **No**
(414) Member of public, (Shipston-On-Stour, Nason Way)	**Object** – 20mph speed restrictions will cause frustration for road users rather than encourage them to seek alternative transport. This act of stick vs carrot will have a negative impact on speed limit adherence by increasingly frustrated

	drivers. Additionally, there has been no quantitative evidence to substantiate that a 20mph speed limit would improve the safety and well-being of people over and above 30mph speed limits. Proposals should not be based on assumptions but facts that are well justified with evidence. Finally, vehicles travelling at 20mph will spent more time travelling from one location to another, most likely in a lower gear and higher RPM which will produce an overall increase in carbon emissions. Travel change: **No**
(415) Local resident, (Somerton, Heyford Rd)	**Object** – Too slow and grid locks the area as it is doing across the majority of Oxfordshire where it's been implemented Travel change: **Other** I will stop going to Banbury
(416) Local resident, (Souldern, Bates Lane)	**Object** – 20mph emits more engine noise as rpm is higher, mpg is lower and emissions are higher. Could be more dangerous as people less likely to focus on driving as they notice points of interest. feel comfortable 'cruising' with phone which is highly dangerous. Most of the time roads flow well and are fundamentally safe, People will alsways exceed the speedlimit so better enforcement. we cannot afford the total cost when you see injuries and deaths are not reduced Travel change: **No**
(417) Member of public, (Souldern, Bicester., Bates Lane)	**Object** – Increase in journey times, inefficiency of motor vehicles operating at 20mph. I live in an area where there is a weekly bus service. I would be inclined to continue to develop my shopping/domestic business elsewhere, like Bicester and Brackley where there is easier access. Banbury Town centre will be under further pressure with regard to being an accessible shopping destination, other than the 'out of town' Stores accessible from the M40. Travel change: **No**
(418) Local resident, (Southam, Southam Road)	**Object** – Banbury is a town which is already having more traffic throughput than the roads are capable of handling. It is critical that traffic be able to get in and out of Banbury efficiently to keep the flow of traffic moving. There are ample

	pedestrian crossings and the only accidents I have ever witnessed in Banbury have been traffic related, irregardless of speed. Travel change: **No**
(419) Local resident, (Southam,)	**Object** – Banbury suffers with its traffic at the best of time and this would make it 100x worse Travel change: **No**
(420) Local resident, (Stratton Audley, Mill Road)	**Object** – We are going backwards , once the councils get 20 mph then it will be 15 then why not 10,then let's ban cars ! 20mph near care homes ,schools and hospitals only ! Travel change: **Other** Go somewhere else !
(421) Local resident, (The Bourtons, The Bourtons)	**Object** – Living North of Banbury in a village that is already 20mph. I have to allow at least half an hour to get to an appointment at the Horton hospital at the moment, what would happen in an emergency? The reduction in speed would make it worse, so strongly object on health and safety considerations. Travel change: **No**
(422) Local resident, (Twyford, The Rise)	**Object** – Where is the evidence of injury? You are further adding to the misery which is that of navigating Banbury's choked roads. Where is the evidence saying the 30mph areas are not safe due to accidents and serious injury on Banbury's roads? You are trying to cancel cars yet slower roads will impact bus timetables and adversely affect people reliant on buses to get to work on time or to catch a train. My bus runs only every 60 to 75 minutes so you are ensuring I will never use public transport as it will take hours to get into Banbury pick up a few bits and get home. Travel change: **No**

(423) Member of public, (Upper Heyford, Mill Lane)	**Object** – If the current 30mph were properly monitored and policed, it would not require the reduction to 20mph in any but the narrowest town centre or residential streets. Travel change: **No**
(424) Local resident, (Wardington,)	**Object** – It's not needed, the money spent on all the new signs etc would be better spend fixing the potholes this council have failed to sort out because they have an anti-car agenda Travel change: **No**
(425) Local resident, (Williamscitcr, Cropredy Lane)	**Object** – Traffic is usually so heavy that progress in and around town is already sliw Travel change: **No**
(426) Local resident, (Williamscot, Chacombe Road)	**Object** – 30mph is a good compromise between safety and progress Travel change: **No**
(427) Local resident, (Woodford Halse, Mind Your Business)	**Object** – This increases fuel consumption and fumes for all vehicles. It's going to cause more problems than solutions. Congestion in an already overcrowded, badly thought out and underfunded road network. Ridiculous idea. Travel change: **No**
(428) Local resident, (Woodford Halse/Banbury,)	**Object** – It's absolutely pointless and probably just a money making scheme from fines. Travel change: **No**

(429) Local resident, (Wroxton, A422)	**Object** – 20mph is ridiculously slow. It creates frustrations for motorists, and in my view is more dangerous than 30mph. There is absolutely no need for it to be 20mph. Travel change: **No**
(430) Member of public, (Wroxton, Dark Lane)	**Object** – 20MPH will do nothing to reduce the speed breaking by most drivers nor deal with bad and dangerous drivers. It will also cause congestion, more pollution and in some cases driver rage due to other motorists fed up following someone at 20MPH. All through roads and main arterial roads should be at 30 and 40 MPH, even 50MPH Travel change: **No**
(431) Local resident, (Wroxton, Lampitts Green)	**Object** – There's recently been a 20mph zone introduced our village (wroxton) and it has been nothing short of a nightmare. It means everyone is creating shortcuts through much smaller roads. 20mph is just not a feasible limit to drive at for extended periods of time - concentration goes people do v aggressive overtaking manoeuvres which are then in turn more dangerous. If in front of a school or a well know accident spot then 20mph is a sensible suggestion or down residential streets where the houses are close to the road but a broadly blanket 20mph zone will be a disaster. Travel change: **No**
(432) Local resident, (Wroxton, Stratford Road)	**Object** – 20mph speed limit increases congestion. I live in Wroxton where a 20mph has just been enforced, and I've never had so much slow, crawling traffic pacing down the road, taking longer for people to be able to cross the roads. People who speed will do so if the limit is 20, 30 or 50. It looks more like a way for police force to line their pockets with fees of people driving at snails pace. Outside of schools during school hours is absolutely understandable, but 20mph should not be the new 30mph, with the increase in congestion and subsequent increase in pollution. The reason people don't go for walks around Bretch Hill is because in most parts it's not safe, and the police force are over-funded and incompetent to deal with the safety risks. The Stratford Road, which I live on, is already mostly 20mph to nobodies benefit. If you wanted to make it better to walk through- why on Earth are the back roads, where people actually walk, still dangerously 60mph? I cannot comprehend why councils are so committed to people wasting time and fuel above all other concerns.

	Travel change: **Other** I am less likely to travel through 20mph zones due to time and congestion
(433) Local resident, (Wroxton, Silver Street)	**Object** – 20mph already in place are unnecessary ie wroxton main road and same road at Drayton . To blanket the whole area in unnecessary speed restriction is waste of time and money Travel change: **Other** Would not use facilities there
(434) Member of public, (Aynhoc, Caerwright Gardens)	**Concerns** – The new 20 speed limit from Addebury traffic lights to Aynho, past the school Rawlins primary yes we can undertand butas for the length of 20 mph it goes well pasy where there is any buildings then suddenly jumps to 20 mph. Surely 25 woild help not to hold traffic up Travel change: **No**
(435) Local resident, (Banbury, Ashcroft Road)	**Concerns** – Accept low speed limits are suitable around schools at the beginning and end of school day. Also around play areas that border onto road. There are also some estate areas that could benefit from 20mph. Unfortunately a large proportion do not take any notice of speed signs. Overall it's a waste of residents money which could be spent on filling in potholes which would also make it better for cyclists and pedestrians that get soaked by vehicles unable to avoid them. Most vehicles are not made to run at 20mph which then makes more pollution when they are having to keep braking and acellerating. Travel change: **No**
(436) Local resident, (Banbury, Banbury Lane)	**Concerns** – I am concerned that a blanket 20mph restriction will undermine the value of this on the roads where it is most needed & therefore will not be observed. It is not the most effective to drive at 20mph and therefore it should only be applied on the roads that are most in need. Travel change: **No**

(437) Local resident, (Banbury, Bloxham Road)	**Concerns** – I think reducing the speed limit is a good idea but who will be policing it? Already I have seen lots of vehicles not adhering to the limits. Another problem which I experience is my gears are between 20mph. which means I either have to travel at 23mph or 17mph Travel change: **Yes - cycle more**
(438) Local resident, (Banbury, Bloxham Road)	**Concerns** – Please lower the speed around schools but not throughout the town. Travel change: **No**
(439) Local resident, (Banbury, Bretch Hill)	**Concerns** – This will not improve current arrangements With no rrstrictions ...an m40 obstruction already causes gridlock through banbury. We need a ring road not reduced speed...all that does is increase gridlock Living in an area that is 20mph...it is not adhered too and there are many reports of damaged cars and poir driving Travel change: **No**
(440) Local resident, (Banbury, Centre Street)	**Concerns** – Most people don't respect them, and we have people up our arse the whole time. Or people don't know because it flits between twenty and thirty every 200 metres. Make it 20 everywhere and enforce it, then I'll be happy Travel change: **Yes - cycle more**
(441) Local resident, (Banbury, Chatsworth Drive)	**Concerns** – I would understand a 20mins limit around schools but the area suggested is insane Travel change: **No**
(442) Local resident, (Banbury, Crouch Street)	**Concerns** – While I think 20mph is a move in a good direction as it normally should increase safety for pedestrians and drivers but I think it's a pointless change at this time. As a person who does not drive, I don't think it will change people to use cars less, but it will certainly frustrate the drivers more.

	First: there needs to be some way to enforce it but as there is nobody currently checking parking violations in Banbury (outside the very centre of the town), I can't see anyone able to really enforce the new speed limit, making it useless-on-arrival change. Second: speed limit does not resolve the biggest issue, which is traffic congestion in the town. Quite opposite, it will make it worse. There is too much traffic through the town, slowing it will only make the traffic congestion worse. Council needs to figure out how to divert the main traffic away from the town centre before introducing new speed limits. Travel change: **No**
(443) Local resident, (Banbury, Easington)	**Concerns** – Traffic flow is bad now, I don't know how it will affect this. Travel change: **No**
(444) Local resident, (Banbury, Ellison Drive)	**Concerns** – There is already a tendency by local authorities to over-use the 20 mph speed limit. As far as possible it should only be used on minor roads or near schools. No-one is going to pay motorists for the time they lose because of these limits. Travel change: **Other** I would try to avoid the areas with limits when driving.
(445) , (Banbury, Elton Road)	**Concerns** – It is necessary around schools, not everywhere Travel change: **No**
(446) Local resident, (Banbury, Kingsway)	**Concerns** – Traffic moves very slowly through Banbury anyway and I think that the traffic will build up even more than it does at present with a 20mph speed limit everywhere. Travel change: **No**

(447) Local resident, (Banbury, Lansdown Close)	**Concerns** – The Oxford Road down to Banbury Cross will be come a bottle neck Travel change: **No**
(448) Local resident, (Banbury, Leabrook Close)	**Concerns** – The quality of the map made on auto-cad by the council team was appalling and it should show names of roads. It should be redrawn urgently so we can see which roads are being made 20mph, and all counselors who are proposing this 20mph should be all living in Banbury and not living in other villages or town who at present are not being made 20mph areas. Travel change: **No**
(449) Member of public, (Banbury, Marlborough Road)	**Concerns** – I would like to understand the extent to which the 20mph speed limit is adhered to once implemented. Anecdotal evidence, albeit it unofficial and unsubstantiated, suggests that one of two things is happening; either that vast numbers of people who were driving at 35-40mph are now driving at 30-35mph in the new 20mph limit, or that people ignore the new limit and continue travelling at 30mph - whilst I have not seen evidence of this, the latter certainly seems to be the case in one of the local villages where 20mph has recently been introduced. If either of these are the case, what impact will the 20mph scheme have in reality, and what is the benefit of introducing the limits in villages where no incidents have been recorded? Travel change: **No**
(450) Local resident, (Banbury, Nickling)	**Concerns** – 20mph is a ridiculous speed limit, completely unnecessary and a waste of money that could be spent on far better things! Keeping the residential roads at 30mph is safe, more economical and keeps the traffic moving. From the evidence I've personally seen in current 20mph zones all it's causing is angry drivers, tailbacks and risky overtaking manoeuvres from people desperate to get on with their journeys (bearing in mind that these people are overtaking and continuing on at 30mph). Vehicles are the safest they have ever been with far more technology and efficient braking systems, tyres are better designed which all leads to the pointlessness of these 20mph limits!! Fix the roads and keep the traffic flowing should the be main priority rather than slowing it down and causing more pollution!!!

	Travel change: **No**
(451) Local resident, (Banbury, Oxford Road)	**Concerns** – Is there evidence of clearer air or is it just to be a revenue feed for the council, which just affects drivers and not the whole community. Travel change: **No**
(452) Local resident, (Banbury, Poplar)	**Concerns** – Will the current 40 mph be reduced to 30mph. With all the housing now adjacent to the Oxford Road maybe we should think about reducing the speed limit on said road to 30mph, before reducing the 30mph to 20mph. Travel change: **No**
(453) Local resident, (Banbury, Prescott Avenue)	**Concerns** – 20mph in heavily built up estates are brilliant if followed. I live on a 20 mph road where neighbours on the street all park down one side, this leaves little room for cars to pass in opposite directions. This also leads to cars speeding up and down the street at all hours of the day and night. Not once in the 10 plus years of living here has a speed camara or speed camara van been on the street to catch them and none have ever been pulled over by the authorities for speeding either. I think putting up 20mph signs will not slow the traffic or drivers who simply do not care. Instead enforce the current speed limits in place. Spend money on cameras and deterrents. Travel change: **No**
(454) Local resident, (Banbury, Queensway)	**Concerns** – Generally, lower speed limits can be safer and reduce pollution, but some areas may need to maintain a higher speed limit in order to keep traffic moving through and out of the area. Travel change: **Other** Drive more (by electric vehicle which is more efficient at lower speeds and more constant speed that 20mph limits should achieve better traffic flows). I currently walk or cycle when staying local to Banbury.

(455) Local resident, (Banbury, School Lane)	**Concerns** – Yes do it Travel change: **No**
(456) Local resident, (Banbury, Southam Road)	**Concerns** – I feel a blanket 20 mph limit is not justified. Should only be in areas that have had accidents Travel change: **No**
(457) Local resident, (Banbury, Springfield Avenue)	**Concerns** – Estate roads should be 20 mph for safety however the more main roads should remain at 30mph. The 20 mph limit on the aynho road in adderbury is an example of a road where there is limited housing but an unnecessary 20 mph limit. A 20 mph limit will cause more pollution to those of us that walk and ride bikes. Travel change: **No**
(458) Local resident, (Banbury, Springfield Avenue)	**Concerns** – I'm concerned that it is going to make congested roads even worse. Especially at peak times Travel change: **No**
(459) Local resident, (Banbury, St John'S Road)	**Concerns** – This will not resolve the traffic flow, focus on the right contractors fixing potholes instead. Travel change: **No**
(460) Local resident, (Banbury, The Leys)	**Concerns** – This looks like a revenue stream from absent-minded motorists, presumably enforced by speed cameras rather than Police officers, and I wouldn't expect it to deter the "midnight racers" attracted to Banbury by the absence of a permanent Police presence, who ignore the existing speed limits. One of the options for the next question is "scoot more" - e-scooters are illegal in Banbury

	Travel change: **No**
(461) Local resident, (Banbury, Thyme Close)	**Concerns** – Has the potential to make traffic even more congested in the area. This may cause more delays. Travel change: **No**
(462) Local resident, (Banbury, Waller Drive)	**Concerns** – In principle I can see the benefit of 20MPH zones in built up areas where there is a lot of people using the pavements. However on my frequent drives from Banbury into Oxford there seem to be too many 20MPH zones where there is little or no foot traffic. Where this is on a main road through a village, such as Deddington, it seems the 20MPH limit is not contributing to road safety in any meaningful way, as there are so few pedestrians there, but does lead to considerable frustration. I have been overtaken at least twice when sticking to 20MPH. This is no excuse but where there is no pavement, wide grass verges and no chance of a pedestrian walking, I can understand the frustration of there being a 20MPH limit. Travel change: **No**
(463) Local resident, (Banbury, Warkworth Close)	**Concerns** – I would support implementing a 20 mph Outside Schools ,hospitals and residential areas. I would oppose a revised restriction on all other roads as I don't feel it would improve road safety. I live up by the barley mow pub where there are vehicles collide at the traffic lights. The junction needs review but no action has been implemented. Travel change: **No**
(464) Local resident, (Banbury, Waterloo Drive)	**Concerns** – Depends on which roads it applies Travel change: **No**

(465) Local resident, (Banbury, Watts Road)	**Concerns** – 20 is good for housing areas because of narrow roads with pedestrians and children, 30 is better for through roads which are wider and busier Difficult to keep to 20 in a manual vehicle and one without speed limiters Travel change: **No**
(466) Local resident, (Banbury, White Lion Walk)	**Concerns** – Feel strongly about the matter. Travel change: **No**
(467) Local resident, (Banbury, Winchester Close)	**Concerns** – I am all FOR the speed being reduced, but 20mph can often feel too slow, which makes drivers impatient and prone to making bad decisions. (I recently experienced this in Deddington from a can driver.) On residential roads I think 20 is fine, but roads like Middleton Road would be better suited to a 25mph limit, which is also more realistic in terms of other drivers actually respecting the speed limit. In my opinion. Travel change: **No**
(468) Local resident, (Banbury,)	**Concerns** – I think seeing as the town is already clogged with traffic on the roads where you can get up to 30 it will make things worse. I do think as well it can lead to peoples attention being taken off the road and onto their speedometer. I do as the same time accept they're roads where despite having a 30mph limit you can't get up to that speed due to parked cars , speed bumps etc. Travel change: **No**
(469) Local resident, (Banbury, Abbey Road)	**Concerns** – I believe the resources used implementing this would be better diverted elsewhere Travel change: **No**

(470) Local resident, (Banbury, Arbury Close)	**Concerns** – Why? I don't see the logic banbury is already a slow moving town with to many lights, roundabouts and speed restrictions. Travel change: **No**
(471) Local resident, (Banbury, George Parish Road)	**Concerns** – I am all for it in built up areas, but congestion is bad at the best of times. Travel change: **No**
(472) Local resident, (Banbury, Grimsbury)	**Concerns** – I can see a case for 20mph around schools, densely populated areas but through routes and sparsely populated areas being turned in to 20mph routes would just slow down further already traffic congested roads that are poorly maintained already and raise nitrous fumes for people who have to walk past these non moving vehicles. Travel change: **No**
(473) Local resident, (Banbury, Longleat Close)	**Concerns** – I think all housing estates should be 20mph, including where I live on Cherwell Heights but that's all. Main roads with 20 mph, certainly in Deddington and Adderbury, seem completely unnecessary. There needs to be proper assessments made to ensure there is a definite 'need', rather than jumping on a 20 mph bandwagon. Travel change: **Other** No, as I have limited mobility and heavily rely on my car.
(474) Local resident, (Banbury, Manor Road)	**Concerns** – I agree with a 20mph speed limit around school but not for the rest of banbury. People won't stick to it and there's no consequence unless the police catch you which is highly unlikely. I live in manor road and the speed some people drive down there is ridiculous, a 20mph limit won't make a difference at all. Travel change: **No**

(475) Local resident, (Banbury,)	**Concerns** – You won't listen to us it's something already decided. Spend the money on our hospital Travel change: **No**
(476) Local resident, (Banbury, Parsons Piece)	**Concerns** – Restricted speed limits on residential roads is not a bad thing but it is only part of the solution. Better lighting is important eg on the Bloxham road. It is also essential something is done about reckless cycling. Many cyclists are almost invisible due to poor or no lighting and lack of reflective clothing. Likewise pedestrians can do more to keep themselves safe. We used to wear reflective arm bands. There is work to be done in schools. This is a really important issue but speed limits should be treated as only a small part of the solution Travel change: **No**
(477) Member of public, (Banbury, Springfield Avenue)	**Concerns** – To slow for a big and growing town like Banbury Travel change: **Yes – walk/wheel more**
(478) Local resident, (Banbury, Sussex Drive)	**Concerns** – I feel 20mph is a good idea around schools but through villages at 20mph it encourages people to think they can text/use phones - reckless drivers will speed & overtake causing more accidents Travel change: **No**
(479) Local resident, (Banbury, West St)	**Concerns** – Too many roads included Should be restricted to within 'estates' and immediately outside schools Travel change: **No**
(480) Local resident, (Banbury, Winchester Close)	**Concerns** – One of the reasons for 20 mph is to encourage walking and cycling, however Banbury currently has no good cycle routes to get into town from the suburbs.

	Travel change: **No**
(481) Local resident, (Banbury, Woburn Close)	**Concerns** – 30 is fine, 20 should only be used near schools ore where there is a genuine reason, not a blanket policy. Travel change: **No**
(482) Local resident, (Banbury, Wood End)	**Concerns** – I think it needs to be applied sensibly not just a blanket cover of all Travel change: **No**
(483) Local resident, (Banbury Hanwell Fields, Usher Drive)	**Concerns** – I have concerns as to where it might be suitably implemented. I do support it's use within housing developments. Travel change: **No**
(484) Local resident, (Banbury Longford Park, Yarrow Road)	**Concerns** – Moving the entire area, that already struggles with traffic to a 20moh zone isn't going to improve anything. Rather than slowing traffic down, investing in better infrastructure before granting planning permission for more houses should be considered. Travel change: **No**
(485) Member of public, (Bicester, Kings End)	**Concerns** – I drive in London for work where 20mph are everywhere. It does not improve the standard of driving and people still break limits. Congest is no better and frustrations run higher. It doesn't address the route cause of the issue and Travel change: **Other** I'll avoid the area more

(486) Local resident, (Bloxham, Collins Drive)	**Concerns** – I cycle from Bloxham to Banbury and am regularly nearly knocked off my bike once the cycle lane ends at the edge of Banbury on the Bloxham Road. That road needs a 20mph limit and it does not look like it it included. Ideally it also needs a dedicated cycle lane as the ones that are just white lines on South and North bar are regularly parked in and riven over by cars Travel change: **Yes - cycle more**
(487) Member of public, (Bloxham, Cumberford Close)	**Concerns** – I agree with this in places like outside schools, housing estates but all over Banbury concerns me, traffic jams in Banbury , slowing the traffic down to 20mph all over will cause so much congestion, plus it is so hard to drive constantly at 20mph Travel change: **No**
(488) Local resident, (Bodicote, Blackwell Drive)	**Concerns** – I don't believe a blanket 20mph speed limit for the whole of banbury is appropriate. Travel change: **No**
(489) Local resident, (Bodicote, Little Owl Drive)	**Concerns** – I feel that the widespread 20 MPH speed limit proposals are simply an attempt to try and get traffic to conform to a 30 MPH limit which is currently ignored. If everyone drove at 30 MPH on the main roads in Banbury, there wouldn't be a problem. Unfortunately people don't. Those same people won't do 20 if that is what the limit is reduced to. A speed limit reduction only affects the people who abide by the limits in the first place. Those who ignore a 30 will still ignore a 20. I agree however housing estates and the quieter minor roads in Banbury should be a 20. But not the main through roads. Travel change: **No**
(490) Local resident, (Bodicote, Park End)	

	Concerns – Initially I believed 20mph was not for main arterial roads and key roads however even in areas where properties are set back 20's have been implemented. Traffic in Banbury is horrific as it is and when we are able we shouldn't be restricted to 20 Travel change: **No**
(491) Member of public, (Brackley, Delorean Way)	**Concerns** – What are the expected benefits of the proposal? These do not appear to have been specifically defined. For example, how many collisions or accidents occur within these areas and how many would be reduced or prevented by the proposals? What would the impact on emissions? How does the council propose to increase walking and cycling uptake within the defined areas? Travel change: **No**
(492) Local resident, (Broughton, Ells Lane)	**Concerns** – No No NNO!!!! Traffic in banbury is already nearly at a standstill. As a result of planning policies Banbury is being strangled and this will only make it worse. There is no problem with the current speed limit!!!! Travel change: **No**
(493) Member of public, (Deddington, Rather Not Say)	**Concerns** – Happy for 20 mph near school, hospital, nursery and Banbury cross but don't see need for it anywhere else, would add extra time for journey through Banbury which takes long enough already Travel change: **No**
(494) Local resident, (Easington, Bloxham Road)	**Concerns** – If you understand the logic of traffic calming per the Dutch experience and expertise, it makes no sense to exclude the arterial highways that run through the town. At peak they average less than 20 and off peak they become race tracks. They are the most heavily trafficked and heavily peopled therefore the most likely venue of accidents between ambient and motorised traffic. Secondly, there is practically no enforcement of the existing higher speeds and so the designations will only have impact in the event of accidents where speed will be a factor in any allocation of blame. From the evidence of other locations the campaign would likely be more effective, accepted and adopted by society if it was phased by a 25 then 20mph designation. The 10mph drop is stark and on open roads it is quite clear that

	drivers struggle to cope with the requirement. No doubt a cost issue but it would surely have reduced the antipathy and aggression of naysayers. Travel change: **No**
(495) Member of public, (Enstone, Bicester Road)	**Concerns** – Happy for 20mph in residential areas Travel change: **No**
(496) Local resident, (Great Bourton, Manor Road)	**Concerns** – Concerns in regards to the time to get from one of the villages north of Banbury to the hospital in the South side in an emergency. Concerns about the amount of time it will take the school bus to get from the village to the secondary schools in Banbury and that my son will be late which will impact his schooling. Concerns that the speed won't be reduced outside Amazon. Travel change: **Other** Yes. Will avoid Banbury town centre for shopping. May still use Waitrose and the two retail parks for things I need, but will prefer Milton Keynes or Leamington Spa for clothes shopping.
(497) Local resident, (Hanwell Fields Banbury, Warwick Road)	**Concerns** – Absolutly ludocrous, no justification whatsoever, outside schools during school opening and leaving, maybe but just making life more difficult nd expensive for everyone. Blatantly only doing it for the fines because it's not sensible or convenient to drive at 20 on a normal road Travel change: **No**
(498) Local resident, (Hanwell, Banbury, Main Street)	**Concerns** – I feel that the proposed 20 mph for Banbury is a complete waste of time and money as drivers will continue to speed along roads unless it is enforced by the Police, which is highly unlikely. I live in Hanwell where 20mph was introduced a few months ago and it has had no effect on reducing speeds through the village, if anything it has had the opposite effect. The signs are completely ignored as cars speeding through the village particularly towards the bottom of the village where there are less cars parked to the side of the road. This is not just at the rat-

	run times in the morning and evening, but all day and by cars, vans, lorries and tractors, so basically you would be better saving all the money required on additional signage as drivers will just ignore them. Travel change: **No**
(499) Local resident, (Hook Norton, Beanacre Rd)	**Concerns** – Traffic in banbury is already slow enough even at off peak times. The town has grown rapidly with no change in infrastructure and there are always bottle necks. A 20mph restriction will make little difference. The money would be better spent on improving infrastructure and focussing on ways to reduce the traffic jams. Travel change: **No**
(500) Local resident, (Hook Norton, Station Road)	**Concerns** – Not needed. Travel change: **No**
(501) Local resident, (Kings Sutton, Banbury Lane)	**Concerns** – Whilst I believe 20 MPH is appropriate around shops and schools and play areas, it should not be implemented on A roads as they are the main arteries of the area. If drivers have to stick to 20 MPH on long roads which do not have any obvious obstructions, they will become careless. Travel change: **No**
(502) Local resident, (Middleton Cheney, Horton Close)	**Concerns** – The degree of restriction proposed is too severe. Residential areas on estates are ok but any circular or large through roads should retain their speed limits of 30,40,50 mph. The danger is minimal. The town centre from the toilets down through the high street, George street, Marlborough road, town centre can be 20 mph as they are very pedestrianised but surrounding roads can remain the same. One of the additional problems of putting almost every road to 20mph is irrational and in fact illogical. In quiet hours you would be restricted to 20mph - which is unnecessary and illogical. Time restrictions could be put in place where here is a heavier footfall but a blanket 20mph in most places Gives the perception of control for control sake and very little safety if any gain. Money would be better spent on fixing the roads and perhaps prosecuting dangerous driving.

	Travel change: **No**
(503) Local resident, (Middleton Cheney, Main Road)	**Concerns** – Why can these not be variable at school times or near parks? Travel change: **No**
(504) As a business, (Middleton Cheney, Moors Drive)	**Concerns** – Banbury is loosing everything it had there are much more important things to try and bring back its magic I fear this will drive even more people away Travel change: **No**
(505) Local resident, (Milcombe, Bloxham)	**Concerns** – It does not solve local problems. the roads will not be better and less congested. currently, in many places it is not even possible to go at a higher speed due to the condition of the roads or the constant traffic jams. Wasted money. Travel change: **No**
(506) Local resident, (Shenington,)	**Concerns** – This (like many of the other 20mph areas chosen recently in Oxfordshire - Wroxton, Kidlington, Deddington) seems like overkill. Thankfully some sense appears to be keeping the main routes at 30mph, but much of the town is gridlocked and this will only reduce the traffic flow further as cars creep along, for the sake of 0 fatalities that have happened in as long as I can remember. I can't say I've ever felt unsafe walking around town, there's plenty of crossings, and the people who drive over them are more likely to continue to do so. For the sake of 4mph reduction all that money is being spent. Yes by schools (at school/rush hour times), but outside of main driving hours, not all of these routes are essential. There's also the issue of people already being put off from driving into Banbury for shopping and to spend money due to the unfair inequality that Banbury has of no free parking in the centre vs Witney or Bicester. This proves that Oxfordshire CC want to penalise car drivers further, especially those who live outside the town and have no option but to drive in given the lack of public transport. These people will not be able to change to cycling or walking - they have to have cars because they have no other option. People who can walk or cycle are likely to already do so because they can. Everyone else has to go by car.

	Having said that, I would rather the residential areas of Banbury - only where there is an issue currently with speeding - reduces the speed limit, and the villages of Kidlington, Deddington and Wroxton have their 30mph reinstated for the main roads through. Those decisions were ridiculous - where pedestrians and cyclists can safely go away from the traffic. It's more dangerous now through Wroxton, with even more people overtaking than there were at 30mph. Travel change: **No**
(507) Member of public, (Shutford, The Dairyground)	**Concerns** – The 20mph speed limits are as much of a danger as 30. I agree they are suitable near schools, hospitals etc but not for going about your normal business. Travel change: **No**
(508) Local resident, (Sibford Ferris, Hook Norton Rd)	**Concerns** – I believe a 20 mph limit in many streets is unnecessary and unworkable in terms of policing. Noise pollution in lower gear is increased. Evidence suggests that motorists have to keep looking down at their speed to check they're not exceeding 20mph. There may be limited times if day nr schools when such a limit is justified but during most of a 24hr day, 20mph is an imposition on motorists not justified by available evidence. It's possible that some drivers will change routes to avoid and cause significant traffic jams elsewhere. Please do not impose a uniform 20 mph currently shown on your map. Travel change: **No**
(509) Local resident, (Tamarton, Main Road)	**Concerns** – Some 20 zones are too long. Can understand in traffic hotspots, by schools etc but others seem unnecessary. Who is actually going to enforce with such limited resources. Concerned at 50 mph roads suddenly becoming 20 mph possibly causing traffic problems/accidents. I drive sometimes in Oxford, electric scooters often overtake/undertake at well over 20 mph. Proper enforcement of 30mph though villages like mine would make a significant difference to many people and targeted 20 mph zone where there are accident hotspots/by schools etc. Travel change: **No**
(510) Rather not say, (Woodford Halse,)	**Concerns** – This means need to drive in a lower gear, thus more fuel consumption, therefore more pollutants. There are also no route for vehicles that are going to a destination on the other side of Banbury. The only route for many is

	through the town centre. What is needed is a bypass so through traffic does not to enter the town centre. Daventry has one which take main traffic around a ring road. Travel change: **Other** The people who live outside of Banbury in the villages need to drive to get to Banbury. Other modes of transport are impractical.
(511) As part of a group/organisation, (Abingdon, Bostock Road)	**Support** – We support a reduction of this speed limit to make the streets safer for people, and to enable walking, wheeling and cycling. Banbury is highly vehicle dominated and 20mph speed limits have been shown to reduce average speeds, even with no enforcement, with the reduction being large when the original speed is faster, and more importantly they have been shown to reduce road casualties. This contributes to a street environment that is more friendly for people to walk, wheel and cycle, which means in turn fewer journeys by car, which reduces the dangers still further. Travel change: **Yes - cycle more**
(512) Local resident, (Banbury, Fairview Road)	**Support** – way forward Travel change: **No**
(513) Local resident, (Banbury, Nursery Drive)	**Support** – Ithink 20mph will make roads safer for all. Travel change: **Yes – walk/wheel more**
(514) Local resident, (Banbury, Angelica Close)	**Support** – it will be safer and better for the environment Travel change: **Yes - cycle more**
(515) Local resident, (Banbury, Badger Way)	**Support** – I have Sen it in action when I have travelled through Deddington. It feels safer through there now.

	Travel change: **Yes – walk/wheel more**
(516) Local resident, (Banbury, Balmoral Av)	**Support** – Cars travel way too fast on all roads around Banbury, but especially on the ones that you have decided to leave as 30s!! People travel at 40 to 60 regularly on Broughton road. Travel change: **Yes - cycle more**
(517) Local resident, (Banbury, Bankside)	**Support** – I would like to see Bankside added to the 20mph zone as it is also a residential road and frankly the speed humps have not improved the situation with speeding. Travel change: **No**
(518) Local resident, (Banbury, Bath Road)	**Support** – Too many people use areas like Park Road and Bath road as rat runs and treat them like their own speed track. Travel change: **No**
(519) Local resident, (Banbury, Bath Road)	**Support** – with so many cars parked on the roads in residential areas it makes in difficult to see oncoming cars. Travel change: **No**
(520) Local resident, (Banbury, Bath Road)	**Support** – I live on Bath Road a narrow, busy residential road made busier when local diversions are in place. It is highly dangeroeus for pedestrians with children particularly vulnerable when drivers speed (a regular occurrence) A 20mph speed limit woud vastly improve the road for all concerned Travel change: **Yes – walk/wheel more**

(521) Local resident, (Banbury, Bath Road)	**Support** – I support this to increase road safety in a town with lots of residential property, children's playgrounds, etc. Travel change: **Yes – walk/wheel more**
(522) Local resident, (Banbury, Bath Road)	**Support** – I would like to cycle to school more often but my parents don't think it's very safe. If there were lower speed limits, I think I would be able to do it more often. Travel change: **Yes - cycle more**
(523) Local resident, (Banbury, Bath Road)	**Support** – The speed motorist drive down Bath Road is ridiculous over 35mph especially bearing in mind children's play area and Green Pastures Care Home. It's only a matter of time before there is an accident. Travel change: **No**
(524) Local resident, (Banbury, Bath Road)	**Support** – I support any measures which contribute to safer roads and cleaner air. Introducing 20 mph limits would make travel by bicycle much safer and more pleasant and pedestrians would be safer too. Travel change: **Yes - cycle more**
(525) Local resident, (Banbury, Bath Road)	**Support** – 20mph zones are far safer for Banbury residents, both in terms of road safety and air pollution. As you know, Banbury town centre has four designated air quality management areas (AQMAs) with persistent illegal levels of air pollution. A trial in Scotland of 20mph speed limits at 78 sites found reductions in speed and casualties, with deaths and serious injury declining from 20% of the total to 14%. Why wouldn't we do aeverything within our power to reduce death and injury?! It's a no-brainer. A Transport for London report report also shows that since 20mph limits were introduced on key roads in London in 2020: the number of overall collisions reduced by 25% collisions involving vulnerable road users decreased by 36% collisions involving people walking decreased by 63% collisions resulting in death or serious injury reduced by 25%.

	By reducing the default speed, it will make it easier for drivers to stop in time to prevent collisions. It will make the air cleaner and safer. And it will make pedestrians and cyclists feel safer, which in turn will encourage more people to walk and cycle, thus reducing overall traffic and congestion - this benefits drivers too! Travel change: **Yes - cycle more**
(526) Local resident, (Banbury, Bath Road)	**Support** – Safer roads for more vulnerable road users Travel change: **Yes – walk/wheel more**
(527) Local resident, (Banbury, Bath Road)	**Support** – Lots of pedestrians including small children and vehicles go too fast. Travel change: **Yes – walk/wheel more**
(528) Local resident, (Banbury, Blacklocks Hill, Nethercote)	**Support** – 'I strongly support making the majority of roads in Banbury 20mph. As someone who mostly walks and cycles around Banbury, and whose partner uses a mobility scooter, I believe that changing the default limit to 20mph will make the town a lot safer for all road users. Given the traffic congestion and nature of Banbury's roads, it is unlikely that reducing the limit to 20mph will have significant impact on journey times. I believe having a 'general' principal of 20mph rather than specifying it road-by-road will also ensure consistency and reduce confusion for motorists. I do, however, disagree with the proposals to keep higher limits on the following roads: - Middleton Road - from a point 15 metres southwest of its junction with Daventry Road, north-eastwards to its junction with Ermont Way (Proposed to remain at 30mph). I believe this section of road should also be reduced to 20mph. It is still within a residential area with houses on both sides. It is also a key pedestrian/cycle link between the centre of Grimsbury and the shared use cycle path that runs North/South along Ermont Way. Additionally, this section of road has narrow pavements, bus stops on both sides and the 'humped' pedestrian/cycle crossing at the west side. which will cause vehicle damage if traversed at more than 20mph anyway. There is no signalled crossing towards the east end of this road, so anyone wanting to access the bus stop on the opposite side has to cross against traffic. All of this increases the risk of conflict between pedestrians and vehicles, so a 20mph limit will still increases safety.

	- Daventry Road from its junction with Middleton Road, northwards for its entire length (Proposed to remain at 30mph). I believe that this road should not be limited to 20mph with the rest of Grimsbury. It passes through a residential area and has houses fronting directly onto it. The wide green spaces to the side are also likely to attract children to play on them. There is no signalled crossing at the north end of this road, so anyone crossing to reach the green spaces, or to reach the bus stop on the west side, has to cross against traffic. There are traffic calming chicanes between Calder Cl and Brinkburn Drive which will slow motorists to 20mph anyway, so it seems inconsistent to then allow them to proceed at a higher speed either side, meaning sharper acceleration and braking. This road is blocked at the North East end to prevent vehicles using it for through journeys to the 'Magenta Storage Roundabout', so every vehicle going down it will be going onto the other 20mph roads in Grimsbury, therefore it seems daft that each side road will have to have 20mph signs, when you could just have a single 20mph sign at the south end of the road. - Overthorpe Road from its roundabout junction with Ermont Way, eastwards to a point 60 metres east of its junction with Lombard Way (proposed to remain 40mph). This section of road is heavily used by pedestrians and cyclists travelling from the town centre/station to the industrial estates on Chalker Way and Lombard Way as well as crossing over the M40 towards Nethercote, Overthorpe and Middleton Cheney. There is a narrow pavement on the north side only, no segregated cycle path and no signalled north-south crossing, so pedestrians accessing their jobs on Chalker Way are forced to cross against traffic. Therefore there is a very high risk of conflict between cyclists/pedestrians and motor vehicles, especially the large number of HGVs accessing the industrial estates. This section of road was identified in the Banbury LCWIP as a key route for active travel and requiring improvements. Personally I find cycling through this section extremely dangerous and intimidating with the volume of HGVs. Therefore I believe a 20mph limit on this section would be far safer for everyone, at least until proper pedestrian/cycle provision can be constructed to separate them from motor vehicles. The short gap between the roundabouts means that vehicles are unlikely to exceed 20mph without heavy braking/acceleration anyway. I am also disappointed that there is no proposal to reduce the speed limit on Overthorpe Road from Lombard Way east across the M40 bridge (currently National Speed Limit). This is the only safe pedestrian/cycle access between Banbury and Nethercote/Overthorpe/Middleton Cheney. The pavement on this section is only on the north side, is extremely narrow, uneven, poor quality and often overgrown. My partner has to use her (Class 3) mobility scooter on the road over this section due to the poor quality of the pavement, and having an 8mph scooter mixing with cars going up to 60mph seems extremely dangerous! This is exacerbated by the humped nature of the M40 bridge, limiting visibility. This section of road was also identified in the Banbury LCWIP as a key active travel route where infrastructure improvements were required.

	I would instead like to see the section of Overthorpe Road between Lombard Way and the junction with Blacklocks Hill to be reduced from National Speed Limit to a maximum of 30mph, to protect pedestrians/cyclists/mobility scooter users, at least until the active travel infrastructure can be improved. Travel change: **Yes - cycle more**
(529) Local resident, (Banbury, Bloxham Road)	**Support** – Decreasing speeds will reduce collisions, save lives and reduce injuries. Travel change: **No**
(530) Local resident, (Banbury, Bloxham Road)	**Support** – Reduced speed limit will help with reduced population levels and safer roads. Travel change: **No**
(531) Local or County Cllr, (Banbury, Boxhedge Road)	**Support** – It is far safer. Travel change: **Yes - cycle more**
(532) Local resident, (Banbury, Broome Way)	**Support** – Speed in towns shouldn't be more than 30km/h max. , 20 is even better Travel change: **Yes – walk/wheel more**
(533) Local resident, (Banbury, Broughton Road)	**Support** – Anything to reduce noise, danger to pedestrians and other road users is to be welcomed. However, this must be policed otherwise drivers will continue to ignore the limits. Travel change: **No**
(534) Local resident, (Banbury, Broughton Road)	**Support** – To improve safety, for both pedestrians and car users To reduce pollution

	Travel change: **No**
(535) Local resident, (Banbury, Burns Road)	**Support** – I live on Burns Road by the junction with Keats Road, these roads are used as a "rat-run" between the Broughton and Bloxham Road, traffic frequently exceeding the current 30 MPH limit. there are people who are pensioners living close by as well as a regisitered child minder, I also see children walking to/from school on scholl days, I fear there is going to be a terrible accident very soon. Travel change: **No**
(536) Local resident, (Banbury, Cope Road)	**Support** – I have long been very concerned by safety on the southern stretch of Southam Road (the area around Cope Road), especially since many young children cross the road to go to St Mary's School. A 20MPH limit would help. My only question would concern enforcement. Since many cars don't respect the 30MPH limit, I'm not convinced they would respect 20MPH. Incidentally, the crossing lights opposite St Mary's School are also incredibly dangerous, and I have seen many a near-accident. Children cross at the green pedestrian light assuming it's safe, but oftentime the road light is in fact amber, with cars whizzing past (I have even seen cars whizz past children when the road light was red). Could this road light be made red/green with no amber? Travel change: **Yes - cycle more**
(537) Local resident, (Banbury, Cricketers Field)	**Support** – I'm delighted that this is being proposed. I cycle and walk around Banbury - and from what I hear this will improve traffic flow, reduce pollution, benefit cyclists, benefit walkers and in result, benefit Banbury residents. Travel change: **Yes - cycle more**
(538) Member of public, (Banbury, Crouch Hill Road)	**Support** – My family usually walk to town/school or the local shops and I am shocked at the speed some vehicles travel at. Crossing the roads is a bit of a gamble with younger and older people not so able to judge distances so well. I feel a 20 mph limit would make for a far safer environment and you never know, I may get my bike out the shed.

	Travel change: **Yes - cycle more**
(539) Local resident, (Banbury, Crouch Street)	**Support** – Banbury, in particular its centre, has many small roads that are packed with cars on both pavements (which should also be illegal) and pedestrians need to pick their way through this obstacle course on a daily basis. Especially in winter, walking to and from school and nursery in the dark with young children, drivers drive both within the speed limit and at considerable risk to pedestrians. A 20 mph speed limit (already in place in many Banburyshire villages) would be much more appropriate for Banbury's roads. Travel change: **Yes – walk/wheel more**
(540) Local resident, (Banbury, Dashwood Road)	**Support** – Improve local air quality, noise reduction and road safety Travel change: **No**
(541) Local resident, (Banbury, East Street)	**Support** – Banbury is very difficult to navigate on foot and by bicycle with a number of dangerous junctions. A 20mph limit would encourage drivers to be more mindful of vulnerable children and adults in key areas. 20mph is more than sufficient for drivers to get around town. Banbury town centre needs redesigning around active travel and public transport and I think a 20mph limit would pave the way for this in many ways . Travel change: **Yes - cycle more**
(542) Local or County Cllr, (Banbury, Grosvenor Road)	**Support** – I believe that these proposals will save lives in residential areas of Banbury while having a minimal impact on motorists, due to the retention of high speed limits in arterial roads. Therefore I wholeheartedly support them. I am concerned though that there are no plans to introduce a 20MPH limit on the Nickling Road/Bismore Road estate in the north of Banbury, and I ask that this be considered. Travel change: **No**

(543) Local resident, (Banbury, Grosvenor Y)	**Support** – The roads proposed for 20mph speed limits, especially in the town centre, are often congested or slowed by other traffic calming measures. The real issue arises in the evening, when the roads are clear and cars can be seen driving at speed through small roads busy with pedestrians. The route from High Street, George Street to Broad Street an onwards being most prolific with greatest cause of issue for me. Even at night, the roads are used by pedestrians and cyclists who have to dodge and avoid cars often driving in excess of 30mph. It's a danger, and whilst I can't recall any recent casualties, I'd put this down to the fact that people are deterred away from walking these roads or have to take a very cautious approach. Any measures to calm traffic and make Banbury friendlier to pedestrians, cyclists and responsible road users should be encouraged. I predict some opposition to this proposal, likely from those who don't live near the town or make proper use of it, and have little thought for those who do. Travel change: **Other** I walk in to town, always, though I do live quite close. The traffic often causes me to take a longer, safer route however.
(544) Local resident, (Banbury, Harriers View)	**Support** – Reduce accidents, air pollution, good for the planet, data from other locations that have already adopted it say that it actually takes motor traffic off the roads - encourages more walking, cycling, etc. Travel change: **Yes – walk/wheel more**
(545) Local resident, (Banbury, Harriers View)	**Support** – 20 MPH is safer and good for the environment. Travel change: **No**
(546) Local resident, (Banbury, Hazeldene Gardens)	**Support** – Two schools in our vicinity which desperately need a 20 mph zone before any injuries are sustained by speeding vehicles at school drop off and pick up times. Also many delivery vans proceed at excessive speeds during all other times. Travel change: **No**

(547) Local resident, (Banbury, Hereford Way)	**Support** – Traffic is too fast most times, 20 will most likely make journeys no different in time Travel change: **No**
(548) Local resident, (Banbury, High Street)	**Support** – to protect everyone, especially children + reduce noise pollution Travel change: **No**
(549) Local resident, (Banbury, Highlands)	**Support** – I want the town to be more pedestrian-friendly Travel change: **No**
(550) Local resident, (Banbury, Hill View Cresent)	**Support** – There are many schools around Banbury and all roads around the schools should be 20mph to avoid serious fatalities if children get hit. People speed up and down Hill view Cresent and Sinclair causing near misses daily for Hill View primary Travel change: **No**
(551) Local resident, (Banbury, Hillside Close)	**Support** – 20mph within town has many benefits: safer for pedestrians and cyclists (in case of a collision it is likely to result in death or serious injury), incentive for motorists to leave the car at home. And less cars mean more liveable and healthier environment! Travel change: **Other** I do not drive anyway but cycle or walk but I would definitely feel much safer on the roads, and would recommend active travel to friend with greater confidence - knowing that they would not endanger their lives (that much).
(552) As part of a group/organisation, (Banbury, Hillside Close)	**Support** – I am full-heartedly support the proposal. It will make Banbury safer and it could be in incentive for some people to leave their cars behind when the travel within town.

	Travel change: **Yes - cycle more**
(553) Local resident, (Banbury, Hillside Close)	**Support** – As a resident of Banbury, I often feel unsafe when crossing roads, travelling on roads (whether cycling or driving, both of which I do often), and even when walking on the pavement, due to excessive traffic with many drivers being inconsiderate, impatient, too fast, and downright dangerous. The noise pollution and chemical pollution from cars and lorries have made Banbury a less pleasant place to live. I was born here and gave lived here many years, and am thinking of leaving for somewhere less congested. Calming the traffic would make life bearable for those of us who are not always in cars. The road layouts encourage car dependence and punish anyone who walks or cycles. We need to make Banbury friendly again for people: not just for cars. Travel change: **Other** I already walk or cycle when it's practical, and drive when it's necessary. I would continue to do so, but would feel safer when walking and cycling than I do now. At present, the system is on my side when I'm in my car, and against me as soon as I step out of it.
(554) Local resident, (Banbury, Melbourne Close)	**Support** – "Twenty is plenty" through housing eststes Travel change: **No**
(555) Local resident, (Banbury, Mewburn)	**Support** – Road safety improvements, safer and less intimidating cycling environment. A helpful step essential as more road space is shared and drivers need to change their attitude and driving behaviour. Travel change: **Yes – walk/wheel more**
(556) Local resident, (Banbury, Middleton Road)	**Support** – Safer environment Travel change: **No**

(557) Local resident, (Banbury, Middleton Road)	**Support** – Safer in residential areas Travel change: **Yes - cycle more**
(558) Local resident, (Banbury, Middleton Road)	**Support** – 20 mph speed limits make streets safer for cyclists and pedestrians. They may also encourage more people to leave the car at home where possible, if roads are safer for walking and cycling. Travel change: **Other** I already cycle and do not drive. This will not change but I would be happy for the traffic to move more slowly on some routes (although most drivers are considerate).
(559) Local resident, (Banbury, Newland Rd)	**Support** – Excellent proposal to improve road safety within the town, however will be entirely dependant on proper and robust enforcement. Odd speed cameras won't be effective, instead the scheme should consider highway designs to slow the traffic to these speeds, as well as speed signages. Current national limits around the Newland area are regularly exceeded at all times of day leading to numerous near misses. Travel change: **No**
(560) Local resident, (Banbury, Oxford Road)	**Support** – I have a strong personal reason for contributing as i live on the main Oxford Road in Banbury. Travel change: **Yes – walk/wheel more**
(561) As a business, (Banbury, Oxford Road)	**Support** – Reducing speed by motor vehicles would make the town safer for pedestrians and cyclists (many children walking/cycling to school) while barely impacting drivers. Making streets safer also makes it easier to choose active travel. Travel change: **Yes - cycle more**

(562) Local resident, (Banbury, Park Road)	**Support** – I support the proposal of 20 mph on roads that are not main routes/thoroughfares, this will reduce speed in roads that are used as short cuts eg Bath Road, Park Road, Beaconsfield Road Travel change: **No**
(563) Local resident, (Banbury, Park Road)	**Support** – I support this, but only if it will be actively and robustly enforced. Currently there is little to no enforcement of the existing speed limit, which is routinely ignored without consequence. Without enforcement there will be n reduced benefit in lowering the limit. Travel change: **No**
(564) Local resident, (Banbury, Prescott Close)	**Support** – 20 mp overall it is safer. Those who have a tendency to speed will have second thoughts. Cyclists will feel more comfortable. In terms of arrival time, it does not make a difference whether to drive 30 or 20 mp. We all should be less in a hurry. Travel change: **No**
(565) Local resident, (Banbury, Priory Vale Road)	**Support** – Make roads safer. Better for the environment. 100% in favour. Travel change: **No**
(566) Local resident, (Banbury, Queens Road)	**Support** – I walk around Banbury everyday and I can see that speeding occurs frequently. I am especially worried during rush hours as vehicles have no patience and regularly go through red lights at crossings. I believe an enforced limit of 20mph would force drivers to consider other road users and pedestrians. The limit has to be enforced for it to work; I live on a street that requires vehicles to give way to those coming in the opposite direction (due to cars parked along both sides) and it worries me greatly that a child will be hit because they do not abide to the existing limit. Travel change: **No**

(567) Local resident, (Banbury, Queensway)	**Support** – There would be only slight delays to journey times and yet the safety benefits of reducing the speed limit are vast, not to mention making the area more open to alternative means of travel. My only concern with the proposal is it does not go far enough. The inner ring routes do not need to be 30mph+, why are we putting journey times above lives? Queensway for instance has Primary school on it and is also a walking route for a major Secondary school and yet this is scheduled to stay 30mph - madness! Travel change: **Yes – walk/wheel more**
(568) Local resident, (Banbury, Ridge Close)	**Support** – I think a lot of the 20mph limits elsewhere in the county have been too extensive and end up with people resenting and ignoring them. But the ones put forward for Banbury look sensible. They are important outside schools at drop off and pick up times and where there is no room to segregate cyclists from the highway and there is no alternative route for them. Travel change: **No**
(569) Local resident, (Banbury, School Row)	**Support** – Generally in support of 20mph zones where there are likely to be many children walking to and from school (Grimsbury, Middleton Road is a good example) Travel change: **No**
(570) Local resident, (Banbury, Springfield Avenue)	**Support** – I live on a busy residential road with 2 schools along the same stretch and seeing this road as 20 mph would be the beginning although better measures need to be put in place to stop the speeding that happens all throughout the day. Travel change: **No**

(571) Local resident, (Banbury, Sussex Drive)	**Support** – Banburys has gone majorly down hill with teenagers racing around in cars and the general class of people has majorly dropped. This will be a small thing to help deter those chavs Travel change: **Yes – walk/wheel more**
(572) Local resident, (Banbury, Thyme Close)	**Support** – Support for local estate roads e.g. Hanwell Fields. However please can there be a review of the current 40mph limit that starts at the junction of Warwick Road and Dukes Meadow Drive in the Warwick direction. There is much housing here now and this should be reduced to 30mph until the end of the built area. Travel change: **No**
(573) Local resident, (Banbury, Warwick Road)	**Support** – We should put more emphasis on pedestrian safety and lower emissions and ideally encourage more local residents to walk or cycle rather than be car dependent, especially for local journeys. The move to 20mph across the town would greatly improve air quality and pedestrian safety and I 100% support the initiative. Travel change: **Yes – walk/wheel more**
(574) Local resident, (Banbury, Warwick Road)	**Support** – As a resident this would make my road quieter, less polluted and safer for children and pets. As a commuter this would make my roadside walk (2 miles through Banbury each weekday) less polluted and would make me consider cycling if I felt the road conditions were safer. Travel change: **Yes - cycle more**
(575) Local resident, (Banbury, Warwick Road)	**Support** – I frequently drive in London where the speed limits are generally 20mph and the traffic flows well, it is much safer for other road users and the public in generally. The section outside our home is currently 30mph and many drivers speed on it making it dangerous. It is intended to be reduced to 20mph and this will make that section of the road much safer. Travel change: **Yes - cycle more**

(576) Local resident, (Banbury, Warwick Road)	**Support** – Hopefully it will slow cars down, too much speeding already on residential roads Travel change: **Yes – walk/wheel more**
(577) Local resident, (Banbury, Warwick Road)	**Support** – This should make the town safer, more pleasant for those choosing Active Travel (walking or cycling) and so encourage more people to travel this way, and improve air quality. Travel change: **Yes – walk/wheel more**
(578) Local resident, (Banbury, Warwick Road)	**Support** – Safer and been applied sensibly rather that everywhere. Travel change: **No**
(579) Local resident, (Banbury, Warwick Road)	**Support** – Too many vehicles are being damaged on the Warwick Road (Neithrop end) a lot is to do with speed, it could be a person next. Travel change: **No**
(580) Local resident, (Banbury, Warwick Road)	**Support** – I live on part of the Warwick Road where speed limit would be reduced from 30 to 20 and I am strongly in favour of this plan. The road I live on is dangerously fast -- I've seen numerous near-misses with drivers turning off onto minor roads, or using on-street parking, or pulling out of driveways. The road is on a bend and unsighted due to buildings and I don't think drivers have enough time to react. I have witnessed an accident on this bend where a driver lost control and hit a stationary but occupied vehicle that was parked on the outside of the road. Had the occupant been getting out of the car at the time the collision could have resulted in serious injury. The route is a pedestrian route for schoolchildren and young families heading into town and I am uncomfortable with added risk that fast traffic places on them. I have noticed that cyclists frequently take to the pavement, presumably owing to their discomfort sharing the road with cars, and this presents its own conflict and risk of pedestrians being pushed onto the road.

	I'm also concerned at the suppression of street life and neighbourliness caused by a fast, wide road. I know many people on my side of the road but don't know the names of anybody on the street opposite. I'm sure that regular fast traffic and the absence of crossing places puts up an invisible barrier in the community. Furthermore, the noise coming off the road is extreme and reduces the quality of life for all residents. We recently installed acoustic glass in our home to reduce the effect of the noise: a significant expense especially at a time of rising prices. I am a motorist but I'm also a resident, pedestrian and citizen. I strongly believe that Banbury is getting the balance wrong between these needs and would welcome this attempt to stick up for residents and pedestrians. A small increase in travel times within town could yield a major improvement in the lives of many residents and street users. Travel change: **Yes – walk/wheel more**
(581) Local resident, (Banbury, Warwick Rosd)	**Support** – Much safer for non car drivers, reduces pollution makes it more attractive to walk and cycle which in turn improves health of residents Travel change: **No**
(582) Local resident, (Banbury, West St)	**Support** – I'd feel safer as a pedestrian with a 20mph limit. Travel change: **No**
(583) Local resident, (Banbury, West Street)	**Support** – Too many people speeding on residential roads Travel change: **Yes – walk/wheel more**
(584) Local resident, (Banbury, West Street)	**Support** – I support this proposal wholeheartedly. As a local resident in Banbury, I am able to complete over 90% of my journeys by foot, and the improved safety afforded by a reduced speed limit will enhance the experience of living in the town. I do not consider that a reduction from 30mph to 20mph in most circumstances will materially affect car journey times within the town due to the short duration and stop-start nature of such journeys. This is a no-brainer, so even Victoria Prentis should be able to back it.

	Travel change: **Yes – walk/wheel more**
(585) Local resident, (Banbury, Winchester Close)	**Support** – Reduce pollution Travel change: **No**
(586) Local resident, (Banbury, Woburn Close)	**Support** – Less accidents Travel change: **No**
(587) Local resident, (Banbury, Aston Close)	**Support** – This should promote improved road safety Travel change: **No**
(588) Local resident, (Banbury, Aston Close)	**Support** – Bankside should be made 20mph with speed cameras Travel change: **No**
(589) Local resident, (Banbury, Balmoral Avenue)	**Support** – Hopefully it will slow down many of the inconsiderate drivers. Please do start on the Broughton road coming into Banbury, and bring some speed control measures with it. It's normal to see people driving at 50 through the residential area with kids walking to school. Travel change: **Yes - cycle more**
(590) Local resident, (Banbury, Balmoral Avenue)	**Support** – 30mph is too fast to drive around residential areas and so should be limited further. Travel change: **No**

(591) Local resident, (Banbury, Balmoral Avenue (Bretch Hill))	**Support** – We've seen a huge increase in on road parking as the houses weren't built with drives (no forward thinking). People stand very little chance of seeing what's coming and what possible hazards lie ahead with so much of their vision obstructed by parked vehicles. There are a lot of children and pets with minimal road sense. I've seen a number of near misses. Slowing people down allows greater reaction time and less serious outcomes in the case of collision Travel change: **No**
(592) Local resident, (Banbury, Bankside Ox16)	**Support** – Bankside is far to fast it's become a rat race. Only matter of time before there's a nasty accident and God forbid someone is killed. Travel change: **Yes – walk/wheel more**
(593) Local resident, (Banbury, Bath Road)	**Support** – Prefer to have streets safer and cleaner for active travel and walking. Evidence shows that this type of proposal will achieve this. Would prefer it to be implemented as a 'default' speed limit with only higher limit streets having speed limit signs - this way we avoid a lot of costly and unsightly street furniture/20mph signs Travel change: **Yes - cycle more**
(594) Local resident, (Banbury, Bath Road)	**Support** – Supporting 20mph because Bath Road is being used as a rat-run for many busy trades, delivery drivers on time-pressed contracts to say nothing of the many boy racers who enjoy speeding and demonstrating their backfiring exhausts. Travel change: **Yes – walk/wheel more**
(595) Local resident, (Banbury, Bath Road)	**Support** – We live on a quiet residential road, opposite a park and play area. Despite traffic calming measures in place, some people still drive too quickly. Especially in SUV style vehicles which allow people to pretty much ignore the speed bumps which are installed. Travel change: **Yes - cycle more**

(596) Local resident, (Banbury, Bath Road)	**Support** – I want to make our road safer as cars speed on it regularly Travel change: **Yes – walk/wheel more**
(597) Local resident, (Banbury, Bath Road)	**Support** – Safety for children on the street. Cars drive so fast up the road. Travel change: **Yes – walk/wheel more**
(598) Local resident, (Banbury, Beaconsfield Road)	**Support** – I walk, imagine fed up off the Tim's road, Beaconsfield road being used as a rat run . People speeding even at this time of year when the schools have just been let out. As for people on phones, the slower they go , the more I see people on them! Travel change: **No**
(599) Local resident, (Banbury, Bloxham Road)	**Support** – 20 is a far safer speed for pedestrians, the council should be doing all it can to reduce road related injuries and encourage active travel. Travel change: **Yes – walk/wheel more**
(600) Local resident, (Banbury, Broughton Road)	**Support** – The speed limit is not adhered to. Drivers speed up leaving 'the cross' into West Bar and enter Broughton Road in a reckless manner. There have been a number of crashes at the turn from west bar into Broughton Road. I really feel strongly that traffic calming in the form of 20 mile per hour speed limit is essential. Travel change: **Yes - cycle more**

(601) Local resident, (Banbury, Browning Road)	**Support** – I think 20mph limits will make it safer for other road users and pedestrians, particularly in residential areas. Travel change: **Yes – walk/wheel more**
(602) Local resident, (Banbury, Cope Road)	**Support** – I agree with the statement of reasons, namely that the proposals will make the built environment of Banbury a safer and more attractive place to walk and cycle. Travel change: **Yes – walk/wheel more**
(603) Local resident, (Banbury, Dashwood Road)	**Support** – As a cyclist, I have experienced too many near misses with inconsiderate drivers at 30mph or more Travel change: **Yes - cycle more**
(604) Local resident, (Banbury, Glyndebourne Gardens)	**Support** – I think it will make the roads safer for people and animals. Travel change: **No**
(605) Local resident, (Banbury, Grosvenor Road)	**Support** – As a member of the public who cycles to work everyday I would welcome this as the amount of times I also feel unsafe by drivers speeding is a daily occurrence. We should definitely be trying to make banbury a safer place to walk, cycle. Potentially making more pedestrianized areas would be good and enforcing the ones we already have as they seems to just be a suggestion at the moment Travel change: **Yes - cycle more**
(606) Local resident, (Banbury, Hereford Way)	**Support** – Too many drivers driving too fast in residential areas putting people and animals lives at risk Travel change: **No**

(607) Local resident, (Banbury, Longford Park Road)	**Support** – Banbury has too much traffic travelling at high speeds. Making these roads a 20 mph speed limit is safer for everyone, drivers, pedestrians and cyclists. Its kinder to the environment too. Travel change: **Yes – walk/wheel more**
(608) Local resident, (Banbury, Old Grimsbury Road)	**Support** – Banbury is too car dominated as it is. 20mph will help tame some of the key crossing routes in town such as Middleton Road, cross roads in town, Southam Road etc. Travel change: **Yes - cycle more**
(609) Local resident, (Banbury, Oxford Road)	**Support** – Much safer Travel change: **No**
(610) Local resident, (Banbury, Oxford Road)	**Support** – Less serious accidents at 20mph Travel change: **No**
(611) Local resident, (Banbury, Parsons Street)	**Support** – Road safety and environmental benefits Travel change: **No**
(612) Local resident, (Banbury, Queens Road)	**Support** – I think it would be safer for everyone Travel change: **No**
(613) Local resident, (Banbury, Queensway)	**Support** – Traffic around schools are busy and generally speeds exceed the current speed limit no matter the time of day. Improvements to notify and maintain a lower speed limit around school areas, particularly given the increased

	demographic can only be advantageous for safety. I live on Queensway and cars regularly travel at 40mph + despite the conditions let alone there being a school. Travel change: **Yes - cycle more**
(614) Local resident, (Banbury, Ruskin Road)	**Support** – Banbury's population is growing at a fast rate. Banbury's roads are increasingly busy. There are a lot of schools spread out across the town. There are also a large number of retirement complexes. Both the elderly and the young would be safer if 20mph was enforced. Travel change: **No**
(615) As a business, (Banbury, South Bar Street)	**Support** – To ensure a pedestrian friendly environment Travel change: **Yes – walk/wheel more**
(616) Local resident, (Banbury, Springfield Avenue)	**Support** – For vulnerable road users and pedestrians a 20mph zone in residential areas makes perfect sense. Travel change: **No**
(617) Local resident, (Banbury, Sussex Drive)	**Support** – Accident risks on estate roads Travel change: **No**
(618) Local resident, (Banbury, Timms Road)	**Support** – A 20mph limit will make the streets safer for walking and cycling, while making little difference to the time it takes to drive round Banbury. It seems to work OK in Oxford. Travel change: **Yes - cycle more**

(619) Local resident, (Banbury, Warwick Road)	**Support** – It is safer for pedestrians, will help with the flow of traffic and cut emissions Travel change: **Yes – walk/wheel more**
(620) Local resident, (Banbury, West Street)	**Support** – Fed up with idiots speeding along narrow Victorian streets, just hope that you install some speed cameras too! Travel change: **No**
(621) Local resident, (Banbury, West Street)	**Support** – There is far too much traffic on the roads and on the whole I think any measure to dissuade people from using cars and to use alternative means of transport is a bonus. Our housing estates are clogged up with parked cars and there are often angry exchanges over parking spaces on my road. It really is getting rediculous. You can only get so many cars into a given space. We have clearly reached saturation point. Then there are the health issues. Between 28,000 - 36,000 deaths can be attributed to air pollution every single year. This is many many more than can be attributed to road traffic accidents themselves. Air pollution is a very relevant problem. Then you have those who have to live with respiratory illness. Air pollution although a largely invisible issue is a very real problem. We seriously need to start reducing car use on our roads. We need serious investment in public transport. Travel change: **Other** I only ever walk, cycle or use public transport anyway. I refuse to use cars. But I haven't always been like this. I have previously owned cars and motorbikes. Was a keen biker actually. But I changed my view point. We need to start thinking about the environment and how we live and the effects our actions and behaviour have on the World around us. Car culture is totally unsustainable. It was fun. But we do need to change
(622) Local resident, (Banbury (Hanwell Fields), Watts Rd)	**Support** – I believe that a 30mph speed limit is too fast on housing estates, especially as you often have parks and therefore children playing. My estate is one of the many new ones being built around Banbury and already a child has been knocked down and a car has crashed into a house. No-one needs to drive at 30mph on a housing estate. I do not think 20mph is a suitable speed for main roads though. Main traffic routes through Banbury town should remain at 30mph or above.

	Travel change: **No**
(623) Local resident, (Banbury Neithrop, Bath Road)	**Support** – I have spent my professional life working in areas of transport, energy and environment. I am very aware of the arguments both for and against 20mph limits. My judgement is that the balance of benefit to costs is overwhelming in favour of their widespread introduction in urban areas like Banbury. My judgement is based on a combination of safety, health, community benefit and environmental (air quality, climate and noise-related) reasons. Travel change: **Yes - cycle more**
(624) Local resident, (Banbury Town, Bankside)	**Support** – I am supporting because pollution is to high in banbury, you can taste it!! Travel change: **Yes - cycle more**
(625) Local resident, (Banbury Town, Church View)	**Support** – Road safety.Less risk to children, animals, vulnerable adults, and Banbury roads are congested at busy times anyway, so 20mph is sensible , with little real downside for journey times. Travel change: **No**
(626) Local resident, (Banbury Town, Church View Ox16)	**Support** – A matter of safety. If it reduces injury I am all in favour.I am also a regular car user.Traffic oftenmoves slowly within Banbury anyway , owing to traffic congestion. Travel change: **No**
(627) Local resident, (Banbury Town, Nursery Drive)	**Support** – Provided it's enforced, it will make our local residential roads safer. Travel change: **No**

(628) Local resident, (Banbury Town Centre, Bath Road)	**Support** – The residential roads are use as 'rat runs' and many people drive to fast when using them. For example there is 2 Park entrances on my road and there are often students walking to/from the local college, also children walking to school. There are speed bumps but this does not stop motorists driving at 30 or 35…. Travel change: **No**
(629) Local resident, (Banbury, Grimsbury, Old Grimsbury Road)	**Support** – I live in Grimsbury. 30 mph, is not a safe driving speed around here. Tbh, we have lots of racers that drive above them limit as it is. I support making 20 mph the new limit. Travel change: **Other** I would not say it would make me use my car less. More about safety. I have to drive to Oxford for work daily. The trains are too expensive for me and do not run regularly enough. There also so crowded in the morning can not get a seat. Wish I could use the train. I never use my car to visit Banbury town centre, I'm in walking distance and I use my push bike when I'm in more of a rush. Cycle lanes would be nice. Drivers can be unfriendly and sometimes it feels unsafe
(630) Local resident, (Banbury, In Particular, Grimsbury, Winchester Close)	**Support** – Concern about road safety Travel change: **No**
(631) Local resident, (Banbury., Bath Road.)	**Support** – I support this proposal because I think it will be beneficial to resident's safety, quality of life and health. Travel change: **No**
(632) Local or County Cllr, (Banbury/Oxford, Kenilworth Way / Roosevelt Drive)	**Support** – I don't like cars Travel change: **Yes - cycle more**

(633) Local resident, (Bloxham, Colegrave)	**Support** – I am supporting the proposal to reduce the limit to 20 on the grounds of safety of pedestrians and drivers, of making the experience of navigating the town on foot more pleasant, and of reducing pollution. Travel change: **No**
(634) Local resident, (Bodicote, Little Owl Drive)	**Support** – I am in favour of the new 20mph speed limit as most people drive too fast and without due consideration for children particularly at drop off and pick up times. Travel change: **No**
(635) Local resident, (Bodicote, The Rydes)	**Support** – Will make the roads safer for all users Travel change: **Yes - cycle more**
(636) Local resident, (Bodicote, Town Furlong)	**Support** – 20 mph areas are safer for all road users, young and old. We have them in Bodicote and the village is much more pleasant for it. There is far more traffic on the roads than there was when the 30 mph limits were introduced and it makes sense to revise the maximum speeds down Travel change: **Yes – walk/wheel more**
(637) Member of public, (Brackley, Valley Close)	**Support** – A 20 mph speed limit will make roads much safer for pedestrians and cyclists, and will therefore encourage more people out of their cars and into active travel. Roads will be safer for children going to school. CO2 emissions from vehicles will be reduced, and as we all know, vehicle emissions cause lung disease. Cycling and walking are a healthier option than driving. Travel change: **Yes - cycle more**
(638) Member of public, (Chipping Norton, Insall Road)	**Support** – Cleaner air and fewer fatal accidents result from lowering the speed limit. Surely every thoughtful person would support this.

	Travel change: **No**
(639) Local resident, (Drayton, Stratford Road)	**Support** – I live in Drayton & would strongly support a 20 mph speed limit through the village as I believe the introduction of the 20 limit through the neighbouring village of Wroxton has really reduced speeding. Travel change: **Yes - cycle more**
(640) Local resident, (Drayton, Stratford Road)	**Support** – Safer for all concerned. I worry about my child walking to and from school particularly with cars and trucks speeding through the village. Travel change: **Yes – walk/wheel more**
(641) Local resident, (Great Bourton, Manor Road)	**Support** – Slower traffic in our town is essential for pedestrian and cyclist safety, health (emissions) and a more pleasant environment for local residents. Fully support. Travel change: **Yes - cycle more**
(642) Local resident, (Grimbury, Stroud Close)	**Support** – Hennef road speed needs to be reduced Travel change: **Yes – walk/wheel more**
(643) Local resident, (Grimsbury, Stroud Close)	**Support** – Good idea but needs to be monitored as people will break the speed limit as they do now so some sort of way to catch and punish needs to be looked at to prevent this. Travel change: **No**

(644) Local resident, (Grimsby/Banbury, Middleton Road)	**Support** – I have children and work with children and I think this will make our domestic streets significantly safer for them and other road and pavement users. Travel change: **Other** I mostly walk into town and cycle or drive out of town. I would be happier walking into town if the traffic were gentler.
(645) Local resident, (Hanwell Fields, Nickling Road)	**Support** – My house was previously hit by a car in the middle of the morning which was going to fast down our road. The roads were very icy at the time and if there were speed signage around he probably would have driven slower. Travel change: **No**
(646) Local resident, (Hanwell Fields, Meadowsweet Way)	**Support** – I would like to see 20mph limits on all the residential roads off Dukes Meadow Drive on Hanwell Fields Estate. We also desperately need 30mph signs at intervals along Dukes Meadow Drive as it's a busy road and lots of traffic goes through, especially when there is an issue on the M40 near the Banbury junction. People drive far too fast through the estate. Travel change: **No**
(647) Local resident, (Hardwick, Winchelsea Close)	**Support** – I am supporting because i think that traffic needs to be slowed down for safety and for environmental reasons. Travel change: **Yes - cycle more**
(648) Local resident, (Hook Norton, Hollybush Road)	**Support** – Safer for pedestrians especially the young and elderly Travel change: **No**
(649) Local resident, (Hornton, Bell Street)	**Support** – Safety of all in built up, residential areas

	Travel change: **No**
(650) Local resident, (King'S Sutton, Orchrd Way)	**Support** – Support unreservedly on both safety and environmental grounds. Travel change: **Yes - cycle more**
(651) Local resident, (Longford Park, Bramble Crescent)	**Support** – Obvious safety with lower speeds giving motorists more time to react. Additional less pollution. BUT, do not understand why Longford Park is not included. Children play in the winding streets and delivery vans travel in excess of 30 mph. There is also an infant school here. we should be included. Travel change: **No**
(652) Member of public, (Middleton Cheney, Main Road)	**Support** – Traffic is absolutely horrendous in town - slowing down will help with congestion Travel change: **No**
(653) Local resident, (Mollington, Orchard Piece)	**Support** – Seems a safer speed and people won't travel at 20 mph in reality but they perhaps will do 25 mph which is slower than current Travel change: **No**
(654) Local resident, (Steeple Aston, Paines Hill)	**Support** – My overwhelming reason to support the 20mph limit is road safety and promoting the use of other methods of transport for local journeys such public transport, cycling or walking. A 30mph 'through-route' should be maintained which would further promote the diversion of cars away from more central rat-run routes and smaller streets. I am wholly unconvinced by the argument that a 20 mph limit is more 'environmental' for cars, especially whilst such a large proportion of vehicles still run on petrol/diesel but the wider safety benefits - and the medium to long term benefit of transitioning drivers to this speed - make it worthwhile to introduce immediately.

	Some joined-up thinking would be useful to ensure that the introduction of the lower speed limit coincides with greater enforcement capability and that it is applied to all vehicles - cars, motorcycles, bicycles - and that a ban is introduced on e-scooters within the 20mph zone. Travel change: **Yes – walk/wheel more**
(655) Member of public, (Uffington, Woolstone Road)	**Support** – I support the lowering of speed limits on the roads that are close to people walking such as the absolute town centre Travel change: **No**
(656) Local resident, (Wroxton, Stratford Road)	**Support** – Makes our roads safer for everyone using them and also reduces emissions. The trial has improved my quality of life. Travel change: **Yes – walk/wheel more**
(657) Local resident, (Banbury, Watts Road)	**Concerns** – I am currently a resident on the Davidsons estate off Dukes Meadow Drive in Banbury (Watts Rd). I am very much in favour of the implementation of 20mph speed limits on residential-only streets but was disappointed to see that the Davidsons/Persimmon estate has not been included on your proposed map. As a child was knocked down on Watts Rd last year and a car crashed into a house on Nickling Rd at the weekend, then I think it is imperative that the Davidsons/Persimmon estate is also included in the 20mph proposal. Is there a reason why we have been left out? I noticed that the newer Taylor Wimpey/Miller estate off Warwick Rd has been included. I don't want the Davidsons/Persimmon estate being overlooked and missing out on an important road safety feature, especially as I have been asking OCC/Davidsons for a 20mph speed limit for nearly 2 years now.
(658) Local resident, (Banbury)	**Support** – I am a town centre resident and I'm fully in support of the proposal. I drive but am usually a pedestrian with a young baby and drivers take careless decisions when driving at 30 on West Bar and Broughton Road, crossing over onto the other side of the road at speed around parked cars. Vans also park on the pavements and they are sometimes impossible to pass without going into the road, so the speed at which people come round the bend between these two roads is a risk to pedestrians too. Over the last few weeks I've been scared by a man mounting the

	pavement right next to me to carry on driving to allow another driver to drive past parked cars on Beargarden Road (and I've been heartened to see more double yellow lines introduced on that road last week), and was nearly knocked over on the crossing at South Bar by Banbury Cross, both whilst carrying a baby in a carrier. The 20mph limit might help prevent these kind of risks happening so often and I very much hope it is supported.
(659) Local resident, (Banbury, Victoria Place)	**Support** – I would completely agree with Banbury Active Travel Supporters (BATS) points except to add that Victoria Prentis already has a track record of telling lies (for example on climate emissions), or at least grossly distorting the truth to the extent that it is much the same thing. So I think that anything that comes from her rather than directly from constituents can and should be ignored. I'm not for a minute suggesting that this approach should be taken with people who have responded directly and I completely respect the right of other constituents to disagree with my feeling that 20 mph speed limits where people live are a sensible idea.
(660) Local resident, (Banbury)	**Object** – Firstly I have to ask why the existing street furniture is not properly maintained when I have drawn your attention to the failings for months now (the traffic islands on the Oxford Road and the obscured by bushes sign). Having studied the reasons for the proposal I have to say pollution will only be reduced by a reduction in traffic numbers and that has to be offset against the increase in polluting exhaust by nearly 20% caused by traffic in a lower gear for the lower speed at the same engine speed as for 30 mph in the higher gear, for an increased time in the zone by 20%. Thereby increasing, by 20%, pollution conservatively. Safety: please advise/show the Killed and Serious Injury statistics for the area and those related to speeds under 30 and over 20. What reduction do you expect? Enforcement: How many 30mph breaches have been prosecuted in the last 5 years? How do enforcers propose to enforce on housing estates like Chatsworth Drive, Browning Road and Sinclair Avenue? How much of this proposal is down to Government funding for it and what proportion of it comes from Council Tax payers? The great pleasure of being in a 20 mph zone is hoping that a County Council civil servant in a BMW and a hurry is behind me and knowing that I have the whole of my life ahead of me; I do not need to rush and 15-19 is a reasonable speed in a 20mph.

	Further, when the pedestrian crossing lights failed at George/Broad Streets drivers seemed to derive a pleasure in being courteous and letting pedestrians cross. This is now denied them by the installation of further state control in the form of more technical and expensive traffic lights than necessary.

Divisions affected: *Sutton Courtenay & Marcham*

CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 JANUARY 2024

SUTTON COURTENAY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Sutton Courtenay as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sutton Courtenay as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Sutton Courtenay by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 22 November and 15 December 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Sutton Courtenay, Culham, and

Appleford parish councils, and the local County Councillor representing the Sutton Courtenay & Marcham division.

Statutory Consultee Responses:

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

8. Oxford Bus Company (OBC) object to some of the proposals which will impact their hourly 33 service. They accept the proposals on High Street and Church Street where footways are narrow or non-existent and many properties front directly on to the road. However they object to the proposals on Milton Road which has good footways on both sides and where properties are set back; they also object to the proposal to the proposals on Abingdon Road and Appleford Road for the same reasons. They are concerned about increases in end-to-end running times of bus journeys due to the cumulative impact of multiple 20mph speed limits and a general increase in traffic congestion. OBC suggest reductions to bus journey speeds increase the cost of operation and impacts the attractiveness of bus services leading to reduced passenger numbers and revenue.

9. OBC state that if end-to-end journey times continue to increase, they will find it impossible to operate routes at the existing frequency using current resources. They would then need to "straighten out" the route so buses can continue to make a return trip in the current cycle time, but users may need to walk to an alternative stop or another service. It is important that buses can make progress where it is safe to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles.

Other Responses:

8. Fourteen online and an email response were received. Four local residents and a group/organisation expressed support. Concerns were expressed by a local resident and member of the public, with objections expressed by five local residents and three members of the public. One respondent sought more extensive 20mph speed limits.

9. The following table is a summary of all the objections and concerns received with the views of some respondents covering more than one category:

View/Opinion	Number of responses
Hard to enforce / will not be enforced	3
Existing 30 limit is adequate / no accident justification / not needed	2 each
Only around schools / more dangerous for cyclists / waste of money / will not be effective / more congestion / increased pollution / more overtaking	1 each

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

Officer response to objections/concerns

11. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

12. Objections exceeded expressions of support from residents and the public albeit from a low number of responses. Oxford Bus Company (OBC) objections follow their usual concerns over the cumulative impact of lower speed limits on end-to-end bus journey times and the adverse effect on the viability and attractiveness of the service. While all proposals meet the County Council's policy for 20mph speed limits, OBC objections do distinguish based on the environmental justification for 20mph speed limits as they see them.

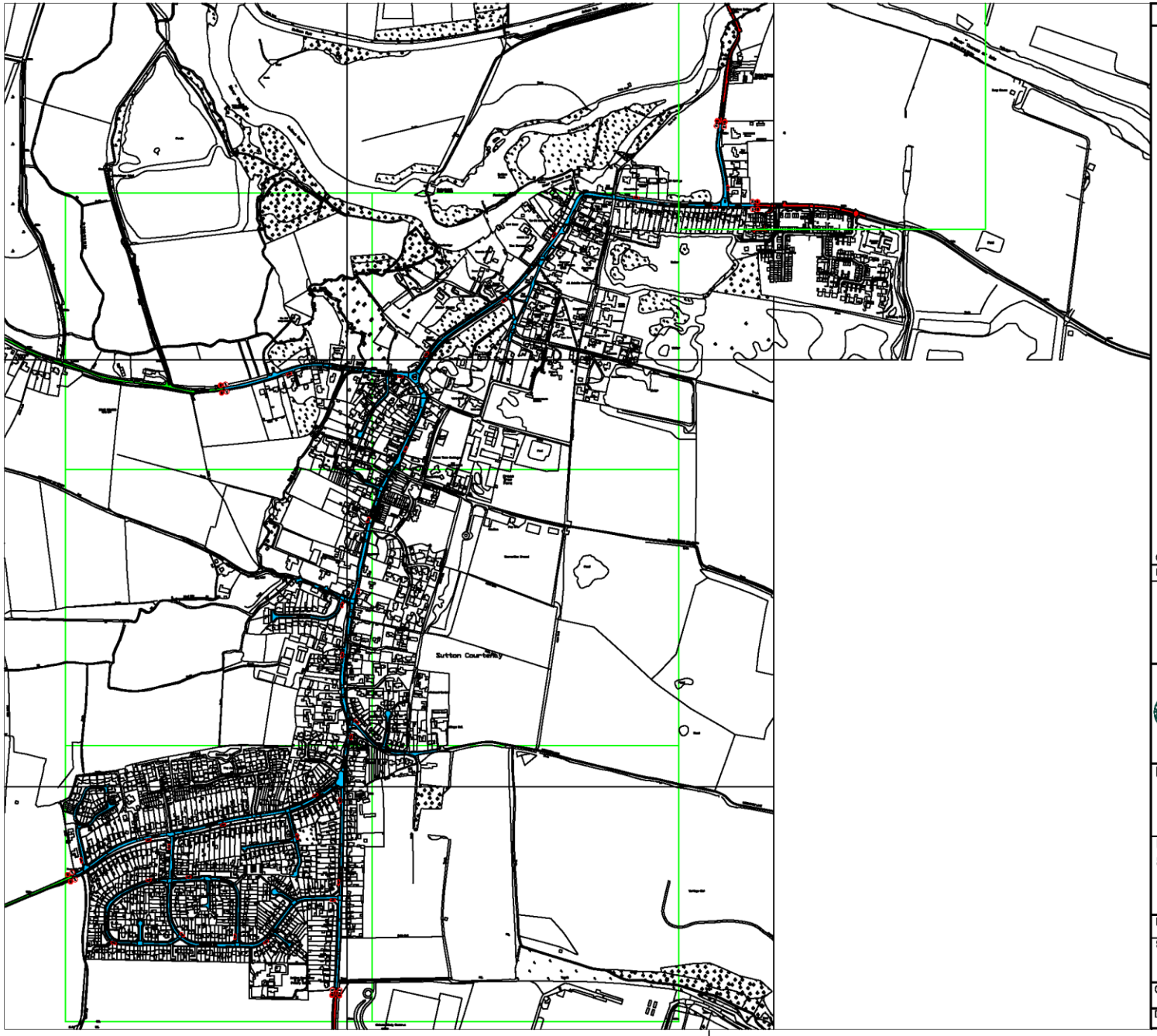
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes — Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Geoff Barrell (Team Leader – Traffic and Road Safety)

January 2024



Sutton Courtenay 20mph | Revision 1.0

Legend
Proposed 20
Existing 30
Existing 40
Existing NSL
Not Public Highway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	15.08.23	Proposal 1	C.R		

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Project title: Sutton Courtenay 20mph Scheme

Drawing title:
Sutton Courtenay 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by GJB	Approved by GJB
	Date drawn 17.08.23	Date checked 18.08.23	Date approved 18.08.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – 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. 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. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits – GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Sutton Courtenay Parish Council	**Support** - Sutton Courtenay Parish Council supports the scheme and would request that the section of Appleford Road marked to remain as a 30mph limit also be included due to the quantity of new housing and housing being built south of the road.
(3) Business Development and Partnerships Manager, (Go Ahead Group bus operator)	**Object** – Thames Travel services 33 provides a service through Sutton Courtenay every hour in each direction to Oxford via Abingdon to the north and to Wallingford via Milton Park and Didcot to the South. We have no problem with and support these proposals where they do not affect the bus route. Where the proposals affect our 33 bus service, we do not object to the introduction of 20mps speed limits on the main north-south spine through the village of High Street and Church Street. The footways on these roads can be narrow or non-existent in places and there are properties that front directly on to the road. We do however object to the proposal to reduce the speed limit on Milton Road to 20mph. Milton Road has good footways on both sides of the road, with the footway to the south of the road is largely separated from the road by a wide verge. Properties along Milton Road are set back from the road. We therefore believe that Milton Road should retain a 30mph speed limit. Similarly, to the north of the village we object to the proposal to reduce the speed limit to 20mph on Abingdon Road and the section of Appleford Road to the east of the “Sutton Courtenay” road sign that greets people as they enter the village from the north. Again, properties on these sections of road are set well back from the road.

	As you are aware we are very concerned about increases in end-to-end running times of bus journeys due to the cumulative impact of multiple 20mph speed limits and a general increase in traffic congestion. Along the line of the 33 route, reduced 20mph speed limits have either been recently introduced, or are proposed, in Wallingford, Brightwell-cum-Sotwell, Milton, Abingdon, Wotton and Cumnor. These reductions to bus journey speeds increase the cost of operation and impacts the attractiveness of bus services leading to reduced passenger numbers and revenue. If end-to-end journey times continue to increase, there will come a point where it will no longer be possible to operate the 33 routes at the current frequency using the current number of buses and drivers. At that point a decision will be needed with three options being available: 1. Increase the number of buses and drivers to provide the current level of service. This will increase cost. The level of service will remain the same and so revenue will also remain the same (or be lower due to longer journey times). Therefore, additional revenue support would be needed to maintain the service. 2. Reduce the level of service so that a timetable can be created that uses the existing number of buses and drivers. This is likely to be difficult to achieve in any sort of passenger friendly manner. If this option were to be taken it would likely involve buses no longer operating at clockface intervals. Instead, for example, buses would need to operate at ten past one hour, twenty past the following hour and half past the next hour. This would provide a far worse service for passengers and so result in fewer people traveling and so reduced revenue. Therefore, additional revenue support would again likely be needed to maintain the service. 3. Look to “straighten out” the route or trim the ends of the route so buses can continue to make a return trip in the current cycle time. Option 3 is likely to be the least bad option in terms of costs of operation and the impact on passengers. Passengers on the section of route no longer served would be impacted but it may be possible to walk to an alternative stop or another service. Where a section of route is “straighten out” this is likely to benefit end-to-end passengers who will now have a slightly faster journey time. After many years of bus speeds becoming progressively slower a lot of routes have already been straightened out and ends trimmed as far as is reasonably possible. In the case of the 33 route, as set out in our response to the Brightwell-cum-Sotwell consultation, our hope is that bus speeds can be maintained, or preferably be improved, so that the existing route can be maintained. However should bus speeds continue slow to the point where it is no longer possible for buses to complete a round trip in their current cycle time, we would plan for the 33 service to remain on the main A4130 road and not divert through the village of Brightwell-cum-Sotwell.

	As we have stated in many previous consultations, it is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. This contrary to the Council's policies and increased motor traffic is detrimental to active travel modes such as walking and cycling leading to a negative cycle of yet more motor traffic.
(4) Local resident, (Sutton Courtenay)	**Object** – I have Googled 'objections to 20 mph limits' and come to the conclusion that whatever we paymasters say will be ignored by the public servants who we pay, this time in the form of Oxfordshire County Council. Therefore there is literally no point in raising objections, because you will ignore everything, just as you ignored the consultation about LTNs etc • I have seen no cost-benefit analysis of this latest move • There is zero history of accidents between cars and pedestrians in this village, we already have speed humps which practically imply 20 mph. Will you be removing the speed bumps now? • If I were to follow your 'slower = better' argument in relation to accident outputs, we'd soon be back behind the man with the red flag I just want you to know that: 1. I object strongly to this proposal to change satisfactory long term speed limits without local consultation, and with no benefits shown 2. The idea that people in rural villages will suddenly be persuaded to swap cars for bikes and walking is naive in the extreme. When I drive around the idiotic road schemes in Oxford, with lines painted everywhere, I see few if any cyclists [except in the student area in term time]. Bicycles don't work for those with children, for busy people, those carrying heavy shopping, in the dark, in the rain, when it is cold, for infirm or older people, and so forth and so forth. You are trapping those people in their homes, which is probably what you want, so you can sell them heat pumps [another bonkers idea]. Do you cycle everywhere? Do you respect red lights, and speed limits? But I know that you won't be persuaded by argument, so I'll rest my case and will simply watch with amusement as the majority of drivers ignore the new speed limits - or better still paint the 20mph signs over - or even tear them down!
(5) Member of public, (Bicester)	**Object** - Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/

	This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us.
(6) Member of public, (Shrivenham, Charlbury)	**Object** - The current speed limits are not enforced and are routinely ignored. I suspect any reduction of the speed limits will also not be enforced and those who ignore the limits will continue to ignore the limits. Any reduction in the limits will simply widen the variation of speeds of the traffic making it much more dangerous for other road users. I also object to the proposal due it costs when the council's budget is in such a sorry state.
(7) Local resident, (Sutton Courtenay, Amey Close)	**Object** - I believe that 30 mph is a safe speed and it was introduced in the past for that reason. I don't recall any fatal incidents on the road in Sutton Courtenay while the car was driving at 30 mph. To improve safety on the roads we should focus on making new cycle paths and footpaths, and encourage people to cycle. At the moment it is dangerous to cycle not because of the speed limit but the sheer amount of cars on the roads.
(8) Local resident, (Sutton Courtenay, Asquith Park)	**Object** - I think no matter what speed a car in going it's producing emission. We have gone years and years without causing a fuss and local residents are not going to comply with this as It'll make the village run slower and It'll cause more unnecessary congestion especially in the week down towards culham bridge with the traffic. The longer It takes a vehicle to pass through our wonderful village the more emission it will let out. I understand the thoughtfulness of safety due to pedestrians and collisions. But look at the reports, look on our streets. Everyone is mindful of pedestrians and horse riders. In my opinion I feel it's unnecessary also due to the fact how everyone maintains the 30mph limit due to the speed bumps placed around the village and this keep people complying with the road laws. I hope you take my thoughts into account.
(9) Local resident, (Sutton Courtenay, Amey Close)	**Object** - In my opinion the speed bumps limit the speed in Sutton Courtenay where required. The remaining roads in the village with 30 mph limit have been safe for years and the speed limit should remain as is. The latest speed showing signs are sufficient. There's no need to change the speed limit to 20 mph with the additional costs for new signs. Most of the time there's horrendous traffic and standstill anyway.

(10) Local resident, (Sutton Courtenay, Harweil Road)	**Object** - Agree with 20mph near schools, but not elsewhere without good reason.
(11) Member of public, (Wootton, Cumnor Road)	**Object** - Roads with no reason to cross, such as the B4016 should not be made 20mph. One side of the road has no pavement and thick hedges so does not present a risk to pedestrians crossing as there is no where to cross too. From the a cyclist perspective if the limit is too low it makes overtaking more dangerous as vehicles take much longer to pass so are more likely to come into conflict with approaching vehicles and get squeezed out. In other areas where limits have been reduced unnecessarily there is now much more overtaking, particularly in 30mph areas where drivers continue at 20mph. The consultations referred to either are in a different context; (inner city, average speeds already below 20mph - Edinburgh, Dublin, London) have significantly increased enforcement plus new road layouts (London) and have had no statistical improvement in safety figures (Dublin), high accident rates to start wit. Little consideration has been given to negative factors (transactional analysis, driver frustration, greater differences in vehicle speeds in the 15 - 30mph range, more overtaking etc) Inadequate publicity in the local area, no signs around the village visible while driving.
(12) Member of public, (Didcot, Plym Drive)	**Concerns** - Doesn't include newer residential section to East of village by retaining existing 30mph. That existing 30mph to the East end of the village should be 20mph too.
(13) Local resident, (Sutton Courtenay, Drayton Road)	**Concerns** - Very hard to police especially in the margins where it goes from 40 to 20.
(14) Local resident, (Sutton Courtenay, Brook Street)	**Support** - Two of the key roads in Sutton Courtenay - Brook Street and Church Street are used regularly by a significant number of cyclists and the way the roads are being driven pose a direct threat to the safety of the elderly, children and other road users. A 20mph zone would help if not solve the way the roads are used. However the existing road markings need to be updated/renewed as they are often ignored.

(15) Local resident, (Sutton Courtenay, Chapel Lane)	**Support** - To improve the safety of local residents
(16) Local resident, (Sutton Courtenay, Chapel Lane)	**Support** - I am in favour of the introduction of a 20mph speed limit in Sutton Courtenay primarily as I expect that this will reduce accidents and protect local residents from injury. I would also expect it to reduce noise and air pollution both of which would make the village a more agreeable and a safer environment to live in. Furthermore it is likely to encourage more people to walk and cycle which should further reduce motor traffic and concomitant emissions thus providing associated health benefits. If it keeps traffic flowing more freely that would clearly be an added advantage.
(17) Local resident, (Sutton Courtenay, Courtenay Close)	**Support** - I support the proposed plan, but I am concerned about a possible increase in accidents caused by impatient drivers. There are already issues with drivers who are not happy to limit themselves to the existing 30mph limit.

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Divisions affected: *Woodstock*

CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 JANUARY 2024

WOODSTOCK: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Woodstock as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Woodstock as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Woodstock by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 09 November and 01 December 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Woodstock town council,

Shipton-on-Cherwell & Thrupp parish council, and the local County Councillor representing the Woodstock division.

Statutory Consultee Responses:

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

Other Responses:

8. 219 online responses were received, and following analysis of those respondents who cited their view as a 'concern', support was expressed by 155 local residents, 13 members of the public, two groups/organisations, a business, a local town councillor, and a parliamentary candidate.

9. The total of 173 in support is measured against 41 Objectors comprising of 37 local residents, two members of the public, a business, and a group/organisation. Seven local residents expressed concerns.

10. Pye Homes ask that the proposals be extended further out along Manor Road to encompass the entrance to the Hill Rise Estate and also out to cover the new development under consideration.

11. The following table is a summary of all the objections and concerns received with the views of most respondents covering more than one category:

View/Opinion	Number of responses
Unnecessary	26
Only in centre / outside schools / not A44 / less blanket approach	16
20mph is too slow	9
No safety justification	8
Increased congestion / longer journey times	7
Will increase pollution	7
Waste of money	7
Will not be respected	6
Driver frustration / too much focus on speedometer	5
Will alienate drivers	1
Enforce existing limits instead	1

12. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	87 (40%)
Yes – cycle more	24 (11%)
No	99 (45%)
Other	9 (4%)

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

Officer response to objections/concerns

14. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

15. The responses show a clear majority in support of the proposals. Officers believe the proposed 20mph limit terminal location on Manor Road is appropriate to the current environment although if further development changes this environment, then revised speed limit measures will be considered.

16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes — Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Geoff Barrell (Team Leader – Traffic and Road Safety)

January 2024



Drawing No. | Revision

Notes:

- Existing 20mph limit
- Proposed 20mph limit
- Existing 30mph limit
- Existing 50mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title: Woodstock 20mph

Drawing title: General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 07/09/23	Date checked 14/09/23	Date approved 14/09/23

Oxfordshire Project No. & File Ref

Drawing No. | Revision

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – 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. 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. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	• existing traffic speeds • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Planning Manager, (Pye Homes Ltd)	**Comments** – On behalf of Pye Homes Ltd. (herein referred to as 'Pye Homes') and Blenheim Estate please find below a representation in response to Oxfordshire County Council's consultation on Woodstock's proposed 20mph speed limit. Blenheim Estate has recently received planning permission for development on Land east of Hill Rise, Woodstock (Planning Appeal Ref. APP/D3125/W/23/3315391). The description of development is: "Full planning permission for 48 dwellings, 57 sqm of community space (Class E), a parking barn, means of access from the A44, associated infrastructure, open space, engineering and ancillary works; and outline planning permission for up to 132 dwellings, up to 57 sqm of community space (Class E), a parking barn, with associated infrastructure, open space, engineering and ancillary works." Together, Blenheim Estate and Pye Homes are in the process of preparing applications to discharge the planning conditions pursuant to the detailed phase of development for 48 homes. In parallel, we are also seeking to progress a Reserved Matters Application for the outline permission of up to 132 homes. It is our intention to commence works on site as soon as possible during 2024, subject to achieving the necessary consents to commence development.

	We note in the current proposal that the 20mph speed limit will only extend north along Manor Road, up to around the point of 124 Manor Road. This falls short of the existing homes at Hill Rise. It also falls short of the access for our consented development proposal on Land east of Hill Rise. We consider that the County Council should extend the 20mph speed limit to cover up to and including the point of access of our development site, as a minimum. This will ensure speed limits account for all existing homes in Woodstock (including those at Hill Rise) as well as planning for its imminent future growth relating to development on Land east of Hill Rise. We would welcome the opportunity to meet with Oxfordshire County Council to discuss this proposal in more detail.
(3) Local resident, (Begbroke, Begbroke Crescent)	**Object** 20 mph inappropriate for heavily trafficked main road - I.e. A44. Likely to cause significant traffic jams, as it the case on the A4095 through Bladon, which often tails back into the dual carriage way at peak time. I don't object to other roads with the plan, which are predominately residential. Travel change: **No**
(4) Member of public, (Bicester)	**Object** Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/ This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us. Travel change: **No**
(5) Member of public, (Charlbury, Nine Acres)	**Object**

	Seems unnecessary considering the cost involved in changing signage. Working and commuting into Woodstock at around 5 days a week for the past 6 years I've not known there to be many accidents related to the speed limit/speeding. Travel change: **No**
(6) Local resident, (Charlbury, Enstone)	**Object** 30 through the town on the A road is reasonable On smaller side roads 20 is more appropriate Travel change: **No**
(7) As a business, (Charlbury, Ticknell Piece Road)	**Object** There's nothing wrong with the speed limit as it is (30)! driving at a snail pase will cause more pollution due to higher revs and costly bills to motorist in repairs! Money wasted on this nonsense should be put towards the health sector or the repairing roads that are in dyer need. Travel change: **No**
(8) Local resident, (Chipping Norton, Stanley Close)	**Object** Don't think the suggested reasons are valid and 20mph won't reduce amount of traffic going through the town - just increase the congestion. Need to improve public transport first before people are likely to travel by non-car methods. Travel change: **No**
(9) Local resident, (Combe, Knott Oaks)	**Object** There's is no accidents through Woodstock, there's been no bother with 30mph. 20mph through Woodstock along the 1-2 mile stretch will be ridiculous Travel change: **No**

(10) Local resident, (Long Hanborough, Langford Way)	**Object** Woodstock will be too slow to drive through Travel change: **No**
(11) Local resident, (Old Woodstock, Main Road)	**Object** 30 mph is fine. It needs double yellow lines through old Woodstock this would make it safer for people and cyclist who could use the footpaths Travel change: **No**
(12) Local resident, (Old Woodstock, Manor Road)	**Object** Feel that there are other things that can be done to improve safety first. For example, double yellow lines through old Woodstock on A44 to stop cars parking on corners and dangerous areas, which affects traffic and pedestrians alike and is often a bigger issue at weekends when people abound cars on the road to go to Blenheim. Stop S7 bus using town hall as a turning circle, which has already caused a couple of accidents. Would support 20 limit but in very centre of town and outside schools only. Travel change: **No**
(13) Local resident, (Stonesfield)	**Object** Creates a lot more traffic Travel change: **No**
(14) Local resident, (Stonesfield, Hunts Close)	**Object** The A44 is just that, an A road. Cars shouldn't be allowed to park on it and it should be kept as a clear main route. You will never stop the speeders regardless of what the limit is and have a look at the suffering being caused in Wales by such ridiculous measures

	Travel change: **Other** Will not change my habits
(15) Local resident, (Woodstock, Oxford Street)	**Object** 20 mph limits don't work Travel change: **No**
(16) Local resident, (Woodstock, Bowlers Way)	**Object** Does not achieve objective - alienates road users and there are bigger issues to spend money on! Travel change: **No**
(17) Local resident, (Woodstock, Fleming's Road)	**Object** I'm the places that have already swiched, I spend all my time with eyes on the speedometer. It is making me a less spatially aware driver. It worries me how much more likely it is to cause an accident when I am worrying about the speedometer and not what is going on around me. Travel change: **No**
(18) Local resident, (Woodstock, Flemings Road)	**Object** I drive through Witney regularly and am dismayed at the extent of 20mph restrictions, frequently in areas where there are NO pedestrians. Outside Schools is fine. The Centre of town is fine. The Outskirts of town/approaches to the centre are frustrating. Travel change: **No**
(19) Local resident, (Woodstock, Glyme Close)	**Object**

	Drivers rarely follow the limet in 20 MPH zones, and show frustration towards those who do follow the limet, driving closely behind to presure them to speed up dangerous overtakes ect. Lowering the limet, especially on a road that is hard to overtake due to visibility would make it more dangerous Travel change: **No**
(20) Local resident, (Woodstock, Green)	**Object** A main road through Woodstock at 20mph is ludicrous. Will cause more pollution from the amount of heavy traffic that passes through. Redoing all road markings, white linings etc which have virtually disappeared from nearly every road would be more useful. Travel change: **No**
(21) Local resident, (Woodstock, Manor Road)	**Object** Not necessary and totally annoying. Travel change: **No**
(22) Local resident, (Woodstock, Meadow Walk)	**Object** For a very short distance in the centre of the town traffic is usually forced to slow down to 20mph or less by tge conditions and a limit will make no difference. Outside this area 30mph is a reasonable limit. Travel change: **No**
(23) Local resident, (Woodstock, Meadow Walk)	**Object** It is only in the centre of Woodstock that such a limit makes sense, and conditions slow the traffic down naturally there. The danger point is the hill going up to Old Woodstock - a short 20mph limit there and/or stern warning signs could help to prevent accidents. Travel change: **No**

(24) Local resident, (Woodstock, New Road)	**Object** The proposals should be limited to the town centre only along with a one way system around the market square. Current proposals like most others in the county I.e. entering Witney from North Leigh/ Woodstock direction is so far out of town it creates a bottleneck. Similarly entering Woodstock from Oxford direction is already congested from park view 30mph without lowering it to 20mph. This reduction should limited to town centre only where there are most pedestrians, there a few and far between pedestrians and cycles on the already empty cycle paths into town. Travel change: **No**
(25) Local resident, (Woodstock, New Road)	**Object** Only needed on Hensington Road around the two schools Travel change: **No**
(26) Local resident, (Woodstock, New Road)	**Object** While I agree with it right in the centre of Woodstock and near the Black Prince beyond that it is just too slow. If people use the crossings to cross the road 30 is fine. Travel change: **No**
(27) As part of a group/organisation, (Woodstock, New Road)	**Object** There is no need for Woodstock to be reduced to 20mph. There are plenty of safe crossing points for pedestrians and the streets, other than the main road through the village, are not busy. This is safety-ism gone mad. I regularly drive for business purposes to and from Woodstock, as well as walking through and around it whilst there, and have never once felt remotely at risk in either scenario. 20mph does nothing for the environment as vehicles crawl through a restricted area with engines in lower gear, making more noise and increasing emissions. Stop with this nonsense! Travel change: **No**

(28) Local resident, (Woodstock, New Road)	**Object** My opinion obviously doesn't matter as the decision has clearly already been made. Travel change: **No**
(29) Local resident, (Woodstock, Private Road)	**Object** Blanket 20mph limit does nothing to improve safety - targeted 20mph past schools etc already in place. A44 is a major road and reduced speed will have traffic impacts and greater environmental impact and pollution throughout the surrounding area. Travel change: **No**
(30) Local resident, (Woodstock, Oxford Street)	**Object** No need for 20mph limit. There's never been a RTA due to speed alone (one a few years ago which was alcohol related) and I don't see how the expense can be justified when money is so tight at the moment. Travel change: **No**
(31) Local resident, (Woodstock, Oxford Street)	**Object** Just look at what's happened in Bladon! Travel change: **No**
(32) Local resident, (Woodstock, Plane Tree Way)	**Object** I understand it may be necessary at times outside a school, during arrivals and departure. But I do not think it is appropriate for a busy A road, such as the A44. It will produce more emissions as traffic dawdles through the town. 30 mph is adequate. Travel change: **No**

(33) Local resident, (Woodstock, Plane Tree Way)	**Object** 20mph may be suitable for some places but a blanket speed limit will, I believe, cause more problems. It will mean more pollution, more cars in the restriction area, and will not stop the speeding drivers. Travel change: **No**
(34) Local resident, (Woodstock, Cowells)	**Object** 20 is far too slow. I have not witnessed any issues with the 30 in the 4 years I have lived here. There are traffic cameras, and traffic lights placed accordingly for the size of Woodstock. I feel there is no need for the change. Travel change: **No**
(35) Local resident, (Woodstock, Glyme close)	**Object** 20mph is too slow for a major trunk route Travel change: **No**
(36) Local resident, (Woodstock, Manor Road)	**Object** I feel there are far too many roads over a large area covering Woodstock that would be be affected; although would support by schools, and very centre of town. There are other traffic issues that need addressing rather than implementing blanket restrictions, ie stopping cars parking in dangerous areas on A44 whilst people go for walks in the Park, and the amount of juggernauts going through Woodstock - although with no proper Road planning from OCC there's no chance of a bypass with house building that's been allowed to mushroom for Blenheim!!, etc, etc… Travel change: **No**
(37) Local resident, (Woodstock)	**Object** Don't be stupid Travel change: **No**

(38) Local resident, (Woodstock, Oxford Road)	**Object** Traffic through the centre generally travels within the current speed restrictions. We have a safe crossing point in the centre. The one by the Black Prince could be made safer. Lower speeds is more polluting as less efficient for cars. High expense for the council when there are already tight budgets and money could be spent better elsewhere Travel change: **No**
(39) Local resident, (Woodstock, Pitt Lane)	**Object** I believe that the speed limit should be reduced to 20mph in the market square section as well as back streets but I think the main drag through Woodstock should remain at 30mph Travel change: **No**
(40) Local resident, (Woodstock, Shipton Road)	**Object** I rarely see reckless driving nor have I ever heard of any accidents happening in or around Woodstock due to increased speed therefore reducing it this much will only cause more traffic and frustrate drivers Travel change: **No**
(41) Local resident, (Woodstock, Westland Way)	**Object** I cannot see any valid reason to slow the traffic to 20mph, there have not been any pedestrian accidents in the area, I drive in Woodstock pretty much everyday, and most drivers tend to drive slowly anyway.. This seems a total waste of money, new signs will be needed, and maybe some way of enforcement will also be necessitated, is this really going to make the streets safer than they already are? The answer is most definitely not. As it isn't possible to improve on an already perfect track record of not one single pedestrian accident... Travel change: **No**

(42) Local resident, (Wootton, Dorn View)	**Object** It's a main road A44 Travel change: **No**
(43) Local resident, (Wootton, Marriott Close)	**Object** Absolutely ridiculous doesn't need to happen Travel change: **No**
(44) Local resident, (Old Woodstock, Hill Rise)	**Concerns** I agree with the idea of a 20mph limit on all side roads, but not on the main A44 through Woodstock. If it is to be implemented on the A44, it should only be in the centre of Woodstock, not through Old Woodstock. The existing 30mph limit is often ignored along this stretch, and a 20mph limit will be ignored too, as it is in many of the recently introduced areas, so will not have the desired effect Travel change: **No**
(45) Local resident, (Stonesfield, Pond Hill)	**Concerns** It's too slow. Effects everyone's travelling time, people take it too seriously and drive at 17/18mph. Yes it would reduce the chance of a serious accident, but so would a 10mph limit or a car ban. It's going too far. 30mph is perfectly adequate. Travel change: **No**

(46) Local resident, (Woodstock, Field Barn)	**Concerns** I was under the impression not only on safety reasons but also polution 20mph was requested.Surely lorries struggling on the hills will cause more exhaust fumes etc. Travel change: **No**
(47) Local resident, (Woodstock, Flemings Road)	**Concerns** Traffic needs to go more slowly through Woodstock Travel change: **Yes – walk/wheel more**
(48) Local resident, (Woodstock, New Road)	**Concerns** If everyone stuck to the current 30 speed limit we wouldn't need it. I'm all in favour of 20 zones past schools, care homes etc. but not on every town road. Travel change: **No**
(49) Local resident, (Woodstock, Oxford Road)	**Concerns** I support most of the proposal. What concerns me is the 'buffer zone'. Why not have a 20 mph limit throughout Woodstock? Travel change: **Other** I already walk/cycle but would prefer doing so whilst cars are moving more slowly.
(50) Local resident, (Woodstock, Rosamund Drive)	**Concerns** I very much support this proposal but I would strongly recommend extending the 20mph limit throughout Old Woodstock adjacent to Hill Rise, as this is a crossing point for pedestrians to get to the Community Woodland. It is also noisy and polluting as vehicles speed up at this point. I would favour creating a 30mph stretch in the existing 50mph zone.

	Travel change: **No**
(51) Local resident, (Woodstock, Hensington Road)	**Concerns** Due to a fact they currently there was no serious accidents occur in Woodstock, and the only one big problems that include the cars are parents that block part of Town for half an hour twice a day during their school run I do believe someone trying to solve the problem they currently doesn't exist . Travel change: **No**
(52) Local resident, (Woodstock)	**Concerns** Not all roads are suitable for 20mph. Needs to be sensible about where. Other improvements might be better. Travel change: **No**
(53) Parliamentary Candidate, (Banbury, Wykham Lane)	**Support** I very much sympathise with residents' concerns and it seems like a very strong case for a section of 20mph. Travel change: **Yes – walk/wheel more**
(54) Local resident, (Bladon, Oxford Road)	**Support** Heavy traffic route and some relatively straight roads so people drive far too fast. Accident black spot by the Black Prince pub. Very narrow pavements in places makes it terrifying to walk with small children. Travel change: **Yes – walk/wheel more**
(55) Member of public, (Bletchingdon, Sand Furlong)	**Support** The introduction of 20 mph through many villages and neighbourhoods has resulted in a slowing of traffic making the environment for local residents more pleasant and safer. Pollution and noise levels have decreased. As a driver who prefers to drive slowly in built up areas, there would be less danger of being tail-gated.

	The introduction of 20mph in Bletchingdon where I live, has slowed through traffic somewhat and made it easier to cross on the crossing on Station Road. I visit Woodstock regularly and support the introduction there too. Travel change: **Other** I already walk or use public transport as much as possible.
(56) Local resident, (Charlbury, Quarry Lane)	**Support** Safety and air quality will be greatly improved Travel change: **No**
(57) Member of public, (Combe, Horns Lane)	**Support** Lower speed limit makes it safer for pedestrians and cyclists in particular, reduces air pollution and generally encourages more active forms of transport. Travel change: **Yes - cycle more**
(58) Member of public, (Eynsham, Station Road)	**Support** They will reduce accidents and injury/death on the roads. Travel change: **Yes - cycle more**
(59) Local resident, (Woodstock, Upper Brook Hill)	**Support** Traffic moves too quickly on the main roads, possibly more than 30 mph. I would be concerned if the 30 mph was in approaches in to Woodstock, where people have good pavements. Travel change: **No**
(60) Member of public, (Kidlington, Oxford Road)	**Support** The 20mph limit is a sensible suggestion for road safety and emissions to improve the town.

	Travel change: **No**
(61) Local resident, (Kidlington, The Moors)	**Support** The main road through Woodstock is an important and character full resource for local residents. Shops, cafes, pubs. It's used by many pedestrians including children from local schools. But it is also a busy A class road for cars, lorries etc. clearly there is a conflict, and a 20 limit would improve safety for all. Travel change: **No**
(62) Member of public, (unknwon)	**Support** Rest of Oxfordshire is 20mph Travel change: **Yes - cycle more**
(63) Local resident, (Old Woodstock, Farm End)	**Support** I live close to main road through Old Woodstock. Traffic frequently travels down hill at speeds well in excess of 30mph. The pavements are extremely narrow at parts nd with high walls on either side it makes one feel quite vulnerable. Travel change: **Yes – walk/wheel more**
(64) Local resident, (Old Woodstock, Hill Rise)	**Support** I support the proposal due to some areas on the A44 through Woodstock is narrow and through our sometimes very busy town. I totally agree that Woodstock should be 20mph. Travel change: **Yes – walk/wheel more**

(65) Local resident, (Old Woodstock, Manor Road)	**Support** Pilot areas has already reduced speeds by up to 4mph. This has really benefitted the local communities and it will help to reduce the frequency and severity of accidents. Travel change: **Yes – walk/wheel more**
(66) Local resident, (Old Woodstock, Rosamund Drive)	**Support** My child will be attending the Secondary School next year. Currently I feel the A44 from the North of the Town down to the River Glyme is completely unsafe for me to allow them to walk by themselves. Without this 20mph scheme I will have to resort to driving the 1 mile journey four times every day. Travel change: **Yes – walk/wheel more**
(67) Local resident, (Old Woodstock, Vermont Drive)	**Support** This is the Second survey! I fully support a 20mph limit for the whole.of Woodstock. The cars dominate the roads making it dangerous and unenjoyable for pedestrians. Travel change: **Yes – walk/wheel more**
(68) Local resident, (Old Woodstock, Marlborough Crescent)	**Support** Safer road for residence. Travel change: **Yes – walk/wheel more**
(69) Local resident, (Old Woodstock, Rosamund Drive)	**Support** Currently dangerous for pedestrians Travel change: **Yes – walk/wheel more**

(70) Local resident, (OX20, Meadow Walk)	**Support** Safety Travel change: **No**
(71) Member of public, (Oxford, London Road)	**Support** In centre of small villages, with shops etc. It is not safe for pedestrians if the speed limit is higher than 20 mph Travel change: **Yes - cycle more**
(72) Member of public, (Stonesfield, Churchfield)	**Support** Many pavements are small and you are close to cars So safety is my concern Travel change: **Yes - cycle more**
(73) Local resident, (Stonesfield, Pond Hill)	**Support** I support this because I would like to see Woodstock become a safer environment for everyone who walks around the town. Travel change: **Yes – walk/wheel more**
(74) Member of public, (Stonesfield)	**Support** 20 is plenty - especially on the narrow stretch down from Old Woodstock which many individuals (school children, pushchairs, wheel chair users etc.) have to use. 20mph should be extended from area near schools to all of Woodstock. Travel change: **No**

(75) Member of public, (Tackley, Marlborough School)	**Support** Woodstock is a very busy place, with members of the public walking round as well as heavy traffic. 20mph is all that can be managed much of the time anyway! Travel change: **No**
(76) Local resident, (Tackley, Nethercote Road)	**Support** I'm a cyclist and it's my main means of getting to work. Crossing the main road (Oxford St) to and from Hensington Road doesn't feel very safe. Traffic coming from the direction of Bleinheim isn't visible for a long way due to the bend in the road, so having a slower speed limit in place on that section would make crossing feel safer and easier. Travel change: **Yes - cycle more**
(77) As part of a group/organisation, (Woodstock, A44)	**Support** In order to meet OCC's objectives of decarbonising transport and its net zero climate change targets, it is essential to provide the infrastructure that will encourage and support active travel. Within urban environments such as Woodstock a 20 mph speed limit is essential to provide the necessary security for vulnerable road users, cyclists, pedestrians, wheelchair users and the elderly and those with impaired mobility Travel change: **Yes - cycle more**
(78) Local resident, (Woodstock, Ashford Close)	**Support** 20 zones are safer and make places nicer to live and work. My last house was in a 20 mph zone and found it signficantly reduced noise and made the pavement feel much safer. Travel change: **Yes – walk/wheel more**
(79) Local resident, (Woodstock, Banbury Road)	**Support** 'A 20mph limit in Woodstock:

	-will make it safer for my family and me to use the facilities. My wife declines to cycle locally because of the perceived risk of crossing the A44 -will improve every visitor's experience of the town, particularly those using the cafes and shops on the A44 -will relieve peer pressure on motorists who would prefer to travel less than 30mph through a close succession of road features including parking, bus stops, junctions and pedestrian crossings. Travel change: **Yes - cycle more**
(80) Local resident, (Woodstock, Banbury Road)	**Support** To enable my Children to walk around Woodstock without fear of being Squashed Travel change: **Yes – walk/wheel more**
(81) Local resident, (Woodstock, Bear Close)	**Support** Current traffic speeds and volume in Woodstock make cycling and walking unpleasant. I would like the 20mph limit on the A44 Oxford Road extended east to at least Blenheim's Hensington Gates (Sheet C, near C1). The reason being that the westbound cycle path on the south side runs out at that point and cyclists have to rejoin the main carriageway into the town centre. Travel change: **Yes - cycle more**
(82) Local resident, (Woodstock, Bear Close)	**Support** Its a good idea! Travel change: **Yes - cycle more**
(83) Local resident, (Woodstock, Blenheim Grounds)	**Support** To make it safer to cross the roads in the town centre Travel change: **Yes – walk/wheel more**

(84) Local resident, (Woodstock, Boundary Close)	**Support** Cars speed when its 30, maybe they'll slow down a little bit! Travel change: **Yes – walk/wheel more**
(85) Local resident, (Woodstock, Brook Hill)	**Support** Speed kills. Will only help if enforced. Travel change: **No**
(86) Local resident, (Woodstock, Brook Hill)	**Support** Safety for my children. Travel change: **Yes – walk/wheel more**
(87) Local resident, (Woodstock, Brook Hill)	**Support** I support the proposal primarily for safety reasons. It is frightening to walk on the pavements that are immediately adjacent to the road, especially in Old Woodstock and the stretch of the A44 leading from the town centre to Old Woodstock. Any chance we have of encouraging more people to walk or cycle must take account of safety and a 20 mph will assist. Travel change: **Other** I live close to town centre so never drive within Woodstock unless carrying something heavy. So, probably won't change my habits but it will make it feel a bit safer (and it actually will be safer).
(88) Local resident, (Woodstock, Brook Hill)	**Support** Improve safety Travel change: **No**

(89) Local resident, (Woodstock, Budds Close)	**Support** Woodstock is cut in two by the A44. Shops and park on one side, most of the housing and both schools on the other side. 20 mph zones operate successfully in other parts of the county even Oxford City, and in all of Wales. It is a proven way of reducing accidents for pedestrians. There are several places where a 20 mph zone would be useful. 1. The shopping zone, 2. The narrow pavement zone on the hill up to town, 3. The pedestrian crossing area at the bottom of the hill where there is access to the park. Travel change: **Yes – walk/wheel more**
(90) Member of public, (Woodstock, Carter Cresent)	**Support** Roads can get very fast lorries . Safer for everyone if the limits are changed Travel change: **Yes – walk/wheel more**
(91) Local resident, (Woodstock, Churchill Close)	**Support** Seen too many cars "parked" on roads and cars speeding past them, not safe for children at school times even with parents in tow. Parking on side of roads has got worse since 0arking charges in town. We need our kids to be safe walking around our town. Travel change: **No**
(92) Local resident, (Woodstock, Churchill Gate)	**Support** Traffic moves in very close proximity to pedestrians at several points on the A44 and many drivers are well above 30mph. Having a 40 ton truck passing you at 40mph within 1m of your shoulder is frightening and dangerous. A 20mph limit might at least get them down to 30mph. I note the limit will remain at 30mph from Hensington Gate to Churchill Gate. Perhaps we could at least have some enforcement here? Actually have the speed camera working? Travel change: **No**

(93) Local resident, (Woodstock, Cockpit Close)	**Support** Great! Travel change: **Yes – walk/wheel more**
(94) Local resident, (Woodstock, Cowells road)	**Support** Fast driving past the 30mph speed limit towards the roundabout. Also I have concerns over noise pollution. Travel change: **Yes – walk/wheel more**
(95) Local resident, (Woodstock, Durstan Rise)	**Support** Concern over speeding on local roads and possibility that new developments eg Park View, when complete, will exacerbate the problem with cars/ traffic using Cowells Road, for example, as a short cut if no limitations imposed Travel change: **Yes – walk/wheel more**
(96) Local resident, (Woodstock, Farm End)	**Support** We don't let our children walk the local secondary school because of the narrow paths vs the speed vehicles drive down Manor Road. Air pollution is definitely increasing, there are far more vehicles on the road now than 2 years ago and vehicles don't keep to the speed limit. Travel change: **Yes – walk/wheel more**
(97) Local resident, (Woodstock, Flemings Road)	**Support** At present the speed and density of traffic through our town and its narrow streets is terrifying and dangerous. Enormous lorries and articulated vehicles roar past so close to pedestrians that they cause us to wobble, and are especially frightening for children and elderly people. On occasion they even jump the traffic lights in the centre of town where people and cars are waiting to cross. Travel change: **Yes – walk/wheel more**

(98) Local resident, (Woodstock, Glyme Close)	**Support** I have seen and experienced the new 20 mph zones in many other places around Oxfordshire I feel they improve the overall safety and enjoyment of the community. Travel change: **Yes – walk/wheel more**
(99) Local resident, (Woodstock, Hedge End)	**Support** I live on Hensington Gate and some of the roads are winding and visibility poor. The lower speed limit will allow drivers to respond correctly and pedestrians to get out of the way. Travel change: **Yes – walk/wheel more**
(100) Local resident, (Woodstock, Hensington Close)	**Support** Narrow roads at certain points on roads which carry large vehicles. These road go alongside narrow pavements that are the route by which children travel to school. Generally built up area with some narrow roads. Travel change: **Yes – walk/wheel more**
(101) Local resident, (Woodstock, Hensington Close)	**Support** Support because - Want to have safer cycling and walking streets so more people choose to walk and cycle. Decrease noise. Want to see more feeling safe cycling to school. We live near 2 schools, primary and secondary. Travel change: **Yes - cycle more**
(102) Local resident, (Woodstock, Hensington Road)	**Support** I back this scheme.

	Travel change: **Yes – walk/wheel more**
(103) Local resident, (Woodstock, Hensington Road)	**Support** The roads are unsafe in shopping and residential areas. Travel change: **Yes - cycle more**
(104) Local resident, (Woodstock, Hensington Road)	**Support** I support the proposal because the 30mph speed limit is largely disregarded on the street where I live. As it is the main route to the schools, this puts the children,many of whom walk, at risk of an accident Travel change: **No**
(105) Local resident, (Woodstock, Hensington Road)	**Support** People drove way too fast. Very difficult to get in and out of driveways. Danger to pedestrians. Travel change: **No**
(106) Local resident, (Woodstock, Hensington Road)	**Support** Throughout the centre of Woodstock and along the A44 through Old Woodstock the traffic is too fast, and the roads and in parts footpaths too narrow, for safety. I realise it would be impractical to ban the very large trucks that sometimes have to squeeze past each other on the A44, but reducing their speed to a maximum of 20mph would make everyone feel safer. Being a pedestrian or cyclist when the traffic is heavy can be quite intimidating. Travel change: **Yes – walk/wheel more**
(107) Local resident, (Woodstock, High Street)	**Support** Traffic in Woodstock many times far too fast. ZTHIS IS NEEDED URGENTLY.

	Travel change: **Other** I am already trying to drive much nearer to 20mph
(108) Local Cllr, (Woodstock, High Street)	**Support** I support this scheme Travel change: **No**
(109) Local resident, (Woodstock, High Street)	**Support** Isupport the principle but am concerned that the limit starts too far out of the centre, specifically on the A44 approaches. From the North I believe it should start 100yds. before the Black Prince and from the South from the speed camera. Up to these points the roads provide good vision and thw existing limits appear to be safe. Travel change: **No**
(110) Local resident, (Woodstock, Hlll Rise)	**Support** Safer for me to walk to School Travel change: **Yes – walk/wheel more**
(111) Local resident, (Woodstock, Hill Rise)	**Support** Safer for me and my friends to walk to School Travel change: **Yes – walk/wheel more**
(112) Local resident, (Woodstock, Hill Rise)	**Support** Traffic is too fast entering/leaving the 30 limit A44 northbound by the speed camera at Hill Rise Travel change: **No**

(113) Local resident, (Woodstock, Hill Rise)	**Support** Living on the main road through Woodstock we see first hand the speed at which people travel through the town. Travel change: **Yes - cycle more**
(114) Local resident, (Woodstock, Hill Rise)	**Support** Walking with young children on very narrow paths whilst cars and lorries hurtle down the road (far exceeding 30mph) make it very dangerous when walking into town. 20mph would go some way to slowing the cars. Travel change: **Yes – walk/wheel more**
(115) Local resident, (Woodstock, Lewisfield Way)	**Support** There really is no need for people to drive about 20mph in most of the streets in Woodstock. Travel change: **Yes - cycle more**
(116) Local resident, (Woodstock, Manor Road)	**Support** Busy, narrow road, more houses coming. Very dangerous to walk down with huge lorries going way too fast. Travel change: **Yes – walk/wheel more**
(117) Local resident, (Woodstock, Manor Road)	**Support** Safety for pedestrians Reduce traffic especially lorry noise Travel change: **Yes – walk/wheel more**

(118) Local resident, (Woodstock, Manor Road)	**Support** Trucks thunder through Woodstock. A 20mph is urgently needed to slow the road traffic down. Travel change: **Yes – walk/wheel more**
(119) Local resident, (Woodstock, Manor Road)	**Support** We live just off the A44 which is really dangerous with huge lorries travellinjg too fast and onoy a narrow pathway for pedestrians. Travel change: **Yes – walk/wheel more**
(120) Local resident, (Woodstock, Manor Road)	**Support** Walking on pavements in Old Woodstock is intimidating when large Lorries and buses pass close by at 30 mph. There is a pinch point near Farm End where I have seen HGVs and tractors on the pavement. It is simply unsafe for pedestrians. I have met with our MP about this twice, spoken at the Town Council, met with the former Leader of the County Council to discuss this. Please just implement a 20mph zone before someone is injured. Travel change: **No**
(121) Local resident, (Woodstock, Manor Road)	**Support** I live on Manor Road (A44) in Old Woodstock. I have a 3 year old son a dog and am a cyclist. Traffic safety is a genuine concern living where we do, particularly given the extremely narrow sections of pavement and road on the way into Woodstock. If we can make the road safer, why wouldn't we. I been with my son and has HGVs mount the pavement close to us as the road is so narrow. The road obviously cannot be widened so slowing traffic down is the next best option (unless HGVs could be rerouted around the town, which is not an option currently being tabled). This issue has been campaigned about for some time and it great to see that action is finally being taken. Reduction in speed would also reduce noise and air pollution which are very important to us. I would still like to see a path built through the fields behind the Vermont Drive estate and into town via the Water Meadow but I still think a 20mph restriction down the A44 makes obvious sense for the reasons set out above. Travel change: **Yes – walk/wheel more**

(122) Local resident, (Woodstock, Market Place)	**Support** We need to make the town safer for residents and visitors, and allow for different modes of transport to get safely to/from the town. Travel change: **Yes – walk/wheel more**
(123) Local resident, (Woodstock, Marlborough Crescent)	**Support** The traffic moving through Old Woodstock and up to the main part of town goes very fast along the A44 where many schoolchildren, families and elderly people have to walk close to the road. Travel change: **Yes - cycle more**
(124) Local resident, (Woodstock, Marlborough Crescent)	**Support** Good idea for slowing cars approaching from the North on A44 who speed down the hill towards the Black Prince public house and fail to stop at the zebra crossing! Travel change: **Yes – walk/wheel more**
(125) Local resident, (Woodstock, Mavor Close)	**Support** I live in Old Woodstock and am concerned about the safety of pedestrians on the narrow pavements along the A44 next to fast cars and lorries. Travel change: **No**
(126) Local resident, (Woodstock, Mavor Close)	**Support** Traffic on Manor road is too heavy and the road is too tight to support 30mph

	Travel change: **Yes – walk/wheel more**
(127) Local resident, (Woodstock, Mavor Close)	**Support** The road through Woodstock is perilous and I believe is a fatal accident waiting to happen Travel change: **No**
(128) Local resident, (Woodstock, Meadow Walk)	**Support** 20 mph limit Is beneficial for all users of roards, articularly children and other pedestrians Travel change: **Yes – walk/wheel more**
(129) Local resident, (Woodstock, New Road)	**Support** Live near schools and have seen drivers whipping down there and along winding side streets. The area is now very populated and cars park on the street so going faster risks not seeing someone coming down the other side in enough time to brake safely Travel change: **No**
(130) Local resident, (Woodstock, New Road)	**Support** I regularly cycle through Bladon and think the 20mph has been fabulous there, Woodstock should be 20 to! Travel change: **Yes - cycle more**
(131) Local resident, (Woodstock, New Road)	**Support** We live on New Road and a few weeks ago our pet cat was run over and sadly killed outside our house. The cat did not stop. A lot of cars go over 30mph down our road. This is a through road for lots of children walking to and from school. This road really needs to be 20mph as well as speed bumps.

	Travel change: **Yes – walk/wheel more**
(132) Local resident, (Woodstock, New Road)	**Support** Trucks and cars exceed the 30 mile limit so maybe 20 mph will slow them down Travel change: **No**
(133) Local resident, (Woodstock, Oxford Street)	**Support** Because I recognise members of the community are concerned and it doesn't negatively affect me to slow down Travel change: **No**
(134) Local resident, (Woodstock, Oxford Street)	**Support** The current 30mph is not always adhered to and it is dangerous to people and also concerns about very large vehicles travelling fast and their impact Travel change: **No**
(135) Local resident, (Woodstock, Oxford Street)	**Support** Lower speeds saves lives! Travel change: **Yes – walk/wheel more**
(136) Local resident, (Woodstock, Oxford Street)	**Support** The A44 between Woodstock and Old Woodstock has inadequate pavements for pedestrians. Slowing the traffic will make walking this stretch feel much safer. Travel change: **No**

(137) Local resident, (Woodstock, Oxford Street)	**Support** The current traffic in Woodstock is unsafe for children, especially on the A44. Travel change: **Yes - cycle more**
(138) Local resident, (Woodstock, Park Lane)	**Support** There are frequent trades vehicles driving down Rectory Lane and Park Lane at high speed . These lanes are narrow and in some parts have no pavement at all. For reasons of safety I support this proposal. Travel change: **No**
(139) Local resident, (Woodstock, Plane Tree Way)	**Support** The current 30mph speed limit is not safe for the main road running through the town. The area to the north of the centre going over the Causeway is particularly narrow and dangerous for pedestrians, cyclists and drivers. The high volume of HGV traffic significantly compounds the risk of serious injury or death which could be easily mitigated by a 20mph limit. Travel change: **Yes – walk/wheel more**
(140) Local resident, (Woodstock, Plane Tree Way)	**Support** Very dangerous traffic around the main road of Woodstock. Travel change: **Yes – walk/wheel more**
(141) Local resident, (Woodstock, Plane Tree Way)	**Support** People drive through centre of Woodstock far too quickly, and is dangerous for residents and children Travel change: **No**

(142) Rather not say, (Woodstock, Prefer not to say)	**Support** This has been surveyed before. The response was significantly in favour! Travel change: **Yes – walk/wheel more**
(143) Local resident, (Woodstock, Rectory Lane)	**Support** Drivers speed through Woodstock making it unsafe. This measure is needed urgently before there is a tragedy. Travel change: **Yes – walk/wheel more**
(144) Local resident, (Woodstock, Rectory Lane)	**Support** Pedsetrian Safety Cyclist Safety Noise Less Accidents Less screeching brakes Travel change: **Other** Walking and Cyling
(145) Local resident, (Woodstock, Rosamund Drive)	**Support** On A44 by the road curve by Black Prince pub where lorries thunder pass - very dangerous to pedestrians who have to walk along narrow pavements to get into town. Travel change: **No**
(146) Local resident, (Woodstock, Shipton Road)	**Support** In particular the A44 through Old Woodstock is dangerous with very narrow sidewalks. Large trucks thunder past pedestrians down the hill towards the Black Prince pub.

	Travel change: **No**
(147) Local resident, (Woodstock, Shipton Road)	**Support** traffic on sections of the A44 through Woodstock drive too fast, especialy the HGV's on the old woodstock stretch. Travel change: **No**
(148) Local resident, (Woodstock, St Andrew's Square)	**Support** Traffic moves too fast on A44 - existing 30 limit not enforced Travel change: **Other** I already walk locally and only drive when going out of town
(149) Member of public, (Woodstock, Union Street)	**Support** There is consensus from road safety professionals that 20mph is the maximum safe speed limit for places where motorised traffic is in close proximity to people walking and cycling. Travel change: **Yes – walk/wheel more**
(150) Local resident, (Woodstock, Union Street)	**Support** Danger to adults and children on way to school from old Woodstock, far too narrow and lorries too fast. Travel change: **No**
(151) Rather not say, (Woodstock, Union Street)	**Support** Children should be able to walk to school without fear of being mown down. Travel change: **Yes – walk/wheel more**

(152) Local resident, (Woodstock, Upper Brook Hill)	**Support** Safer for walking, cycling and children. Especially down the hill byvtge black prince where lorries hurtle down Travel change: **No**
(153) Local resident, (Woodstock, Upper Brook Hill)	**Support** No other way to slow down folk travelling too fast through high density areas. Cars fly along main road, turning past Co-op at speed and I nearly got caught out crossing there - very frightening. Cars along the Hensington Road - one way passing - really should be marked as 'Dead Slow' instead cars accelerate to get through. Not nice to walk thru and so I avoid walking that way these days. Travel change: **No**
(154) Local resident, (Woodstock, Upper Brook Hill)	**Support** The A44, running through the centre of Woodstock, is a very busy thoroughfare for HGVs and cars alike. Few adhere to the 30mph speed limit so 20mph may help. Travel change: **No**
(155) Local resident, (Woodstock, Vanbrugh Close)	**Support** Speed of traffic passing extremely close on only narrow footpath to town. Travel change: **No**
(156) Local resident, (Woodstock, Westland Way)	**Support** I walk my kids to school from Old Woodstock to Woodstock and it feels dangerous at times with cars travelling 30-40mph. A 20mph zone would I hope slow traffic down and lower risks of injury / death. Travel change: **Yes – walk/wheel more**

(157) Local resident, (Woodstock, Westland Way)	**Support** The paths are too narrow in old Woodstock and the traffic is too fast - it is very dangerous for all, especially kids and dogs. I've been involved in an incident where a dog and child passed each other and the dog stepped into the road and got hit recently. There's no other alternative for kids to walk to school and very little parking at the school so the familys of Woodstock would really appreciate 20mph to make it a safer route for our kids. The HGV traffic going down the hill at high speed is terrifying - please make some positive changes. Travel change: **Yes – walk/wheel more**
(158) Local resident, (Woodstock, Westland Way)	**Support** Support Support Support!!! Travel change: **Yes – walk/wheel more**
(159) Local resident, (Woodstock, Westland Way)	**Support** Pollution Safety: Footpaths along A44/Oxford and Manor Roads are extremely narrow Noise Travel change: **Yes – walk/wheel more**
(160) Local resident, (Woodstock, Wheeler Avenue)	**Support** Reasons: (1) My experience walking into Woodstock and through the town is that traffic speeds up just before the speed cameras and then slows erratically before speeding up again. (2) The heavy duty lorries drive through Woodstock at an incredible speed even when there are pedestrians and cyclists nearby. (3) No matter the weather conditions, if they are close to oncoming traffic they drive even nearer to the curb (which is frightening as I am a severely sight impaired person who uses a white cane to navigate my surroundings). (4) It is obvious when the traffic police mobile speed camera van is out as the traffic slows to the speed limit. My comment is: This proposal is timely now that more people are moving into the area with the establishment of Park View, and Blenheim Estate is marketing the development as an area to encourage local people to walk, cycle, shop local, and engage with their surroundings.

	Travel change: **Yes – walk/wheel more**
(161) As part of a group/organisation, (Woodstock Action Group)	**Support** Increased road safety Travel change: **Yes – walk/wheel more**
(162) Local resident, (Woodstock, Axtell Crescent)	**Support** The A44 is a very busy road with many lorries and other large vehicles using it as there is no viable diversion around Woodstock. The roads within the town are narrow, barely wide enough for vehicles to pass each other safely. Many pedestrians including visitors unfamiliar with the town walk around the town. Travel change: **Yes – walk/wheel more**
(163) Local resident, (Woodstock, A44)	**Support** Narrow pavements - many speed by. Very dangerous, loss of life is inevitable. Travel change: **Yes – walk/wheel more**
(164) Local resident, (Woodstock, A44)	**Support** There are points which would be safer were traffic travelling at lower speeds. These are narrow roads or areas with heavier pedestrian use. Travel change: **Yes – walk/wheel more**
(165) Local resident, (Woodstock, Bowlers Way)	**Support** Traffic speeding on A44 Travel change: **No**

(166) Local resident, (Woodstock, Brook Hill)	**Support** Cars and lorries speed dangerously through Woodstock Travel change: **Yes - cycle more**
(167) Local resident, (Woodstock, Brookhill)	**Support** In part the road is too narrow and pavement also narrow, frequent hgv traffic make this dangerous. Other parts are busy with pedestrian traffic. Brookhill is residential but has hgv traffic, the road is narrowed by parked cars and can be hazardous. 20 mph limits would help a lot. Travel change: **No**
(168) Local resident, (Woodstock, Cowells Road)	**Support** Safety for children and mobility impaired people. Further pavement is narrow making in very dangerous in particular in the Black Prince area but also at the Blenheim main entrance their cars turn in at high speed Travel change: **Other** I always walk or cycle in Woodstock and think more people would do so
(169) Local resident, (Woodstock, Cowells Road)	**Support** I live at Park view and I'm forward facing on the main cowells Road. I'm worried about my three children going outside the front door as there isn't much safety precautions in place. Travel change: **No**

(170) Local resident, (Woodstock, Farm End)	**Support** Application of a 20mph might slow the vehicles travelling up and down Broad Strret from 40 to 30mph Travel change: **No**
(171) Local resident, (Woodstock, Flemings Road)	**Support** To save lives and make Woodstock a safer place Travel change: **Yes – walk/wheel more**
(172) Local resident, (Woodstock, Flemings Road)	**Support** Woodstock has been too slow to adopt a 20mph limit. All residential roads should be covered. The A44 could be restricted to 20mph from Blenheim gates to the Black Prince, say. Blanket 20mph like Witney is too restrictive and leads to non-compliance. Our street is on a rat run to the schools and should have been 20mph long ago. Speed humps and chicanes should be part of the traffic control measures. Travel change: **No**
(173) Local resident, (Woodstock, Glyme Close)	**Support** This needs to be implemented as soon as possible! Travel change: **Yes – walk/wheel more**
(174) Local resident, (Woodstock, Hensington Close)	**Support** I support this proposal due to safety. 20mph through Woodstock will be safer and generally calmer for pedestrians and cyclists. The A44 is a busy road carrying large lorries and buses and pavements are very narrow in places especially north of the Glyme crossing. Travel change: **Yes – walk/wheel more**

(175) Local resident, (Woodstock, Hensington Road)	**Support** Safety Less noise Less accidents Better for pedestrians Travel change: **Yes - cycle more**
(176) Local resident, (Woodstock, Hensington Road)	**Support** Really concerned about the speed at which cars and particularly motor bikes, drive through Woodstock Travel change: **No**
(177) As a business, (Woodstock, High Street)	**Support** Vehicles speeding through town rattle the buildings. A 20mph limit will reduce the overall speed - it only takes 1 good citizen to keep to the limit to ensure all others do! Travel change: **Yes – walk/wheel more**
(178) Local resident, (Woodstock, High Street)	**Support** Safety Travel change: **Yes - cycle more**
(179) Local resident, (Woodstock, High Street)	**Support** Vehicles travel faster than 30 mph Travel change: **Yes – walk/wheel more**

(180) Local resident, (Woodstock, Hill Rise)	**Support** Health and safety of local residents, reducing pollution both noise and air quality. Travel change: **No**
(181) Local resident, (Woodstock, Manor Road)	**Support** Children walking to school Travel change: **Yes – walk/wheel more**
(182) Local resident, (Woodstock, Manor Road)	**Support** 20mph is safer for everyone..Currently vehicles speed way above the posted 30mph, 20 will help reduce the average speed. Travel change: **Yes – walk/wheel more**
(183) Local resident, (Woodstock, Manor Road)	**Support** The fast lorries shake the houses Travel change: **Yes – walk/wheel more**
(184) Local resident, (Woodstock, Manor Road)	**Support** I have a toddler and new born and live on manor road where footpaths are insufficient with no barriers and traffic including HGVs race up and down the stretch of road past a bad corner I'm petrified one will come off the road into my garden or children's paths Travel change: **No**

(185) Local resident, (Woodstock, Manor Road)	**Support** Oxford road that turns into Manor Road is a death trap . Too many vehicles drive up and down these roads at insane speeds and there have been too many accidents already near the black Prince pub. The pavements are dangerously narrow and I do not understand why there is not a priority to oncoming traffic at the bend near the black Prince pub and widening of the pavements. Or is the Woodstock council actually waiting for someone to be killed? Huge lorries descend down Manor Road at such speed it's dangerous to all . 20mph is a logical and intelligent obvious decision to make. Travel change: **Yes - cycle more**
(186) Local resident, (Woodstock, Manor Road)	**Support** I walk along Manor Road on a daily basis and the speed at which lorries and busses pass at makes it very unpleasant, and frightening when on the narrow stretches of pavement. The road is not suitable for such heavy vehicles, and reducing the speed at which they pass would make a big difference both to walk on Manor Road and also the noise inside my house. Travel change: **Yes – walk/wheel more**
(187) Local resident, (Woodstock, Manor Road)	**Support** Safer for pedestrians especially children walking to and from school. Travel change: **Yes – walk/wheel more**
(188) Local resident, (Woodstock, Manor Road)	**Support** The lorries particularly are travelling too fast at the pinch points on A44 in north Woodstock. Travel change: **Yes – walk/wheel more**
(189) Local resident, (Woodstock, Manor Road)	**Support**

	I live on manor road and have 2 very young children. We walk up and down the road at minimum 4 times a day as my child attends Woodstock primary and it is noticeable how dangerous the fast traffic can be Travel change: **Yes – walk/wheel more**
(190) Local resident, (Woodstock, Manor Road)	**Support** The main road that runs through Woodstock is so busy and so dangerous. From the entrance of the main Blenheim palace gates until Vermont drive it should be 20mph. There is no reason why it should not be enforced. The pavements on both sides of the black Prince pub need to be widened and that area should be priority to on coming traffic. Travel change: **Yes – walk/wheel more**
(191) Local resident, (Woodstock, Manor Road)	**Support** Because in the 10 years we've lived here, and 8 years we've had children in Woodstock, we've had far too many near misses. I'd like my husband to be able to go to work in the morning not panicking about his family going out on a dog walk Travel change: **Yes – walk/wheel more**
(192) Local resident, (Woodstock, Manor Road)	**Support** Through old Woodstock it's like a race track with picking up speed after town Travel change: **No**
(193) Local resident, (Woodstock, New Road)	**Support** Lower speeds will.make the Town safer and more enjoyable to walk around. Travel change: **Yes – walk/wheel more**

(194) Local resident, (Woodstock, New Road)	**Support** Woodstock is a town mostly occupied by families with young children and elderly, sometimes disabled, residents. The speed limits on our roads need to be reduced as a priority in order to keep residents safe. Travel change: **Yes – walk/wheel more**
(195) Local resident, (Woodstock, New Road)	**Support** Safer for walkers, pets and the whole community. Other areas around Woodstock have adopted the same 20mph policy so we should not be left behind. Travel change: **No**
(196) Local resident, (Woodstock, Old Woodstock)	**Support** Supporting the 20mph speed limit as the roads are narrow, especially near Black Prince and people drive too fast through Woodstock. Travel change: **Yes – walk/wheel more**
(197) Local resident, (Woodstock, Oxford Road)	**Support** Safer streets, safer for everyone. Travel change: **Yes – walk/wheel more**
(198) Local resident, (Woodstock, Oxford Road)	**Support** Intimating and dangerous as a pedestrian Travel change: **Yes – walk/wheel more**

(199) Local resident, (Woodstock, Oxford Street)	**Support** I have lived on the main road in Woodstock for 3o years. There have been a number of accidents and one person killed. Noise and pollution is high. At certain points the road is very narrow and people on the pavements especially those in wheelchairs or push chairs are in danger with huge lorries speeding within inches of them. Noise would be reduced in old Woodstock especially where the speed limit is often broken. Travel change: **No**
(200) Local resident, (Woodstock, Oxford Streets)	**Support** Living on the incredibly busy Oxford Street . At the pinch point opposite the Black Prince . I find the speed of the heavy traffic alarming and very dangerous Travel change: **Yes – walk/wheel more**
(201) Member of public, (Woodstock, Park Street)	**Support** Drivers speed dangerously through Woodstock. A reduction to 20 will help reduce the speeds. Travel change: **Yes - cycle more**
(202) Local resident, (Woodstock, Park Street)	**Support** Local Resident Travel change: **Yes – walk/wheel more**
(203) Local resident, (Woodstock, Park View)	**Support** There is a lot of traffic including a lot of lorries going through Woodstock and only one traffic light for pedestrian to cross. Vehicles can can go fast after they have passed the speed camera and it makes it difficult and dangerous to cross. Travel change: **No**

(204) Local resident, (Woodstock, Parsons Drive)	**Support** I see cars travelling at 40-50 miles per hour on our 30 mph roads, and it has to stop. Travel change: **No**
(205) Local resident, (Woodstock, Randolph Avenue)	**Support** This would be an excellent safety measure. I hope it would be 20mph for the whole of Woodstock. e.g. Randolph Avenue on the Marlborough Place development is 30 at the moment. Many drivers treat it as a race track! With Woodstock being the type of area it is (narrow roads and bends) 20 is definitely plenty! The buffer zones are a good plan. We locals will know to slow down from 50 (I hope!) but others will require warning to be fair. Travel change: **Yes – walk/wheel more**
(206) Local resident, (Woodstock, Rosamund Drive)	**Support** Something needs to be done about the speeding car/lorries before someone get injured. Travel change: **Yes – walk/wheel more**
(207) Local resident, (Woodstock, Shipton Road)	**Support** To keep our community safe Travel change: **No**
(208) Local resident, (Woodstock, The Covert)	**Support** So important for the safety of residents of Woodstock. 20mph speed limit is SO important. Travel change: **Yes – walk/wheel more**

(209) Local resident, (Woodstock, Union Street)	**Support** I would really like to encourage more cycling and walking in the town and I think slowing the traffic down a bit would be helpful. Travel change: **No**
(210) Local resident, (Woodstock, Upper Brook Hill)	**Support** For safety, lowering air pollution and noise Travel change: **Yes – walk/wheel more**
(211) Local resident, (Woodstock, Westland Way)	**Support** More enjoyable place to live with slower traffic Travel change: **Yes – walk/wheel more**
(212) Local resident, (Woodstock, Westland Way)	**Support** We live in Old Woodstock and have to walk down the A44 every day to school. It is very concerning walking with children along such a narrow pavement with cars travelling so fast at very close proximity. Travel change: **Yes – walk/wheel more**
(213) Local resident, (Woodstock, Westland Way)	**Support** A slower speed will make the walk from Old Woodstock to the town centre more pleasant Travel change: **No**

(214) Local resident, (Woodstock, Westland Way)	**Support** Walk from Old Woodstock to Woodstock primary school daily with 5 children along the A44. 20mph along this stretch and other roads in the town will help to keep pedestrians and especially children safe. Travel change: **Yes – walk/wheel more**
(215) Local resident, (Woodstock, Westland Way)	**Support** 20mph is long overdue in Woodstock. This proposal is close enough to the ideal solution. We just want it working asap. Please get on with it :-) Travel change: **Yes – walk/wheel more**
(216) Local resident, (Woodstock, Wheeler Avenue)	**Support** Living at the Park View development, I have observed that the 50mph limit before entering Woodstock is already widely bot respected, and even less is the 30mph limit, at least until the speeding camera is clearly in sight. A 20mph limit could improve this situation in the same way it did for Bladon, where it is working quite well. One more speeding camera, at the entrance of the town from Oxford, would make any limit even more effective. Travel change: **Yes – walk/wheel more**
(217) Member of public, (Woodstock, Hensington Road)	**Support** 20mph suitable for central area only! Travel change: **No**
(218) Member of public, (Wootton, Horseshoe Lane)	**Support** I regularly cycle through Woodstock. The 30mph limit currently encourages traffic to overtake cyclists, often dangerously! A 20mph zone is needed to encourage less confident cyclists! Travel change: **Yes - cycle more**

(219) Local resident, (Wootton by Woodstock, Castle Road)	**Support** It would make it safer for residents, and reduce the risk of people being killed in an RTA Why is this even being debated? Travel change: **Yes - cycle more**
(220) Local resident, (Yarnton, Fletcher Close)	**Support** Safer Travel change: **No**
(221) Member of public, (unknown)	**Support** Travel change: **No**

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Divisions affected: *Kennington & Radley*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

RADLEY: NORTHWEST DEVELOPMENT – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the proposed 20mph speed limit, as advertised:

Executive summary

2. This report presents responses to the statutory consultation on the proposals to introduce a 20mph speed limit on the new roads within the 'Northwest Radley' residential development. The proposals will cover all roads within the development leading out to the junctions with Church Road & Whites Lane, as shown in **Annex 1**.

3. The proposals have been put forward as a result of residential development, and will help ensure adherence to the Councils policy that all new residential developments should see a lower speed limit as standard in the area.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals will help promote road safety for all road users within the estate, especially for the more vulnerable road users such as pedestrians & pedal cyclists.

Formal consultation

7. A formal consultation was carried out between 27 September and 20 October 2023. A notice was published in the Oxfordshire Herald Series 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, Vale of White Horse District Council, Radley Parish Council, local District Cllr's, and the local County Councillor representing the Kennington & Radley division.

8. Five responses were received during the course of the formal consultation, comprising of: two objections, one raising concerns, and two in support.

9. The full responses are shown at **Annex 2,** and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police raised concerns to the proposals, citing that speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety, suggesting that changes to the highway through narrowing, vertical traffic calming or re-aligning the road might be required to encourage lower speeds.

11. In response to Thames Valley Police's comments, due to the scale of the plan used for the 20mph TRO it might not have been clear to see that there are three raised tables proposed along the main spine road to aid in reducing the speed of traffic and to provide self-enforcement to the speed limit. The geometry of the road between these raised tables and along the side roads, will also aid compliance to the speed limit.

12. The proposed 20mph speed limit is in accordance with OCC's policy on setting speed limits for new developments within Oxfordshire.

13. The development covered by the 20mph speed limit is not a bus route, and therefore this proposal will not affect the bus service.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Ryan Moore (Lead TDM Engineer)

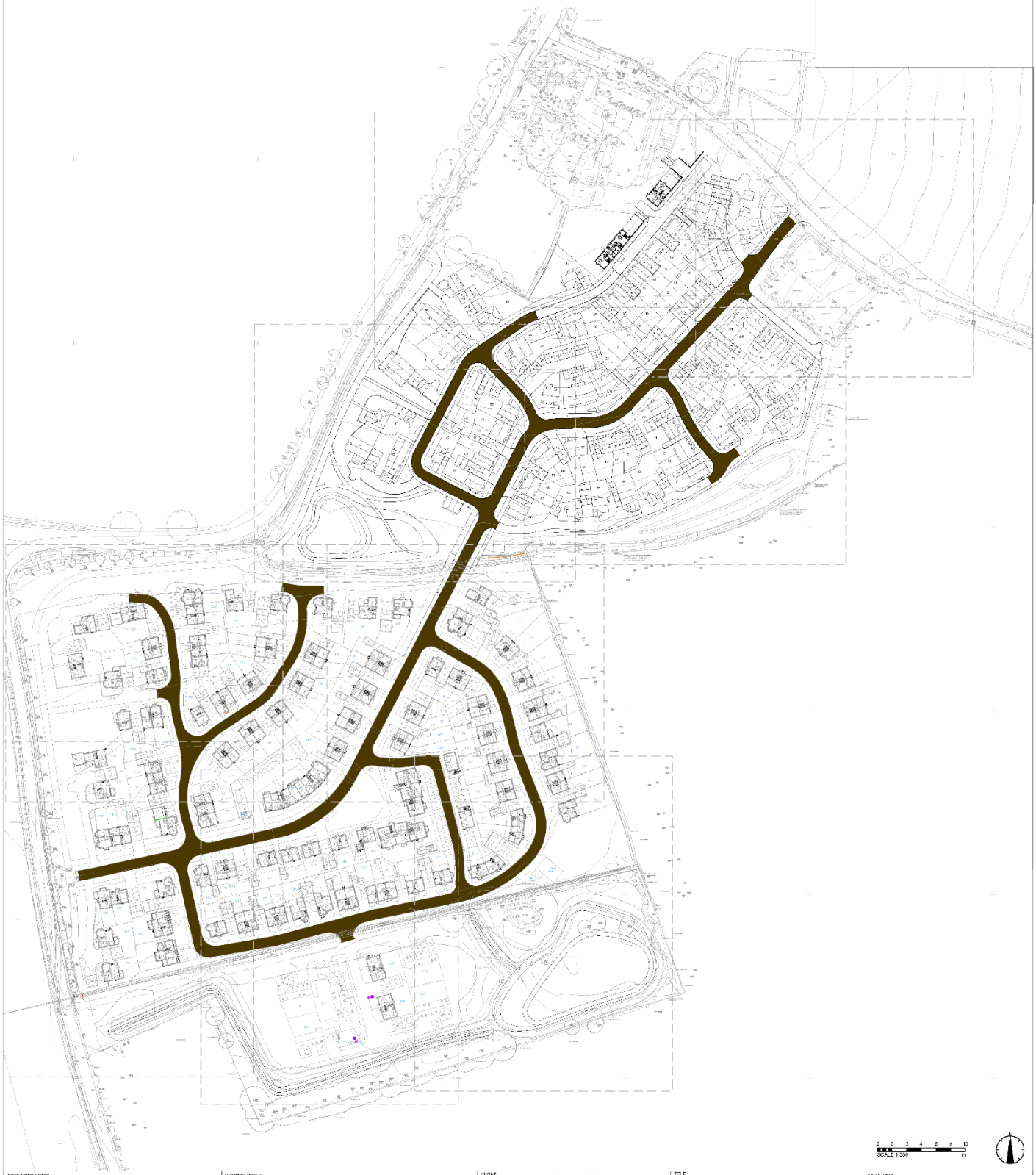
January 2024

Key

Roads Subject to 20mph limit

NOTES:

1. All dimensions are in metres unless otherwise stated
2. All works to be carried out in accordance with the Specification for Highway Works
3. All road markings diagram numbers refer to the Traffic Sign Regulations and General Directions (TSRGD) 2016. Permanent road markings shall be white in colour and formed with thermoplastic material complying with BS EN 1871.
4. All signs to be sited minimum of 500mm back for the front of kerb.
5. All signs in footway to be mounted at 2.1m mounting height. All signs in cycleway mounted 2.3m mounting height.
6. All speed signs to be erected onto street lightings unless shown otherwise.



SCALE 1:500

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CDM REGULATIONS 2015
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REV	DESCRIPTION	DATE	DRAWN
T1	Traffic Regulation Order	15/05/2023	SM

CLIENT: PYE homes

IN ASSOCIATION WITH

PROJECT: NORTH WEST RADLEY

TITLE: TRAFFIC REGULATION ORDER 20mph LIMIT OVERVIEW

ENG	CSE	ISE	SCALE 1:1000 @ A1
BN	AP	SM	INITIAL ISSUE 08/12/2021

STATUS: TECHNICAL APPROVAL

DRAWING No: -

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5009074	RDG	XX	ST	PL	C	1240	T1

ORIGINATOR: RIDGE PROPERTY & CONSTRUCTION CONSULTANTS

THE CONYARDS
BLENHEIM PARK
OXFORD ROAD
WOODSTOCK, OX20 1QX

TEL: 01993 815000

WWW.RIDGE.CO.UK

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**Concerns** – 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. 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. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	However, I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing. Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Managing Director, (Go Ahead Group)	**Concerns** – Oxford Bus Company, as the local bus operator in Radley, is happy to support the 20mph limits proposed for the new residential development at NW Radley. However, we have serious concerns on the statement in your consultation email below, specifically the line "will ensure adherence to the Councils policy that all new residential developments should see a lower speed limit as standard." We do not agree with this policy and feel it is over-simplified as stated below. On larger new developments where there is an intention for buses to permeate the development, it is important to ensure that buses can make suitable progress through the development to avoid unnecessarily high journey time penalties being incurred by passengers transiting through these new developments. This should sensibly be delivered through ensuring that a suitable spine road in these larger development exists, built to sufficient width for buses to pass each other and with a sensible speed limit of at least 30mph. Failing to ensure this is likely to mean that over the medium term, these new developments will not be economic to serve by bus and therefore lead to these developments showing a higher car modal share, and therefore being less sustainable, than would otherwise be the case.
(3) Local group/organisation, (Kennington)	**Object** – Waste of money

(4) Local resident, (Abingdon, South Avenue)	**Object** – Utterly stupid and ridiculous but predictable from a Marxist council hell bent on bringing Oxfordshire to a standstill. Oxfordshire will soon become like North Korea where public transport is the only option and everyone is equal but some are more equal than others! 20mph creates more congestion, makes journeys longer, frustrates more motorists and creates more pollution so why don't you tell people the negatives of your extreme anti motorist ideas?
(5) Local resident, (Radley, Whites Lane)	**Support** – Safety especially for pedestrians.

Divisions affected*: Banbury Grimsbury & Castle*

CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024

BANBURY: GRIMSBURY & NETHERCOTE – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Transport Management is RECOMMENDED to approve the new 20mph speed limit on Blacklocks Hill in Nethercote as advertised, but to not make a decision on the proposed 20mph speed limit throughout the Grimsbury area in Banbury.

Executive summary

2. This report presents responses to the statutory consultation on the proposals to introduce a 20mph speed limit on Blacklocks Hill in Nethercote which will replace the existing 60mph National speed limit between a point 300 metres north of its junction with Overthorpe Road and the one-way restriction at the Northamptonshire District boundary, as shown in **Annex 1**.

3. Additionally, a new 20mph speed limit was proposed within the throughout the Grimsbury area in Banbury, replacing the existing 30mph speed limit as shown in **Annex 2**. However, a decision is not sought for this aspect, as the proposals have since been superseded by larger Banbury-wide proposals for lower limits within the town.

Financial Implications

4. Funding for consultation on the proposals and their implementation if approved has been provided by Section 106.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate the safe movement of pedestrians, cyclists and motor traffic within the new areas of the residential estate.

Formal consultation

7. The Formal consultation was carried out between 9 March and 7 April 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, Banbury Town Council, and the local County Councillor representing the Banbury Grimsbury & Castle division.

8. 43 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
20mph speed limit on Blacklocks Hill	13 (30%)	13 (30%)	4 (10%)	13 (30%)	43
20mph speed limit for Grimsbury area	18 (42%)	24 (56%)	-	1	43

9. Additionally, two emails were received, with Thames Valley Police outlining their concerns to 20mph speed limits, and a local District Cllr passing on a suggested amendment from residents. Cherwell District Council also responded stating that they had no specific observations to make.

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

Officer response to objections/concerns

11. Thames Valley Police raised concerns regarding 20mph speed limits in general, outlining that their stance remains that 20mph speed limits should be self-enforcing, and that they should be considered as part of a package of measures to manage vehicle speeds and improve road safety, such as changes to the highway (including narrowing, providing vertical traffic calming or re-aligning the road).

12. Blacklocks Hills – the proposed limit only covers the inhabited stretch of Banbury Lane where it could be argued that a number of TVP's criteria are met, but not the uninhabited section between there and Overthorpe Road

13. The objections below all suggest that the proposed speed limit is too low, not required, and will be unenforceable. In response, the road widths, contours, sight lines and lack of footway would indicate a speed limit considerably lower than the current national speed limit, for the sake of residents and the pedestrians/dog walkers that currently use this location.

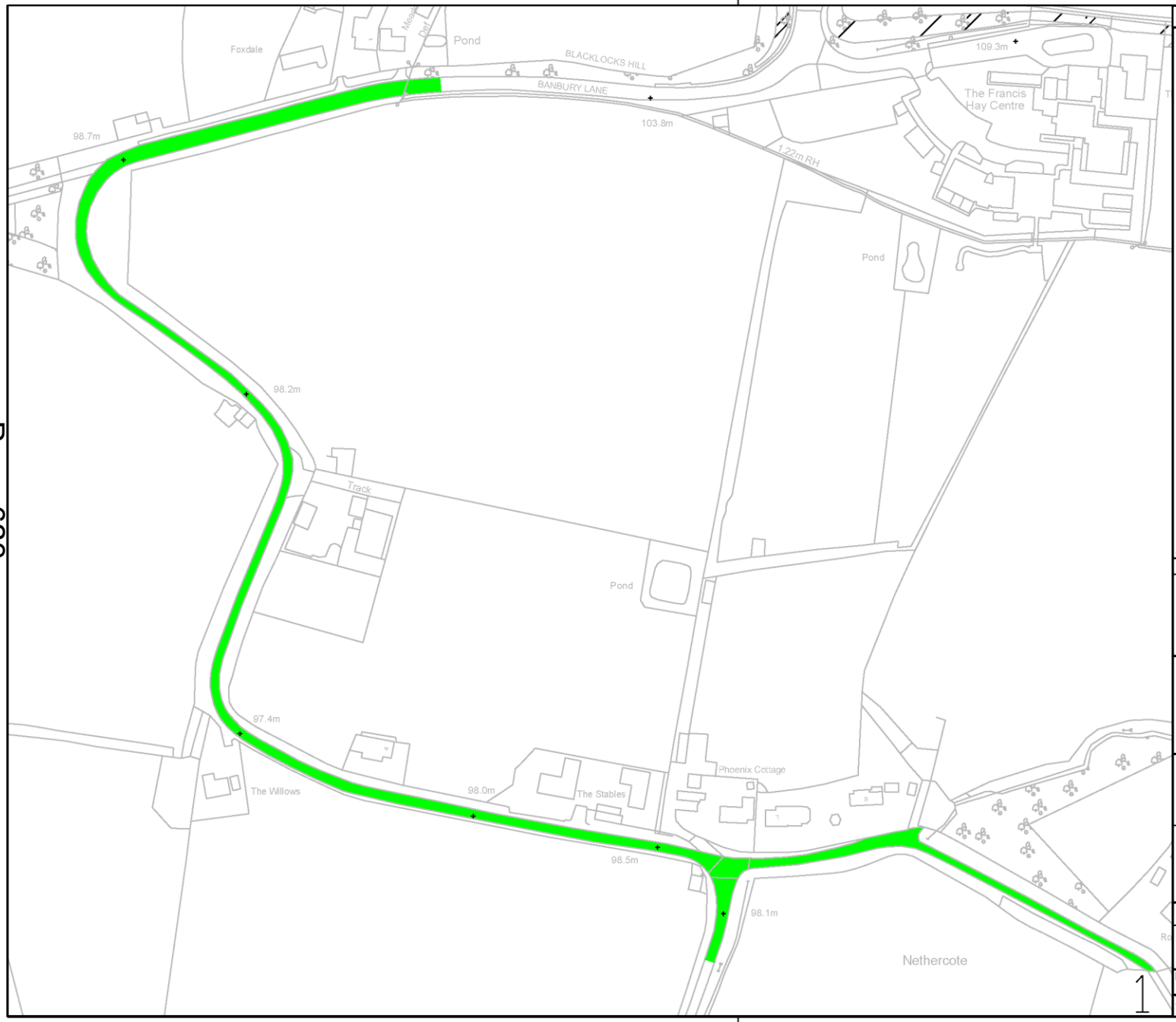
14. Site observations indicate that some of the drivers travelling through at speed are actually rat-runners from the A422 'going in the wrong direction' towards Overthorpe Industrial Estate, having ignored the No Entry signs at the top end of Nethercote. This behaviour is difficult to correct without ANPR cameras or a physical closure of some sort, so a drastic reduction in speed limit could be seen as a potential 'soft' deterrent to those drivers.

15. 20mph may be too low a limit to be properly observed, but TVP stats indicate that although there can be quite a high non-compliance with new 20mph limits, vehicle speeds are generally usually lower than the previous 30mph limit.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1 & 2 Consultation plans Annex 3: Consultation responses
Contact Officers:	Dave Catling (Senior Officer - Traffic and Road Safety) Mike Wasley (Team Leader - Traffic and Road Safety)

January 2024



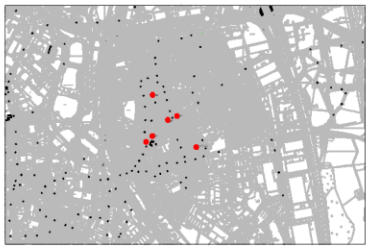
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KEY

Proposed 20MPH



LOCATION PLAN
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Proposed Speed Limit Change

Drawing title

Nethercote - Overview 20MPH

Drawing Status: Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	GG	DC	XXXXXXX
	Date drawn 17/02/2022	Date checked 17/02/2022	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision



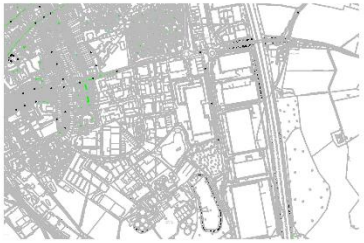
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KEY

- **Proposed 20MPH**



LOCATION PLAN
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director of
Communities Operations
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Proposed Speed Limit Change

Drawing title

Grimsbury - Overview 20MPH

Drawing Status **Consultation**

Scale @ A3	Drawn by	Checked by	Approved by
NTS	GG	DC	XXXXXXX
	Date drawn 11/11/2021	Date checked XXXXXXXXX	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – 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. 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. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Local Cllr, (Banbury Grimsbury and Hightown ward)	A suggestion from residents of Nethercote which I would like to pass on is the following: Could the 20 mph limit be extended south of the village to the junction with Overthorpe Road? This would be safer I think than sudden braking before approaching the village and also allow pedestrians to walk in safer 20 mph zone until they can pick up the pavement to walk safely in Grimsbury.
(3) Local Resident, (Balscote, The Hedges)	Grimsbury area 20mph - **Object** The 20 mph limit is unenforceable. Tokenism. Blacklocks Hill 20mph - **Object** See previous answer
(4) Local Resident, (Banbury, Canterbury Close)	Grimsbury area 20mph - **Object** Am not aware of any issues with the current speed limits Blacklocks Hill 20mph - **Object** Am not aware of any issues with current speed limits

(5) Local Resident, (Banbury, Central Banbury)	Grimsbury area 20mph - **Object** This adds further needless restrictions to an area of Banbury that is already regularly congested, with limitted options to avoid due to the only other crossing of the railway also becoming congested. Blacklocks Hill 20mph - **Object** In this relatively rural area a movement from 60 to 30 will create a significant safety improvement. Movement to 20 is not likely to be complied with or enforced and is not warranted by the very small number of pedestrians using the stretch of road concerned.
(6) Rather not say, (Banbury, Lapsley Drive)	Grimsbury area 20mph - **Object** I object as the change in speed limit is unnecessary. In Grimsbury the traffic at most times of the day is heavy which naturally dictates the speed vehicles can travel at. Blacklocks Hill 20mph - **Object** The change in limit is unwarranted.
(7) Local Resident, (Banbury, Middleton Road)	Grimsbury area 20mph - **Object** 20 mph zones cause congestion and more pollution, modern vehicles are not set up to travel at a constant speed of 20mph, the car will need to be in a lower gear thus meaning more pollution. Blacklocks Hill 20mph - **Object** No need. No one has died here due to speed it is a waste of money.
(8) Local Resident, (Banbury, Molyneux Drive)	Grimsbury area 20mph - **Object** Objecting. Complete waste of time and money. This money should be spent improving road surfaces not reducing speed and increaseing emissions... Yes this will incresse emissions 3 cars doing a 10mile journey one does 20, one 30 and one 40. The one doing 20 is in 2nd gear 30 3rd and 40th. So all doing a similar rpm. However the one doing 20

	takes twice as long as the one doing 40.... Which one is pumping out more ? Twice the amount.... This is clogging up our roads all over the country and needs a big rethink. Blacklocks Hill 20mph - **Object** I can understand this being a 40 mph but 20 is just a joke.
(9) Local Resident, (Banbury, Willow)	Grimsbury area 20mph - **Object** Not enforced cost money utter waste repair the roads first Blacklocks Hill 20mph - **Object** Not needed repair the roads
(10) Local Resident, (Banbury, Middleton Road)	Grimsbury area 20mph - **Object** The roads are wide enough with residential properties far enough from the road not to justify it. During peak hours the traffic builds enough anyway so won't decrease average speed during busiest times. Traffic lights asking the route already manage traffic flow. Priority for Banbury should be improving quality of the roads (potholes are everywhere). Blacklocks Hill 20mph - **Object** See previous
(11) Member of public, (Banbury, Springfield Avenue)	Grimsbury area 20mph - **Object** No one will listen to rules and more important things are in more need for example pot holes Blacklocks Hill 20mph - **Object** No one will listen the rules of new ones in place
(12) Member of public, (Bloxham, Kings Road)	Grimsbury area 20mph - **Object**

	Objecting as 20mph is not achievable in a car Blacklocks Hill 20mph - **Object** 20 mph is too slow and no one will stick to it
(13) Local Resident, (Grinsbury, Ivatt Walk)	Grimsbury area 20mph - **Object** Traffic is already awful - adding a slower speed limit will mean further delays to an already bad traffic situation with no real benefit. Pathways are large enough with plenty of crossings available. Blacklocks Hill 20mph - **Object** 20mph is just too slow. Only reason for this is to get more speeding fines.
(14) Local Resident, (Local area, Middleton Road)	Grimsbury area 20mph - **Object** I have live on this road for 3 years and have not seen of any incidents relating to speeding cars that would not be consistent with other areas in Banbury. It is a high traffic road that leads to the train station as well as town centre, reducing the speed will result in more emission that would be more harmful to the surrounding population. the area is also extremely unappealing because of these long ques. Please focus on the traffic issue first as well as the large potholes near the roundabout, a 20mph limit is not a solution it is a cheap bandage on a gaping wound, whoever has suggested it lacks foresight. Blacklocks Hill 20mph - **Object** Live in the area and will affected by these decisions
(15) Member of public, (Witney, Oxford Hill)	Grimsbury area 20mph - **Object** It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road within the area of Banbury for

	example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion, the very same County Council that ignored public opinion on Witney 20 MPH policy (falling apart, widely unpopular resulting in likely Political Party change at the top who vow to review this immediately). The very same County Council also that refused to engage with Communities to debate their proposals on the Oxford proposals for 2024 which despite genuine cases of concern, has been shunned where although Together Declaration in a debate on the 9th March, offered representatives to make their cases heard. Declined to attend. This shows that this Council has no interest showing even in this case about Grimsbury and Nethercote the consultation objections will likely be ignored as per comments from Councillors opposed to this ruthless totalitarian regime. I visit these two places and a pleasure to drive through regularly to get away from the depressive dystopian 20 mph signs from a neighbouring town that look like Russian Zs you see in a Russian street every 100 yards where it made a walk locally at home an utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian city or town what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily. It is regretful but the honest truth. Devastating to see Nethercote and Grimsbury that despite seeing zero road incidents within the places have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel when not on emergency calls. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such road signs and money wasted taking away our future generations common sense. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within Minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents seeing how needless this was, how robbed their community is of having common sense as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will laugh and some will take back these genuine points. www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre Nethercote and Grimsbury has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense. Lets not forget either that this is the same Council of whose senior official said to the Sunday Traffic Filters in Oxford is going to happen definitely implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes.

	Blacklocks Hill 20mph - **Object** As above.
(16) Local Resident, (Banbury, Alma Road)	Grimsbury area 20mph - **Object** A new speed limit does not solve the problem of cars that are already speeding. Fixing the pot holes, maintaining crossings, cutting back bushes, etc. would be a good starting point. Failure to get the basics right is more a problem than the limit. Especially when some signs are completely obscured by bushes. This seems like a ridiculous scheme to be seen to be doing something when already failing at current basics. Other alternatives including get on top of things that should be being done ANYWAY as a matter of course and are not should be properly evaluated and tried before new measures are introduced without validity and at great expense. Blacklocks Hill 20mph - **Concerns** As before it does not address the root cause. the issue is not the limit, it is the failure to enforce it. A car doing 40 in a 30 or dodging pot holes, etc is the problem. people driving with the limit are generally responsible and it will just burden them while the culprits continue.
(17) Local Resident, (Banbury, Beaulieu Close)	Grimsbury area 20mph - **Object** Excessive speed is cited as a reason for introducing the 20mph limit, surely those who already drive at excessive speed won't slow down if you reduce the speed limit, they clearly don't care anyway. The police have gone on record to say that they won't be enforcing these new limits unless absolutely necessary, besides, have they really got the manpower to be focusing on people driving at 25mph in a 20 zone when it was perfectly acceptable when the limit was 30? The majority of the roads where you are proposing to introduce this new limit are residential streets clogged with parked cars so most of us drive slowly there already, and again those who speed along these streets obviously won't care if the limit was lowered because there won't be police on all these streets enforcing the new limit. I believe your scheme to reduce speed limits is going to cost £8m, I'm sure many drivers would rather that was spent on filling the many potholes on the county's roads. Finally, if what I have read about similar schemes in the county is true, you have still introduced them despite most consultation responses objecting, I hope that won't be the case here or else the consultation is just a box ticking exercise and another big waste of tax payer's money.

	Blacklocks Hill 20mph - **Concerns** I believe the limit there is currently 60, why not lower it to 30 instead? Traffic levels there are light except for school pickup and drop off times
(18) Local Resident, (Banbury, Kingsway)	Grimsbury area 20mph - **Object** The change is unnecessary and will cause traffic obstruction. Blacklocks Hill 20mph - **Concerns** Dropping from 60mph to 20mph seems abrupt.
(19) Local Resident, (Grimsbury, Woburn Close)	Grimsbury area 20mph - **Object** The speed limit on Middleton Road is currently 30 MPH and cars frequently travel faster than that. Reducing the speed limit to 20 MPH won't improve this. Enforcement of the current speed limit will. If everyone actually did 30 MPH there would be no issue. Currently there are no digital speed signs which have been shown to improve compliance. That should be the first step. Blacklocks Hill 20mph - **Concerns** Same as previous. Encourage people to obey the current speed limit rather than arbitrary reductions
(20) Local Resident, (Banbury, Beaulieu Close)	Grimsbury area 20mph - **Object** The current 30mph limit is not enforced therefore reducing the limit will only result in those of us who comply with the speed limit to have to drive more slowly and those who already don't respect the speed limit will continue to do so. When driving in 30mph areas where there are likely to be more pedestrians you need to have your focus and attention on the road and your surroundings and I feel that when trying to comply with a 20mph speed limit the driver will need to divert more of their attention from the road to check their speed. I would also question how many accidents have actually taken place on 30mph roads, particularly those that are not immediately outside a school entrance. Is this really a necessary change or one to make it look like OCC are improving road safety. The funds used to complete this consultation and the associated changes afterwards should you decided to go ahead (which is very likely given it is

	OCC's new policy) could have been used to improve the state of the roads which is likely to improve safety much more than creating an arbitrary speed limit reduction. In an article on itv news dated 28th July 2022 Thames Valley Police were quoted as follows in relation to Witney roads being reduced to 20mph: '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 disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute'. I am aware that Northamptonshire Highways have a similar view and are reluctant to reduce speed limits unless a genuine safety risk can be proven as they believe that if drivers start to lose faith that speed limits are appropriate and therefore start to break the limit in those areas they are more likely to start to disregard speed limits elsewhere creating more of a danger on the roads, particularly on those that have a higher speed limit. I would agree with these views hence my objection to the reduction in the speed limit to 20mph. Blacklocks Hill 20mph - **No opinion** I don't believe you can actually drive at more than 20mph in the Nethercote area so think it is unnecessary but as I believe only residents are meant to drive through Nethercote then I think their view is what should be taken into account in this area.
(21) Local Resident, (Banbury, Fergusson Road)	Grimsbury area 20mph - **Object** Middleton road is the main thoroughfare through Grimsbury reducing the speed limit won't stop speeding offenders anyway. In my opinion it will slow traffic flows thus causing more traffic build up around the railway bridge and Merton street junction area which is already congested in busy periods this is likely to cause longer periods of stationary traffic causing more pollution in the air similar to Henef way. I have not seen any statistical evidence regarding the issue of the safety aspects of the existing speed limit . Blacklocks Hill 20mph - **No opinion** don't know the area
(22) Local Resident, (Banbury, Grimsbury Drive)	Grimsbury area 20mph - **Object** 20mph is too low for a main arterial road through the area. There are few studies that prove a reduction in speed limit increases safety. All you achieve by lowering the speed limit to 20mph is increase pollution, increase time of traffic taken to move through the area and sadly create a revenue stream through speeding offences, which the vast majority

	will be driving at less than 30 mph but more than 20mph. I live in this area with my young family and whole heartedly object to the proposed speed limit decrease. Blacklocks Hill 20mph - **No opinion** 20 mph zones are stupid, achieve nothing and are a blight on already busy roads
(23) Local Resident, (Banbury, Grosvenor Road)	Grimsbury area 20mph - **Object** 30mph on the main road of Middleton Road is too slow. 20mph on the side road is fine. Blacklocks Hill 20mph - **No opinion**
(24) Local Resident, (Banbury, Howard Road)	Grimsbury area 20mph - **Object** There is no need for such measures. Blacklocks Hill 20mph - **No opinion** Not familiar with area.
(25) Local Resident, (Banbury/Grimsbury, Broome Way)	Grimsbury area 20mph - **Object** Grimsbury area is already hard to drive in due to narrow roads in bad condition and only 2 exits to town center. 20 mph limit will make a traffic even worse. Blacklocks Hill 20mph - **No opinion** I dont drive there.
(26) Local Resident, (Grimsbury, Delapre Drive)	Grimsbury area 20mph - **Object** My house is adjacent to Middleton Road which has normal road noise which is bearable, however on a daily basis we have the boy racers with their extremely loud exhausts accelerating between the Pepper Pot traffic lights to the

	pedestrian lights and speed bump and then from there to the Esso roundabout reaching up to speeds of between 50 to 60 mph in my opinion. Between the pedestrian lights and the roundabout are bus stops where a significant amount of school children disembark on a daily basis. Personally I think that reducing the speed might help but proper speed humps would a better option (ones that cover the whole width of the road) Blacklocks Hill 20mph - **Support** Safety concerns and the excess noise from some drivers
(27) Local Resident, (Banbury, East Street)	Grimsbury area 20mph - **Support** This proposal will make our area safer and more pleasant for residents and people who choose active travel Blacklocks Hill 20mph - **Support** This proposal will make the area safer and more pleasant for residents and people who choose active travel
(28) Local Resident, (Banbury, Hereford Way)	Grimsbury area 20mph - **Support** Far too many speeding cars, but at least the potholes slow them down at the moment Blacklocks Hill 20mph - **Support** 20 is more than enough
(29) Local Resident, (Banbury, Mewburn Road)	Grimsbury area 20mph - **Support** Excessive speeds and volumes of motorised traffic affect our environment, climate and health. Reducing speed limits in residential areas reduces pollution, improves safety and makes for a more inclusive and supportive environment for cyclists and walkers. https://www.20splenty.org/20_s_plenty_for_the_environment

	Blacklocks Hill 20mph - **Support** This is a narrow road which is not designed for fast traffic. Drivers should be reminded that they should keep to a low speed.
(30) Local Resident, (Banbury, Nursery Drive)	Grimsbury area 20mph - **Support** Anything to keep the streets safer for people is a benefit. Streets are for all people and not just people in cars. Priority should be given to pedestrians and cyclists and this will go some way towards that Blacklocks Hill 20mph - **Support** As above
(31) Local Resident, (Banbury, Victoria Place)	Grimsbury area 20mph - **Support** I am cyclist and pedestrian so will be safer with 20mph. Also support it because routes are well used by school children, so safer for them and possibly also some improvement to local air quality. I wish that all Banbury was done at once though; I don't really understand why there is this piecemeal approach to consideration of 20 mph speed limits Blacklocks Hill 20mph - **Support** Nethercote residents I know are very much in favour. Safer.
(32) Local Resident, (Banbury, Westminster way)	Grimsbury area 20mph - **Support** It's a built up area Blacklocks Hill 20mph - **Support** Wildlife
(33) Local Resident, (Banbury , Bloxham road)	Grimsbury area 20mph - **Support**

	20mph is a far more suitable speed for residential roads. Together with traffic calming measures it can make the streets far safer for pedestrians and cyclists Blacklocks Hill 20mph - **Support** 20mph is a far more suitable speed for residential roads. Together with traffic calming measures it can make the streets far safer for pedestrians and cyclists
(34) Local Resident, (Banbury, West Street)	Grimsbury area 20mph - **Support** There is a climate crisis and we need to be doing something to help reduce car use. People have had 30 odd years of warnings. Nobody has done anything. I see this as an inconvenience measure for motorists. And support it. But I do think it is a gutless measure and doesn't go far enough. GET THOSE CARS OFF OF OUR ROADS. THEY ARE KILLING US. Your the authorities. Do something. All residential roads should be 20mph or even lower. Blacklocks Hill 20mph - **Support** Do support it. But I do think it is a bit pointless here. You can't drive fast on this bit of road
(35) Local Resident, (Grimsbury, Middleton Road)	Grimsbury area 20mph - **Support** I live on the Middleton Road very close to the Pepper Pot pub and have seen many accidents on this stretch of road due to speeding. During the night, cars are driven way faster than the speed limit which often wakes us up. Our beloved cat was also killed on this road last week due to being hit by a speeding car. Blacklocks Hill 20mph - **Support** I don’t live in this area so cannot comment but I fully support any speed restrictions in built up areas.
(36) Local Resident, (Nethercote, Blacklocks Hill)	Grimsbury area 20mph - **Support**

	With the exception of the main through roads (Hennef Way, Middleton Road, and Ermont Way) the roads are quite narrow and often filled with parked cars, it doesn't seem safe for cars to go faster than 20mph so it would for the speed limit to match the common sense driving speed. I use a road legal mobility scooter and often ride on the road along the causeway (the pavements are narrow so it is hard to pass schoolchildren, and there are often cars and bins blocking the pavements), having a 20mph speed limit would be less intimidating for mobility scooter users such as myself, and cyclists etc. Blacklocks Hill 20mph - **Support** I ABSOLULTELY SUPPORT 20MPH Nethercote has no proper road surface and no street lighting, yet too many cars use Nethercote as a rat run and drive far too fast for the lane. Having no sensible speed limit gives bad drivers carte blanche to drive as they like! Too many drivers also ignore the no-entry sign at the north end of the lane, so there are more cars heading south along the lane than you would expect. When they are driving at well over 20mph and the cars going in the other direction are travelling at well over 20mph, it is a danger to everyone, especially as the lane is narrow and winding! In icy conditions we have seen a number of cars slide on the corners and collide with residents' property! (we have the video and photos). A lot of people walk along the lane, take their dogs for walk along the lane, cycle through, or like myself use a mobility scooter. The edges of the lane's road "surface" are a boggy, muddy mess with no defined curbs, so people cannot walk or ride very near the edge, this puts them at greater risk from vehicles, especially when they are driving fast. It is scary and intimidating (especially along the single track sections) as cars often show a lack of respect by driving too fast. BUT I ALSO HAVE CONCERNS, WHY AREN'T YOUR PLANS TO HAVE 20MPH ALL THE WAY TO OVERTHORPE ROAD? The 20mph zone should start at the junction with Overthorpe Road. A lot of people drive up and down the first 300metre section (some of which is single track), they use the layby for many purposes (meals, drugs, sex etc.) and then do a u-turn just north of the 300m mark on that corner. therefore, if the 20mph speed limit starts 300 metres in, it's not protecting other road users for the busiest bit. It also doesn't give cars enough time to slow down before the turn (where we've seen cars lose control and slide in icy conditions). Starting the speed zone at the junction of Overthorpe Road would also mean that the entrance to the new house being built, would also be within this zone and also be protected from speeders (and make them feel part of Nethercote).

	The south end of the lane has been included in the Banbury LCWIP but you are proposing to not put a sensible speed limit on this section? (See Figure 24 Banbury Cycling Network Banbury LCWIP.jpg https://letstalk.oxfordshire.gov.uk/banbury-lcwip)
(37) Local Resident, (Nethercote, Blacklocks Hill)	Grimsbury area 20mph - **Support** I strongly support the proposals for a 20mph speed limit throughout Grimsbury. I regularly walk and cycle on these roads and the speed limit will make them much safer. However, I believe that the following additional roads south of Merton Street should be included in the proposed 20mph section: Higham Way - This road provides pedestrian and cycle access to the eastern exit of Banbury Rail Station. Rail passengers walking and cycling to Grimsbury, Nethercote or the Thorpe Way industrial estate have to either walk along or cross this road. Many pedestrians leaving the station cross Higham Way immediately next to the station exit despite the lack of a signalled crossing at this point. Therefore reducing the speed limit on this section will help improve their safety. It will also discourage drivers from accelerating and braking hard between the existing traffic calming measures Alma Road/Marshall Road - These are also used as walking routes by pedestrians/cyclists heading from the Rail station into Grimsbury. They are also primarily residential, so should have the same 20mph speed limits as the other residential roads in Grimsbury. Although not part of the 20mph proposal, I would also like to see Overthorpe Road reduced to 30mph between the Ermont Way roundabout, across the M40 bridge to the junction with Blacklocks Hill. At the moment, due to the lack of adequate off road pedestrian and cycle provision in this stretch, cyclists are forced to share road space with HGVs whilst pedestrians are stuck on narrow, unsuitable, pavements. A reduction in speed limit from 40mph/national speed limit will at least provide some improvement to safety in this section. Blacklocks Hill 20mph - **Support** 'As a resident of Nethercote, I strongly support the proposals for reducing the speed limit to 20mph along Blacklocks Hill through Nethercote. I am very concerned at the speed at which some drivers zoom past my house during the rush hour, especially on the

	blind sharp corners. With no pavements, pedestrians and cyclists have no choice but to share the carriageway with vehicles and when walking/cycling along this road, I often feel very unsafe due to the speed of passing vehicles. I have a visual impairment which means I often have less time to react to an oncoming car, or struggle to be sure whether the driver has actually seen me or if I need to dive out of their way. I am also concerned about the safety of my cats, dogs and visiting young nieces/nephews, should they get into the road. At 20mph, drivers have much more chance of seeing and avoiding animals and children. Even if they can't stop, the impact of a collision is much less severe. Almost every house in Nethercote has a dog and the fields alongside Blacklocks hill are also used by dog walkers, so there is a high risk of animals getting into the road. (There are also deer and rabbits regularly in the road, and cows/sheep have also been known to escape from their fields). The road becomes especially unsafe when, as mentioned in your statement of reasons, drivers choose to ignore the No Entry sign at the north end of Nethercote, leading to streams of high speed traffic in both directions on a single track lane with no pavement or street lighting. However, I also firmly believe that the southern extent of the 20mph speed limit should be at the junction with Overthorpe Road, rather than 300m to the north as proposed by the consultation. My reasons are as follows: - This section of the road still has no pavement or lighting and is extremely narrow in some places. When walking or cycling through this area it feels extremely unsafe when being passed by a car at high speed, especially in the dark. - This section of road is still used heavily by cyclists, walkers and at least one wheelchair user and mobility scooter user. all of whom have no choice but to use the carriageway due to the lack of pavement. - It is the only safe pedestrian/cycle access for residents of Nethercote to reach Banbury town centre and rail station, and it is also used regularly by workers walking to/from the Thorpe Way Industrial Estate. - The verges offer little refuge for pedestrians as they are muddy or overgrown, so there is no opportunity to escape speeding vehicles. - The lay-by just south of the proposed start of the limit is often used by walkers parking up to exercise their dogs or walk along the country footpaths. Lowering the speed limit through this area will help ensure their safety when getting themselves and animals in/out of their vehicles. - Maintaining a consistent 20mph speed limit along the whole length of Blacklocks Hill will lead to less confusion for motorists. Switching from National Speed Limit at the junction to 20mph in the space of 300m is a significant step change. - The difference in time saved by not having the entire length at 20mph is negligible.

	300m at 60mph takes approximately 11 seconds 300m at 20mph takes approximately 33 seconds In practice the time saved will be even less than 22 seconds, due to the time required for acceleration from the junction and braking for the 20mph limit. - It will also reduce the likelihood of motorists having to brake hard for the blind sharp corner opposite Phoenix Cottage and potentially losing control. (We have seen motorists lose control here in wet/icy conditions and even crash into the wall after failing to make the turn). Given that the section of Blacklocks Hill between Overthorpe Road and the centre of Nethercote has been identified as a key walking/cycling artery in the proposed Banbury LCWIP (Route 10), I believe that 20mph is a much more suitable speed limit for this section to meet the council's Active Travel aspirations, especially as the road has no pavements. While the reduction of the speed limit through Nethercote to 20mph is a good first step, I would also like to see Oxfordshire and Northamptonshire councils work together to reach a permanent resolution to the issue of vehicles illegally passing through the No Entry sign at the north end of Nethercote, whenever there is congestion on A422. My preference would be a modal filter to prevent through vehicular traffic entirely. This would greatly improve safety by completely eliminating rat-running in both directions. Failing that, the junction could be redesigned to make it impossible for vehicles coming from the A422 to reach Blacklocks Hill, whilst still being able to access Dogs For Good's car park. In this case, I would also like to see additional traffic calming measures put in place along Blacklocks Hill to discourage northbound rat-running.
(38) Local Resident, (Nethercote, Blacklocks Hill)	Grimsbury area 20mph - **No opinion** I am wanting to provide opinion on Nethercote proposals Blacklocks Hill 20mph - **Support** We absolutely support the proposal of a 20mph speed limit on Blacklocks Hill, Nethercote, Banbury When people learn that Blacklocks Hill, Nethercote currently has no speed restrictions, therefore making it national speed limit of 60mph, they assume that given the single track, windy nature of the lane, that drivers would be unable to reach those speeds. Living on the lane we sadly are all too familiar with the fact that drivers seem unable to use

	common sense and drive at a sensible speed on this road and therefore restrictions are very much needed The lane is a beautiful green space, accessible to residents of nearby Banbury residential estates as well as the WNC villages, it is well used by hikers, dog walkers, runners, cyclists on a daily basis. One thing that people unfamiliar with the area do not appreciate is that the proximity to the M40 & A422 gives a constant low hum of background traffic noise, this makes it harder than in other areas to identify the sound of an approaching vehicle and again this is incredibly dangerous when vehicles are driving at excessive speeds and don't realise that there will likely be a delay for other road users to hear their approach. With the increase of electric, quieter cars on the roads, this issue is only going to increase. The quality of camber in Blacklocks Hill is poor and the lane is narrow, there are no footpaths on the majority of the lane for pedestrians using the lane & therefore the speed restrictions will help keep these people safe. There are residents in the hamlet using mobility scooters and wheelchairs and the high speed of traffic currently is incredibly concerning & reduces such users ability to use the lane. Although the no entry sign off A422 does limit the volume of traffic flowing two way generally, at times when there is any congestion on A422 large volumes of traffic do contravene this sign & this causes large volumes of traffic, often travelling at speed, at these times the drivers are visibly annoyed by the delays so less focused. When they meet each other on the lane, they will impatiently swerve erratically to mount the verges. This not only causes the verges to become churned up, the verges also provide valuable habitat for the abundance of wildlife and vehicles should not be driving up them. Furthermore, many mammals live in holes along the verges and drivers travelling at speed are more likely to cause injury or death to this wildlife We can sometimes experience antisocial behaviour along the lane, littering, fly tipping, poaching, drug taking etc, and it is considered that as well as reducing traffic speed and therefore safety, the proposal would also help to highlight that this is a residential area and therefore could reduce some of these behaviours in the area We appreciate that the no entry sign is the Northamptonshire border & therefore the stretch from there to A422 is Northamptonshire, however we would comment that the volunteers walk the dogs from Dogs For Good in this area so it would be good if the restriction could be extended to ensure their safety. Similarly at the other end, there are 3 public footpaths coming out onto the stretch between the suggested start & Overthorpe Road and this is also included in the LCWIP route As well as speeding cars, HGVs regularly use the lane which is problematic for not only the speed but the lane simply

	isn't sufficient width or quality to support HGVs. There is a no HGV sign as you turn onto Blacklocks Hill from Overthorpe Road, however HGV drivers report that with no signs on Overthorpe Road as they approach the turning, they do not see this sign until they have committed to the turn, giving them no option than to continue through the lane. Speed restrictions alone will not resolve this issue and further signage is required on Overthorpe Road. We would take the opportunity to thank you for this proposal and the consideration given to our lovely hamlet, the safely of our residents and all those who come to enjoy this tranquil, green space
(39) Local Resident, (Banbury, Centre Street)	Grimsbury area 20mph - **Support** The speeds which some drivers currently hit (especially delivery drivers) is unacceptable in such a built up area with so many different types of road users, many of whom are elderly or young. 20mph is absolutely plenty. Blacklocks Hill 20mph - **No opinion** N/a
(40) Local Resident, (Banbury, Manor Road)	Grimsbury area 20mph - **Support** 20 MPH is fast enough on the roads proposed and will be much safer. Blacklocks Hill 20mph - **No opinion** I do not live in this area, and don't know it very well.
(41) Local Resident, (Banbury, Stroud Close)	Grimsbury area 20mph - **Support** To make it safer for road users and pedestrians Blacklocks Hill 20mph - **No opinion** N/A

(42) Local Resident, (Banbury, Priory Vale Road)	Grimsbury area 20mph - **Support** Very busy road. Badly parked cars obstructing view. 20 mph is fast enough and will reduce accidents Blacklocks Hill 20mph - **No opinion** Do not use that road
(43) Local Resident, (Banbury, Waterloo Drive)	Grimsbury area 20mph - **Support** I regularly drive along Middleton Road to and from work and 20 mph would be plenty fast enough. There are always cars parked along a long stretch of this road and it is frequently not safe to pass them at 30. Blacklocks Hill 20mph - **No opinion** I don't know this area.
(44) Member of public, (Banbury, Broome Way)	Grimsbury area 20mph - **Support** Vehicles should not be travelling fast in built up areas of town, although I have to add that the roads leading to Broome Way are so atrocious that 20mph is all I ever usually do. Blacklocks Hill 20mph - **No opinion** This is not an area I go to ever.
(45) Local Resident, (Grimsbury, Grimsbury Drive)	Grimsbury area 20mph - **Support** We have some issues with cars speeding in our road (Grimsbury Drive) and we have two small children. Blacklocks Hill 20mph - **No opinion** I don't know this area of town

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