

## ***Delegated Decisions by Cabinet Member for Environment (including Transport)***

***Thursday, 21 May 2020 at 10.00 am***

***Please note that due to guidelines imposed on social distancing by the Government this meeting will be held virtually and can be viewed [via this live stream link](#).***

***For further information on this please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.***

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Monday 1 June 2020 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**



Yvonne Rees  
Chief Executive

May 2020

Committee Officer: **Graham Warrington**  
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Note: Date of next meeting: 18 June 2020

**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. 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.

### 2. Petitions and Public Address

*This Cabinet Member for Environment Delegated Decisions meeting will be held remotely in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 15<sup>th</sup> May. Requests to speak should be sent to [graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk) together with 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.*

*Where a meeting is held remotely and the addressee is unable to participate remotely their written submission will be accepted.*

*Written submissions should be no longer than 1 A4 sheet.*

### 3. Declarations of Interest

### 4. Burford: A40 - Speed Limit Reduction and Signalled Crossing on A40 by Burford School (Pages 1 - 62)

*Forward Plan Ref: 2019/082*

*Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704*

*Report by the Interim Director of Community Operations (CMDE4).*

*The report presents responses received to a statutory consultation to introduce a*

20mph speed limit within Burford in place of the existing 30mph speed limit, a 30mph speed limit on the A40 from just east of its junction with Tanners Lane to just east of its junction with the B4020 Shilton Road and on the A361 south of the A40 to just south of the access to Burford School in place of the existing 40mph speed limit. It is also proposed to extend the 40mph speed limits on the A40 and A361 to create an appropriate length of transitional speed limits on the approaches to the proposed 30mph limits on these roads. Additionally, the proposals included provision of a signalled crossing for pedestrians (a puffin crossing) on the A40 just to the east of the existing footbridge as a replacement for the latter.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed reduced speed limits at Burford as advertised but with consideration being given to reducing the extent of the proposed 20mph speed limit on the A361 The Hill, but to defer a decision on the installation of a puffin crossing (a signalled crossing for pedestrians) on the A40 by Burford School in place of the existing footbridge.***

**5. Oxford North Hinksey: Botley Road and Westway - Traffic Measures - Proposed Extension of 20mph Speed Limit (Pages 63 - 72)**

*Forward Plan Ref: 2020/019*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE5**).

The Botley Road Improvement project builds upon objectives set out in the Oxford Transport Strategy where a study of Botley Road was completed in 2016 which confirmed, following stakeholder feedback, the value of a high-quality route prioritising sustainable transport modes to ease congestion, reduce journey times and improve journey experience. The project includes a package of measures aimed at:

- a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
- b. easing congestion on the route
- c. improving bus journey times so buses have an advantage over general traffic
- d. providing a safer, more continuous and attractive route for cyclists and pedestrians
- e. reducing vehicle emissions and improving air quality.
- f. unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.

The principal elements of the scheme were approved at the Cabinet Member for Environment decisions meeting on 19 December 2020 following a consultation in the autumn of 2019. At that meeting, however, it was agreed to carry out a consultation on an extended length of 20mph speed limit to that originally

proposed. This report considers the results of that consultation.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised***

**6. Oxford - B4495 Windmill Road - Proposed Extension of 20mph Speed Limit** (Pages 73 - 82)

*Forward Plan Ref: 2020/018*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE6**).

The Access to Headington project includes a package of measures aimed at:

- a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
- b. easing congestion on the route
- c. improving bus journey times so buses have an advantage over general traffic
- d. providing a safer, more continuous and attractive route for cyclists and pedestrians
- e. reducing vehicle emissions and improve air quality.
- f. Unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.

Following the first formal consultation on the project in 2016, a request to extend the 20mph speed limit – which currently applies only to the northernmost part of the road - to include the whole road was accepted, resulting in a formal consultation in 2017. That was then approved at the Cabinet Member for Environment meeting on 7 September 2017. However, due to delays in progressing the project a re-consultation was required due to it being beyond two years since the first formal consultation. The report considers the results of the re-consultation.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised but to include also the adjacent signalled junction of Windmill Road with The Slade and Old Road.***



**7. Oxford: Sher Afzal Close - Proposed Waiting Restrictions** (Pages 83 - 90)

*Forward Plan Ref: 2019/134*

*Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE7**).

The report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions at Sher Afzal Close, Oxford put forward as a result of development of the former Cowley Swimming Pool site for residential purposes.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and a disabled persons parking place at Sher Afzal Close, Oxford as advertised.***

**8. Oxford: Sunderland Avenue - Proposed Waiting Restrictions and Parking Places** (Pages 91 - 94)

*Forward Plan Ref: 2019/174*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE8**).

The report presents responses received to a statutory consultation to introduce a length of no waiting at any time restriction and amended daytime permit holder parking places (Monday to Friday 9am to 5pm) due to the development of adjacent land

***The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and parking places by number 53 Sunderland Avenue as advertised.***

**9. Oxford: The Oval and Desborough Crescent - Proposed Waiting Restrictions** (Pages 95 - 102)

*Forward Plan Ref: 2019/177*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE8**).

The report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions at The Oval and Desborough Crescent, Oxford put forward as a result of the development of adjacent land for residential development.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at The Oval and Desborough Crescent, Oxford subject to consulting with the local member and bus operators on a possible reduction in their extent to address concerns over the possible unnecessary loss of parking places.***

**10. Oxford: Warren Crescent - Proposed Waiting Restrictions** (Pages 103 - 108)

*Forward Plan Ref: 2019/136*

*Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE10**).

The report presents responses received to a statutory consultation to introduce a length of no waiting at any time restriction at Warren Crescent in place of the existing permit holder only bays Monday to Friday 9am to 5pm due to the development of adjacent land put forward as a result of the development of adjacent land for housing, which will require construction of new accesses to the development.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions in Warren Crescent as advertised.***

**11. Oxford: Kirby Place - Proposed Waiting Restrictions** (Pages 109 - 122)

*Forward Plan Ref: 2019/182*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE11**).

The report presents responses received to a statutory consultation to introduce waiting restrictions at Kirby Place and Don Bosco Close, Oxford put forward as a result of concerns received from residents and City Council members about parked vehicles obstructing the relatively narrow sections of both Kirby Place and Don Bosco Close. This is a particular problem with larger service vehicles particularly in Kirby Place where the refuse vehicle is often prevented from accessing the road.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at Kirby Place and Don Bosco Close, Oxford as advertised.***

**12. Oxford: Morrell Avenue - Proposed Zebra Crossing** (Pages 123 - 130)

*Forward Plan Ref: 2020/049*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by Interim Director for Community Operations (**CMDE12**).

The report presents responses received to a statutory consultation to introduce a zebra crossing on Morrell Avenue, Oxford put forward and funded by Oxford City Council.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing on Morrell Avenue, Oxford.***

**13. Bicester: Various Streets - Proposed Waiting Restrictions** (Pages 131 - 202)

*Forward Plan Ref: 2019/188*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by Director for Community Operations (Interim) (**CMDE13**).

The report presents responses received to a statutory consultation to introduce and amend waiting restrictions on residential roads within Bicester where parking - in particular by commuters – is resulting in road safety and access problems for residents. The proposals put forward following discussions and site meetings with officers and local members will be funded by developer contributions.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions as advertised.***

**14. Abingdon: Northcourt Road: Proposed Amendments to Traffic Calming Measures** (Pages 203 - 218)

*Forward Plan Ref: 2019/173*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by Director for Community Operations (Interim) (**CMDE14**).

The report presents responses received to a statutory consultation to provide amended traffic calming measures (originally installed in 1990 as a safety scheme) as a result of a major maintenance scheme for the road. The amendments put forward by the Area traffic team in consultation with the local member and other officers will be funded by the Oxfordshire County Council major maintenance programme.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed amended traffic calming measures on Northcourt Road, Abingdon as advertised.***

**15. East Hanney - A338 - Proposed Puffin Crossing** (Pages 219 - 228)

*Forward Plan Ref: 2020/013*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE15**).

The report presents responses received to a statutory consultation to introduce a puffin crossing on the A338 at East Hanney put forward as a result of calls from the parish council following numerous requests from parishioners.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the A338 at East Hanney.***

**16. A424 - Fulbrook to Idbury Proposed 50mph Speed Limit** (Pages 229 - 236)

*Forward Plan Ref: 2020/006*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE16**).

The report presents responses received to a statutory consultation to introduce a 50mph speed limit on the entire length of the A424 Burford to Stow road within Oxfordshire put forward following a review of the recent accident history – including several accidents resulting in fatal injury – and, if approved, would be funded by the Road Safety budget within the County Council's Capital programme.

***The Cabinet Member for the Environment is RECOMMENDED to approve the 50mph speed limit as advertised.***

**17. Grafton with Radcot - A4095 at Pidnell Bridge - Proposed Revocation of Structural Weight Limit** (Pages 237 - 242)

*Forward Plan Ref: 2020/007*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704*

Report by the Interim Director for Community Operations (**CMDE17**).

The report presents responses to a statutory consultation to revoke the structural weight limit at A4095 Pidnell Bridge prohibiting the passage of track laying vehicles and vehicles with an axle weight exceeding 6 tonnes put forward as a result of a review of structural weight limits following maintenance of the A4095 Pidnell Bridge which has strengthened the bridge sufficiently to remove the above restrictions.

***The Cabinet Member for the Environment is RECOMMENDED to approve the revocation of the structural weight limit at A4095 Pidnell Bridge.***

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Division(s): Burford and Carterton North
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **BURFORD – PROPOSED SPEED LIMIT REDUCTIONS AND SIGNALLED CROSSING ON A40 BY BURFORD SCHOOL**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed reduced speed limits at Burford as advertised but with consideration being given to reducing the extent of the proposed 20mph speed limit on the A361 The Hill, but to defer a decision on the installation of a puffin crossing (a signalled crossing for pedestrians) on the A40 by Burford School in place of the existing footbridge.

#### **Executive summary**

2. Speed limits and the provision of pedestrian and cycle crossings are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns, as part of the on-going monitoring of reports on road accidents and also as part of the on-going review of the maintenance and condition of existing highway assets. Specific proposals are assessed applying national guidance on speed limits and the provision of pedestrian and cycle crossings and also the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit within Burford in place of the existing 30mph speed limit, a 30mph speed limit on the A40 from just east of its junction with Tanners Lane to just east of its junction with the B4020 Shilton Road and on the A361 south of the A40 to just south of the access to Burford School in place of the existing 40mph speed limit. It is also proposed to extend the 40mph speed limits on the A40 and A361 to create an appropriate length of transitional speed limits on the approaches to the proposed 30mph limits on these roads.
4. Additionally, the proposals included provision of a signalled crossing for pedestrians (a puffin crossing) on the A40 just to the east of the existing footbridge as a replacement for the latter.

## Background

5. The above proposals as shown at Annex 1 (speed limits) have been put forward as a result of concerns from Burford Town Council over road safety and the amenity of pedestrians and cyclists in the town.
6. The proposed provision of the signalled pedestrians crossing (Annex 2) has been put forward following a review of the condition of the existing footbridge, taking account of current design standards including the protection of the bridge in the event of a vehicle strike and accessibility for those with a mobility impairment.

## Consultation

7. Formal consultation on the proposals was carried out between 22 January and 21 February 2020. A notice was placed in the Oxford Times newspaper and notices placed near the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the West Oxfordshire District Council, Burford Town Council and the local County Councillor. Public notices were placed on site with letters also sent to properties in the immediate vicinity of the proposal.
8. One hundred & twenty-three (123) responses were received. These are summarised in the table below:

Proposal	Support	Object	Concerns	No opinion / objection
20mph Speed Limit	67	15	15	26
30mph Speed Limit amendments	68	17	9	29
40mph Speed Limit amendments	56	20	13	34
Puffin Crossing	25	90 (73%)	6	2

9. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

## Response to objections and other comments

10. Thames Valley Police expressed an objection to the proposed speed limits. Specifically, they raised concerns that a 20mph speed limit on the A361 through Burford was not appropriate taking account of the 'A' road status and function as a through traffic route. They also expressed concerns over the proposed 30mph speed limits on the A40 and A361 as being unrealistic taking account of the existing speeds. They also expressed a concern that the replacement of the existing footbridge on the A40 by Burford School by a signalled crossing could be detrimental to road safety.



11. The local member expressed support for all the proposals with the exception of the proposed extension of the 40mph speed limits on the A40 and A361, on which no opinion was expressed.
12. West Oxfordshire District Council expressed support for all the proposals.
13. Mr John White, the Mayor of Burford expressed no opinion on the proposed speed limits but expressed a strong objection to the proposed signalled crossing primarily on the grounds of the safety of the many school students crossing here at the start and end of the school day and also the potential delays for traffic.
14. The remaining responses included two from unspecified local organisations, nine from staff or governors of Burford School, with the remaining responses from members of the public. The majority of these expressed support for the proposed speed limit reductions but objected to the proposed puffin crossing.
15. The objections to the proposed speed limits are noted. Thames Valley Police objections focussed on their appropriateness taking account of current speeds and the function of the A roads as major traffic routes. It is accepted that the proposed 30mph limits on the A40 and A361 are at the margins of compliance with the national guidance on setting local speed limits issued by the Department for Transport and the same is also the case for the 20mph speed limit on the A361 High Street, particularly in respect of the length south of the junction with Swan Lane. The objections received from other parties on the proposed speed limits were also largely on the grounds of need and appropriateness, although some responses cited the need for the 20mph speed limit to be extended further.
16. There have been long standing concerns over the speed limit on the A40 and A361 by Burford School (and also concerns over the safety of pedestrians crossing the A361 between the golf club accesses on each side) and while the request for a 20mph speed limit within the built up area of Burford is more recent, there is clearly – as evidenced by Burford Town Council initiating and providing funding for this project – a strong local wish to progress these changes.
17. However, mindful that the length of the A361 south of the Swan Lane junction is a clearer departure from the national guidelines on setting speed limits, consideration could be given to amending the proposals for the 20mph limit to reduce its extent on the A361 The Hill.
18. The strong objections to the proposed puffin crossing on road safety and traffic delay grounds, including from the staff and governors of Burford School are noted and in view of this a further review of options will be carried out and presented to a future meeting. It should be noted that while the speed limit reduction on the A40 would be highly advisable in the event of a signalled crossing being provided at a later date, local views on the need for and appropriateness of the speed limit reductions are that these are needed irrespective of whether a signalled crossing is progressed or not.

## **How the Project supports LTP4 Objectives**

19. The proposals would help facilitate the safe movement of traffic and pedestrians.

## **Financial and Staff Implications (including Revenue)**

20. Funding for the proposed speed limits will be provided by Burford Town Council and by Oxfordshire County Council capital programme for the proposed signalled crossing.

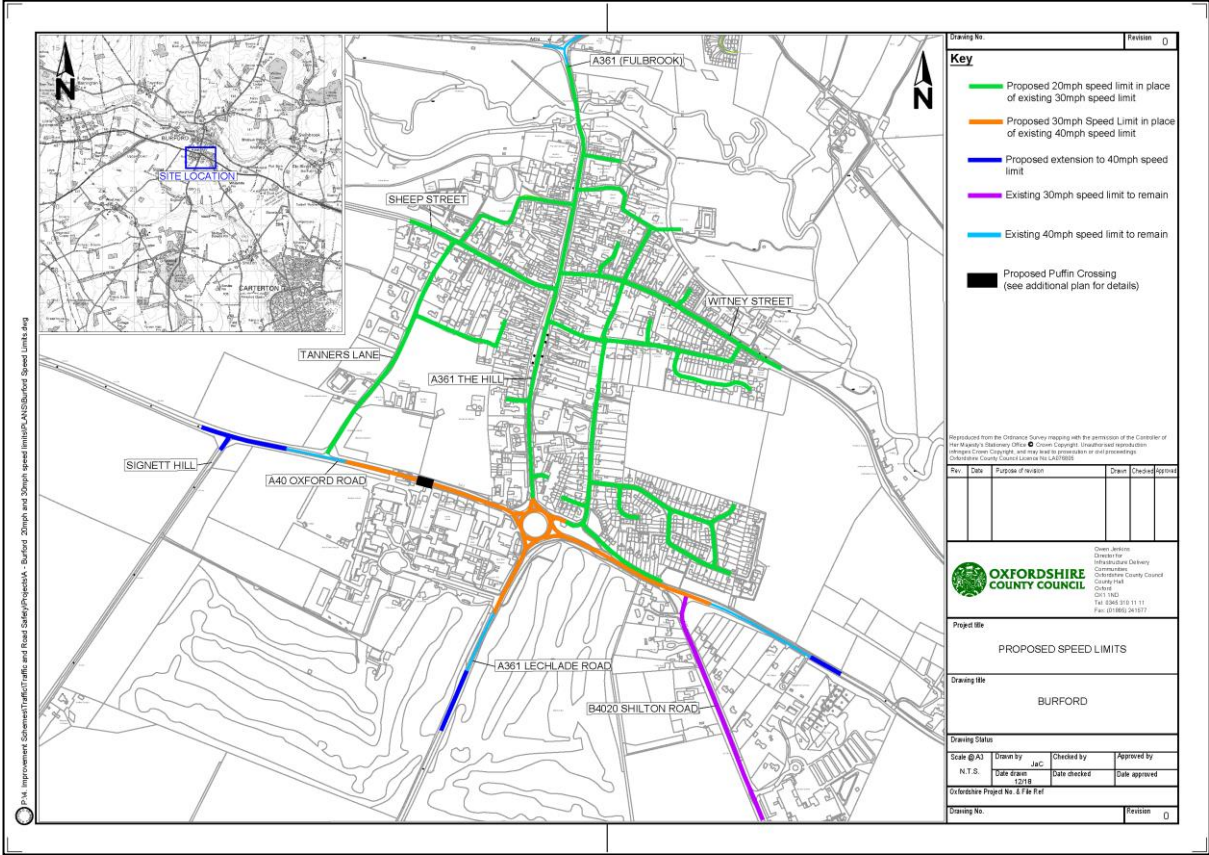
JASON RUSSELL

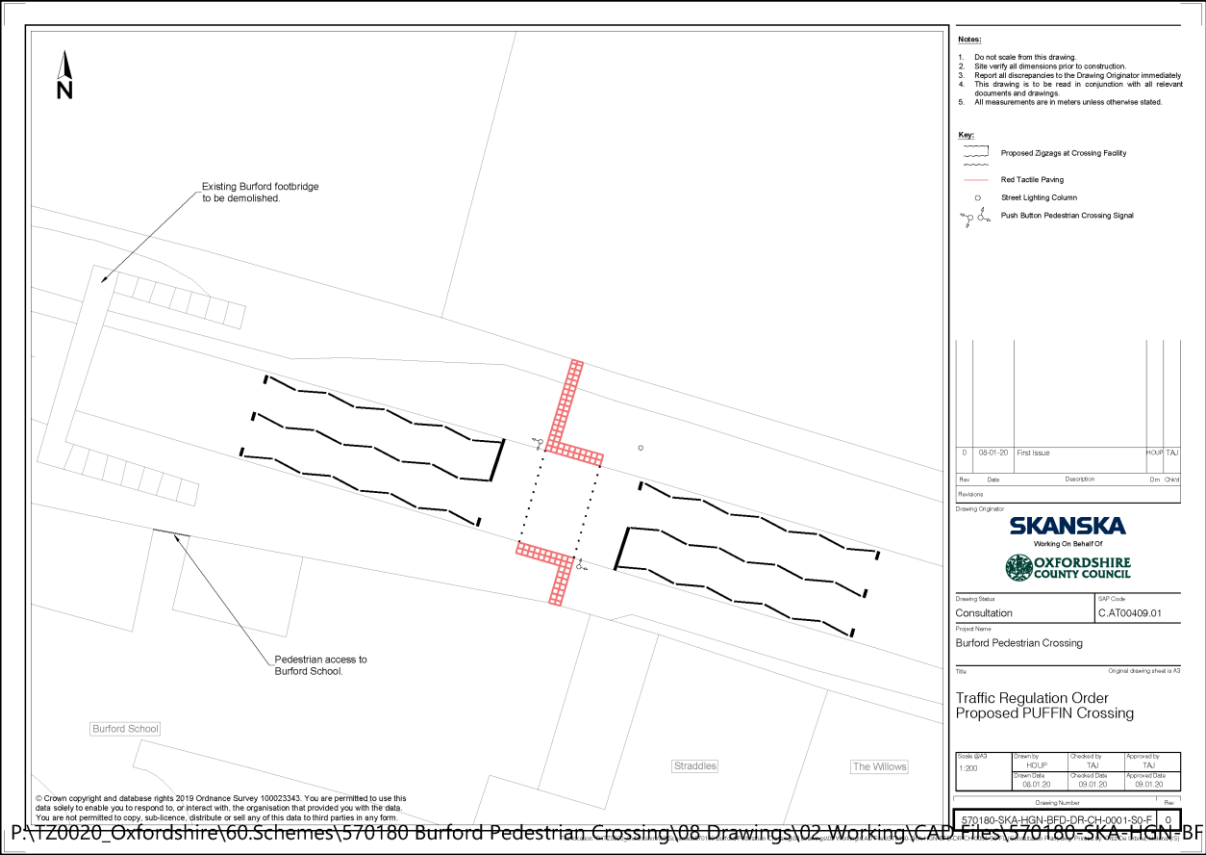
Interim Director of Community Operations

Background papers:      Plan of proposed speed limits and puffin crossing  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Sean Rooney 07770 734707

May 2020





RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> – The police stance firmly reflects current DfT advice that 20 mph limits should be self-enforcing. Without speed data it is likely that most side roads included in the proposal would meet the criteria currently not exceeding 24mph (4 mph above the 20 speed limit) accepted upper limit.</p> <p>Thames Valley Police do however have concerns over the A361 being included for 20mph. These are Principal Strategic through routes with that aim. In the DfT guidelines this is a factor for consideration in terms of road function which sets it apart from local residential roads. The impact and change between the main route and residential sides roads would be compromised with inclusion of all in our view.</p> <p>We would not advocate physical speed reducing measures on Principle routes and would always see these as primary sections for both local and wider important strategic commercial users that should be protected.</p> <p>The A40 is also a Principal route where speed data could firmly establish current actual speeds, where in my view these are likely from on-site observations to be above DfT criteria?</p> <p>It is disappointing that the school pedestrian bridge is being removed and an at grade crossing substituted. Ignoring residual speeds with the lower limit to an unrealistic 30mph may raise the hazard potential here where engineering infrastructure and design is lead (Design Manual Roads and Bridges) by speed limit rather than actual speeds which is in our view therefore is a high risk strategy!</p> <p>Thames Valley Police formally make an OBJECTION to the proposal evidenced in this report specifically due to the inclusion of the Primary routes (A361 30mph and A40 30MPH) as cited.</p>
(2) Local County Councillor	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph – <b>No opinion</b>  Fully support this.</p>

	Puffin Crossing - <b>Support</b> - No comments.
(3) West Oxfordshire District Council	<b>No Objection</b>
(4) Mayor of Burford	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> – We strongly object to the proposal because:</p> <p>(1) The risk of injury and death (the reason why the footbridge was built originally) is the prime concern. Penny pinching must not dictate the solution.  (2) There will inevitably be bunching (too many students in too small an area) twice a day so the crossing will have to be policed during those times. Under no circumstances can School staff be required to undertake those duties.  (3) There is no provision for fencing the road so pedestrians will be forced into the carriageway at peak times.  (4) There is absolutely no protection against rogue drivers.  (5) It will not take very long for the students to work out that the lights can be kept at red for long periods if they cross in groups at regular intervals.</p> <p>We counter propose that the existing bridge should be repaired if OCC cannot afford a new one. The uprights appear undamaged to the naked eye and we suspect that OCC's damage assessments (which we have not seen) will confirm that only the central span has been affected. The Puffin proposal should be withdrawn and this alternative proposal should be thoroughly investigated.</p>
( ) Resident, (Chipping Norton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  This proposal will make cycling and walking safer which should be encouraged.</p>

	Puffin Crossing - <b>Support</b> - No comments.
( ) Resident, (Clanfield)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>The A40 is a busy trunk road and the A361 also carries a lot of traffic - hopefully these speed limits will help to keep the traffic moving through and moving safely through Burford.</p> <p>Puffin Crossing - <b>Object</b> - Please rebuild the footbridge. It was originally installed because a child died on that road, and traffic has only increased since then. The road is busy, and there is also the junction into and out of the school. A puffin crossing will impede the traffic, creating long queues, and will result in bunching of children on the pavements. A new footbridge is the safest option and the best option for enabling the children to get over the road quickly and safely and for keeping the traffic flowing. As a parent of children at the school, please, please, please don't put budget considerations over the lives of children.</p>
( ) Local Resident, (Burford)	<p>20mph - <b>No opinion</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>Support the slowing down of traffic in the area of the school entrances</p> <p>Puffin Crossing - <b>Object</b> - Primarily object as believe that surely a bridge is the safer option. Although speed restrictions are proposed, this area of road is very close to a faster stretch, and it only takes one distracted driver to not slow down and hit a child.</p> <p>Secondly, believe that a puffin crossing will cause traffic issues on an already problematic road. The stop/start of traffic in the morning will have an adverse impact and an environmental impact from the additional queued traffic</p>
( ) Resident, (Langford)	<p>20mph - <b>Object</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>I understand the need to modify the speed limits to allow for the installation of a new puffin crossing due to the bridge</p>

# CMDE4

	<p>being demolished.</p> <p>I see no justification for the wide spread 20mph? Have there been high levels of accidents? Or is this just a reaction to globally enforce a lower speed limit?</p> <p>The High Street is busy and as a consequence it does not allow speeding traffic. Going down the hill at 20mph is not sustainable it will involve heavy breaking.</p> <p>Puffin Crossing - <b>Support</b> - I would have preferred to see a replacement bridge so the traffic was not interrupted?</p>
() Resident, (Carterton)	<p>20mph - <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - A cost cutting exercise which endangers pedestrians. It seems crazy to mix mainly young pedestrians with heavy traffic on the A40.</p> <p>The bridge was built as a result of a child's death on the A40 surely it must be safer to repair rather than demolish.</p>
() Resident, (Oxford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - Whilst I believe a replacement bridge would be safer, a puffin crossing would probably be adequate IF a speed camera is also installed in the vicinity, since the primary problem is caused by speeding cars who ignore the current limit</p>
() Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Object</b></p>



# CMDE4

	<p>People do not pay much attention to speed limits without cameras.</p> <p>Puffin Crossing - <b>Object</b> - Whilst unsafe the bridge was the perfect solution as it didn't affect the traffic at a very busy time. The current temporary lights cause massive congestion on a very busy roundabout and surrounding junctions. After getting stuck at traffic lights cars speed away and then hit the roundabout at speed onto another road where children cross the A361.</p> <p>Whilst it isn't a dual carriageway the a40 is an extremely busy road and it seems madness to not replace a bridge that has been very successful. How many other major routes have pedestrian crossings??</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I strongly object to this. This is an extremely dangerous road where people drive a lot faster than the designated speed limit (irrespective of whether 40mph or 30mph). Teenagers already try and cross opposite starbucks and it is highly dangerous and risky. A crossing opposite the school seems irresponsible. Please rebuild the bridge, this is the only safe option for this crossing</p>
( ) Resident, (Carterton)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - The original reason for the footbridge was following an accident to a pupil.</p> <p>There is no justification for demolishing a footbridge over a major A Road, in order to put a cheaper but more dangerous traffic light crossing.</p> <p>If the footbridge to the school is not replaced. It is likely that a young person will be seriously injured or even killed.</p> <p>Bearing in mind the fact that the original reason for building the footbridge was just such an incident: I hope that the</p>

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	<p>elected people who are going to make this decision, will be able to rest easily, should another fatality occur.</p> <p>Cheap crossing in front of HGVs and fast moving cars or a footbridge to keep children safe?</p> <p>Is the life or wellbeing of a school pupil really worth so little? Reason footbridge was built? Death of a child. Reason to remove it and put in pedestrian crossing over a busy main road? Save a few quid.</p>
() Resident, (Witney)	<p>20mph - <b>Support</b>  30mph - <b>Object</b>  40mph - <b>Object</b></p> <p>The speed limit should be 20mph from where the proposed 40mph limit starts. This is a fast stretch of road leading to a very busy access point to Burford School.</p> <p>Puffin Crossing - <b>Object</b> - As a parent of a child who crosses the road at this point, I am concerned that due to the speed of vehicles and driver distractions, installing an at-grade crossing instead of having the footbridge will be incredibly dangerous. Please install a new footbridge if the current one is unable to be mended.</p>
() Resident, (Filkins)	<p>20mph - <b>Support</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am very disappointed to see the loss of the bridge and fail to see how any proposed solution can possibly hope to improve road safety. Taken together with speed limit reductions then that would be progress but I am convinced that losing the bridge can only increase the likelihood of accidents in the future.</p>
() Resident, (Minster Lovell)	<p>20mph - <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I most strongly object to this plan:</p>

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	<p>1) The crossing is proposed as a long term solution to the removal of the footbridge. The footbridge is by far the safest way to allow the the increasing number of children who use it (due to the increased use of the public buses). The is clearly a cheap solution at the expense of the children's safety, which clearly is given no regard.</p> <p>2) The A40 around Burford suffers with chronic congestion, it defies any sort of logic to add a further requirement to reduce the flow of traffic, as well as the environmental impact of vehicles braking and then accelerating.</p>
() Resident, (Oxford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>Provided these limits are enforced consistently - e.g. with average speed cameras, rather than with chicanes or speed bumps, these have my support. Chicanes and average speed bumps add significantly to air pollution.</p> <p>Puffin Crossing - <b>Object</b> - I strongly object to the Puffin Crossing. There is now a lot of evidence that traffic lights increase air pollution - indeed this is my area of academic research - <a href="https://oem.eng.ox.ac.uk/">https://oem.eng.ox.ac.uk/</a>. In this case, the pollution will be concentrated right outside the school. The costs of air pollution are now calculable - <a href="https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution">https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution</a> nowhere in your is air pollution considered or mentioned.</p>
() Local Resident, (Burford)	<p>20mph - <b>Object</b>  30mph - <b>Object</b>  40mph - <b>Object</b></p> <p>Too difficult to police. The risk is too great. It won't matter about punishing a speeding driver AFTER a child has been killed.</p> <p>Puffin Crossing - <b>Object</b> - It is always going to be a greater risk having children ON or BY the road when they could have the option of going OVER it.</p>
() Resident, (Kidlington)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>No opinion</b></p> <p>There is no point designating a reduced speed limit unless it can be enforced</p>

	<p>Puffin Crossing - <b>Object</b> - This will not provide a safe option for children crossing the road to get to and from school. The footbridge needs to be replaced.</p>
( ) Resident, (Fulbrook)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - My children risk their lives on a daily basis to attend school the crossing of Burford bridge from Fulbrook is just the start. By removing and not replacing the footbridge on the A40 you are endangering their lives even further.</p> <p>My children have already reported many minor incidents at the temporary lights, Cars not stopping, impatient drivers, and even lights not working and the children having to take big risks by crossing the road themselves just to get to school. That stretch of the a40 is notorious for accidents you are putting the lives of hundreds of children at risk because you don't want to spend a few quid to ensure their safety.</p> <p>I urge you to work with the community of Burford as well as the school and police to find a more sensible and workable solution to this rather than lights that will cause even more risk of accident and death as well as even more congestion on the Burford roundabout which is already blighted by accidents and incomprehensible traffic on a daily basis.</p> <p>The 7.5 tonne weight limit in Burford (which hasn't been introduced yet) will push more heavy vehicles along the A40 making traffic worse and causing chaos and increasing the risk of injury or death of a child when all they are trying to do is to get to and from school.</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - A puffin crossing is also proposed for the A40 on the east side of the Burford roundabout so why is there not a puffin crossing proposed for the A361 also? A child was recently hit crossing that road on their</p>

	way to/from school.
( ) Local Resident, (Burford)	<p>20mph - <b>Object</b>  30mph - <b>Object</b>  40mph - <b>Object</b></p> <p>20mph is the best of a bad choice. I still fear accidents will be inevitable. Children's safety should be put first over costs. This road needs a pedestrian bridge.</p> <p>Puffin Crossing - <b>Object</b> - I don't feel any speed restrictions or crossings can EVER be as safe as a pedestrian bridge. I Think the bridge should definitely be replaced.</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Neither/Concerns</b></p> <p>Less than 30 mph is unnecessarily slow.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
( ) Resident, (Carterton)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>No comments.</p> <p>Puffin Crossing - <b>Object</b> - I believe that a pelican crossing will not be safe enough for the youngsters who need to cross the A40 to get to and from Burford School. The traffic lights would need to be of a great enough height to be visible to drivers from a considerable distance. Despite the proposal to lower the speed limit along the stretch of the A40 from the roundabout towards Cheltenham past the school, I fear that many drivers will go above this, creating danger to the pedestrians. In my opinion the safest for all concerned would be to either strengthen the structure of the existing bridge, or to build a new one.</p>

<p>( ) Resident, (Witney)</p>	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>It concerns me that the 20mph speed limits have been proposed on the roads nearest to the fire station and will ultimately affect the time it takes for the firefighters to get to the station and then onto the emergency call.</p> <p>Puffin Crossing - <b>Object</b> - I strongly object to the bridge crossing the A40 be permanently removed instead of being replaced and the currently temporary Puffin Crossing being made a permanent fixture. I cannot believe that the council think that this is an acceptable alternative for the number of school-children (and other pedestrians) to safely cross this extremely busy main road. I have personally observed the dangerous driving that happens regularly on this quite small stretch of this road - overtaking, speeding (well over 60, let alone the currently posted 40) - what happens if a child is using this crossing - perfectly correctly - they've pressed the button and waited for the lights to change, but someone is driving like that? They certainly won't be able to stop in time. The road is already very congested leading up to the roundabout (all ways), so exacerbating it, by putting a crossing in just does not make any sense. The council seem to have forgotten why this bridge (which has been there for over 40 years) was installed in the first place - a child was knocked down and seriously injured whilst trying to cross the road to get to school. And this was back when the roads were less busy and cars were slower. Yes, we can educate our children to cross a road safely, but ultimately, they are children, being put at risk by adults. Are the council saying that a child's life is worth less than the money that would need to be spent on replacing the bridge?</p>
<p>( ) Local Resident, (Burford)</p>	<p>20mph - <b>Support</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - The increased risk of a road traffic accident, the footbridge was built originally to avoid such incidents. Build up of students at peak times waiting to cross in restricted areas. No provision of fencing around the crossing to prevent students spilling onto the carriageway at peak times</p> <p>There will always be a risk of drivers 'jumping' the lights and not observing speed limits. There will always be a risk of younger students in particular not being familiar with the sequencing of crossing lights and stepping onto the road before or after they should do so. A replacement footbridge is required, the current one has served its purpose for over 40 years without issue.</p>

( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - My child uses the bridge to cross the road, twice a day, five days a week. The removal of the bridge shall mean that pedestrians and cars will need to share the same space. If cars jump the lights there will be a serious accident. The footbridge needs to be replaced.</p>
( ) Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - The footbridge is required. It was installed to maintain safety of the students of Burford School and reduce the number of accidents. The situation has not changed (in fact there are now a lot more cars and a lot more students) so the requirement for a footbridge has not changed.</p> <p>Very simply put, if the footbridge is not replaced then the safety of children is being ignored to save a few quid. The footbridge has been damaged by collisions, why were the offending motorists not claimed from and the money used to re-build/repair?</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - My concern is that the implementation of the current temporary crossing lights has left much to be desired. The evidence would suggest that this is not fit for a permanent solution. The decision made on this</p>

	<p>consultation will be with the residents of the town, and teachers of the school (of which I am both), for the next 40 years + just as the old bridge lasted the last 40 years.</p> <p>I live and work in Burford walking to the school each day, using the crossing twice a day. Unfortunately, I regularly see my students put in harm's way. They are variously: harassed by cars frustrated with the delay; queuing up to cross in confined space close to a the road with no barriers to stop them being knocked into the path of traffic; and on numerous occasions nearly knocked over by cars 'jumping' the red light.</p> <p>Granted that some of these problems are indicative of a poorly working temporary light system. Presumably the new system would be well fenced and have some kind of enforcement cameras? Equally the school (and me personally as someone who walks this route) takes the burden of 'managing' the commute of the couple of hundred children that use this twice a day. Would this be replaced by a county employed lollipop man / woman?</p> <p>Overall it seems the previous bridge was a much better working solution for both the town and the traffic. Road users were not impeded on a busy 'A' road, students could cross in a safe and intuitive way, and additional staffing costs were minimal. Moving to a crossing might be cheaper in the short term than rebuilding / repairing a bridge but it has significant drawbacks that the community and the commuters will have to live with for the next 40 + years. I do hope this decision is made with the long term in view.</p>
( ) Resident, (Chipping Norton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - The current arrangement with traffic lights is unreliable and dangerous- Burford School staff have had to man the crossing, often the lights fail and staff have to step into the road to stop the traffic and allow students to cross. Oxfordshire CC do not appear to take this frequent danger to the lives of adults and children seriously. Since installation the lights have failed several times a week and sometimes several times in a day. Considering that the only other safe crossing is on Burford High Street, the current arrangement does not take into account the realities of children crossing a major A road to get to school. Often lorries and cars heading towards Cheltenham speed up after the roundabout and, on occasion jump the lights. Traffic jams build up quickly at the beginning and end of the school day. Visibility is not always great, so vehicles don't always anticipate the crossing. The footpath is narrow and not really suitable for multiple numbers of children to gather and cross. Without doubt, the only safe and sensible option is to build a new pedestrian bridge on the A40.</p>



( ) Resident, (Leaffield)	<p>20mph – <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Object</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - The bridge over the A40 is used multiple times every day by the children of Burford School to make it a safe crossing. It is also used by other residents, tourists, walkers etc in the area wishing to ensure they can safely cross the A40. The A40 is a very busy road between Oxford and Cheltenham that has many wide and long lorries, MOD and agricultural and other dangerous vehicles. To remove the bridge which provides a 100% safe crossing, is an idiotic idea. If it is deemed unsafe it should be re-built. The Council obviously has the funding, if it is planning an expensive puffin crossing - or should find it for the children's safety. It should not wait until there is a fatality at a puffin crossing to do the sensible and ethical thing. The existing bridge means the traffic is not delayed or slowed unnecessarily and is kept freely flowing even in peak times. It does not interrupt access or exit from the school gates and it is not compromised by bad weather or other occurrences which might mean the lights of the puffin crossing would not operate safely 24/7. The proposed crossing would significantly hinder traffic flow in and around Burford, firstly to and from the main school gates, but also across the 361 road, Tanners Lane, the High Street and main roundabout particularly during busy times, as it would mean the traffic needing to come to a complete stop (engines probably idling so adding to the air pollution the children would be breathing) on a regular basis. The proposed puffin crossing relies on a sensor and lights, which require power (ie energy of some kind) and technology, both of which are all liable to fail at some point, particularly when the weather is poor such as experienced regularly in Burford from October to April. It would have significant installation costs as well as running and maintenance costs. By contrast the bridge is a totally Green (energy efficient) project and would not involve high running costs. Puffin crossing have only an indicator on the near side and for thus cannot provide on-going assurance of safety for the pedestrian half-way through crossing the road. Additionally one pedestrian may obscure the indicator or upset the sensor for another pedestrian. Transport for London stopped installing them in 2014 as they were considered unsafe!! You may also like to note that Birmingham Council also do not favour them. They may also not allow the pedestrian to complete their crossing of the road safely before indicating otherwise. There is also a noise associated with puffin crossing which would add to noise pollution and irritate other walkers and neighbours. To sum up - I think the idea of a crossing for children across the A40 instead of a safe bridge is preposterous and the Council needs to totally re-think this project!!</p>

() Local Resident, (Burford)	20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.  Puffin Crossing - <b>Support</b> - No comments.
() Resident, (Carterton)	20mph - <b>Neither/Concerns</b> 30mph - <b>Neither/Concerns</b> 40mph - <b>Neither/Concerns</b> No comments.  Puffin Crossing - <b>Object</b> - To demolish the A40 footbridge and replace it with a pedestrain crossing does not take into account the safety of pupils and others attending or visiting Burford School.  I don't feel that a pedestrain crossing so close to a busy roundabout and other business entrances, with cars accelerating away, will be a suitable safe crossing where it has previously been deemed necessary to build a footbridge. Replacing this should be a priority if it is not safe to repair.
() Resident, (Shipton Under Wychwood)	20mph - <b>Support</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.  Puffin Crossing - <b>Object</b> - This is a busy stretch of road and cars often speed here. I personally think a Puffin Crossing is far more dangerous to the school children than repairing or replacing the current bridge. I do not know what the cost differences are but I think that the council should re consider replacing the bridge.
() Resident, (Carterton)	20mph - <b>Object</b> 30mph - <b>Support</b> 40mph - <b>Support</b>

	<p>No comments.</p> <p>Puffin Crossing - <b>Object</b> - The existing damaged footbridge should be replaced. The A40 is already significantly congested; adding a further impediment to the passage of traffic can only worsen the traffic flow. The Statement of Reasons makes no reference to the proposed Puffin Crossing. Given the number of school children requiring to cross the road at busy times, the crossing is at odds with your aim to facilitate the effective passage of traffic.</p>
() Resident, (Shipton Under Wychwood)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>The current speed limit along the A40 is wholly inappropriate considering that the road runs past a school. Other schools benefit from a lower speed restrictions and do not suffer from the HGVs and large volume of traffic that pass by. The current limit section does not give traffic adequate time to slow before passing the school and so should be extended further out along the A40.</p> <p>Puffin Crossing - <b>Object</b> - I believe that the bridge over the A40 should be replaced. The effect of a crossing at this point has the potential for accidents both from those crossing at this point without using the defined crossing area and also from impatient traffic. The crossing would be used almost exclusively by students and so I believe that the safest crossing would be a bridge or underpass at this point.</p>
() Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>Support these amendments but propose lowering limit to 20mph outside Burford School at beginning and end of school days.</p> <p>Puffin Crossing - <b>Object</b> - Puffin crossing relies too much on traffic to stop and not hit crossing pedestrians, including numerous children walking to and from school. The footbridge should be repaired or replaced.</p>
() Resident, (Carterton)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b></p>

	<p>No comments.</p> <p>Puffin Crossing - <b>Object</b> - A Puffin Crossing in front of Burford school to replace the footbridge is a cost saving exercise and it does not take into consideration the safety of pedestrian, in this case students. Studies show that a footbridge is one of the safest pedestrian crossing facilities. It is important to ensure safety over budget.</p> <p>Results shows that the reducing vehicles speed is not sufficient to guarantee pedestrian safety when there is a high volume of vehicles.</p> <p>Pedestrian footbridges over busy roads (in this case the A40) give a safe passage to Burford school students and remove the danger students crossing the road unsafely or drivers not respecting speed limits and being unable to stop.</p> <p>The footbridge improves traffic congestion by removing the signalized crossing outside the school, improves the quality of air around the school as a result of smaller standing traffic</p>
() Resident, (Langford)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b>  Concerns. The 20mph limit seems superfluous as the traffic in Burford centre seems rarely to be free enough moving to hit the existing 30mph limit.</p> <p>I am not convinced that extending the 30/40 mph limits along the A40 or A361 will actually cause anyone to slow down. I believe physical barriers/obstacles/markings would be more effective.</p> <p>Puffin Crossing - <b>Object</b> - My objections are twofold.</p> <ul style="list-style-type: none"> <li>- For motorists, adding traffic lights takes an already congested A40 approach/roundabout in Burford and makes it more worse. Traffic travelling on the westbound A40 will likely back up onto and block the A40/A361 roundabout.</li> <li>- For pedestrians, I am concerned that there is no physical separation of children from traffic from the west that has been cruising uninterrupted at 60+ mph in a straight line for the last 9 miles / 12 minutes (since the A429 roundabout), and is likely not paying sufficient attention to notice that a pedestrian crossing has just appeared across what is a major trunk road.</li> </ul>

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	<p>My suggested solution would be to put a better bridge back. This would remove the impediment to vehicles leaving Burford on the A40 and prevent children being knocked down by inattentive drivers.</p>
() Resident, (Carterton)	<p>20mph - <b>Object</b>  30mph - <b>Object</b>  40mph - <b>Object</b></p> <p>This is a very fast flowing stretch of road that passes past the school and I really believe that another footbridge would make a huge difference in the safety of everyone (both pedestrians and traffic alike).</p> <p>The temporary crossing has made this section in front of the school, even more dangerous to negotiate especially at peak times. The traffic is heavy from all directions and once stopped at the crossing can flow back right past the Burford roundabout thus I have witnessed many a near miss on several occasions where people think it is clear to proceed only to find vehicles have stopped in their path obstructing the roundabout.</p> <p>Even reducing the speed limit along this stretch is fraught with danger. Many drivers do not take any notice of the speed limit past the school and I have witnessed cars screeching the brakes on at the last minute to stop at the crossing as children step out.</p> <p>At least with a footbridge the traffic will continue to flow at all times and people can get across the road safely. Please seriously consider the knock-on effect that not putting another footbridge in place could have.</p> <p>Puffin Crossing - <b>Object</b> - No comments.</p>
() Resident, (Carterton)	<p>20mph - <b>Object</b>  30mph - <b>Object</b>  40mph - <b>Object</b></p> <p>This is a crazy decision. The bridge should be repaired. Some children WILL ignore any crossings/safety restrictions and some children will get killed and/or seriously injured, since they ignore things when they're in a hurry. Speed limits don't stop kids being kids.</p> <p>This may save the council some money in the short-term, but in the longer term litigation costs for death/injury to children will be very high. Liability will be placed on the council as they WILL be held accountable for lowering safety and putting short term savings before lives.</p>

	Puffin Crossing - <b>Object</b> – <i>See comments above.</i>
() Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I believe this would be a very dangerous option, after seeing a boy hit by a car outside of Burford just this afternoon I think a puffin crossing would cause a serious accident on such a main road. Also the traffic around Burford school has been chaos since the traffic lights have been used as a crossing, causing the roundabout to become gridlocked at peak times.</p> <p>In my opinion a puffin crossing is a dangerous and thoughtless option which would at some point result in a serious accident. Safety should be the priority and I don't believe a puffin crossing is a safe Option in anyway. The safest option would be to rebuild a bridge giving children no need to attempt to cross a major A road.  There seems to be no regard for child safety in this proposal and I feel safety has been disregarded in favour of financial efficiency.</p>
() Resident, (Chipping Norton)	<p>20mph - <b>Support</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b></p> <p>I do not support the proposal for the Puffin Crossing. A footbridge should be reinstated. Traffic currently backs up onto the nearby roundabout at the junction of the A40 and A361, causing congestion. Reducing the speed limit on the approaches to the school is however fully supportable.</p> <p>Puffin Crossing - <b>Object</b> – <i>See comments above.</i></p>
() Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Neither/Concerns</b></p>

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	<p>No comments.</p> <p>Puffin Crossing - <b>Object</b> - A replacement foot bridge is needed to allow safe crossing for the secondary school students. The Puffin crossing will add to traffic congestion in the area, which is already considerable at peak times of the day.</p>
( ) Resident, (Milton under wychwood)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>Would encourage consideration be given to 20mph limit around Burford Secondary A40 and A361 entrances to reduce the risk of collisions between cars and cars/pedestrians.</p> <p>Puffin Crossing - <b>Support</b> - It should help keep people crossing the road safe but it will clog the traffic around the roundabout.</p>
( ) Resident, (Minster Lovell)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>No comments.</p> <p>Puffin Crossing - <b>Object</b> - This is an extremely busy road, my two children cross it every day to go to school it is fare safer for children to go over a foot bridge than to cross the road, this was thought a good idea 30 years ago when there were far less cars on the road why would it be a good idea to take it away now? Puffin crosses have their place but not on a main A road as cars will still travel very quickly on this road regardless of a reduced speed limit and will miss the lights. I keep telling my children DO NOT CROSS UNTIL YOU HAVE SEEN THE CARS ARE SLOWING DOWN! however they are teenage children and are easily distracted, A child will get seriously hurt or god forbid killed do you the council want this on your conscious? The other roads 361 and Burford hill need better crossings as well, a child was hit this afternoon crossing the 361.</p>
( ) Resident, (Minster Lovell)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Object</b></p>

	<p>I think it may perhaps improve the safety of pedestrians and other vehicles passing through Burford to have a 20-30mph speed limit. However, I cannot see any particular benefit to extending the 40mph limit along the A40 and A361. At specific times of the day, it's impossible to do 20, 30 or 40mph in this area due to the amount of traffic bottle-necked around the A40 roundabout in Burford.</p> <p>Puffin Crossing - <b>Object</b> - Having passed through Burford for the past 6 years morning and afternoon, I was immensely disappointed to see that the footbridge had been closed and was due to be demolished and replaced with a pedestrian lights crossing. This looks and feels much more dangerous than the footbridge. The traffic is now backed up on the A40 approach to the roundabout in all directions and on the roundabout itself when the pedestrian lights are in regular use during peak traffic flow at school time. This subsequently impacts the queue of traffic approaching from the A361. I've seen so many near misses of traffic and pedestrian accidents on and around the roundabout between 8.15-8.40am and 2.50-3.20pm. Vehicles queued on the roundabout itself, struggling to get in or out of Starbucks car park whilst pedestrians try to cross the road. When pedestrians could use the footbridge the traffic flowed better and was much less stop/start on the actual roundabout. As far as I can see the closure of the footbridge has put the pedestrians, mainly children, in more danger crossing a busy main 'A' road, than walking over the footbridge ever did. It has also created more traffic congestion in the area which looks like an accident waiting to happen at peak school times. I would much prefer to see investment in reinstating the footbridge and making it safe for all to continue to use.</p>
( ) Resident, (Witney)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Neither/Concerns</b></p> <p>There needs to be some sort of crossing on both the A40 and the A361 enabling the school children to safely get to and from the public transport bus stops before and after school.</p> <p>Puffin Crossing - <b>Neither/Concerns</b> - I do worry about this replacing the bridge though as if I remember correctly the bridge was built as a child was knocked over on the road. That road is such a fast road the traffic will need to be slowed down well before the crossing.</p>
( ) Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p>



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	<p>Puffin Crossing - <b>Object</b> - Absolutely ridiculous to consider having a puffin crossing! A bridge or subway is the only safe way to cross that road there and it's disgraceful that you are putting saving money for the council over the safety of children, as it's quite clear this is a cost saving solution!</p>
<p>() Local Resident, (Burford)</p>	<p>20mph - <b>Support</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Support</b> - I support a puffin crossing but prefer a bridge. As a parent, this gives one more peace of mind that the children are not exposed to any form of accidental hit and run.</p> <p>Why will the bridge not be replaced? is it because of cost? I appeal that you rethink this, a life a person is much more important than cost of a bridge.</p> <p>Furthermore, the road is a busy road, by introducing puffin crossing which will be used frequently will it not add to the traffic already on that road.</p> <p>Kindly think this through carefully and do not base your decision just on cost saving (if that is why you are having puffin crossing) but on life saving and safe and easy road usage for all users.</p>
<p>() Resident, (Clanfield)</p>	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
<p>() Local Group/Organisation, (Burford)</p>	<p>20mph - <b>Object</b> 30mph - <b>Object</b> 40mph - <b>Object</b> The 20 mph limit needs to extend from west of Tanners Lane on the A40 West of Burford to at least south of Burford</p>

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	<p>Golf Club on the A361 as well as in the town centre of Burford. The 20 mph limit zone should cover the A40 and A361 entrances to Burford School.</p> <p>The 40 and 30 mph zones should accordingly be extended beyond the 20 mph zones to a force traffic to slow down to the 20 mph zone.</p> <p>Puffin Crossing - <b>Object</b> - The proposal to replace the existing footbridge with a puffin crossing is fundamentally flawed as it does not maintain the existing level of safety for children crossing the A40 on the way to and from school. In addition the school was not consulted or notified about the proposals.</p> <p>The existing bridge was originally built due to the death of a school pupil crossing the A40.</p>
( ) Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>No opinion</b></p> <p>The traffic lights need to be made permanent and there needs to be signs telling drivers there are school children crossing!</p> <p>Puffin Crossing - <b>Support</b> - Extremely important, do you really want more students to be injured?</p>
( ) Resident, (Shilton)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b></p> <p>My concerns are linked to: overall congestion within A40/A361 and Burford/ Wildlife park traffic and commuter traffic to Oxford and school; soon to be exacerbated with new housing development on Shilton Road. There is no joined up thinking in the development of road infrastructure within and around Burford...question lack of thought about how the residents of this new estate will connect with Burford...at the moment it is due to be an isolated estate, with people only escaping via car...there is no clear pedestrian access from this side into the town, crossing the A40 that end is impossible and dangerous, and at the moment, it looks like the links to Burford will be only by car- no consideration of connectivity, healthy planning and carbon emission/ Climate change planning. No future proofing. IN addition, slowing traffic, whilst positive, will also add to emissions levels within Burford High Street, making the environment more unhealthy. Will this be monitored? No provision for cycle routes. How can any of this be a sustainable option? Burford is such a beautiful town, but is heading to be a giant traffic jam. So sad to see this short term thinking. Not good</p>

	<p>enough</p> <p>Puffin Crossing - <b>Neither/Concerns</b> - I have two children at Burford school. I was driving in yesterday when I saw 2 young children trying to cross the A361, and having a close miss as a car came out of roundabout. I see close calls on a daily basis. Later that day, lo and behold a child actually did have an accident with a car. This is a disaster waiting to happen. Each morning streams of children try and cross the A361 opposite the Travellodge, it is so unsafe, and even with a reduced speed, it still would not be safe for them. One School bus drops children at the public bus stop on A40 (Oxford side), and they then walk to school all crossing the A361. Likewise crossing the A40 is difficult. It is at the peak of rush hour, and already cars back up at school drop off time, along with commuter traffic. A Puffin crossing on the A40 will just add to the congestion by stopping and starting already congested traffic. It only serves children crossing from the Burford Town (highstreet) side...and not from the Oxford side (A40)...you cannot just have a crossing on A40 as children also come from A40 side and cross A361. It needs the bridge reinstated.</p> <p>In addition again this will not help the new housing estate on Shilton Road, with no pedestrian access to Burford. Again no provision of safe cycle routes to school. My children are keen cyclists, and we live 2.5 miles away, but there is no way of reaching Burford safely from Shilton...or safely from Burford to Witney and beyond by bike. Future planning essential for climate mitigation.</p>
() Resident, (Shilton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
() Resident, (Langford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>

() Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - Completely object to this proposal. There needs to be a safe crossing as it is used daily (at least twice a day) by a large number 100+ of school children.</p> <p>Any proposal should not involve walking across the extremely busy A40 road, which is full of large lorries and fast cars. If you intend to knock down the bridge due to safety reasons (which for the last 40+ years has served its purpose in keeping people safe) then you replace it with a similar updated bridge which meets the necessary safety requirements.</p> <p>Also a bridge allows the flow of traffic to continue as would be overhead. The current traffic lights are appalling, they rarely work, teachers are having to stand either side of the road to protect the school children crossing, and the lights build up a lot of traffic.</p>
() Resident, (Shilton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  More 20mph needed and traffic lights at Shilton Dip on B4020</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
() Resident, (Chipping Norton)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>The road bridge needs to be reinstated by Burford School for the safety of students. Having worked in Burford for nearly 30 years it is vital the bridge is there. The volume of vehicles as well as the large number of lorries make the A40 very dangerous.</p> <p>Yesterday a child was hit by a car whilst crossing the road after school. I am very concerned vehicle's may not stop,</p>

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	<p>there are no rails to restrict people crossing the road. The bridge has been consistently used and in an age of increasing vehicle volume and population {within Burford} the bridge is a much needed safety feature. The traffic congestion caused by the lights also is an issue.</p> <p>Puffin Crossing - <b>Object</b> – <i>See comments above.</i></p>
() Resident, (Carterton)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>It seems that the throughput of traffic on that road is such that there may well be impatience by the drivers due to the congestion this proposal will cause and so any speed limit is ok as long as the flow of traffic can be allowed to flow freely without the use of traffic lights.</p> <p>Puffin Crossing - <b>Object</b> - I would certainly prefer that the bridge remains in operation to keep the children away from the need to cross the road even with pedestrian crossing the congestion will build up and people could become impatient or not worse not adhere fully to the light system and cause injury to a child.</p> <p>The safest option would be for the bridge to be maintained and so provide safe and secure crossing arrangements for children and keep them off the road.</p>
() Resident, (Shilton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
() Resident, (Shipton under Wychwood)	<p>20mph - <b>Support</b>  30mph - <b>No opinion</b>  40mph - <b>Neither/Concerns</b>  No comments.</p>

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	<p>Puffin Crossing - <b>Object</b> - This is a busy trunk route and it is vital that the children crossing the road to go to school see safe. The current bridge arrangement is the most sensible option as it prevents children crossing on the actual road and keeps them separate from the traffic. A pelican crossing is not adequate to cope with the volume of pedestrians and would also cause a bottleneck on what is a major thoroughfare</p>
<p>() Local Group/Organisation, (Burford)</p>	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - The increased risk of a road traffic accident, the footbridge was built originally to avoid such incidents.</p> <p>Build up of students at peak times waiting to cross in restricted areas No provision of fencing around the crossing to prevent students spilling onto the carriageway at peak times.</p> <p>There will always be a risk of drivers 'jumping' the lights and not observing speed limits. There will always be a risk of younger students in particular not being familiar with the sequencing of crossing lights and stepping onto the road before or after they should do so.</p> <p>A replacement footbridge is required, the current one has served its purpose for over 40 years without issue.</p>
<p>() Resident, (Milton under wychwood)</p>	<p>20mph - <b>Support</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - Through the suggested demolition of a pedestrian bridge to be replaced with a puffin crossing you are essentially replacing a SAFE crossing with a NOT SO SAFE one. I don't understand... Are you aware that there is a school in Burford that has hundreds of children using this bridge daily to access their place of learning?</p> <p>(In my opinion it would probably be a good idea to have both!)</p>

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	<p>I've driven on this particular stretch of road for the past twenty years and have seen, inevitably, speed (sadly) and volume of traffic increase .</p> <p>Replacing an old MUCH USED pedestrian bridge with a new one is surely the only plan needed that to ensure the future safety of both pupils at the burford school and local residents.</p> <p>Have any of you making these decisions been to the site and tried to cross the road either side of the Burford roundabout where many school pupils who walk to school need to cross?</p>
( ) Resident, (Bampton)	<p>20mph - <b>Support</b>  30mph - <b>Object</b>  40mph - <b>Object</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - As a student of the school, we have already seen one accident which could have been avoided if we had the foot bridge back. This is ridiculous and risks school children's safety, also a 20 mph speed limit should be put close around the schools perimeter</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Object</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b></p> <p>From published reports in London it has been demonstrated that 20mph restrictions for the sake of slowing traffic actually increases pollution levels. It also increases stop / start situations which again add to pollution levels. Not a clever move if peoples health is an issue for politicians - it should be.</p> <p>20mph restrictions outside schools or elderly homes are entirely justified for safety reasons. Elsewhere not - just virtue signalling. Burford has a zebra crossing for those that wish to use be totally safe crossing from one side to the other. As for 40mph areas reduced to 30mph. It is hard to answer when you dont indicate the distance from the roundabout. As one is most often arriving at the roundabout at snail pace it doesnt seem necessary. If the 30mph area on the Shilton road to Caterton is extended it will cause frustration. Does the council want to be at war with local residents especially in an area where we are seriously under supplied by public transport?</p>

	Puffin Crossing - <b>Neither/Concerns</b> - No comments.
() Resident, (Shilton)	20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.  Puffin Crossing - <b>Support</b> - No comments.
() Resident, (Bradwell)	20mph - <b>Neither/Concerns</b> 30mph - <b>Support</b> 40mph - <b>Support</b> I do feel that speed limits are not the complete answer, as so many people ignore them soother measures should also be put in place ie speed cameras, school warning lights. The bridge should also be replaced.  Puffin Crossing - <b>Support</b> - If that is the only option however the ideal would be this for the A361 and for the bridge to be replaced over the A40 along with speed cameras. An alternative would be to install traffic lights on the roundabout.
() Resident, (Charlbury)	20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.  Puffin Crossing - <b>Object</b> - A puffin crossing would potentially cause severe traffic problems on a busy road. A less disruptive and safer approach would be to replace the existing footbridge with another.
() Resident, (Bampton)	20mph - <b>Support</b> 30mph - <b>Object</b> 40mph - <b>Object</b>



	<p>The speed limits in the whole environs of the school should be significantly lower. Also just because a speed limit is set doesn't mean it will be obeyed. The traffic on these roads is heavy and fast; drivers are impatient and frequently jump the lights or tear away from the roundabout at great speed in spite of the numbers of school children crossing at this point.</p> <p>Puffin Crossing - <b>Object</b> - It is crazy to expect children as young as 11 to cross roads like these with only a puffin crossing - it is a matter of time before we have a fatality. I myself have recently been witness to a 13 (?) year old boy being knocked down. It was a mercy that the car involved was being driven sensibly at a low speed, otherwise he could very easily have been killed on the spot (as he would have been by some of the idiots who drive so recklessly at the roundabout). We need the footbridge to be replaced as soon as possible - our children are literally taking their lives in their hands on a daily basis.</p>
( ) Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - The council that had previously erected the bridge over the A40 opposite Burford School were obviously a lot more forward thinking and sensible than the bunch of penny pinching buffoons that we currently have! Who in their sane mind would consider that removing the bridge and replacing it with traffic lights is a 'sensible' solution?</p> <p>Traffic has increased dramatically since the bridge was installed, as has the speed of those vehicles, i totally understand the the bridge has degraded over the years but surely common sense would dictate that it is replaced with another bridge, ok make it higher to prevent being damaged by lorries or taller vehicles, you can even cover it to ensure the users are safe when using it, im sure with the current glut of H&amp;S experts that seem to be hidden in every orifice of OCC somebody can be found to ensure it is safe!</p> <p>OCC stop playing with the lives of our kids, current and future students of Burford School and anybody wanting to safely cross that road - all for the sake of money.</p>
( ) Resident, (Witney)	<p>20mph - <b>Neither/Concerns</b>  30mph - <b>Support</b></p>

	<p>40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - No comments.</p>
() Resident, (Carterton)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Object</b> No comments.</p> <p>Puffin Crossing - <b>Support</b> - Nothing you do apart from replacing the bridge will guarantee the safety of the children crossing the busy A40 to get to school. You may be taking the cheaper option but if your children or grandchildren were pupils at the school I am sure your feelings would be the same. CHILDRENS LIVES ARE IN DANGER WITHOUT A FOOTBRIDGE!</p>
() Resident, (Stow-on-the-Wold)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - Keep the bridge instead. It's obviously a far safer option.</p>
() Resident, (Brize Norton)	<p>20mph - <b>No opinion</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - If this bridge is removed it will only be a matter of time before a pupil is injured, how dare you put budgets above pupils safety, it's disgusting</p>

<p>() Local Resident, (Burford)</p>	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> Will all the drivers on the A40 obey these limits ? Sadly, I don't think they will, still making the A40 a hazardous road right outside a school.</p> <p>Puffin Crossing - <b>Object</b> - Replace the pedestrian bridge. Remember the history, a school pupil killed crossing the road.</p> <p>Solution : separate pedestrians/pupils from road traffic and build a highly effective bridge ensuring a safe crossing route of the hazardous A40. Number of pedestrians/pupils killed crossing the road since then = ZERO, even with many more pupils attending Burford School.</p> <p>2019 Bridge now needs repairing, due to poor driving standards of lorry drivers. 2020 Solution : Lets put pupils/pedestrians back in the "line of fire" of incompetent drivers and not replace the bridge !!! Unbelievable..... The idea of a "Puffin Crossing" is a backward step in terms of safety and if implemented will sadly lead to a future highly avoidable tragedy.</p> <p>Oxfordshire County Council Roads / Engineering / Traffic / Child Protection Departments should be ashamed of themselves. Reinvest in a NEW PEDESTRIAN BRIDGE.</p>
<p>() Resident, (Carterton)</p>	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Object</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - Installing a crossing is not taking into account the safety of pupils at Burford School. A decision like this should not be drive by cost but by a full health and safety assessment- the iron bridge may be expensive to repair but I'm happy for my council tax to be spent on this as a priority as the iron bridge saves lives and helps to keep our young people safe. Please re-consider we don't want a tragic accident to occur as a result</p>
<p>() Resident, (Witney)</p>	<p>20mph - <b>Support</b> 30mph - <b>Support</b></p>

	<p>40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am a regular user of the A40 through Burford in my role as a delivery driver. I object to the puffin crossing for two reasons.</p> <ol style="list-style-type: none"> <li>1. There is no doubt in my mind that the safety of the pupils at Burford School is best served by replacing the current footbridge over the A40.</li> <li>2. The proposed puffin crossing location will, undoubtedly, cause serious delay and congestion on the A40, A361 and Burford High Street, particularly before and after school times.</li> </ol> <p>The best way to improve safety for the children is, in my opinion, to replace the footbridge and place a puffin crossing on the A361, outside the school.</p>
() Resident, (Alvescot)	<p>20mph - <b>No opinion</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b></p> <p>The bridge should be replaced, children's safety should never be compromised.</p> <p>Puffin Crossing - <b>Neither/Concerns</b> - No comments.</p>
() Local Resident, (Burford)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b></p> <p>This is a very busy dangerous road. The school children should have a bridge they can go over to get to the fields safely. Putting in traffic lights is an accident waiting to happen. People don't take notice of speed signs and drive way to fast down that stretch of road. It would also cause chaos to the traffic if the lights keep changing to red before and after school.</p> <p>Puffin Crossing - <b>Object</b> – <i>See comments above.</i></p>
() Resident, (Carterton)	<p>20mph - <b>Support</b> 30mph - <b>Support</b></p>

	<p>40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - The demolition of the foot bridge over the A40 is a dangerous option. Previously my daughter attended the school and as a parent I would always tell her to use the foot bridge to cross the road. It is a dangerously busy road and a crossing will not be sufficient to prevent an accident or death of a pupil. There should be both options a foot bridge and a crossing. If cost dictates then keep the footbridge and don't make a crossing.</p> <p>When I attended the school as a teenager in the 70's a friend of ours was hit by a car and sustained a severe head injury which required surgery. The amount of vehicles has increased significantly since then and it is putting pupils lives at risk to remove the footbridge in my opinion. I travel on the road daily to and from Cheltenham and witness the traffic speed which is is incredible.</p> <p>The speed limit needs to have more measures in place like flashing signs and a gate on the A40 as one drives into Burford from Cheltenham.</p>
( ) Local Resident, (Burford School)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Object</b></p> <p>Please note: Although I don't support the overall plan to remove the footbridge because, in my opinion, it reduces the overall safety of the people crossing this road considerably even with the proposed crossing. I have to support that the speed limit is reduced to 20 mph and there is a support speed camera there to deter cars speeding.</p> <p>Puffin Crossing - <b>Object</b> - I don't support the overall plan to remove the footbridge, because, in my opinion, it reduces the overall safety of the people crossing this road considerably, even with the proposed crossing. If the reason for removing the bridge is because it gets hit regularly then the new bridge should be raised and made of steel to improve repairability.</p> <p>This road is already very busy and is already a considerable bottleneck, adding a puffin crossing with not only increase traffic issues both in the town and on the A40 it will increase pollution and contribute to the environmental impact of the local area by the increased volume of acceleration and deacceleration.</p>

<p>() Local Resident, (Burford)</p>	<p>20mph - <b>Object</b> 30mph - <b>Object</b> 40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - The removal of the bridge will cause catastrophic traffic before and after school along the A40. The bridge kept the students safe while keeping traffic flowing. Introducing a puffin crossing will cause huge tailbacks along the A40, evidence of which is there for all to see right now with the temporary traffic light crossing in place. Replace the bridge, keep students safe and keep traffic moving.</p>
<p>() Resident, (Carterton)</p>	<p>20mph - <b>Object</b> 30mph - <b>Object</b> 40mph - <b>Object</b></p> <p>The current speed limits are fine. There has not been any speed related incidents as the traffic itself keeps the speeds low. This is another waste of money proposed by west oxford council.</p> <p>Puffin Crossing - <b>Object</b> - There is already a bridge for foot traffic to keep people away from the traffic. To remove this bridge and replace it with a puffin crossing is a waste of money and moves foot traffic into danger by making them cross the road</p>
<p>() Resident, (Milton under Wychwood)</p>	<p>20mph - <b>Object</b> 30mph - <b>Object</b> 40mph - <b>Object</b></p> <p>There is only one solution, a bridge.</p> <p>Puffin Crossing - <b>Object</b> – <i>See comments above.</i></p>
<p>() Local Resident, (Burford)</p>	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b></p> <p>I support all the proposed speed limit reductions. However, I'd like to suggest that a simple tarmacked footpath is run</p>

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	<p>along the south side of the A40 from the Burford School entrance to the turning to Westwell. People who live in Signet Hill and Westwell would benefit from being able to use this and then safely cross the road at the new traffic lights. The current requirement to cross the road at the junction with the A40 is not particularly safe</p> <p>Puffin Crossing - <b>Support</b> - <i>See comments above.</i></p>
() Resident, (Milton Under Wychwood)	<p>20mph - <b>Object</b>  30mph - <b>Object</b>  40mph - <b>Support</b></p> <p>The speed limit on the road is perfectly reasonable. However removing the crossing will put children's lives at risk.</p> <p>Puffin Crossing - <b>Object</b> - removing the crossing will put children's lives at risk. A puffin crossing on a main carriageway from Gloucester and cheltenham to Oxford is foolhardy and incredibly dangerous.</p>
() Resident, (High Wycombe)	<p>20mph - <b>Object</b>  30mph - <b>Object</b>  40mph - <b>Object</b></p> <p>Replace the footbridge and you will not need to slow the traffic down. Slowing the traffic down will cause more congestion on this already busy stretch of road.</p> <p>Puffin Crossing - <b>Object</b> - This stretch of road requires a foot bridge as a child will be killed by cars failing to stop at a puffin crossing. Stop put children's lives at risk in order to save money and do the sensible thing. REPLACE THE FOOTBRIDGE!!!!!!</p>
() Resident, (Witney)	<p>20mph - <b>Support</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - A puffin crossing will cause huge tailbacks and extra traffic on an already busy road. Especially during morning rush hour which will coincide with when all the school children will need to use the crossing.</p>

( ) Resident, (Wychwoods)	<p>20mph - <b>Support</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b></p> <p>The Footbridge to Burford School is vital to the safety of the children going to / from school. A crossing will not do the same job - teenagers will chance it and the road is a lot faster than it was when first put in. Yes, it may cost more, surely the children's lives are priceless.</p> <p>Puffin Crossing - <b>Object</b> – <i>See comments above.</i></p>
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am extremely concerned to discover that the current footbridge is to be removed and replaced with a puffin crossing. There are hundreds of children who need to use this crossing twice a day and the removal of the footbridge will put these children at an increased risk of being involved in a road traffic accident. Since the bridge has been recently closed, there have been temporary lights put in place which have regularly broken and left the children of Burford in a very vulnerable position.</p> <p>There will be a build up of students at peak times waiting to cross the road in restricted areas. There are no plans for fencing around the crossing to prevent students from spilling on to the carriageway at peak times. There is also the risk of drivers 'jumping' the lights and not observing speed limits, further putting children at risk. Additionally, the lights will cause a build up of traffic in both directions in and out of Burford.</p> <p>The current footbridge has served its purpose for over 40 years, ensuring the safety of the hundreds of children that cross it every day and maintaining an uninterrupted flow of traffic through Burford. I would urge the council to consider replacing the bridge, instead of the plans for a puffin crossing.</p> <p>It is not acceptable to risk the life of a child and it is my sincere hope that these plans are reconsidered for the safety</p>



	of all children in Burford.
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - Please would you consider extending the footpath from the pedestrian crossing to the road to Westwell (on the left hand side of the road, if heading away from Burford). At the moment, to reach a footpath, pedestrians walking up the road to Westwell must cross the A40 on a corner, which is unsafe. If the footpath is extended from the crossing to the road to Westwell, pedestrians will not need to put themselves at risk in attempting to cross the A40.</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>We live on Hen N Chick Lane, Shilton. The traffic has increase dramatically in the 6 years we have lived and worked here (we work from home), plus we have horses here. The traffic using the road as a rat run from Carterton and other surrounding villages (Alvescot/Clanfield) to get to Swindon and the A40 to Cheltenham has gotten to the stage where it is dangerous as we are just outside the village 30mph speed limit. Cars are driving outside our entrance in excess of 50-60mph and we have had many near misses as they do not realise we are exiting, so the speed limit for the village needs to be extended along the whole of this lane. I assume the original placing of the signs was in the 70's prior to homes being along here?</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
( ) Resident, (Clanfield)	<p>20mph - <b>Support</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b></p> <p>20mph in Burford town seems sensible. I'm dubious of the motivations behind the reduced speed limits on the A40 itself (if this is the justification for a puffin crossing, it is a poor motivation)</p>

	<p>Puffin Crossing - <b>Object</b> - The A40 is a major road between Cheltenham and Oxford. Whilst traffic management is necessary, the unique position of Burford school, businesses and private houses on that side of the A40 requires careful consideration to ensure the safety of any school child, staff or ANY other person wishing to cross between any of the numerous businesses, houses, etc. in the vicinity.</p> <p>A puffin crossing relies on correct use of such a crossing by both pedestrians and drivers. Any pedestrian using such a crossing correctly cannot mitigate the risk of a careless driver. My understanding is that the bridge was hit and damaged by a vehicle passing underneath - shouldn't there be grounds for an insurance claim against the driver in question to provide funds for the bridge.</p>
( ) Resident, (Witney)	<p>20mph - <b>Support</b>  30mph - <b>Neither/Concerns</b>  40mph - <b>Neither/Concerns</b></p> <p>The bigger picture is being MISSED a speed limit will always help but as we ALL know speed limits ARE BROKEN and a broken speed limit isn't going to save a child from has been knocked over. A speed limit outside ANY school should be a mandatory 20mph not just through a town...why put a speed limit of 30mph outside a school but it's ok to reduce a speed limit in town to 20mph, why is the logic and common sense here?? Clearly safety of our children isn't a priority to our council.</p> <p>Puffin Crossing - <b>Object</b> - I have objected as I am baffled by a council that is clearly using funds as a decision for safety of the children at Burford secondary school, clearly none of the people making this decision have kids at the school who they are putting at risk. As I've said there seems to be no common sense used at all as please look back at why this bridge was built in the first place! As we all know you cannot control actions of other on our roads, placing a puffin crossing at any point outside this stretch of road is ludicrous, you only need to watch the traffic on that road to know cars will not see these new lights and will drive straight through, cars overtake as soon as they get off the roundabout and lights will not keep our children safe if that happens, what happens if a child walks before light have changed thinking it's clear, as we all know it's a proven fact children cannot judge speed until they are at least 15 years old!! I am gobsmacked any council has the audacity to remove a bridge that is keeping so many children safe, only last week another child was knocked over on the other road that passes the back of the school, this council is happy to let more properties be build but tell me how are the kids that will live in these new properties near Burford garden centre will get to school safely having to across these dangerous roads, whoever is at the head of these decisions needs to take a long hard look at decisions made before another child isn't so lucky when they get knocked over, and the only people to blame will be the people making these life changing decision without proper consultation,</p>

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	<p>leaving a consultation open is fine but we all know you've made these changes WITHOUT consultation, as the school were not made aware the bridge was going to be closed!! Yes money is always a factor but please do not insult our intelligence by saying this is why the decision was made, it's your easy option and less hassle, well sadly our school and children are worth more than your budget and quick decision making. Look at our County....we are not in a deprived area, put our money where it's needed. I bet if the people making these decisions had children put this school it would be a VERY different story, you do not have the right to put our children's lives at risk, that bridge needs to be repaired or replaced and adequate provisions made to get the children across the other road where the young lad was know down last week. You can't put a price on our children safety.</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
( ) Resident, (Carterton)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - This proposed Puffin crossing will stop traffic when lots of children need to cross the road, possibly for several minutes, leading to tail backs and unhappy drivers. Possibly even congestion as far back as the roundabout. With no bridge to use, there would be a temptation for children to cross anywhere near the new crossing, even without waiting, which could be very dangerous.</p> <p>I think a new footbridge is the only sensible answer, and fully justifies the cost. With the addition of a new speed limit in this area, this would make the safest way for the children to cross this very busy road.  You cannot put a price on our children's safety.</p>
( ) Resident, (Witney)	<p>20mph - <b>No opinion</b>  30mph - <b>Support</b></p>

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	<p>40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - Not a good option, this will just create traffic to back up across the roundabout thus potential causing accidents plus the pupils are still at risk from cars as they will be in the road. What happens if the crossing fails?</p> <p>Why are you not just replacing the bridge that has kept children and other local walkers for decades safe as this is a good use of tax payers money not yet another short cut at the expenses of local children!</p>
() Resident, (Carterton)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
() Resident, (Burford)	<p>20mph - <b>Support</b> 30mph - <b>Support</b> 40mph - <b>Support</b> No comments.</p> <p>Puffin Crossing - <b>Support</b> - No comments.</p>
() Local Resident, (Burford)	<p>20mph - <b>Neither/Concerns</b> 30mph - <b>Neither/Concerns</b> 40mph - <b>Neither/Concerns</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I strongly object to the puffin crossing and the removal of the bridge. I think the bridge should be re built.</p>

	<p>I am almost certain that with the selling of the field opposite the burford garden company for the construction of houses that there is enough money to rebuild it. If not there must be a way to raise the funds for the safety of our children crossing the road to school.</p> <p>I'd say it is an accident waiting to happen but unfortunately the accident has already happened, when as I gather a young student was hit by a car crossing the road a couple of weeks or so ago. Luckily this student survived but I'm sorry to say I'm sure this wont be the last incident. You cannot trust children of that age to cross that main busy road safety, or for that matter trust the drivers to slow down especially at that time in the morning when hot headed drivers are rushing to work with no regard for public safety.</p> <p>I think it will add to the congestion problems that already exist on that stretch of road.</p> <p>The field was sold, the houses were built which must have an impact on the amount of children crossing the road to that school and the only piece of infrastructure in place to protect the children was the bridge and that is being taken away and replaced with a dangerous crossing.</p> <p>I have a child myself that is a pupil at the school and has to cross that road at least twice daily. It's a REAL CONCERN!</p> <p>I think a lot more needs to be explored to get that bridge rebuilt and if it is demolished and the puffin crossing built in its place then I am sorry to say that the Oxfordshire county council will sadly have blood on their hands at some point.</p>
( ) Local Resident, (Burford)	<p>20mph - <b>No opinion</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>An increasing number of school children use the A361 (south of the Burford Roundabout) to get to and from Burford School. This number has increased significantly following the introduction of the 233 bus service and will increase further as the Shilton Road development is built out.</p> <p>Our daughter crosses here daily - it is an extremely dangerous junction (one school child was hit by a car only last week) and we note that there is a distinct lack of signage warning that children may be crossing. It is imperative that when considering road safety around Burford School this junction is fully assessed. Appropriate safety measures must be installed.</p>

	<p>Puffin Crossing - <b>Neither/Concerns</b> - Some form of crossing is necessary here but we feel that a replacement bridge should be explored further. This crossing should not be a substitute to that proposed to the east of the Burford Roundabout (within the mitigation works for the Shilton Road development).</p>
( ) Local Resident, (Burford)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am extremely concerned that the footbridge on the A40 used by pupils entering and leaving Burford School is to be demolished rather than repaired. This road is dangerous!! A puffin crossing will not be safe!! I live in Burford and have grandchildren at Burford School and THIS IS AN ACCIDENT WAITING TO HAPPEN!! In fact only last week a child was knocked down outside the school. THIS WOULD NOT HAVE HAPPENED IF THAT CHILD HAD BEEN ABLE TO CROSS USING THE FOOTBRIDGE. Every single day there are incidents and police sirens on the A40. Drivers are impatient and unobservant. Going West they get frustrated if they have to queue at the roundabout and on exiting the roundabout they just put their foot down on the accelerator. Going East they get frustrated following lorries and try to overtake. THEY WILL NOT NOTICE A PUFFIN CROSSING AND OXFORDSHIRE COUNTY COUNCIL MUST THINK AGAIN !! The safety of children should not come down to money and the footbridge must be repaired for the sake of young lives.</p>
( ) Resident, (Chadlington)	<p>20mph - <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b></p> <p>I feel that in the interests of child safety a reduction in the speed limit to 20mph outside Burford School at the beginning and end of the school day would be beneficial. At the very least a flashing sign -such as is found outside Chipping Norton School would warn drivers on the A40 that they are approaching a school.</p> <p>Puffin Crossing - <b>Object</b> - I strongly object to the proposal of a puffin crossing to replace the current overhead bridge. Given that the bridge was first installed following the death of a student and that the speed and flow of traffic since that time have increased, a puffin crossing seems an inadequate solution to the issue.</p> <p>There is a large volume of students arriving and leaving the school each day and needing to cross the road. Since the bridge was closed in November the current temporary crossing has caused traffic to back up in both directions along</p>

	<p>the A40 and also right back to the roundabout, causing difficulties for everyone, including motorists on the A361 trying to get onto the roundabout.</p> <p>In the interests of child safety and to ensure an acceptable flow of traffic I feel the bridge should be replaced and the speed limit brought down to 30mph with a 20mph limit between 8.00am-8.30am and from 3.00pm - 3.30pm. Ensuring that there is no further loss of life must be the key consideration here and this can be achieved, alongside improved traffic flow, only with the replacement of the bridge.</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b> 30mph - <b>Support</b> 40mph - <b>No opinion</b></p> <p>We welcome steps to reduce the speed limit on the very busy A40 from 40mph to 30mph however, this should always have been the case, without installing a crossing as a means of trying to achieve such.</p> <p>Puffin Crossing - <b>Object</b> - an employee of the school, whose students were the primary users of the footbridge, I object to the OCC consultation proposals. My reasons for objecting are as follows;-</p> <ol style="list-style-type: none"> <li>1. The footbridge was built in the 1970's due to an incident whereby a student from the school was hit by a vehicle whilst crossing the A40.</li> <li>2. The footbridge since it was built has ensured a safe means of crossing the A40 for the students of the school ensuring segregation between pedestrians and vehicles.</li> <li>3. I appreciate that the footbridge has been hit on the underside by large/agricultural vehicles over time causing it now to be deemed as unsafe and recommending demolition.</li> <li>4. A replacement for the footbridge eg a new footbridge, does not appear to have been considered or if so dismissed presumably due to cost however, should cost compromise safety, with school students aged between 11-18, making on average over 400 crossings over the A40 in both directions every day.</li> <li>5. Our experience since November 2019 when the current temporary lights were installed, is that they have proved to be unreliable, with a dozen failures in a three month period. In such instances the onus falls upon school staff - as our students were the primary users of the footbridge - to ensure their safe crossing over the A40. This has required our staff, up to 6 at a time, to don hi-viz jackets, and step onto the busy A40 to stop traffic, to allow students to cross safely. Any future failure of lights on a crossing solution will always by default put an onus on the school to ensure the</li> </ol>

	<p>safe crossing of students.</p> <p>6. There are further issues and risks with a crossing solution - bunching of students on the edge of the road waiting to cross, no fencing to prevent students spilling onto the A40, and heightened risk of a road traffic accident through pedestrians and vehicles sharing the same space.</p> <p>7. With a crossing solution there is no guarantee drivers will adhere to new arrangements and revised speed limits which puts pedestrians at risk.</p> <p>8. A crossing solution creates gridlock outside the school and on adjoining roads at peak times of the day.</p>
( ) Resident, (London)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - Please could you not dismantle the old bridge but either repair it fully or build a new bridge. Traffic lights will</p> <p>a) cause major delays on the A40  b) increase the risk of fatality as happened a number of years ago, which was the reason the bridge was created in the first place. School children will be tempted to cross the A40 when the pedestrian lights are red. Drivers may jump the lights when the traffic lights are red. A bridge is much safer.</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am writing to object to the plans. The grounds for my objection are that the plans specified will not improve pedestrian safety as indicated in the consultation, will lead to heavy congestion at peak times, and will almost certainly lead to a serious or fatal injury of a student at the school as they cross the road.</p> <p>As you are aware, students who attend Burford School are the key users of the old footbridge, and this has been used for many years with no traffic accidents involving students as they cross the road. This suggests that the footbridge works as a means of ensuring young people can safely navigate the main road on their journey home.</p>



	<p>The current arrangements are highly unsafe, since there have been many occasions that the lights have not been functioning correctly, leaving many young people to cross a busy road during peak times. As a member of school staff who sometimes supervises the students as they exit the school, I have witnessed incidents where a large number of students have congregated on the crossing with the potential for someone to be accidentally pushed into the road. I have also witnessed students trying to catch the crossing before it turns red, thus endangering themselves. I have supervised the crossing on a number of occasions to prevent an incident, but am reluctant to do this since I could be considered liable if there were an accident on the day that I am supervising.</p> <p>It is my view that the demolition of the foot bridge is short sighted, and will almost certainly lead to accidents where a student from the school is seriously injured or killed on this road. Merely reducing the speed limit will not prevent this from happening. I hope that you will consider your own responsibility to the young people of Burford as take this planning consultation forward.</p>
( ) Local Resident, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am writing to express my deepest concern at the possibility of the removal of the footbridge over the A40 outside Burford School and a permanent crossing installed as a replacement.</p> <p>I travel passed the school on a daily basis between 8 - 8.20am and again at 5-5.30pm. What I see at both these times fills me with fear as there is an extreme build up of traffic and school children, it's an accident waiting to happen.</p> <p>In the morning the crossing is monitored by staff from the local school to ensure the safe crossing of school pupils. However, even with this pro caution in place the volume of traffic and on occasions, the speed of traffic along the A40 is creating a situation that is simply dangerous for school children to cross.</p> <p>In the evenings, at off peak times, the crossing isn't manned but pupils who have stayed late for clubs or fixtures are using the crossing in the dark and the speed of the traffic travelling along the A40 is extremely dangerous.</p> <p>The temporary lights have also caused extreme congestion at the Burford roundabout, traffic builds up down the hill into Burford and often goes as far as the Carpenters Arms in Fulbrook and the Taunton turn off.</p>

	<p>I have witnessed students on their phones and wearing earphones step out on to minor roads in Burford and narrowly escape being hit by traffic. If this happened on the A40 the consequences don't bare thinking of.</p> <p>For many years the footbridge has ensured the safety of thousands of students and I simply can not understand how a crossing over such a busy main road could offer the same level of safely.</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - As you are aware, both staff and students at Burford School are the primary users of the footbridge. I would strongly advocate that for long-term safety of students and staff, the footbridge should be replaced with something similar.</p> <p>There are currently temporary lights in place in front of the footbridge. I have driven to school on several occasions recently and the lights have not been working. The onus has been on the school to ensure the safe-crossing of our students should the lights fail which should not be the case.</p> <p>Given the footbridge was originally constructed to prevent road traffic incidents I find it difficult to believe that the council considers a Puffin Crossing to be an adequate alternative given it is the safety of young children and adults we are concerned with. There is not really a large enough area on either side of the road where students can stand safely when waiting to cross and no way of preventing a student being accidentally pushed into the road.</p> <p>Very few vehicles observe the speed restrictions on that section of road and I truly believe you are putting school students unnecessarily in danger. There will always be a risk of drivers 'jumping' the lights and a risk of younger students not being familiar with the sequencing of crossing lights and stepping onto the road before or after they should do so. Students may also be inclined to take more risks with the lights - crossing the road after the lights have just changed. Students may also not be paying full attention when crossing due to listening to music or talking to others which is a real safety concern.</p> <p>The footbridge allowed students and staff to cross the road safely at any time of the school day and should be replaced. As you are probably aware a student from Burford School was recently struck by a car so I think this issue is particularly pertinent.</p>

( ) Local Resident, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am very worried to hear that the footbridge outside Burford School may not be replaced. Even allowing for the increased road safety measures proposed, a puffin crossing will not be safe. It cannot be guaranteed that road users, especially those on a very busy road like the A40, will adhere to the speed limits, and even if they do, there are other issues (see below) involved when we are talking about children, who will be the main users of this crossing,</p> <p>Children lack the necessary skills to cross roads safely until the age of 14 according to this study:  <a href="https://www.sciencedaily.com/releases/2017/04/170420090208.htm">https://www.sciencedaily.com/releases/2017/04/170420090208.htm</a>, and this is particularly true of boys.</p> <p>I know that it will be far cheaper to just put in a crossing and a few signs, but it will be far less safe than a new footbridge. If a puffin crossing is put in then at some point a child will be harmed, if not killed, just to save money. When this happens, will the people who decided against a footbridge be prepared to explain to that child's parent why their child is maimed or dead?</p>
( ) Local Resident, (Milton under Wychwood)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I wish to object to the proposal to demolish the footbridge over the A40 at Burford for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Safety will inevitably be compromised with children and vehicles using the same road space.</li> <li>2. In the 40 years since the bridge was built there has been no accident.</li> </ol>

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	<p>3 .No fencing is proposed to keep groups of children from spilling into the road at beginning and end of the school day.</p> <p>4. the A40 is becoming more and more busy; a lot of drivers are tourists who may not be aware of a new road crossing so close to the roundabout.</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I would like to object to the proposed plans for a Puffin Crossing on the A40 near to Burford School. I feel that a replacement footbridge is required.  I have concerns about the safety of the pupils and staff at Burford School if having to cross this busy road without a footbridge.</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am a Governor of Burford School and I am horrified by the thought that the footbridge over the A40 allowing students coming to school from Burford and our own school Boarding House and also allowing those self-same students going home at the end of the day be pulled down and no replacement built. I can remember when I went to Burford Grammar School in the sixties having to cross the A40 when there was no footbridge and the A40 was the main road into South and Mid Wales. It was extremely busy because there was no M4. It was a dangerous crossing then and it is now. The speed of vehicles going past the school is too high now at 40 mph. A Zebra or Pelican crossing is not the answer because people can still be knocked down if they are inattentive or drivers are inattentive.</p> <p>Before the bridge was built there were accidents. We are talking about the lives of students and staff and ordinary people going to and from from Burford School.</p>

<p>() Local Resident, (Burford)</p>	<p>20mph – <b>No opinion</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am concerned that a puffin crossing and a 30mph limit is not comparable in safety terms with the existing bridge. If it is really impossible to replace the bridge then I think a 20mph limit would be preferable past the school.</p> <p>In addition, I presume that the crossing will have traffic monitoring cameras on it to ensure drivers are obeying the lights?</p>
<p>() Local School Employee, (Burford)</p>	<p>20mph – <b>Object</b> 30mph - <b>Object</b> 40mph - <b>Object</b> I also object to the fact that the council thinks that people down in the town centre require a 20mph zone, where traffic is normally slow due to the bridge at the bottom of the hill, but the 1400 students at our school shouldn't be afforded the same protection on two busy main roads, outside of our school.</p> <p>Puffin Crossing - <b>Object</b> - I am emailing to object the current plans for the road crossing and speed limit in Burford. I am a teacher at the school and I have serious concerns regarding your plans for a Puffin crossing. The current bridge was installed, after a student was knocked down on the A40. The current proposal to replace the bridge with a Puffin crossing on a 40mph road, is not acceptable. I do not think that waiting for another serious accident in order to put a new bridge in is acceptable. Furthermore, this crossing will be across a very busy road, which is also going to cause serious delays for traffic at rush hour times.</p>
<p>() Local Resident, (Burford)</p>	<p>20mph – <b>No opinion</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I would like to register my opposition to the proposal "to construct a Puffin Crossing (a</p>

	<p>signalised crossing for use by pedestrians) to help improve pedestrian safety in the area: on the A40 Oxford Road - approx. 205* metres south-east of the junction with Tanners Lane. (The existing pedestrian footbridge over the A40 Oxford Road will be demolished)".</p> <p>I cannot understand why anyone would think that it is a good idea to put teenagers in the path of heavy traffic! A new pedestrian footbridge to allow children from school to cross the A40 safely into Burford would be the obvious solution in my opinion. I am a parent of two children at the school and it fills me with horror to think that they would be at the mercy of many impatient, distracted drivers who may not even notice a puffin crossing.</p>
( ) Local Resident, (Burford)	<p>20mph – <b>No opinion</b> 30mph - <b>Object</b> 40mph - <b>Object</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I would like to oppose the proposed installation of a Puffin crossing and reduced speed limit on the A40 in the environs of Burford School.</p> <p>I believe that a Puffin crossing will not be sufficient for the needs of 1000 plus students, many of whom in the upper school leave the school at lunch time and walk into Burford. The school also houses boarding students who walk home alone to the boarding house every evening and to school alone in the morning. Children have developing brains and are not always capable of making logical decisions and judging speeds/distances and I believe they will be in significant danger if left to cross the road. It is known that many kids have been run over whilst attempting to cross roads using their own judgement and ignoring the crossing.</p> <p>We all know that many children get distracted when in a peer group, show off or act silly. A Puffin crossing will give them ample opportunity to run into oncoming traffic with no physical barrier. In addition drivers who do not know the road, travelling at 60mph will not necessarily see the change in speed restriction and/or the crossing. Many drivers may be distracted by phones (and the kids for that matter). This could have devastating consequences.</p> <p>I understand that historically the footbridge was installed after sadly a Burford student died on the road in this spot. I don't have the exact details of this death but my children have told me that their teachers have warned them. Whilst trying to find the details I found a frightening number of stories of many crashes and deaths in and around this spot in recent years. It is a dangerous road and it really fills me with fear and dread to think of my kids effectively playing chicken on this very busy road with nothing I can do to keep them safe – would you be happy for your children to be</p>

	<p>put in this situation? As a stark reminder a child was injured on the road this very evening after being hit by a car whilst trying to cross the road outside the school. A clear illustration of the truth of my argument. It will not be safe for the kids to be on or near the road!!!!</p> <p>I have been looking online and have found startling statistics about the failings of crossing and the issues as to why <a href="https://www.admiral.com/magazine/news-and-current-affairs/pedestrian-crossing-confusion-behind-increase-in-accidents-on-UK-roads">https://www.admiral.com/magazine/news-and-current-affairs/pedestrian-crossing-confusion-behind-increase-in-accidents-on-UK-roads</a>. All the literature I found suggested an increase in deaths at crossings. This will be a very well used crossing so has much potential for danger in relation to these statistics.</p> <p>I firmly believe that the footbridge gave a much safer crossing solution with the kids physically removed from the traffic and out of harm's way. Kids have crossed safely using this bridge for decades without incident. This speaks for itself.</p> <p>Kids safety aside, as a commuting driver, I can imagine the crossing is going to cause considerable delays, disruption and frustration here and at the roundabout. This is itself will present a danger to drivers and other pedestrians.</p>
( ) Local Resident, (Burford)	<p>20mph – <b>No opinion</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I strenuously object to the removal of the bridge over the A40. I have 2 children at Burford School and note today (12th Feb) that a child was hit on the temporary A40 crossing put in place as the footbridge has not been repaired or replaced.</p> <p>This will happen again on the proposed 'Puffin Crossing' - the A40 is simple too busy. Please repair/replace the footbridge - what is the price of a single child's life? Hopefully more than the cost of a new or repaired footbridge.....</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b> 30mph - <b>No opinion</b> 40mph - <b>No opinion</b> No comments.</p> <p>Puffin Crossing - <b>Object</b> - I have no particular view on the new speed limit orders, except that I welcome the council's</p>

balanced approach summed up in the Statement of Reasons: ' the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.'

I do, however, take issue with the removal of the footbridge across the A40 outside the main gate of Burford School. There is no reasons given in your consultation paperwork for its removal, but I understand that you believe that the underside of the gantry has been hit from time to time by tall vehicles, and that lack of care and maintenance now makes potentially unsafe. There is no description or analysis of the risk, so it is not possible to gauge the truth of this.

Further, I understand that this plan by the OCC was put into effect without any consultation with the school. This is quite bizarre: the school is a very significant and very long-established part of the township of Burford (there are probably more pupils in the school than residents in the town), and the school is a major business and employer.

Surely, in any circumstance in which 'safety' is clearly a key consideration, a two site school of 1400 children (many of whom walk daily to and fro from one site to another across a major trunk road) must surely warrant extensive consultation before a plan is put forward that radically changes existing conditions?

Nevertheless you have put forward a plan, and I make the following points, in no particular order:

A. Any pedestrian crossing impedes traffic flow, and there are already many times when the juxtaposition of the A40/A361 roundabout, the A40/A4425 junction, the wildlife park, the school, and other factors cause considerable traffic build-up. A puffin crossing will make it worse.

B. In the OCC consultation papers it says the plan is 'to construct a Puffin Crossing... to help improve pedestrian safety in the area'. This is disingenuous for it implies the crossing is an addition, whereas it is in fact a replacement for a much safer bridge. And, if a bridge was considered necessary in the past when the A40 was less busy, why is it not now?

C. Bridges are inherently safe to use, partly because they cannot fail periodically as the traffic lights on puffin crossings can and do (and have!), partly because they entirely protect the user from the traffic, and partly because they act as a specific channel: you either cross a bridge or you do not, whereas puffin crossers often run across when the lights are against them, or cross nearby rather than on the crossing itself. (I know this is true, for I have already seen both at the Burford crossing in the last few months.)

D. The current consultation is about one particular option: there is no background or data about the investigation of the problem to determine its nature nor consultation on the various possible options with an analysis of costs and possible



	benefits. Since the only possible result of this consultation is 'no, not acceptable', OCC will inevitably have to re-open the entire process. This means delay, and delay means consistent and unacceptable danger to our pupils.
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am opposed to the puffin crossing proposed on the A40 instead of the footbridge currently there.</p> <p>I work at Burford School and when I drive in, or if I am on duty, often see cars not obeying the speed limits and either not stopping at a red light or screeching to a halt. The road is far too fast for traffic lights. In addition, we have over 100 students that walk to school and have to cross there first thing in the morning. There is nowhere for them to safely wait, and they are all crowded at the side of the A40, waiting to cross.</p> <p>If the lights fail it is left to staff to get students across safely, whatever the conditions. I feel that the footbridge needs to be replaced with another bridge to ensure that everyone can safely get across.</p>
( ) Local School Employee, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  No comments.</p> <p>Puffin Crossing - <b>Object</b> - I am writing to strongly oppose to the installation of a puffin crossing on the A40 opposite Burford School,</p> <p>As both a staff member and parent of a child in school, I strongly believe that the safest course of action is to replace the footbridge as this removes the need for pedestrians and vehicles to be using the same space.</p> <p>Working in the school, I've seen the disruption caused first hand when the temporary crossing lights fail, and the danger this poses to both adults and children is unnecessary and worrying.</p>

CMDE4

	<p>Sheer volumes of children needing to cross the road at the same time increase the danger of an accident, there is no fencing to prevent children stepping into the road or being pushed when it's busy and drivers seldom keep to the speed limit and frequently jump the lights. The safest option for a crossing is to install a new foot bridge and I urge you to consider this.</p>
( ) Local Resident, (Burford)	<p>20mph – <b>No opinion</b>  30mph - <b>No opinion</b>  40mph - <b>No opinion</b>  had wanted to make comment that there is a missed opportunity in this scheme to increase the provision of cycling infrastructure to encourage pupils and staff to cycle to school.</p> <p>Puffin Crossing – <b>No opinion</b></p>
( ) Local Resident, (Burford)	<p>20mph – <b>Support</b>  30mph - <b>Support</b>  40mph - <b>Support</b>  I write in support of the proposed changes to the speed limits and the addition of a new Puffin Crossing west of Burford roundabout.</p> <p>Puffin Crossing – <b>Support</b> – In recent times, most of the boarders and pupils from the town chose to cross the A40 close to the roundabout. I have witnessed them weaving amongst heavy traffic on the roundabout in order to reach school. I have written to the Head and Burford School Foundation several times to alert them to this dangerous behaviour. The footbridge, with its many steps up and down, has always been a disincentive for pupils to take this safer route to school. The Puffin Crossing will leave pupils with no other excuse than to take what is a safe path to the main school gate.</p> <p>The Puffin Crossing will bring an added benefit for wheel-chair / mobility scooter users wishing to attend functions at Burford School, something the footbridge restricted them from doing.</p> <p>It appears the current proposals do not include school road warning signs on the approaches, the type that flash at the start and end of the school day. I believe warning signs should be considered.</p> <p>The crossing point to the school on the south side of Burford roundabout (A361), remains a concern. I know there are</p>

## CMDE4

	<p>plans to make what is an informal refuge on the A361 into a formal one and to reduce the speed limit on the island to 30mph - both these improvements are welcomed. However, I believe they do not go far enough given the number of pupils from the Shilton Road area using this crossing point each day is expected to rise to over 30 once the new estate is complete. Has a Puffin Crossing been considered for this branch of the roundabout too and, if not, please could it be?</p>
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Division(s): Jericho and Osney; North Hinksey

## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD / NORTH HINKSEY: BOTLEY ROAD & WEST WAY - TRAFFIC MEASURES – PROPOSED EXTENSION OF 20MPH SPEED LIMIT**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

#### **Executive summary**

2. The Botley Road Improvement project builds upon objectives set out in the Oxford Transport Strategy where a study of Botley Road was completed in 2016 which confirmed, following stakeholder feedback, the value of a high-quality route prioritising sustainable transport modes to ease congestion, reduce journey times and improve journey experience. The project includes a package of measures aimed at:
  - a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
  - b. easing congestion on the route
  - c. improving bus journey times so buses have an advantage over general traffic
  - d. providing a safer, more continuous and attractive route for cyclists and pedestrians
  - e. reducing vehicle emissions and improving air quality.
  - f. unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.
3. The principal elements of the scheme were approved at the Cabinet Member for Environment decisions meeting on 19 December 2020 following a consultation in the autumn of 2019. At this meeting it was, however, agreed to carry out a consultation on an extended length of 20mph speed limit to that originally proposed; the revised proposal is shown at Annex 1.

#### **Consultation Summary**

4. Formal consultation on the proposal was carried out between 23 January and 21 February 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County

Councillors. Notification (via email) was also sent to all of those who responded to the original consultation.

5. Twenty-seven responses were received. 4 objections (15%), 21 expressions of support (78%) and 2 neither objecting nor supporting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

6. Thames Valley Police offered no objection to the proposal to extend the 20mph speed limit but reminded of their stance that any proposals for such speed limits or zones should be self-enforcing.
7. Highways England similarly expressed no objection.
8. Expressions of support were received from Cyclox, a local group representing cyclists, the Oxford Pedestrian Association, OXTRAG, a local group representing the mobility impaired, the University of Oxford Estates Services Sustainable Transport, Oxford Health and sixteen members of the public.
9. Objections were received from four members of the public, including on the grounds of the appropriateness of a 20mph speed limit taking account of the character and function of the road and also citing concerns on its likely effectiveness given the lack of enforcement of 20mph speed limits elsewhere.
10. While noting the above comments, the overall balance of the responses is clearly supportive.

### **How the Project supports LTP4 Objectives**

11. The proposals would help facilitate the convenient and safe movement of all users including pedestrians, cyclists and bus users leading to the encouragement of more use of public transport and improved air quality.

### **Financial and Staff Implications (including Revenue)**

12. Funding for the proposed measures has been provided by a combination of National Productivity Infrastructure Fund, Local Growth Fund and local s106 contributions. Funding to deliver Phase 1 of the project has been secured whilst Phase 2, Binsey Lane to Botley Road rail bridge is currently only funded up to completion of preliminary design.

JASON RUSSELL  
Interim Director of Community Operations

Background papers: Plan of proposed speed limit  
Consultation responses

Contact Officers: Hugh Potter 07766 998704  
Andy Warren 07881 268230

May2020





CMDE5

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – One of the underlying principles of setting speed limits is the current speed of traffic. Despite asking no speed data has been forthcoming in support of this extension.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing. Providing that speed monitoring has already taken place at the location and current mean speeds support this extension. I do not object.</p>
(2) Highways England	<p><b>No objection</b> - Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.</p> <p>In the case of this proposals, our interest is in the A34, specifically A34 Botley Junction. We have consulted our colleagues in Service Delivery and Maintenance team, to ascertain if the proposals will not have any adverse impact on their activities and they advised that they have No Objections.</p>
(3) Local Group, (Cycling UK Oxfordshire)	<p><b>Support</b> – Many people will want to cross the road in the extension space due to the Bus Stops, the houses and Waitrose. Also, many vehicles will enter and exit Waitrose and the storage depot. The 20mph limit would provide extra protection for these people.</p> <p>This argument could be extended further down Botley Road, but the proposed extension is a short distance with a lot of activity in it, and thus gains a lot of accident prevention benefit for a small amount of speed reduction time delay. Thus, we support it as a proportionate measure.</p> <p>We think it is essential that this is an actual 20mph. 84% of drivers break 20mph speed limits, putting pedestrians and cyclists at risk. Single point speed cameras will be ineffective on long roads like Botley Road, so we would like to see average speed cameras in place.</p>

(4) Local Group, (Oxford Pedestrian Association)	<p><b>Support</b> – OxPA has long campaigned for 20mph limits to be extended to so-called ‘arterial’ routes, all of which in Oxford are residential streets, degraded in living terms by their designation over many years are thought motorised traffic routes.</p> <p>Therefore, we warmly support measures to extend the 20mph limits as outlined, with the following comments:</p> <p>Roads which are intended to be kept safe for vulnerable road users and residents should have some form of calming or narrowing applied as drivers will often ignore speed limits where they can. Failing this some other means of enforcement should be in place.</p> <p>We would wish to see 20mph limits set and enforced throughout the whole of Oxford, with a maximum 15mph limits set on roads where children play or outside schools.</p>
(5) Local Group, (OXTRAG)	<p><b>Support</b> – In Windmill Road, the lower speeds will make crossing Windmill Road safer for slow walkers and wheelchair users. This will be particularly helpful to people visiting the Nuffield Hospital, as most of those using cars but without blue badges park in side-streets on the far side of Windmill Road.</p> <p>Also, many children attending Windmill Primary School in Margaret Road have to cross Windmill Road on their way to and from the school. A 20mph speed limit might encourage some parents to escort their children on foot rather than take them by car. Reduction in traffic, and more exercise for children and their escorts, will be beneficial all-round.</p>
(6) University of Oxford, (Estates Services Sustainable Transport)	<p><b>Support</b> – As articulated in our response to the November TRO consultation on 29 November (attached), the University of Oxford’s Estates Services Sustainable Transport team strongly supports the Botley Road Scheme (Phase 1) to improve facilities for pedestrians, cyclists and buses by reallocating road space away from private motor vehicles.</p> <p>The team is pleased to see that in this latest TRO consultation the 20mph proposals have been further enhanced by extending the 20mph zone Westwards to the Waitrose service road access. The team supports these proposals which should be expected to improve safety for vulnerable road users in a location which has high footfall and cycle</p>

CMDE5

	traffic in and out of Waitrose and along the Botley Road corridor itself.
(7) Local Group, (Oxford Health)	<p><b>Support</b> – Oxford Health has several bases in Headington in particular (Warneford Hospital, The Slade etc) as well as a significant number of staff travelling in on Botley road.</p> <p>As a health organisation and progressive employer, we strongly support anything to make the roads safer / less polluted, and which encourages our staff and patients to take healthier, more environmentally-friendly travel options such switching from driving cars to cycling.</p>
(8) Local Resident, (Wantage)	<b>Object</b> - this is a waste of time and money. Traffic typically is slower than 20mph. Even if the limit is brought in, it will not be policed. So just save the money and effort and put that effort into something that is really needed
(9) Local Resident, (Oxford)	<b>Object</b> - Setting an obligatory 20mph zone as suggested will impede the flow of traffic out of Oxford on Botley Road. I do not believe that there is any good justification for this reduction in speed limit.
(10) Local Resident, (Oxford)	<b>Object</b> - The Botley Road is a major arterial road within Oxford. While I'm broadly in favour of 20mph limits on residential roads, restricting speed on larger arterial roads is counter to the idea of maintaining throughput on these roads. Where 20mph limits have been applied to major roads (e.g. St Giles), they are inappropriately slow and ignored by almost all drivers.
(11) Local Resident, (Oxford)	<b>Object</b> - There is no point in extending 20 mph speed limits, when the current ones are not enforced.
(12) Local Resident, (Oxford)	<b>Support</b> - This proposal will make cycling and walking safer which should be encouraged.
(13) Local Resident, (Oxford)	<b>Support</b> - This seems entirely reasonable from my experiences there.

## CMDE5

(14) Local Resident, (Oxford)	<b>Support</b> - I would prefer the 20mph zone to include all of Botley Road that is bounded by housing (i.e. is a mixed-use road). This would include Earl Street and Duke Street side turnings. However, extending to include the crossing is welcome.
(15) Local Resident, (Oxford)	<b>Support</b> - It is not the speed limit that slows traffic in Oxford (or anywhere), it is the junctions, and their efficiency.  20 mph is by its nature less polluting (2/3rds as much acceleration, less time sat still with the engine running at the next junction.)
(16) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(17) Local Resident, (Oxford)	<b>Support</b> - It should extend to Lamarsh Road, therefore including entrances to main residential Roads
(18) Local Resident, (Abingdon)	<b>Support</b> - <i>No comments.</i>
(19) Local Resident, (Oxford)	<b>Support</b> - Motor vehicle traffic along the Botley Rd is a huge problem, and there are no simple solutions. Reducing the speed limit along this section will at least have the effect of making the road safer for the many non-car users, and will perhaps encourage others to leave their cars and use more sustainable modes of transport.
(20) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(21) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>

CMDE5

(22) Local Resident, (Oxford)	<p><b>Support</b> - The Botley road rarely travels at over 20mph anyway. It seems a backwards way of implementation, with extra costs as the 20-30mph signage etc on the side roads needs to be amended.</p> <p>If the scheme is likely to be extended again further down the Botley road, after all what is the difference for pedestrian and cyclists at Binsey lane as further west on the Botley road.</p> <p>The major difference I note is the two speed cameras. How many drivers are caught from these two cameras? Can you realign then to 20mph?</p> <p>I live off the Botley road, work with n the Botley road and travel along the whole Botley road A420 frequently. I see no reason why 20mph limit couldn't be extended to the boundary with VoWH.</p>
(23) Local Resident, (Oxford)	<p><b>Support</b> - Botley Road is increasingly unusable due to congestion. Reducing the speed will make little practical difference to drivers but hopefully reduce the amount of traffic and make it safer.</p>
(24) Local Resident, (Oxford)	<p><b>Support</b> - I live on the affected stretch and am both a driver and regular cyclist. Given the difficulty in widening the road in places and of having a decent size cycle lane, I believe the proposed lower speed limit will improve safety, above all for cyclists.</p>
(25) Local Resident, (Oxford)	<p><b>Support</b> - I think the traffic tends to flow that slowly anyway because of congestion, but when it doesn't it can be intimidating for cyclists (I cycle). It would be nice to see the proposed 20 mph zone extended past Aldi (or extra traffic lights being introduced there/a zebra crossing); it's very hard to turn right onto Botley Road when leaving that area.</p>
(26) Local Resident, (Oxford)	<p><b>Support</b> - Please also put speed cameras on this road and actually prosecute people who drive above 20mph. Without this, drivers will just ignore the new speed limit like they do pretty much everywhere else in Oxford.</p>
(27) Local Resident, (Oxford)	<p><b>Support</b> - As a resident of Headington who walks along Windmill Road daily, and who sometimes uses Botley Road, I strongly support the proposals to extend the 20mph speed limit on both roads..</p>

Division(s): Headington and Quarry; Churchill and Lye Valley
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD – B4495 WINDMILL ROAD– PROPOSED EXTENSION OF 20MPH SPEED LIMIT**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised but to include also the adjacent signalled junction of Windmill Road with The Slade and Old Road.

#### **Executive summary**

2. The Access to Headington project includes a package of measures aimed at:
  - a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
  - b. easing congestion on the route
  - c. improving bus journey times so buses have an advantage over general traffic
  - d. providing a safer, more continuous and attractive route for cyclists and pedestrians
  - e. reducing vehicle emissions and improve air quality.
  - f. Unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.
3. Following the first formal consultation on the project in 2016, a request to extend the 20mph speed limit – which currently applies only to the northernmost part of the road - to include the whole road was accepted, resulting in a formal consultation in 2017. That was then approved at the Cabinet Member for Environment meeting on 7 September 2017. However, due to delays in progressing the project a re-consultation is required due to it now being beyond two years since the first formal consultation.

#### **Consultation Summary**

4. Formal consultation of the proposal was carried out between 23 January and 21 February 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. Notification (via email) was also sent to all of those who responded to the original consultation.
5. Twenty-eight responses were received. 6 objections (21%), 21 expressions of support (75%) and 1 raising concerns. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

6. Thames Valley Police objected to the proposals on the grounds that current measured speeds on the relevant part of Windmill Road are above the threshold (24mph) indicated by national guidelines issued by the Department for Transport for setting 20mph speed limits without supporting traffic calming measures.
7. A response from the Oxford City Council traffic team suggested that a very minor extension of the speed limit to include the signalled crossroads with Old Road would be helpful, noting that a 20mph speed limit already applied on both arms of Old Road and the suggested amendment would simplify the signing of the speed limits here.
8. Expressions of support were received from Cycling UK Oxfordshire a local group representing cyclists, the Oxford Pedestrian Association, OXTRAG, a local group representing the mobility impaired, the University of Oxford Estates Services Sustainable Transport, Oxford Health and sixteen members of the public.
9. Objections were received from five members of the public on need for and appropriateness of a 20mph speed limit taking account of the character and function of the road and citing concerns on its likely effectiveness given the lack of enforcement of 20mph speed limits elsewhere.
10. While accepting the concerns of Thames Valley Police that the current average speeds fall slightly outside the threshold cited in national guidance for a 20mph speed limit not supported by traffic calming measures, the overall balance of the responses is clearly supportive.

## **How the Project supports LTP4 Objectives**

11. The proposals would help facilitate the convenient and safe movement of all users, including pedestrians, cyclists and bus users leading to the encouragement of more use of public transport and improved air quality.

## **Financial and Staff Implications (including Revenue)**

12. Funding for the proposed measures has been provided from the Access to Headington programme.

JASON RUSSELL

Interim Director of Community Operations

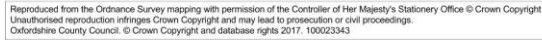
Background papers: Plan of proposed speed limit and Consultation responses

Contact Officers: Hugh Potter 07766 998704 and Andy Warren 07881 268230

May

2020





Date drawn: 19/06/2017  
Drawn by: CJM

Map centre:  
easting. 454920, northing. 206750

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>Object</b> – My objection to previous consultation remains unless considerable engineering is included in order to combat the high numbers of motorist in excess of 24mph.
(2) Oxford City Council Traffic Officer	<p><b>Concerns</b> – It seems that the current proposal might end up being more confusing if the signs are positioned where Steve indicated that they might be placed.</p> <p>Wanted to put forward the suggestion that the entire junction, plus the top end section of the Slade would be 20mph. This would mean simply two set of signs (either side of the Slade) prior to the junction.</p> <p>There have been issues with drivers as they exit old road, see the 30mph sign, and miss the 20mph sign on the other side of the junction.</p>
(3) Local Group, (Cycling UK Oxfordshire)	<p><b>Support</b> – Windmill Road is a major cycling route across Headington, connecting on from The Slade to Headington centre. There are many hazards on the road, most of all parked cars that cyclists have to negotiate. But, unlike The Slade, cyclists do not have the protection of a separate stepped lane.</p> <p>To provide some safety, the best alternative is to reduce traffic speeds to 20mph.</p> <p>We think it is essential that this is an actual 20mph. 84% of drivers break 20mph speed limits, putting pedestrians and cyclists at risk. Single point speed cameras will be ineffective on long roads like Windmill Road, so we would like to see average speed cameras in place.</p>
(4) Local Group, (Oxford Pedestrian Association)	<b>Support</b> – OxPA has long campaigned for 20mph limits to be extended to so-called 'arterial' routes, all of which in Oxford are residential streets, degraded in living terms by their designation over many years are thought motorised traffic routes. Therefore we warmly support measures to extend the 20mph limits as outlined, with the following comments:

# CMDE6

	<p>Roads which are intended to be kept safe for vulnerable road users and residents should have some form of calming or narrowing applied as drivers will often ignore speed limits where they can.</p> <p>Failing this some other means of enforcement should be in place.</p> <p>We would wish to see 20mph limits set and enforced throughout the whole of Oxford, with a maximum 15mph limits set on roads where children play or outside schools.</p>
(5) Local Group, (OXTRAG)	<p><b>Support</b> - the lower speeds will make crossing Windmill Road safer for slow walkers and wheelchair users. This will be particularly helpful to people visiting the Nuffield Hospital, as most of those using cars but without blue badges park in side-streets on the far side of Windmill Road.</p> <p>Also, many children attending Windmill Primary School in Margaret Road have to cross Windmill Road on their way to and from the school. A 20mph speed limit might encourage some parents to escort their children on foot rather than take them by car. Reduction in traffic, and more exercise for children and their escorts, will be beneficial all-round.</p>
(6) University of Oxford, (Estates Services Sustainable Transport)	<p><b>Support</b> – The team also supports the proposals to lower the speed limit on Windmill Road, Headington from 30mph to 20mph which should be expected to improve safety for vulnerable road users, especially the adjacent primary school and the Nuffield Orthopaedic Centre.</p>
(7) Local Group, (Oxford Health)	<p><b>Support</b> – Oxford Health has several bases in Headington in particular (Warneford Hospital, The Slade etc) as well as a significant number of staff travelling in on Botley road.</p> <p>As a health organisation and progressive employer, we strongly support anything to make the roads safer / less polluted, and which encourages our staff and patients to take healthier, more environmentally-friendly travel options such switching from driving cars to cycling.</p>
(8) Local Resident, (Wantage)	<p><b>Object</b> - Unnecessary and a waste of money</p>

## CMDE6

(9) Local Resident, (Oxford)	<b>Object</b> - There is no good reason why Windmill Road should be 20mph. Traffic currently flows perfectly well as is.
(10) Local Resident, (Oxford)	<p><b>Object</b> - There is no need to reduce the speed limit to 20 mph. This would be especially true if all the on-street parking is retained as this slows the traffic naturally. Headington residents have been really disadvantaged by the (No) Access to Headington scheme and this just adds to the inconvenience. There are very few, if any, accidents along Windmill Road so I do not understand the justification for a speed limit reduction. There is already a Pelican crossing so that children going to and from Windmill School can cross the road safely.</p> <p>The main breakers of the speed limit as it stands are ambulances and other emergency service vehicles for which this is a major route and all residents suffer from the excessive use of sirens along this route. This will be made worse if these vehicles are further delayed by slower traffic.</p>
(11) Local Resident, (Oxford)	<b>Object</b> - Windmill Road is a major arterial road within Headington. My comments regarding the Botley road apply to Windmill road, but in addition, the roads approaching Windmill Road will rightly remain 30mph limits (e.g. the Slade). There is sense in maintaining the major routes through Headington at 30mph to facilitate consistent flow of traffic.
(12) Local Resident, (Oxford)	<b>Object</b> - I live in the Headington area on London Road. This has 20 mph speed limit but signs stating speed limits are poor. Recently the road markings were repainted and the Council could have painted 20 mph on road surface. When 20 mph speed limits were originally proposed the Police said they would NOT enforce them. That is still the case in Headington.
(13) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(14) Local Resident, (Oxford)	<b>Support</b> - This is essential; in quieter times, cars and especially motorcycles travel at very high speeds here. I suspect speed cameras will need to be deployed more frequently.

(15) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(16) Local Resident, (Oxford)	<p><b>Support</b> - As a local resident who walks regularly (with and without children) speed limits and drivers' approach to Windmill Road must be tempered. The recent speed test apparatus was located where it was blatantly obvious it would give a lower average speed than most sections of the road. (It was located on one of the pinch points, where the residents parking bays are and cars naturally slow for this tighter section)</p> <p>The southbound traffic drives incredibly close to the kerb, which is barely 2 inches high, with a narrow pavement on long sections on the east side. A number of the Windmill Road residents also leave their wheelie bins out on the pavement regularly/permanently.</p> <p>A work colleague in High Wycombe lost a child in a very similar situation - one moment she was holding his hand, walking him home from school, the next moment he was 20m down the road because a car mounted the pavement. Very sadly he did not survive.</p> <p>The objection of the police is daft. A speed limit display would be very useful, as per Sunderland Road (which incidentally currently has the same speed limit as Windmill Road - the difference being that residents on Sunderland Road walk some 20m away from the 30 mph traffic; on Windmill Road the proximity is say 1ft from a car wing-mirror, separated by a 2 inch high kerb!)</p>
(17) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(18) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(19) Local Resident, (Oxford)	<b>Support</b> - As a resident on Windmill Road, it is clear that some vehicles travel at excessive speed at quieter times (especially later evenings) down the road. Motorcyclists are of particular concern, often travelling much faster than 30mph. Given the desire of the council to promote cycling on the road, a slowing in speed to 20mph is to be welcomed from the perspective of safety.

## CMDE6

(20) Local Resident, (Abingdon)	<b>Support</b> - <i>No comments.</i>
(21) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(22) Local Resident, (Oxford)	<b>Support</b> - Cycling along this stretch of road is dangerous, with the combination of the current speed limit and the on-street parking. I'd like to see the speed limit reduced and street parking limited further as well.
(23) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(24) Local Resident, (Oxford)	<b>Support</b> - <i>No comments.</i>
(25) Local Resident, (Oxford)	<b>Support</b> - Similar reasons; slower motor traffic makes life better for cyclists, and I think makes sense in built-up areas.
(26) Local Resident, (Oxford)	<p><b>Support</b> - Please also put speed cameras on this road and actually prosecute people who drive above 20mph. Without this, drivers will just ignore the new speed limit like they do pretty much everywhere else in Oxford.</p> <p>Please also put more pedestrian crossings on this road and make them zebra crossings which prioritise pedestrians. The waiting times to cross this road and the danger involved in doing so is unacceptable.</p> <p>Please also put mandatory, segregated cycle lanes along this road. The planned removal of on-road parking spaces will help make this road safer for cyclists, but without a proper dedicated cycle path which car drivers are not able to drive/park in, I still won't feel it is safe enough to let my children cycle on the road here.</p> <p>Please also make the pavements wider. The current pavements are inadequate for the pedestrian traffic and put pedestrians way too close to moving cars. It is particularly bad where there are bus stops and crossings.</p>

# CMDE6

(27) Local Resident, (Oxford)	<b>Support</b> – As a resident of Headington who walks along Windmill Road daily, and who sometimes uses Botley Road, I strongly support the proposals to extend the 20mph speed limit on both roads.
(28) Local Resident, (Oxford)	<b>Support</b> – I fully support the implementation of 20mph speed limit on Windmill Road.

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Division(s): Cowley
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD: SHER AFZAL CLOSE– PROPOSED WAITING RESTRICTIONS**

**Report by the Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and a disabled persons parking place at Sher Afzal Close, Oxford as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions at Sher Afzal Close, Oxford.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of development of the former Cowley Swimming Pool site for residential purposes.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site and letters sent to properties in the immediate vicinity adjacent to the proposals.
6. Eleven responses were received. 4 objections, 6 in support and 1 non-objection from Thames Valley Police. These are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Objections related to the loss of parking opportunities with concerns being expressed about the pressure that the displaced vehicles would have on the surrounding area as a result of the piecemeal introduction of additional waiting restrictions, especially noting that at present a Controlled Parking Zone (CPZ) is not in place in this area.
8. It should be noted that the consultation on the waiting restrictions here was carried out at the same time as that for the proposed restrictions in Don Bosco Close and Kirby Place which are very close to this site and that some of the responses include comments on these other roads, which are, though, also included in the separate report being considered at this meeting.
9. In respect of the concerns raised on the loss of parking and displacement of parking the issue of parking provision at Sher Afzal Close was carefully reviewed as part of the planning process ahead of approval being given for this development.
10. A CPZ in the Temple Cowley area is included in the wider CPZ programme for Oxford. Although this scheme is currently unfunded, a review of sources of funding to complete the programme is being carried out, noting the significant benefits of this programme in the context of other major projects to address transport issues in the county.
11. The local member and five members of the public expressed support for the proposal.

### **How the Project supports LTP4 Objectives**

12. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

13. Funding for the proposed measures has been provided by developer of the residential development at Sher Afzal Close.

JASON RUSSELL  
Interim Director of Community Operations

Background papers:       Plans of proposed waiting restrictions  
                                     Consultation responses

Contact Officers:         Hugh Potter 07766 998704

May 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Local Citry Councillor, (Cowley Marsh)	<b>Support</b> – Resident in Kirby place & Don Bosco Close will be relieved and happy finally to get these Double yellow lines because parked cars obstructing the access which many times council waste collection lorries returned without the collection or the crew have to bring the bins manually to the Main road to be emptied. Currently with obstruction on both roads there is a difficulty for the emergency vehicle to access. Please allow the scheme.
(3) Local Resident, (Oxford)	<b>Object</b> – You have removed the parking places previously available at the library and have not provided sufficient parking for library users. The parking in Sher Azfal close should have some parking spaces for library users.
(4) Local Resident, (Oxford)	<p><b>Object</b> – I object in the strongest terms to these proposed parking restrictions. If the proposed restrictions in Kirby Place and Sher Afzal Close are approved, then the current parking problem will be pushed further up the road. Temple Road and Junction Road will become even more difficult for residents to park in than it currently is and if the double yellow lines are extended as proposed into Don Bosco Close it will be almost impossible for residents to park near their homes.</p> <p>Parking for residents in this area and the surrounding area is increasingly under pressure due to an increase in use of the parking bay in Junction Road from local commuters, Oxford Brookes students who have cars, parents parking during school hours, local schools and businesses, contractors working on housing projects (which looks to continue). Residents in Junction Road find it very difficult to park in the bays outside their houses for the above reasons. If there were double yellow lines in Don Bosco Close as outlined in the proposal, this would remove parking space for residents in Junction Road when they are unable to park in the parking bays on Junction Road because the spaces are being taken up by non-residents.</p> <p>We need a CPZ in the parking bays in Junction Road before these proposals could even considered as potential</p>

	options. What is the purpose of these restrictions other than depriving local residents of much-needed parking spaces?
(5) Local Resident, (Oxford)	<p><b>Object</b> – I live in Junction Road and recently I have had to park in Don Bosco Close the majority of the time. On-road parking in Temple Cowley has become more difficult in the past couple of months, coinciding with the completion of the development of the Temple Cowley Pool site. The City Council was well aware that Temple Cowley could not absorb any more traffic yet granted planning permission for the development of 48 units, with only 29 allocated parking spaces. Sher Afzal Close is wide enough for cars to park on one side at least and could be wider still if the pavement were not so wide. Infill new developments with lovely open spaces should not be built at the expense of existing households.</p> <p>As a result of the new development, there is now a need for more on-road parking, not less. If you restrict parking in Don Bosco Close and Kirby Place, the cars that currently park there will have nowhere to go. If you keep these roads open for parking, the situation is no different to most of the side streets in East Oxford, where cars, emergency services and waste-collection lorries have to negotiate narrower road widths than in Temple Cowley.</p> <p>However, I do agree that parking on the bend of the north-east side of Don Bosco Close should be restricted and also on the south-west side of the Close (where cars do not park in any case). Don Bosco Close is very wide: there is no need to restrict parking on both sides of the road. Kirby Place is both narrow and quite bendy, but why not restrict parking on one side only?</p> <p>Any new restrictions should be limited to those that are absolutely necessary (i.e. on bends, or one side only) and should not be implemented until a controlled parking zone has been introduced for Temple Cowley residents who do not have off-road parking, to protect existing households and ensure that students at Oxford Brookes University do not bring cars to Oxford.</p> <p>I would love to be able to cycle to work, and did so for many years, but currently have to travel Milton Keynes, a five-hour round trip by public transport, door-to-door. No car, no job, and the same is true for many Council taxpayers. We live on a small, crowded island with house prices and stamp duty land tax at levels that necessitate high-impact lifestyles for those unable to find work in Oxford, and there's no point in pretending otherwise.</p>

(6) Local Resident, (Oxford)	<b>Support</b> – We need proper parking spaces marked out in Don Bosco Close and elsewhere. We may not be in the first phase of CPZs but we need to stop drivers parking on footways and corners. Since we will eventually have a CPZ I don't see why we couldn't get the benefit of having parking spaces marked out in the meantime.
(7) Local Resident, (Oxford)	<b>Support</b> – I welcome these restrictions to stop the dangerous and extremely inconsiderate parking which local residents have had to endure for far too long. If the council implements controlled parking zones then the parking problem just moves to the next easy area which for far too long has been Temple Cowley. At weekends and evenings the difference is stark as the regular commuters including people from St Joseph's (Kings), and people who work at the police station and county council at Knights court (among the persistent people who park in my road) are not here! Local residents must support a CPZ when the next consultation is held as if not the world and his wife will be parking in these streets.
(8) Local Resident, (Oxford)	<p><b>Object</b> – If new restrictions are introduced piecemeal like this without a proper plan for residents' parking this will only exacerbate our current problems. Residents of Junction Road often rely on parking in Don Bosco Close, especially on weekdays, because all the space on our road is occupied by commuters, users of the doctor's surgery and library in Temple Road (for which no parking provision has been made although these are public services in regular use), and parents collecting children from local schools.</p> <p>What has happened to the formal consultation we were promised after the informal one came round last year? It is not acceptable that I had to find out about this proposal from a scrappy piece of paper on a lamppost near the library. There has to my knowledge been no information delivered to residents who will be directly affected and it has taken me 15 minutes of online searching to find this consultation.</p>
(89) Local Resident, (Oxford)	<b>Support</b> – No comments.
(10) Local Resident, (Oxford)	<b>Support</b> – Fully agree with this proposal for the exact reasons as set out in the councils statements of reasons.
(11) Resident, (Abingdon)	<b>Support</b> – No comments.

CMDE7

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Division(s): Wolvercote and Summertown
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD: SUNDERLAND AVENUE- PROPOSED WAITING RESTRICTIONS AND PARKING PLACES**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and parking places by number 53 Sunderland Avenue as advertised.

#### **Executive summary**

2. Waiting restrictions and parking places are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a length of no waiting at any time restriction and amended daytime permit holder parking places (Monday to Friday 9am to 5pm) due to the development of adjacent land

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of the development of adjacent land.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site, and letters sent directly to approximately 25 properties in the immediate vicinity, adjacent to the proposals.
6. Two responses were received. One objection and one non-objection from Thames Valley Police. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Thames Valley Police expressed no objection
8. An objection was received from a member of the public but citing no specific grounds.

### **How the Project supports LTP4 Objectives**

9. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

10. Funding for the proposed measures has been provided by the developer of adjacent land.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions and parking places.  
Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - These proposed restrictions place no burden on Thames Valley Police in terms of enforcement.as they fall within an area of Civil Enforcement.
(2) Local Resident, (Oxford)	<b>Object</b> – <i>No comments.</i>

Division(s): Rose Hill and Littlemore
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD – THE OVAL AND DESBOROUGH CRESCENT - PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at The Oval and Desborough Crescent, Oxford subject to consulting with the local member and bus operators on a possible reduction in their extent to address concerns over the possible unnecessary loss of parking places.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions at The Oval and Desborough Crescent, Oxford.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of the development of adjacent land for residential development.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxfordshire Times Newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 70 properties in the immediate vicinity, adjacent to the proposals.
6. Eleven responses were received. 6 objections, 3 expressions of support and 2 neither objecting nor supporting, but nevertheless raising concerns. The

responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Thames Valley Police expressed no objections.
8. The local member expressed reservations on the grounds that the proposals were too restrictive noting that she had not observed the parking here to be resulting in a problem.
9. Objections were received from six members of the public on the grounds of the loss of parking for residents and their visitors and expressing the view that the current parking did not present a difficulty for other road users.
10. Expressions of support were received from three members of the public

### **Response to objections and other representations**

11. While officers consider that additional waiting restrictions are required in this area in particular to reduce the risk of the buses on this busy bus route being obstructed by parked cars, it would seem appropriate to review with the local member and representatives of the bus companies the scope for reducing their extent from those currently proposed.

### **How the Project supports LTP4 Objectives**

12. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

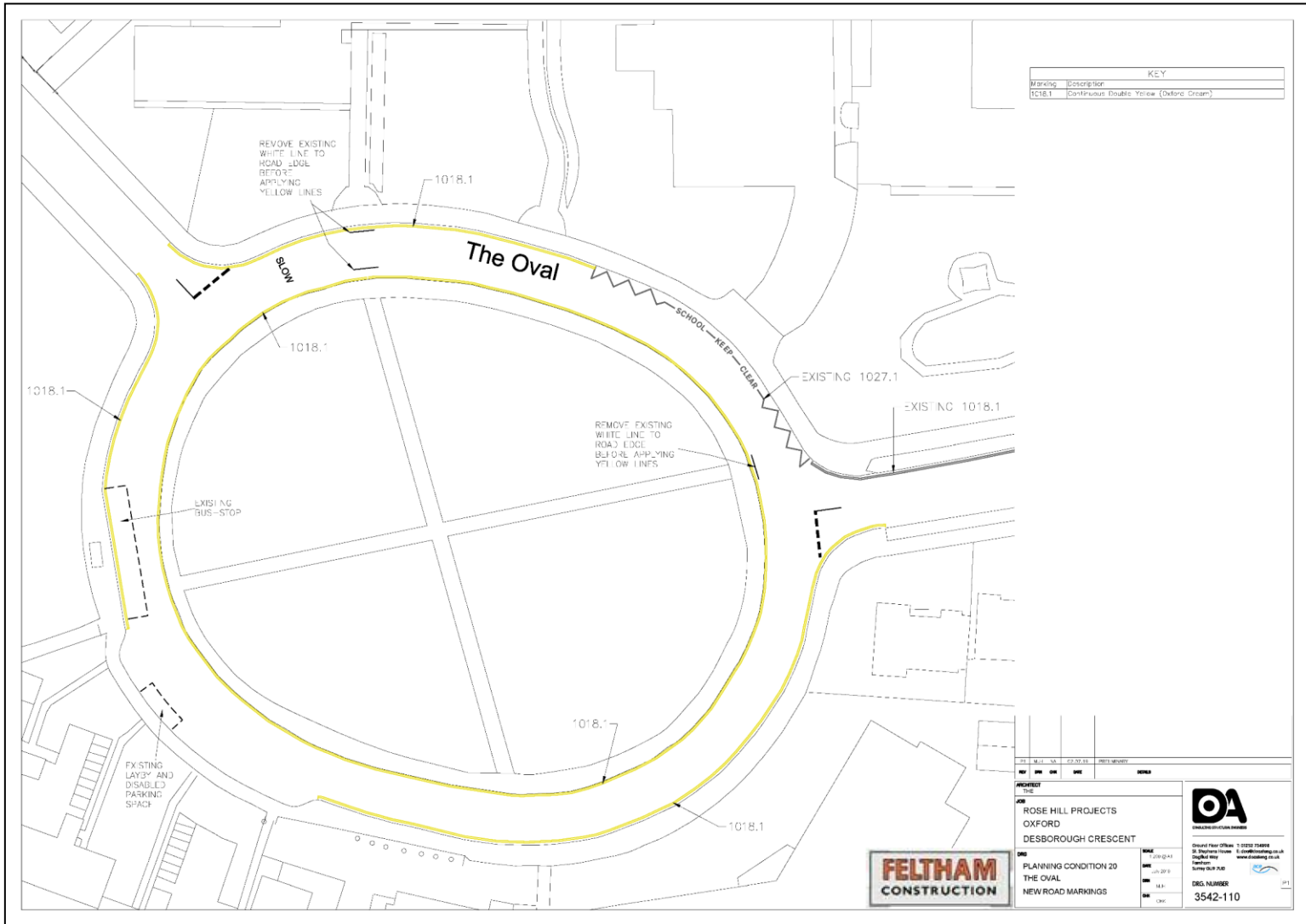
13. Funding for the proposed measures has been provided by developers of adjacent land

JASON RUSSELL  
Interim Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

May 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> –These proposed restrictions place no burden on Thames Valley Police in terms of enforcement.as they fall within an area of Civil Enforcement.
(2) Local County Councillor, ()	<b>Concerns</b> – I have never seen parking at The Oval as being a problem. Obviously parking on the inner circle should not happen but can't see what the problem is with parking on the outer circle.
(3) Local Resident, (Oxford)	<p><b>Object</b> – I would like to put forward several objections with regards to the proposed parking restrictions on the Oval, Rose Hill.</p> <p>Myself and many of the tenants at Maureen Christian House, Desborough Crescent at Rose Hill feel that the Oval itself does not pose 'dangerous or obstructive parking' concerns as has been suggested. I myself live overlooking the Oval and have witnessed the traffic at all times of the day and night and can vouch that buses which use the Oval may have issues when they park directly behind their designated bus stop, but for the vast majority of the Oval, this "dangerous and obstructive parking" is simply not a common occurrence at all. I would argue that if the area were assessed, you would find that serious parking issues actually take place around 'Rose Hill Primary School' on Ashhurst Way, especially outside the school gates during pick up/drop off times, and outside Rosehill Community Centre where you will find cars parked on dangerous junctions and corners blocking views to oncoming traffic. Many buses are stuck there trying to pass on this narrow, very busy part of Ashhurst Way.</p> <p>One suggestion we thought might alleviate the parking issues surrounding the bus stop at the Oval would be to provide a 'bus only zone space' for two double deckers to park one behind the other. This would therefore double the space for them to park safely and provide an efficient service. The rest of the Oval need not be affected.</p> <p>A second objection is the suggestion that a 'No Waiting At Any Time restriction would be a useful restriction on the Oval. I would like to reiterate the point that the Oval has no specific safety issues as cars have ample space to park safely even when bigger vehicles like buses and vans need to pass by. If a vehicle is in fact blocking the route around</p>



	<p>the Oval because of the way it is parked, then surely this would be a traffic infringement issue not a parking issue? No vehicle should ever block a public road anywhere or at any time, never mind the parking requirements. By doing so is acting unlawfully and ignoring the highway code completely and therefore the traffic wardens would have every right to fine them in the appropriate way. My point is, it seems unfair that for the very few bad drivers who would park in this way no matter their location, a complete no-parking zone is being threatened. It seems unduly harsh and is simply penalising those who abide by the law and behave decently.</p> <p>A third objection is the lack of parking provision in this part of Rose Hill and that is without the proposed restrictions on the Oval. I am not sure if you are aware but there are currently two blocks of flats being built; one of them overlooking the Oval just behind the bus stop, and the other right next to Rose Hill Community Centre. You would think there would be provision for parking for these flats but sadly due to lack of space, I imagine, at least with the flats next to the Community Centre, there will be none provided. So, although there will be more families and children in the area, there will be fewer spaces to park and that is without the proposed parking restrictions. So it just does not make any logical sense.</p> <p>A final objection is that by restricting parking on the Oval will only increase the risks of dangerous parking not reduce it. Safety is a big concern and I believe that by restricting parking on the Oval will just make matters far worse on Ashhurst Way and adjoining streets. As I mentioned earlier there are many children playing in and around the Oval near the Primary School. Parents are constantly picking up and dropping off their children at the Community Centre, Nursery or school. This is a hotspot for potential accidents and needs alleviating. The Oval, at least, gives people a place to stop safely. If you take this away, of course, dangerous parking will be inevitable and believe me, it is bad enough as it is. I would prefer to prevent accidents happening rather than raise the risk as this parking restriction would likely end up doing.</p> <p>We, the residents at Maureen Christian House ask you to seriously reconsider the parking restrictions at the Oval and instead consider what would be best for the safety of the local community.</p>
(4) Local Resident, (Oxford)	<p><b>Object</b> – As a Desborough crescent resident which is already very congested, I'm very concerned about the idea of double yellow lines around The Oval!!</p> <p>With new flats currently being built which will only increase that problem what are they plus their guests and visitors meant to park?</p>

(5) Local Resident, (Oxford)	<b>Object</b> – I live in Maureen Christian house on the oval and strongly object to the idea of parking restrictions!! People that visit need somewhere to park and what about households with two vehicles
(6) Local Resident, (Oxford)	<p><b>Object</b> – Removing parking on the Oval will be directly detrimental to the residents, especially of the Maureen Christian House flats and the new flats now being built. Several of our neighbours at MCH have more than one vehicle, meaning that they need to park one outside on the road - Desborough Crescent already being busy most of the time.</p> <p>My partner and I have elderly parents who visit us regularly and find the ability to park just outside on the Oval more convenient than having to find parking further away. As they will only have reduced mobility as they get older this will continue to be important in the years to come.</p> <p>Furthermore, as the entrance to MCH is on the Oval, deliveries will be impossible if lorries or vans cannot stop outside. There is an entrance on Desborough Crescent, but it is up a steep flight of stairs and leads on to a hallway which is quite narrow. I cannot imagine successfully getting a sofa down that hallway and around a corner, for example, while the entrances on the Oval side have wider vestibules and lifts.</p> <p>The passing trade to the shops will also suffer, which can only be of detriment to the entire area. In short, penalising everyone for the actions of a small group of occasional idiots seems like a massive overreaction. If you must restrict parking around the Oval, perhaps consider extending the permit scheme - with visitor permits available for people who live in the area.</p>
(7) Local Resident, (Oxford)	<p><b>Object</b> – I have lived on The Oval for over 8 years and have not experienced dangerous and obstructive parking. But you could see obstructive parking on Ashurst Way between Rose hill primary school and New Community centre. The Oval has always been a quiet place for parking and never had a problem parking there at days or evening times.</p> <p>Cleary against any restriction for parking and double yellow line on The Oval, as this will affect my household and all my neighbours too, as we rely parking if front of our home.</p>
(8) Local Resident, (Oxford)	<b>Object</b> – I have lived on The Oval for over 8 years and have not experienced dangerous and obstructive parking. If this happens it will affect my family and all my neighbours with kids in a negative way as we all rely on parking by our home.

CMDE9

	<p>The Oval has been always been a quiet place for parking and I've never had a problem parking there at days or evening times.</p> <p>Cleary against any restriction for parking and double yellow line on The Oval.</p>
(9) Local Resident, (Oxford)	<b>Support</b> – No comments.
(10) Local Resident, (Oxford)	<b>Support</b> – Fully agree with this proposal for the exact reasons as set out in the councils' statements of reasons.
(11) Local Resident, (Abingdon)	<b>Support</b> – No comments.

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Division(s): Churchill and Lye Valley
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD: WARREN CRESCENT– PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions in Warren Crescent as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and / or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a length of no waiting at any time restriction at Warren Crescent in place of the existing permit holder only bays Monday to Friday 9am to 5pm due to the development of adjacent land.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of the development of adjacent land for housing, which will require construction of new accesses to the development.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site and letters sent directly to approximately 75 properties in the immediate vicinity, adjacent to the proposals.
6. Seven responses were received. Six objections and a no objection from TVP. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Thames Valley Police responded expressing no objections to the proposals.
8. Objections were received from six members of the public expressing strong concerns over the loss of parking for residents in an area already subject to significant parking pressures.
9. While noting the above, the proposals reflect that new vehicle accesses are being provided that require a revision to the existing parking places.

### **How the Project supports LTP4 Objectives**

10. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

11. Funding for the proposed measures has been provided by the developer of adjacent land.

JASON RUSSELL  
Interim Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
                                 Consultation responses

Contact Officers:          Hugh Potter 07766 998704

May 2020

Drawing No.

Revision 0

Key

Existing Parking Restriction - 'Permit holders only Mon - Fri 9am - 5pm'

Existing Parking Restriction to be removed and replaced with 'No Waiting at Any Time' (double yellow lines)

Existing 'No Waiting at Any Time' (double yellow lines)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Director for Infrastructure Delivery  
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Project title

WARREN CRESCENT  
HEADINGTON  
OXFORD

Drawing title

PROPOSED NO WAITING AT ANY TIME

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 07/19	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

The main map shows a residential street layout. Warren Crescent runs vertically on the right side. Wylie Close branches off to the left from Warren Crescent. Heath Close branches off to the left from Wylie Close. The map shows property boundaries with house numbers: 57, 2, 34, 10, 16, 26, 24, 22, 33 to 43, and 45 to 55. A blue line with a diagonal hatching pattern indicates an existing parking restriction for permit holders only, Mon-Fri 9am-5pm. An orange line indicates an existing 'No Waiting at Any Time' (double yellow lines) restriction. A red line with a diagonal hatching pattern indicates an existing parking restriction to be removed and replaced with 'No Waiting at Any Time' (double yellow lines). The inset map shows the location of the site within the Oxford District, with a black box highlighting the area shown in the main map.

Page 105

C:\Users\jane.clark\OneDrive - Oxfordshire County Council\IT\TRO useful info\CAD plans\Warren Crescent Headington.dwg

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – These proposed restrictions place no burden on Thames Valley Police in terms of enforcement.as they fall within an area of Civil Enforcement.
(2) Local Resident, (Oxford)	<p><b>Object</b> – I am totally against the removal of ANY parking spaces in Warren Crescent. The area has 28 flats as well as houses and there is not enough parking as it is.</p> <p>The proposed new houses should have been car free. The development is going to increase pressure on Heath close parking will increase. I am aware there is a proposal for CPZ but evening parking will be horrendous for the 30 properties and 8 parking spaces.</p>
(3) Local Resident, (Oxford)	<p><b>Object</b> – I have lived in the flats on Warren Crescent for 15 years. each person in my block of flats has a car and we already struggle for space to park when all in. it also does not help that one of the houses opposite our flats has become a house of multiple occupancy and they also all have cars meaning we are fighting for space. I completely oppose the idea of taking away what little space we already have to park especially since I pay for a permit to park outside my own property.</p>
(4) Local Resident, (Oxford)	<p><b>Object</b> – There is never enough spaces at the moment for everyone to park their cars at the moment, let alone taking spaces away. In my block of 6 flats there is 6 cars at least, and then you have the block of 6 flats next to me which people also own cars, then there is a student house where there is also 3 or 4 cars so taking away meters of parking space is totally unreasonable since they have closed the car park where people also used to park their cars. There is never any room for people that are visiting either, you either have to park your car up the road or walk.</p>
(5) Local Resident, (Oxford)	<p><b>Object</b> – Parking is already an issue for residents and their visitors. The fact you want to cut parking, yet add further housing, seems ridiculous!</p>



(6) Local Resident, (Oxford)	<b>Object</b> – Already enough parking for residents.
(7) Local Resident, (Oxford)	<p><b>Object</b> – This is absolutely ridiculous! Most people in this day have cars and it is hard enough to park outside my own house as it is ! Not only do we pay for a permit annually but I have a small child and work for the NHS so cannot park at the hospital I need to be able to park near my house! It is not our as residents fault they are trying to squeeze as many properties in as they can, which means taking our parking away!</p> <p>If this is going to happen there needs to be an alternative like the front grass bank at the front of our flats made accessible to park on! This is unfair and is causing me stress and anxiety about this future issue!</p>

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Division(s): Cowley
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## **CABINET MEMBER FOR ENVIRONMENT – 26 MAY 2020**

### **OXFORD: KIRBY PLACE AND DON BOSCO CLOSE– PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at Kirby Place and Don Bosco Close, Oxford as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development, and when requested by the local member or local councils due to concerns over parking obstructing traffic and / or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce waiting restrictions at Kirby Place and Don Bosco Close, Oxford.

#### **Background**

4. The above proposals as shown at Annexes 1 and 2 have been put forward as a result of concerns received from residents and City Council members about parked vehicles obstructing the relatively narrow sections of both Kirby Place and Don Bosco Close. This is a particular problem with larger service vehicles particularly in Kirby Place where the refuse vehicle is often prevented from accessing the road.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site and letters sent directly to approximately 70 properties in the immediate vicinity, adjacent to the proposals.
6. Twenty-five responses were received as summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Support</b>	<b>Neither / Concerns</b>	<b>No opinion</b>	<b>Total</b>
Don Bosco Close	6 (24%)	10 (40%)	3	6	25
Kirby Place	4 (16%)	10 (40%)	1	10	25

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

### **Don Bosco Close.**

8. Of the six objections all generally objected to the loss of parking opportunities. One supported the proposed prohibitions but only if permit controls were implemented first. This objector and another, who supported the proposals, felt that the proposed controls on the northwest side went too far and wanted the gap between the controls near number 47 increased. Concerns were also expressed about the pressure that the displaced vehicles would have on the surrounding area and a Landlord was concerned about where vehicles servicing his property would park.
9. While it is accepted that approximately four or five cars would be displaced the amount of controls proposed are those needed to protect the minimum ten metres around junctions recommended in the Highway Code and a dropped kerb. Others are to prevent vehicles simply swapping sides of the road where none currently park.
10. Comments regarding the need for Resident Parking Permits to mitigate the effect of these proposals lie outside the scope of this consultation, which is intended to solve a very localized issue surrounding obstructive parking.
11. Comments were made regarding new developments. However, these are beyond the scope of this consultation and should be made as part of the developments' formal planning proposal.
12. Comments regarding levels of enforcement lie beyond the scope of this consultation.

### **Kirby Place**

13. The extent of the proposals in Kirby Place were developed following a site meeting with a member of Oxford City Council, local residents and representatives of Oxford Direct Services who indicated where cars parked at that time were hampering waste collection service.
14. The request for additional lines in Kirby Place is noted but this is probably best dealt with as part of a possible permit parking scheme since concerns have been received about the loss of parking opportunities due to the displacement it will cause for residents in the road and nearby development.

### **How the Project supports LTP4 Objectives**

15. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

16. Funding for the proposed measures has been provided by Oxford City Council.

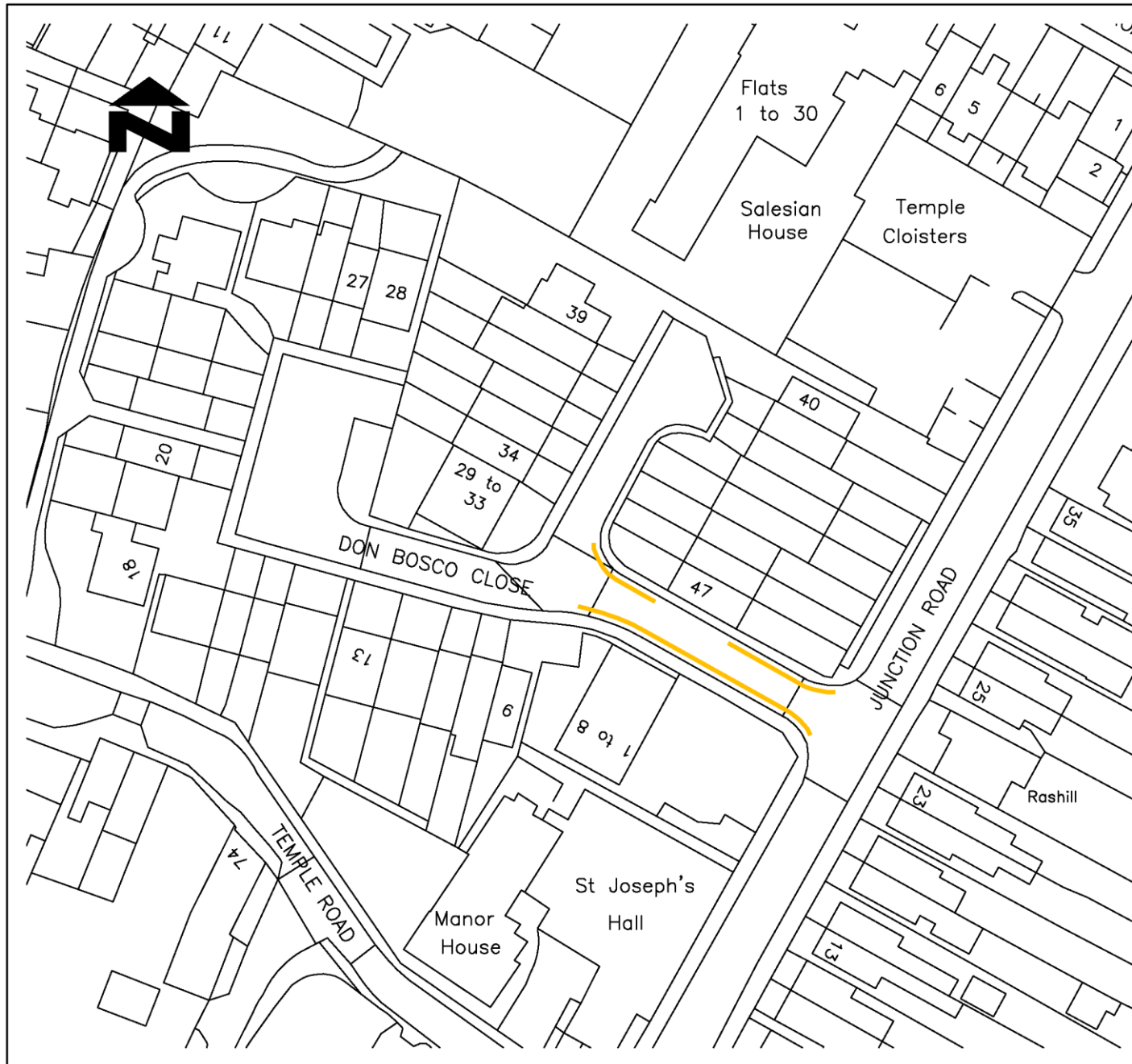
JASON RUSSELL

Interim Director of Community Operations

Background papers:           Plans of proposed waiting restrictions  
  Consultation responses

Contact Officers:               Hugh Potter 07766 998704

May 2020



Notes

Proposed additional no waiting at any time.

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Rev	Description	By	Date	Chk'd	Auth

**Oxford Direct Services**

Marsh Road, Oxford OX4 2HH

T: 01865 335400

E: oxforddirectservices@oxfordds.co.uk



Client:

Project:

**Oxford: Don Bosco  
No Waiting at Any Time  
2020**

Title:

**Layout of  
Waiting Prohibitions**

Scale  
1:500Drawn By  
SMA

Checked By

Approved By

Date 17.01.20

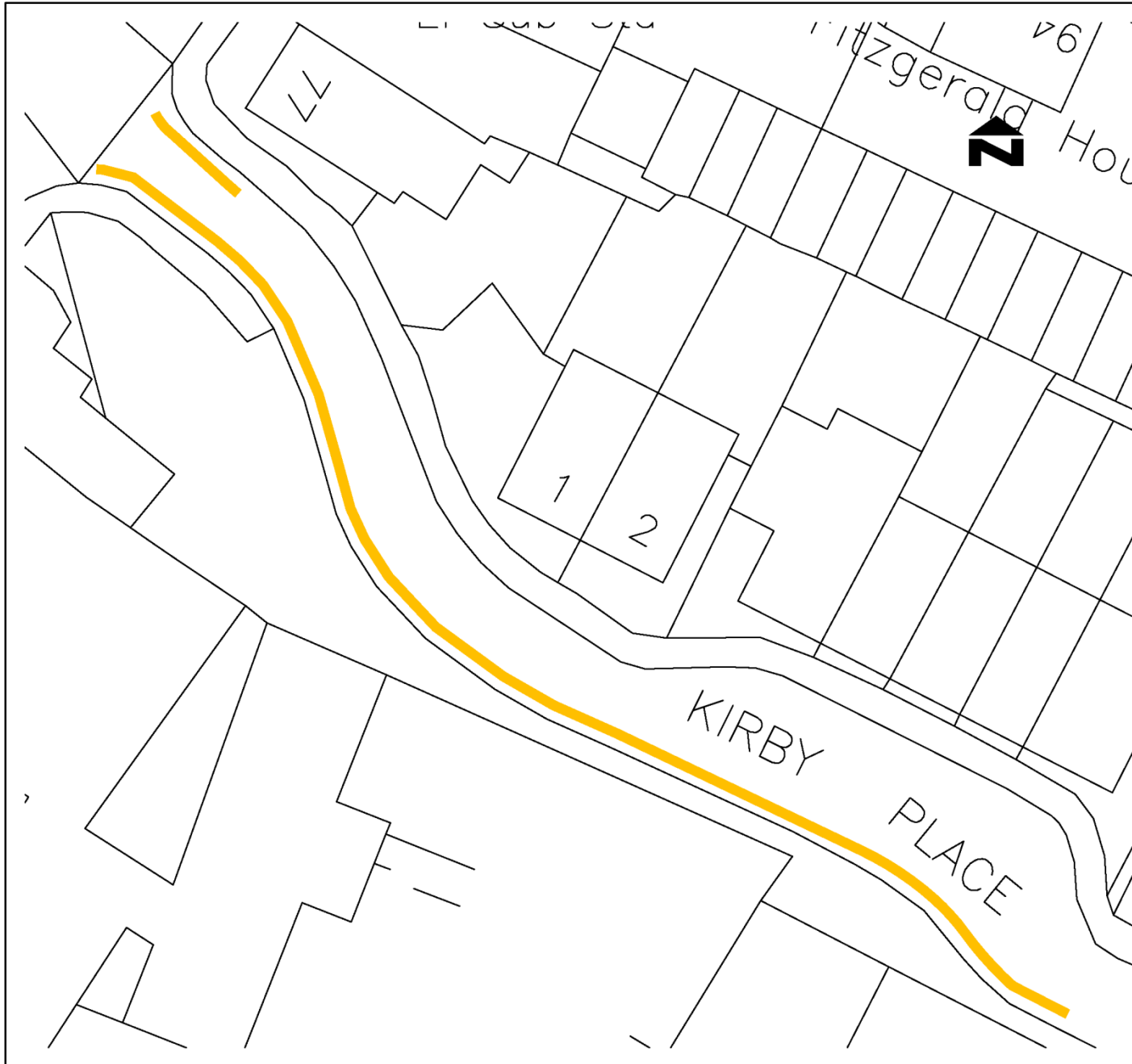
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<b>Notes</b>  Proposed no waiting at any time.																	
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<b>Oxford Direct Services</b> Marsh Road, Oxford OX4 2HH T: 01865 335400 E: oxforddirectservices@oxfordds.co.uk																	
<b>Client:</b>  																	
<b>Project:</b>  <b>Oxford: Kirby Place No Waiting at Any Time 2019</b>																	
<b>Title:</b>  <b>Layout of Waiting Prohibitions</b>																	
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Date 28.08.19		Date		Date													
Drawing Number 0024/A3/00151					Rev 												

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Local City Councillor, (Cowley Marsh)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>Support</b></p> <p>Resident in Kirby place &amp; Don Bosco Close will be relieved and happy finally to get these Double yellow lines because parked cars obstructing the access which many times council waste collection lorries returned without the collection or the crew have to bring the bins manually to the Main road to be emptied. Currently with obstruction on both roads there is a difficulty for the emergency vehicle to access. Please allow the scheme.</p>
(3) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Object</b> Kirby Place - <b>No opinion</b></p> <p>If new restrictions are introduced piecemeal like this without a proper plan for residents' parking this will only exacerbate our current problems. Residents of Junction Road often rely on parking in Don Bosco Close, especially on weekdays, because all the space on our road is occupied by commuters, users of the doctor's surgery and library in Temple Road (for which no parking provision has been made although these are public services in regular use), and parents collecting children from local schools.</p> <p>What has happened to the formal consultation we were promised after the informal one came round last year? It is not acceptable that I had to find out about this proposal from a scrappy piece of paper on a lamppost near the library. There has to my knowledge been no information delivered to residents who will be directly affected and it has taken me 15 minutes of online searching to find this consultation.</p>



(4) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Object</b> Kirby Place - <b>No opinion</b></p> <p>I see no reason for the restrictions on Don Bosco close. There is no through traffic or danger as far as I can see.</p>
(5) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Object</b> Kirby Place - <b>No opinion</b></p> <p>There are always 4-6 cars parked in this area, regardless of whether it is day, night, week or weekend. Restricting the parking here would push these cars to park on Junction Road. As a resident of Junction Road, I find it is getting harder to find a parking spot by our house and would be concerned that if this were implemented, it would get harder still. I would be interested in considering residents parking on Junction Road if the restrictions on Don Bosco go ahead.</p>
(6) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Object</b> Kirby Place - <b>No opinion</b></p> <p>I have been made aware of the proposal to introduce a 'No Waiting at Any Time' parking restrictions on Don Bosco Close by my current tenants. I have a four bedroom HMO property at no:42 that requires regular maintenance involving a variety of contractors that carry out works at the property throughout the year. In order for them to conduct these works they often rely on street parking. This proposal would drastically affect the ability for these contractors to park their vehicles in order to service the property.</p> <p>I have owned the property at 42 Don Bosco Close for 14 years now and have never known of any difficulty for emergency services to access the close during which time weekly refuse lorries have consistently had no problems with accessing all properties.</p> <p>If this proposal is to go ahead I would urge you to put a suitable allowance in place that allow for properties to be serviced by works vehicles.</p>
(7) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Object</b> Kirby Place - <b>Object</b></p>

	<p>I object in the strongest terms to these proposed parking restrictions. If the proposed restrictions in Kirby Place and Sher Afzal Close are approved, then the current parking problem will be pushed further up the road. Temple Road and Junction Road will become even more difficult for residents to park in than it currently is and if the double yellow lines are extended as proposed into Don Bosco Close it will be almost impossible for residents to park near their homes. Parking for residents in this area and the surrounding area is increasingly under pressure due to an increase in use of the parking bay in Junction Road from local commuters, Oxford Brookes students who have cars, parents parking during school hours, local schools and businesses, contractors working on housing projects (which looks to continue). Residents in Junction Road find it very difficult to park in the bays outside their houses for the above reasons.</p> <p>If there were double yellow lines in Don Bosco Close as outlined in the proposal, this would remove parking space for residents in Junction Road when they are unable to park in the parking bays on Junction Road because the spaces are being taken up by non-residents.</p> <p>We need a CPZ in the parking bays in Junction Road before these proposals could even be considered as potential options. What is the purpose of these restrictions other than depriving local residents of much-needed parking spaces?</p>
(8) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Object</b> Kirby Place - <b>Object</b></p> <p>I live in Junction Road and recently I have had to park in Don Bosco Close the majority of the time. On-road parking in Temple Cowley has become more difficult in the past couple of months, coinciding with the completion of the development of the Temple Cowley Pool site. The City Council was well aware that Temple Cowley could not absorb any more traffic, yet granted planning permission for the development of 48 units, with only 29 allocated parking spaces. Sher Afzal Close is wide enough for cars to park on one side at least, and could be wider still if the pavement were not so wide. Infill new developments with lovely open spaces should not be built at the expense of existing households.</p> <p>As a result of the new development, there is now a need for more on-road parking, not less. If you restrict parking in Don Bosco Close and Kirby Place, the cars that currently park there will have nowhere to go. If you keep these roads open for parking, the situation is no different to most of the side streets in East Oxford, where cars, emergency services and waste-collection lorries have to negotiate narrower road widths than in Temple Cowley.</p> <p>However, Don Bosco Close is very wide: there is no need to restrict parking on both sides of the road. Kirby Place is</p>

	<p>both narrow and quite bendy, but why not restrict parking on one side only?</p> <p>Any new restrictions should be limited to those that are absolutely necessary (i.e. on bends, or one side only) and should not be implemented until a controlled parking zone has been introduced for Temple Cowley residents who do not have off-road parking, to protect existing households and ensure that students at Oxford Brookes University do not bring cars to Oxford.</p> <p>I would love to be able to cycle to work, and did so for many years, but currently have to travel Milton Keynes, a five-hour round trip by public transport, door-to-door. No car, no job, and the same is true for many Council taxpayers. We live on a small, crowded island with house prices and stamp duty land tax at levels that necessitate high-impact lifestyles for those unable to find work in Oxford, and there's no point in pretending otherwise.</p>
(9) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Neither</b> Kirby Place - <b>No opinion</b></p> <p>I strongly support the double yellow lines on the SW side of Don Bosco Close, and on the curved parts of the NE side.</p> <p>However, I think that the lines on the NE side (by no 47) are too long for their intended purpose. My concern is that this will likely serve to displace parked cars into less suitable areas of the close. After all, the same number of cars will want to park in the neighbourhood as before - the proposed changes will not affect demand for parking.</p> <p>The only way to stop this would be to enact broader measures to encompass the entire street, which is not what is being proposed.</p> <p>My proposal would be to shorten the length of the proposed double yellow lines on the NE side, to just the two curved sections of the kerb, plus an extra few meters (say ~5m) near the junction with Junction Road to aid cars passing each other. This would still leave about 20-25m for cars to park on the NE side of the road, rather than the 9m of parking which is being proposed.</p> <p>As far as I can see, this will still achieve the requirements in terms of better access, and better visibility for vehicles and pedestrians, while still allowing for some parking in a relatively safe location.</p>

(10) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Neither</b> Kirby Place - <b>No opinion</b></p> <p>As a resident of Don Bosco Close I welcome some of the proposed Parking restrictions, however I am concerned that individuals will attempt to park in the wider roadway at the bottom of Don Bosco Close, already sometimes people park next to each other limiting movement here, and for the purpose of making access better these proposals may just displace the issue. I believe that expanding the central portion of the north side of the road to allow a little more space would still allow for vehicles to manoeuvre in and out of the close. Perhaps a couple of metres on either side of the current proposed clear space.</p>
(11) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>No opinion</b></p> <p>WE fully support the County Councils proposed restrictions for no waiting on the narrow entrance road to Don Bosco Close. Unregulated parking on the entrance road off Junction Road causes major problems for residents and refuse lorries entering the Close.</p>
(12) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>No opinion</b></p> <p>At present there is a huge amount of inconsiderate parking in Don Bosco Close which endangers pedestrians and could prevent a large vehicle (e.g. an ambulance or fire engine) from getting in and out of the close.</p>
(13) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>No opinion</b></p> <p>As a resident of Don Bosco Close I was under the impression that resident permits (CPZ) were to be implemented so am a little confused with this proposal, however am in favour of these restrictions to discourage commuter parking.</p>

(14) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>Support</b></p> <p>We need proper parking spaces marked out in Don Bosco Close and elsewhere. We may not be in the first phase of CPZs but we need to stop drivers parking on footways and corners. Since we will eventually have a CPZ I don't see why we couldn't get the benefit of having parking spaces marked out in the meantime.</p>
(15) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>Support</b></p> <p>I welcome these restrictions to stop the dangerous and extremely inconsiderate parking which local residents have had to endure for far too long. If the council implements controlled parking zones then the parking problem just moves to the next easy area which for far too long has been Temple Cowley. At weekends and evenings the difference is stark as the regular commuters including people from St Joseph's ( Kings), and people who work at the police station and county council at Knights court (among the persistent people who park in my road) are not here! Local residents must support a CPZ when the next consultation is held as if not the world and his wife will be parking in theses streets.</p>
(16) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>Support</b></p> <p>As a resident of Don Bosco Close I strongly support this proposal. The small close has simply become a car park for commuters who work at nearby St Joseph's Hall. The entrance to Don Bosco Close from Junction Rd is narrow and the current parking situation makes exiting the road extremely hazardous. The poor and often obnoxious parking by employees of the nearby St Joseph's Hall (blocking driveways, parking on corners etc) has often led to delivery vans and refuse collection vehicles struggling to access properties. Implementing the double yellow lines would make such an enormous difference and improve road safety for drivers, cyclists and pedestrians - a large number of which are school children walking to nearby St Christopher's School. All properties in Don Bosco Close have off road parking provision so implementing the scheme would have little negative impact in terms of parking provision for residents. Please introduce the scheme asap. I would also support the introduction of a CPZ in the vicinity. My only other comment would be to re-paint the existing double yellow lines on Junction Rd which have almost completely disappeared in places - particularly the section in the road directly opposite the entrance to Don Bosco Close.</p>

(17) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>Support</b></p> <p>Fully agree with this proposal for the exact reasons as set out in the council's statements of reasons.</p>
(18) Resident, (Abingdon)	<p>Don Bosco Close - <b>Support</b> Kirby Place - <b>Support</b></p> <p>No comments.</p>
(19) Local Resident, (Oxford)	<p>Don Bosco Close - <b>No opinion</b> Kirby Place - <b>Support</b></p> <p>This is splendid news - not a moment too soon.</p>
(20) Local Resident, (Oxford)	<p>Don Bosco Close - <b>No opinion</b> Kirby Place - <b>Support</b></p> <p>I would urge, as a resident further into Kirby Place, where the majority of non-resident parking actually takes place, that the council consider adding double yellow lines in part to the south of the hedge adjacent number 14, so that only one vehicle may park - this avoids the drive up, into and out parking for numbers 15, 16, 17 and parking spaces of numbers 4, 5 and 6 being hindered and also avoids a turning restriction for any emergency vehicles, especially a fire tender, should they need to gain access. Similarly I would urge the council consider placing double yellow lines to the west of number 20, along the adjacent brick boundary wall with Bennett Crescent, to a length of 3 metres, to give a gap between potential visitor or non-resident parking at number 20 parking access and other reversing vehicles.</p> <p>Furthermore, whilst I wholeheartedly thank the council for their proposals, can they assure residents that they are</p>

	<p>providing resources to enforce the proposed new restrictions? I have lived in the area for some years and have not once seen a traffic warden, despite witnessing, almost every day, someone who is parked wholly or partly on the current double yellow lines at the bottom of Kirby Place. What assurance can the council give to residents that these additional traffic parking restrictions will actually provide the deterrent they are clearly planned to provide?</p>
(21) Local Resident, (Oxford)	<p>Don Bosco Close - <b>No opinion</b> Kirby Place - <b>Support</b></p> <p>No comments.</p>
(22) Local Resident, (Oxford)	<p>Don Bosco Close – <b>No opinion</b> Kirby Place - <b>Object</b></p> <p>Kirby Place is not a through road. The restrictions would make it difficult for residents to park. Furthermore, guests visiting would have nowhere to park nearby; after residents have scrapped-over/taken the space left in the unrestricted zone. The current parking situation has not caused me any difficulty to park at in my designated bay at the end of Kirby Place (which entails driving past the proposed restricted zone).</p> <p>Therefore, it is my belief the proposed restrictions do not deliver any benefits to the residents. Only a hindrance.</p>
(23) Local Resident, (Oxford)	<p>Don Bosco Close – <b>No opinion</b> Kirby Place - <b>Object</b></p> <p>Kirby Place is not a through road. The restrictions would make it difficult for residents to park. Furthermore, guests visiting would have nowhere to park nearby; after residents have scrapped-over/taken the space left in the unrestricted zone. The current parking situation has not caused me any difficulty to park at in my designated bay at the end of Kirby Place (which entails driving past the proposed restricted zone).</p> <p>Therefore, it is my belief the proposed restrictions do not deliver any benefits to the residents. Only a hindrance.</p>

(24) Local Resident, (Oxford)	<p>Don Bosco Close - <b>Support</b> Kirby Place – <b>No opinion</b></p> <p>Further to the recent letter received on proposed (various) parking restrictions which affect Don Bosco Close, we just wanted to say that we sincerely hope the proposal goes through. We moved here when the Close was first built but the last few (4/5) years parking has been a nightmare, it's difficult to get in and out of the close by car with the parking right to the end of the close, if a car tries to turn in while you are trying to turn right there is nowhere to go, both us and our neighbours have had instances where a delivery lorry has been unable to get into the close to deliver furniture and fittings and had to try to carry the furniture/fittings down from the top of Junction road.... and how the refuse lorries manage to get into the close is a miracle. What astounds us is the fact that some drivers think it is OK to park on all the corners i.e. outside No 47 and outside the apartments (29 to 33) leaving it so tight to access the properties. Vehicles also park outside the apartments (1-8) and with cars parked opposite them sometimes you can't get the car between them. Additionally, so many of the properties are multiple occupancy, with 3/4 vehicles at the property so this also creates an additional problem. We do appreciate that if the new parking restrictions go ahead, it will push some of the parking down to the road opposite our property but we already have a major problem with parking there, with the staff from Kings Language school parking all over the close during the day and residents from Junction road parking in the evening. However, we still believe the proposed parking restrictions will help significantly.</p> <p>I know I am speaking on behalf of my fellow residents from number 9 to 14 who all experience the same problems as us. Our one concern is how the proposal (if approved) will be monitored, as currently no one seems deterred by the double yellow lines currently in Junction road - or elsewhere in Cowley for that matter.</p>
(25) Local Resident, (Oxford)	<p>Don Bosco Close – <b>No opinion</b> Kirby Place - <b>Support</b></p> <p>We are all in favour of the double yellow lines proposed for our road. We have been inundated with parking for the last two years by builders, police, people using the doctors and the library and even people parking all day and going to work elsewhere, to the extent that we cannot park anywhere near our own houses. There have even been occasions when people have parked both sides of our road which is very narrow and twice the refuse collection vehicles were unable to get through to empty the bins at the top of the road. Imagine if emergency vehicles could not get through!</p>



Division(s): St Clement's and Cowley Marsh
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **OXFORD MORRELL AVENUE PROPOSED ZEBRA CROSSING**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing on Morrell Avenue, Oxford.

#### **Executive summary**

2. The provision for pedestrians is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a zebra crossing on Morrell Avenue, Oxford.

#### **Background**

4. The above proposal as shown at Annex 1 has been put forward by Oxford City Council

#### **Consultation**

5. Formal consultation on the proposal was carried out between 27 February and 27 March 2020. A notice was placed in the Oxford Times newspaper and notices placed in the vicinity of the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Letters were sent to approximately 100 properties in the immediate vicinity, adjacent to the proposals.
6. Fourteen responses were received to the consultation. 5 in support (36%), 6 objecting (43%), and 3 either raising concerns or not objecting (21%).
7. All comments are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

8. Thames Valley Police have not objected to the proposal but noted that an adjustment needed to be made to the position of a road marking to ensure full compliance with national regulations on the layout of pedestrian crossings. That adjustment will be made.
9. Cyclox, a local group representing pedal cyclists in Oxford, while not objecting in principle to the crossing nevertheless objected to its design in respect of the width of the traffic lane (3.5 metres) on either side of the central island for the crossing, citing guidance issued by Transport for London in respect of lane widths, which recommends that lane widths of between 3.2m and 4.0m should be avoided to avoid ambiguity on whether there is sufficient space for motor vehicles to overtake a pedal cyclist. While noting this comment, specifically in the context of appropriate widths at pedestrian refuges and traffic islands, national guidance on designing for pedal cyclists issued by the Department for Transport does not flag the proposed 3.5m width as being hazardous and experience of a large number of pedestrian refuges etc. with similar lane widths as those proposed here does not show safety problems with this dimension.
10. Objections were received from five members of the public, together with an additional two responses from members of the public expressing concerns.
11. Two of the objections cited a concern that the proposed siting of the crossing was hazardous given its proximity to the roundabout and would be counter-productive in respect of safety and also that the crossing was not on the main desire line for pedestrians, particularly for pedestrians walking to and from Divinity Road. The other objections also raised concerns that the crossing was in the wrong location and that providing a crossing further down Morrell Avenue would be preferable, noting also significant concerns over the speed of many vehicles on Morrell Avenue.
12. In respect of the concerns over the safety of the crossing, particularly in relation to its proximity to the roundabout, its layout (as noted in the police comment) does comply with national guidance and there are examples in Oxfordshire of crossings similarly sited close to roundabouts which have good safety records. An independent road safety audit of the design has also been carried out.
13. While noting the concerns that the crossing is not on the main desire line for pedestrians and that a crossing elsewhere on Morrell Avenue is needed, the crossing has been designed by Oxford City Council in response to representations made by elected members based on their understanding of the needs of pedestrians in this area.
14. The concerns expressed over traffic speeds on Morrell Avenue are similarly noted but are beyond the scope of this specific project.

15. Expressions of support were received from five members of the public; one of these requested that the layout be amended to allow cyclists to also cross the road here. Noting the latter comment, dismounted cyclists will be able to use the crossing and, while not ruling out the future upgrading of the crossing to a parallel crossing for use by both pedestrians and cyclists (with linking shared use footways), this is beyond the scope of the current project.

### **How the Project supports LTP4 Objectives**

16. The proposals would help facilitate the safe movement of pedestrians.

### **Financial and Staff Implications (including Revenue)**

17. Funding for the proposed measures has been provided by Oxford City Council.

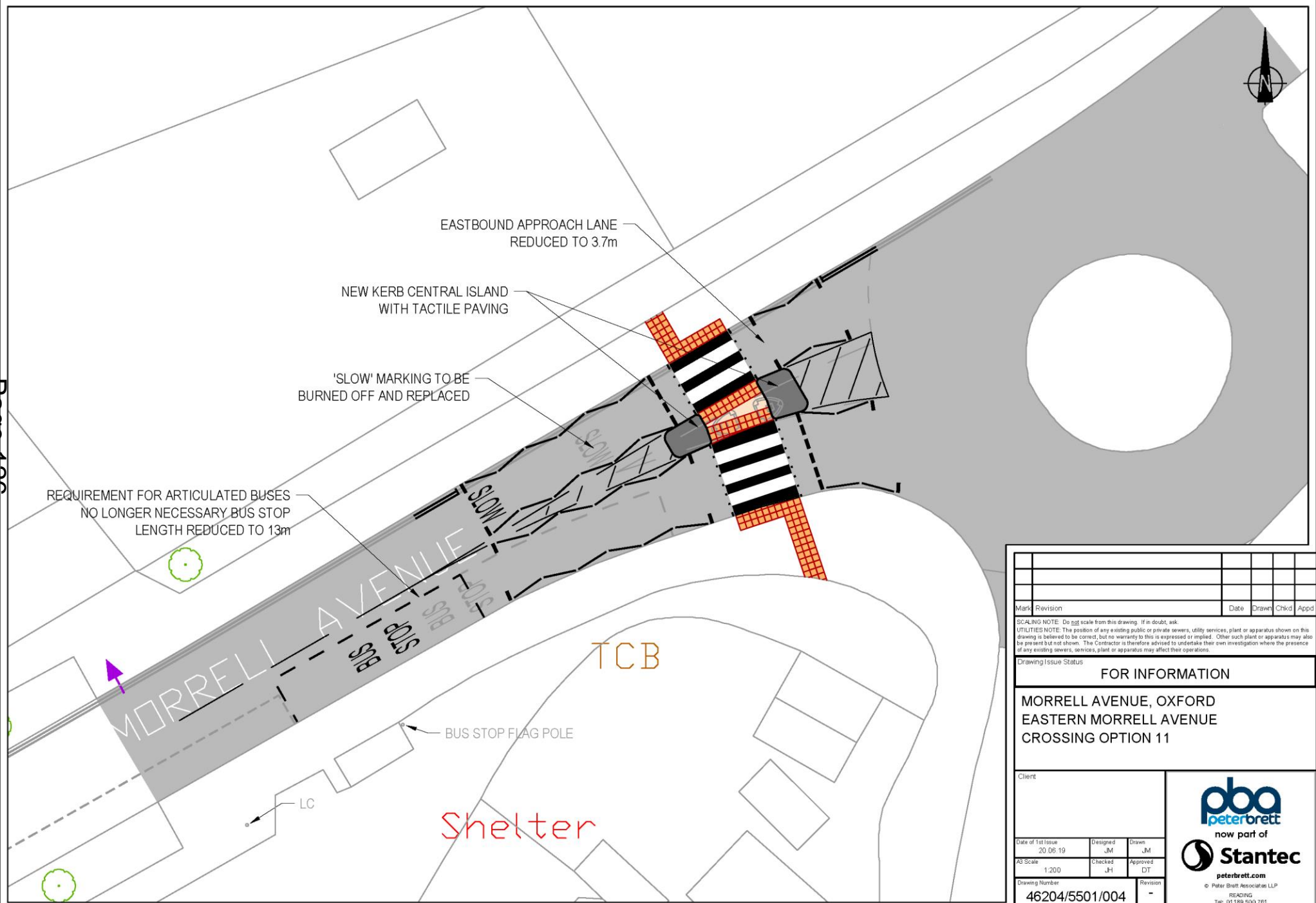
JASON RUSSELL

Interim Director of Community Operations

Background papers:            Plan of proposed zebra crossing  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704

May 2020



Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

**FOR INFORMATION**

**MORRELL AVENUE, OXFORD**  
**EASTERN MORRELL AVENUE**  
**CROSSING OPTION 11**

Client

Date of 1st Issue: 20.06.19  
 Designed: JM  
 Drawn: JM  
 AS Scale: 1:200  
 Checked: JH  
 Approved: DT

Drawing Number: 46204/5501/004  
 Revision: -

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I have no objection providing the necessary speed motoring has taken place and the result support such a crossing at this location.</p> <p>The design meets current standards. It appears from the drawing the SLOW marking is shown within the controlled area despite having been relocated. I do not believe the regulations permit this and ask that it is located outside.</p>
(2) Local Group, (Cyclox, Cycling UK)	<p><b>Object</b> - I don't object to the crossing per se. I object to the design width on one side. The design width where traffic exits the roundabout is OK.</p> <p>I object to the width of the road narrowing for traffic entering the roundabout. A traffic island narrowing should be either so narrow that it is obvious that motor vehicles cannot over take a cycle in the narrowing, OR it should be so wide a motor vehicle can pass a cycle in the narrowing. In general this means narrowings NOT BETWEEN 3m and 4m in width. The narrowing in your design is 3.5m which can result in dangerous close passing of cycle users. This side needs to be made wider or narrower for the safety of cycle users. I doubt you can move the central island over due to swept path tracking from Divinity Road.</p> <p>This page from the London standard:  "4.4.2 Traffic lane widths  Where cyclists are using a lane (bus lanes or general traffic lanes), either  Enough space needs to be provided for a motorised vehicle and a cyclist to pass one another comfortably (with 1 metre clearance in areas with a 20mph limit and 1.4 metres clearance where speeds are higher), or  The lane should be so narrow that overtaking is not possible.  The rule-of-thumb is to avoid situations where motorised vehicles and cyclists are expected to move together through a width between 3.2 metres and 4 metres.  Where lane widths are between these two dimensions, there is uncertainty about space for overtaking and a high risk that other vehicles will seek to pass cyclists too closely thereby putting the more vulnerable road user at risk. This includes the typical lane width adopted in much UK practice of 3.65 metres. Use of this lane width should be avoided.</p>

	A general comment. Looking at the worn path across the Warnford Lane central reservation, the pedestrian desire line at this point is across the end of the central reservation, as this lines up with the South Park entrance, and is used by Brookes and Cheney students daily.
(3) Local Resident, (Oxford)	<b>Object</b> – <i>No comments.</i>
(4) Local Resident, (Oxford)	<b>Object</b> - The proposed crossing is not in the right place. The line of desire is to cross the road further up, in Warnford Lane. Take a look on satellite photos and you can clearly see that the central island there is almost grass-free as a result of the footfall. A safer crossing should be placed on this direct route between Divinity Road and the park's gate, where it's evident that people actually want and will use it.
(5) Local Resident, (Oxford)	<p><b>Object</b> - Having the crossing so close to the roundabout is dangerous as drivers coming around the corner may not realise it is there causing a hazard to people using the crossing. IF they have to brake suddenly to avoid pedestrians that is likely to cause collisions. Most people crossing the path to Brookes cross over higher up, across the central reservation in Warnford Lane as can be seen by the wear on the grass.. They are unlikely to double back to use a crossing.</p> <p>There is a perfectly suitable traffic island already on the site of the proposed crossing.</p> <p>The zebra crossing is supposed to address residents' concerns about speeding in Morrell Avenue. I am not convinced that a zebra crossing at the top of the hill will have any impact on traffic speed down the hill. The only way to slow traffic down is to install a speed camera - the current flashing 20 signs have no effect whatsoever.</p> <p>The decision to install a zebra crossing seems to be a political decision rather than one based on accident data. I think it will make accidents more likely than less and not address the main concern which is the speed of the traffic. If a pedestrian crossing is thought necessary then it should be one controlled by traffic lights. The current proposal seems to be a way of addressing residents' legitimate concerns on the cheap and not solving the underlying problem.</p>
(6) Local Resident, (Oxford)	<b>Object</b> - I live on Morrell Avenue. I think the idea for a zebra crossing is a very good idea, but not in the proposed location. There is already a crossing place there, and the road really narrows there so crossing is not a problem. It would make much more sense to locate the crossing further down Morrell Avenue where the road is much wider and

	<p>does not have any crossing places at all. There are two or three options. One is near the Stone Street bus stop, another is near the junction of East Avenue to enable people to cross the road on the way to or back from Tesco's on the Cowley Road. Another advantage of these two locations would be to slow down the speed of the traffic on Morrell Avenue, which is sometimes used at a rat run.</p> <p>I don't think the residents on the park side of Morrell Avenue have been consulted at all, I certainly didn't receive any information about it. Why were the opinions of the residents living on the Divinity Road side of Morrell Avenue considered more important? I even have a friend who lives in Tawney Street and she was consulted. I would be interested to hear other residents' opinions.</p>
(7) Local Resident, (Oxford)	<p><b>Object</b> – It will be perilously situated between a busy, tight roundabout and the bus stop. This means that traffic will back up onto the roundabout which will be dangerous for drivers' cyclists and pedestrians alike. A bus stopped on or near the roundabout or at the crossing will block visibility for all concerned. Furthermore, pedestrians are more impulsive and less careful when approaching a zebra crossing and with buses and cars screeching to a halt for pedestrians there will be accidents on the roundabout.</p> <p>I live within moments of this zebra crossing and I am a pedestrian, a cyclist and a driver and therefore I am very familiar with the context of the proposed crossing. For the last 10 years I have crossed at the island on a daily basis to take my dog to South Park and have never had a problem of any kind in crossing the road, as traffic approaching from the roundabout is clearly visible, as is traffic coming up Morrell Avenue. This crossing is COMPLETELY redundant and unnecessary and I am certain more accidents will occur as a result.</p>
(8) Local Resident, (Oxford)	<p><b>Concerns</b> – The only accidents there have been at the top of the avenue have involved cyclists, not pedestrians. In any event most pedestrians seem to take the shortest route to anywhere, and in this case that is straight across the grass from Warneford Lane into South Park - as evidenced by the worn path across that area.</p> <p>The real need in Morrell Avenue is for vehicles to slow down: it is not unusual to witness speeds upwards of 50mph. It is difficult for some people (elderly, those with children, the visually-impaired, etc) to cross the road to go to, say, Cowley Road or the school in Union Street, so measures should really be put in place further down the avenue.</p> <p>Any safety crossing needs to be installed further down the road.</p>

(9) Local Resident, (Oxford)	<b>Concerns</b> - Looking at the plans it seems that its likely to cause some traffic hold ups being so close to the roundabout, can I suggest that a layby created for the bus stop ,there is ample room for it to be moved away from the proposed new crossing.
(10) Local Resident, (Oxford)	<b>Support</b> – We are very much in favour of this since we have young children and there is no safe place to cross currently.
(11) Local Resident, (Oxford)	<p><b>Support</b> – We live on the upper part of Morrell Avenue and are delighted that a crossing will be built as indicated on the back of your letter to residents.</p> <p>Despite the 20mph limit on the road, the traffic flow and speeds (particularly after the evening rush-hour), make crossing in this location hazardous (although the location is currently by far the safest point to cross - particularly at night). The significant flow to and through the top of South Park by pupils of Cheney School, Brookes students, local residents, dog-walkers, and families visiting the very successful play area, will all be able to cross with less hazard and more comfort if these proposals are speedily realised!</p>
(12) Local Resident, (Oxford)	<b>Support</b> - Please could the design be amended to incorporate provision for cyclists to cross the road here so that they can access the Divinity Road/ Hill Top Road cycle route from the park?
(13) Local Resident, (Oxford)	<b>Support</b> – Fully support.
(14) Local Resident, (Oxford)	<b>Support</b> – <i>No comments.</i>



Division(s): Bicester North; Bicester Town; Bicester West
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **BICESTER – VARIOUS STREETS - PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce and amend waiting restrictions on residential roads within Bicester where parking - in particular by commuters – is resulting in road safety and access problems for residents.

#### **Background**

4. The above proposals as shown at Annexes 1 to 17 have been put forward following discussions and site meetings with officers and local members.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 3 January and 31 January 2020. A public notice was placed in the Bicester Advertiser newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bicester Town Council, Cherwell District Council and the local County Councillors. Street notices were placed on site and letters sent to approx. 930 properties in the immediate vicinity, adjacent to the proposals.
6. One hundred & thirty-six responses (136) were received. 28 objections, 64 expressions of support and 44 neither objecting nor supporting but nevertheless raising concerns.

7. The responses are recorded at Annex 18 with copies of the full responses available for inspection by County Councillors. The table below summarises the responses for each location

Location	Object	Support	Concerns
All Roads	-	3	2
Barry Avenue	3	8	3
Blake Road	3	1	-
Blenheim Drive	-	1	1
Browning Drive	5	2	-
Ewart Close	-	-	1
Fallowfields	-	9	5
Graham Road	-	1	1
Green Close	2	-	2
Kingsley Road	1	-	-
Lambourne Crescent	3	7	-
Linden Road	2	-	-
Longfields	7	11	5
Maple Road	-	6	3
May Tree Close	-	1	-
Moor Pond Close	-	3	3
Shakespeare Drive	-	7	1
Trefoil Drive	-	1	-
Windmill Avenue	2	3	17

## Response to objections and other representations

8. The table below summarises the comments received for each road and also provides officer comments in response.

Bicester North	Officer's comments based on key themes raised
Blake Road	<ul style="list-style-type: none"> <li>Two residents claimed the DYL would affect residents' ability to park outside their homes</li> </ul> <p><b>The main concern here was that the proposed DYL would impinge on residents' ability to park. However, it would appear that most properties along this road have off-street parking and the proposed DYL around the bend in Blake Road will also increase safety. Therefore the measures are still recommended.</b></p>
Graham Road	<ul style="list-style-type: none"> <li>DYL were requested on the corner of Graham Rd/Bucknell Rd</li> <li>DYL were requested on the corner of Raymond Rd/Barry Avenue</li> </ul> <p><b>Proposals along Graham/Barry Road are generally recommended but with suggested additional areas for DYL being the corner of Graham Rd/Bucknell Road too.</b></p>
Windmill Avenue	<ul style="list-style-type: none"> <li>Eleven residents want the proposed restrictions to be made</li> </ul>

	<p>stricter</p> <ul style="list-style-type: none"> <li>• Eight residents believe the existing situation to be a safety issue</li> <li>• Five residents expressed concern over the parking situation related to the Eden car sales garage</li> <li>• Five residents would like to see DYL near the junction</li> <li>• Three residents feel that the proposed restrictions will just mean that vehicles will switch to the other side of the road to avoid restricted period</li> <li>• Two residents were concerned about how the proposed restrictions would be enforced</li> </ul> <p><b>In summary, the overriding response to the proposals on Windmill Avenue is that they do not go far enough. Particularly with the noted issue with parking related to the car sales garage, residents want the restrictions to be stricter.</b></p>
<b>Bicester Town</b>	<b>Officer's comments based on key themes raised</b>
Fallowfields	<ul style="list-style-type: none"> <li>• Six residents were concerned that the proposed restrictions would displace parking to other parts of the road/other roads</li> <li>• Three residents called for DYL</li> <li>• The following issues were raised by two people: <ul style="list-style-type: none"> <li>▪ School parking would be worsened</li> <li>▪ Residents' only parking is needed</li> <li>▪ How will the restrictions be enforced?</li> </ul> </li> </ul> <p><b>Many of the responses focused on the fact that the proposals were not strict or extensive enough. Despite a portion of the road being assigned for DYL, concerns around displacement and the need for stricter restrictions implies that the DYL should be continued further up the road.</b></p>
Green Close	<ul style="list-style-type: none"> <li>• Three residents were concerned that the restrictions would result in a loss of parking for them</li> <li>• Two residents want DYL installed</li> <li>• One resident called for the restrictions to cover both sides of the road</li> </ul> <p><b>The major theme on Green Close is that residents are worried where they will park if the proposals come into effect. However, some residents want stricter restrictions.</b></p>
Lambourne Crescent	<ul style="list-style-type: none"> <li>• Five residents were concerned that the measures would result in a loss of parking for them</li> <li>• Three residents called for DYL/stricter restrictions</li> </ul> <p><b>The most common concern is that the restrictions will lead to a loss of parking for residents and yet some comments requested that the restrictions be made stricter so it's tricky to judge a best way forward here.</b></p>
Longfields	<ul style="list-style-type: none"> <li>• Seven residents were concerned about enforcement of the proposed restrictions</li> <li>• Seven residents felt the measures would displace parking to other parts of the road/other roads</li> <li>• Five residents were concerned about school drop-off parking and how this would be affected</li> <li>• Four residents felt the measures would result in a loss of parking for themselves</li> </ul> <p><b>The main concerns here focus on enforcement and displacement of parking. Moor Pond Close in particular may need to be included in restrictions.</b></p>
Maple Road	<ul style="list-style-type: none"> <li>• Four residents were concerned that the restrictions would displace parking to other parts of the road/other roads</li> <li>• Three residents were concerned about enforcement of the proposals</li> </ul>

	<ul style="list-style-type: none"> <li>Two residents were concerned about school drop-off parking</li> </ul> <p><b>This street is very close to Longfields Primary School and some residents are concerned that the proposed no-waiting times will not prevent erratic parking during peak drop-off times. Since DYL are proposed at adjacent Withington Road and Longfields, it would either make sense to do the same along Maple Road or to adjust the no-waiting times to prevent the school parking issue.</b></p>
Moor Pond Close	<ul style="list-style-type: none"> <li>Three residents called for the restrictions to additionally cover the top of the road</li> <li>Two residents want the restrictions to cover the entire road</li> </ul> <p><b>The main concern along Moor Pond Close is that there are no proposed restrictions here but much of the adjacent Longfields has proposed restrictions. This risks displacing parking to Moor Pond Close and therefore this road should also be considered for restrictions.</b></p>
<b>Bicester West</b>	<b>Officer's comments based on key themes raised</b>
Barry Avenue	<ul style="list-style-type: none"> <li>Three residents felt that the restrictions would lead to a loss of parking for themselves</li> <li>Two residents want more restrictions</li> <li>Two residents called for the extension of DYL</li> </ul> <p><b>Despite some concern about loss of resident parking, the DYL proposed along various side-road junctions of Barry Avenue will improve safety and are therefore still recommended. This is reinforced by the comments from some who feel the restrictions should be stronger.</b></p>
Blenheim Drive	<ul style="list-style-type: none"> <li>One person was concerned that the restrictions would lead to a displacement of parking to other parts of the road</li> <li>One person was concerned about enforcement</li> <li>One person called for more DYL</li> </ul> <p><b>Aside from a concern about displacement of parking into Huxley Close, overall these proposals appear to be justified and supported by residents.</b></p>
Browning Drive	<ul style="list-style-type: none"> <li>Four respondents felt that the parking related to the veterinary practice was an issue and would be worsened by the proposed restrictions</li> <li>Two residents felt that the proposals would displace parking to other parts of the road</li> <li>The veterinary practice stated that they are awaiting planning permission to move premises to the new Eco-town in Middleton Stoney</li> </ul> <p><b>More residents were against the proposed DYL than in favour of them. Even some of the supportive comments raised concerns about the displacement of parking. Depending on the future of the vet practice, it may be worth reconsidering these proposals.</b></p>
Ewart Close	<ul style="list-style-type: none"> <li>One resident was concerned about displacement of parking to other areas</li> </ul> <p><b>The same DYL are proposed for several other junctions along Barry Avenue and so this should ease some concerns about displacement.</b></p>
Kingsley Road	<ul style="list-style-type: none"> <li>One resident felt that DYL were a bad idea</li> </ul> <p><b>The only response that specifically mentioned the proposals along Kingsley Road was in objection to the DYL as this would affect resident parking. Please see above response for Browning Drive.</b></p>
Shakespeare Drive	<ul style="list-style-type: none"> <li>Two people were worried that the proposals would lead to a displacement of parking to other areas</li> </ul>

	<ul style="list-style-type: none"> <li>One person was concerned about school drop-off parking</li> </ul> <p><b>A resounding level of support for the proposed DYL on Shakespeare Avenue/Ware Road, so these are recommended to go ahead. A few concerns over displacement of parking but generally outweighed by support.</b></p>
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9. The above comments were also circulated to the three local members (Councillor Michael Waine, Councillor Lawrie Stratford and Councillor Les Sibley) who confirmed that they wished the proposals as advertised to proceed, although noting the responses to the public consultation, also requested that a six month review of the parking scheme be undertaken with the Cabinet Member for the Environment to address any issues that may arise.

### **How the Project supports LTP4 Objectives**

10. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

11. Funding for the proposed measures has been provided by developer contributions.

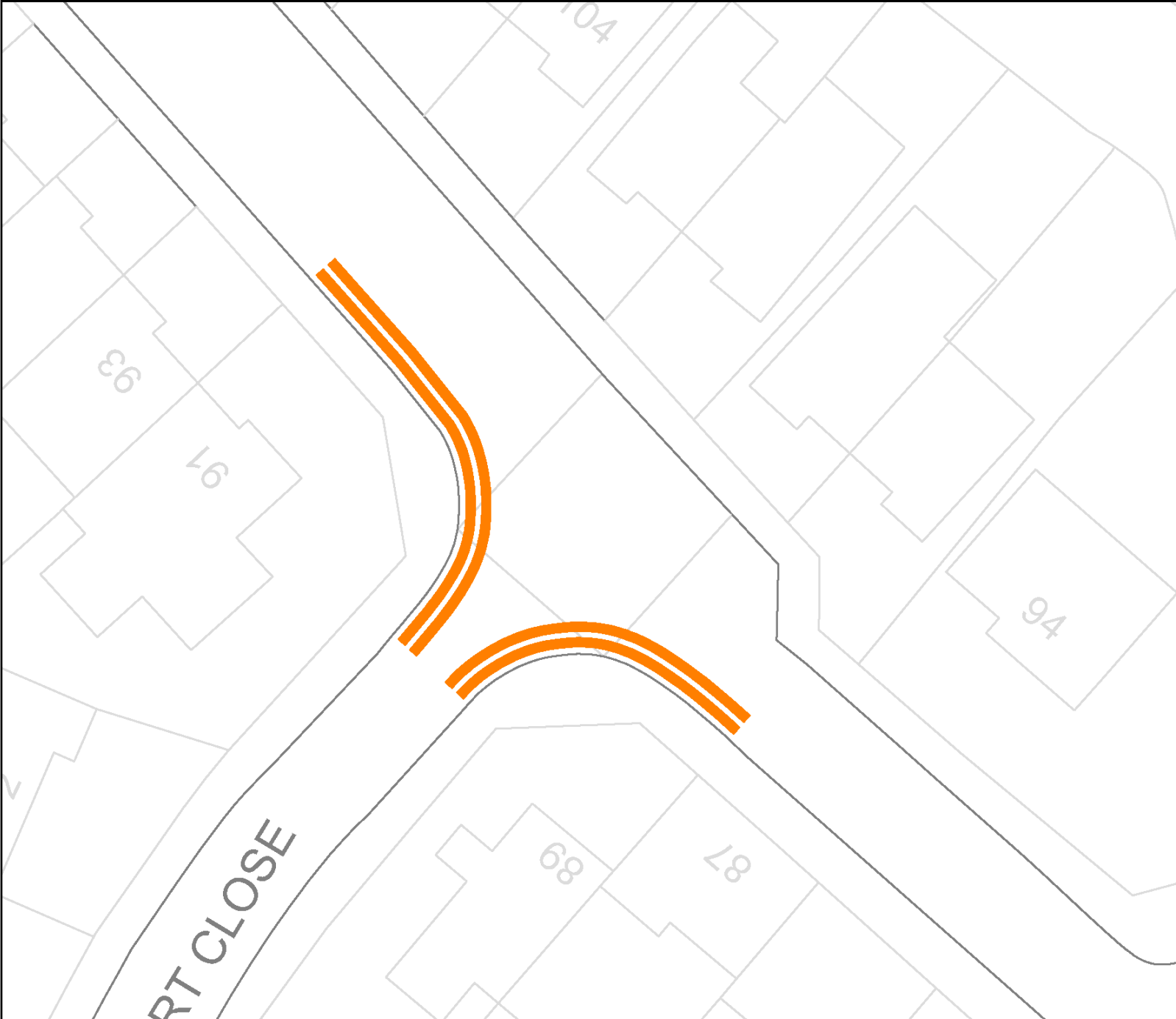
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions  
Consultation responses

Contact Officers: Hugh Potter 07766 998704  
John Lee 07393 001006.

May 2020



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)


No Waiting  
(Double Yellow Line)

Bus Clearway

ALL RESTRICTIONS ARE NEW  
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Proposed Parking Restrictions

Drawing title

Barry Avenue & Ewart Close  
Bicester

Drawing Status

Scale @ A3  
NTS

Drawn by  
LN

Checked by  
MW

Approved by  
MW

Date drawn  
03/09/2019

Date checked  
03/09/2019

Date approved  
03/09/2019

Oxfordshire Project No. & File Ref

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Revision



Drawing No.

Revision

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No Waiting  
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Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	MW	MW
	Date drawn 03/09/2019	Date checked 03/09/2019	Date approved 03/09/2019

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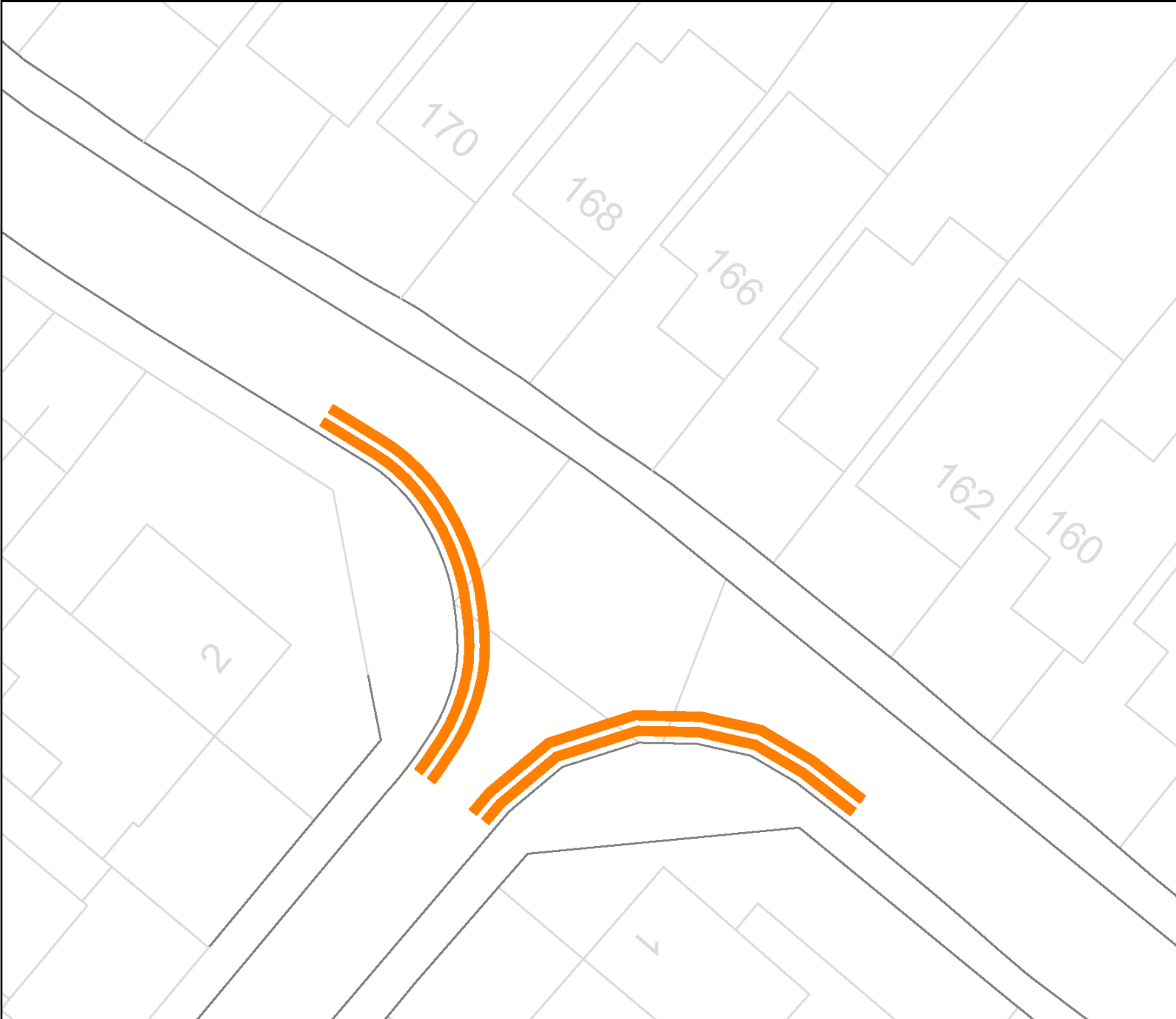
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<b>KEY TO RESTRICTION</b>					
		No Waiting 11am - 12 Noon (Single Yellow Line)			
		No Waiting 12 Noon - 1pm (Single Yellow Line)			
		No Waiting (Double Yellow Line)			
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Project title					
Proposed Parking Restrictions					
Drawing title					
Barry Avenue & Margaret Close Bicester					
Drawing Status					
Consultation					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	LN	MW	MW		
Date drawn	Date checked	Date approved			
03/09/2019	03/09/2019	03/09/2019			
Oxfordshire Project No. & File Ref					
Drawing No.					Revision





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No Waiting  
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Drawing title

Barry Avenue & Maud Close  
Bicester

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Date drawn

Date checked

Date approved

03/09/2019

03/09/2019

03/09/2019

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Project title

Proposed Parking Restrictions

Drawing title

Barry Avenue & Raymond Road  
Bicester

Drawing Status

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NTS

Drawn by  
LN

Date drawn  
03/09/2019

Checked by  
MW

Date checked  
03/09/2019

Approved by  
MW

Date approved  
03/09/2019

Oxfordshire Project No. & File Ref

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(Double Yellow Line)

Bus Clearway

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COUNTY COUNCIL

Daren Jenkins  
Director of  
Communities Operations  
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County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title

Proposed Parking Restrictions

Drawing title

Barry Avenue - Titchener Close  
Bicester

Drawing Status

Consultation

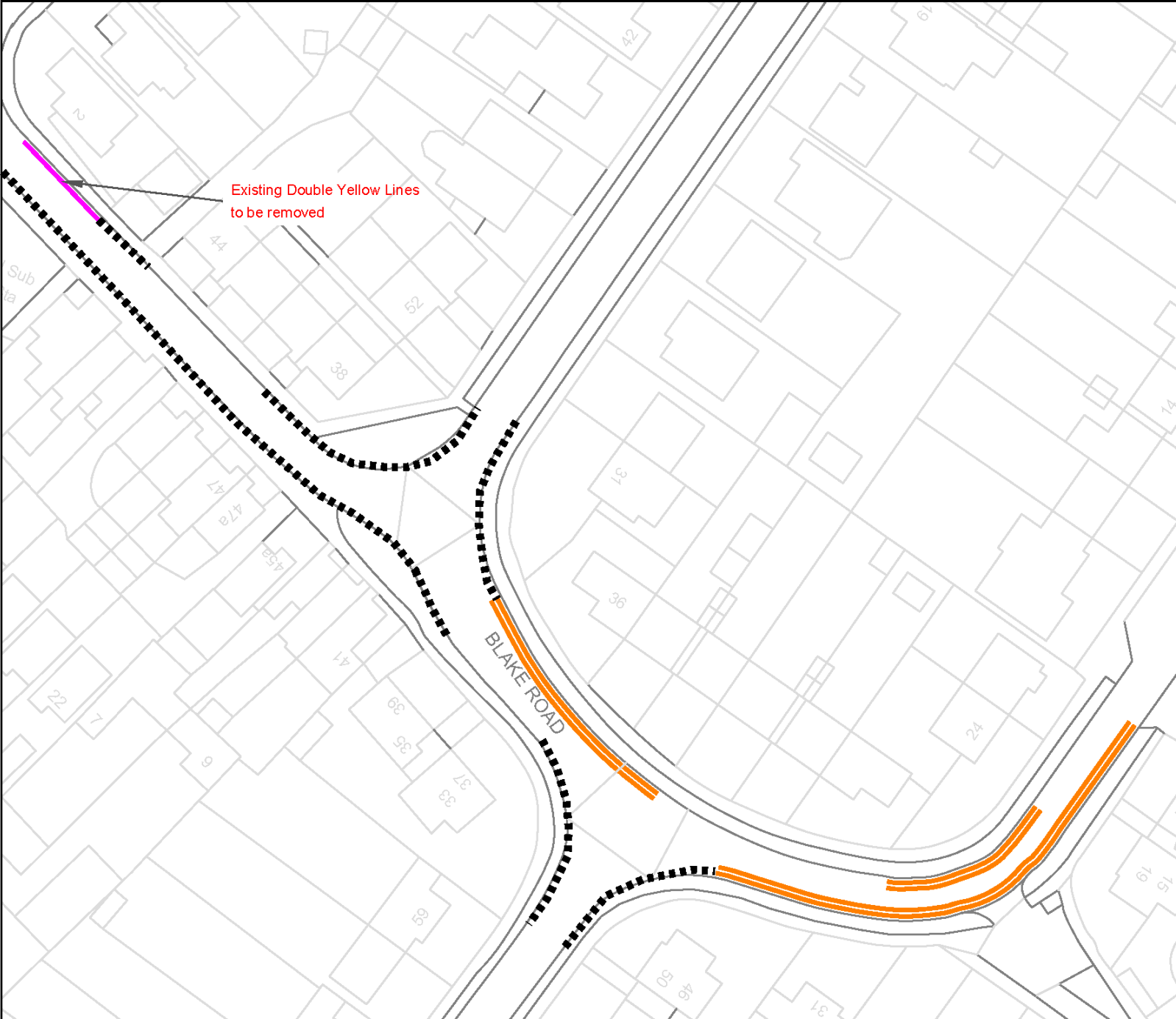
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Drawing No.

Revision

Page 141



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)


Existing Double Yellow Line  
(to remain)

Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

Blake Road  
Bicester

Drawing Status

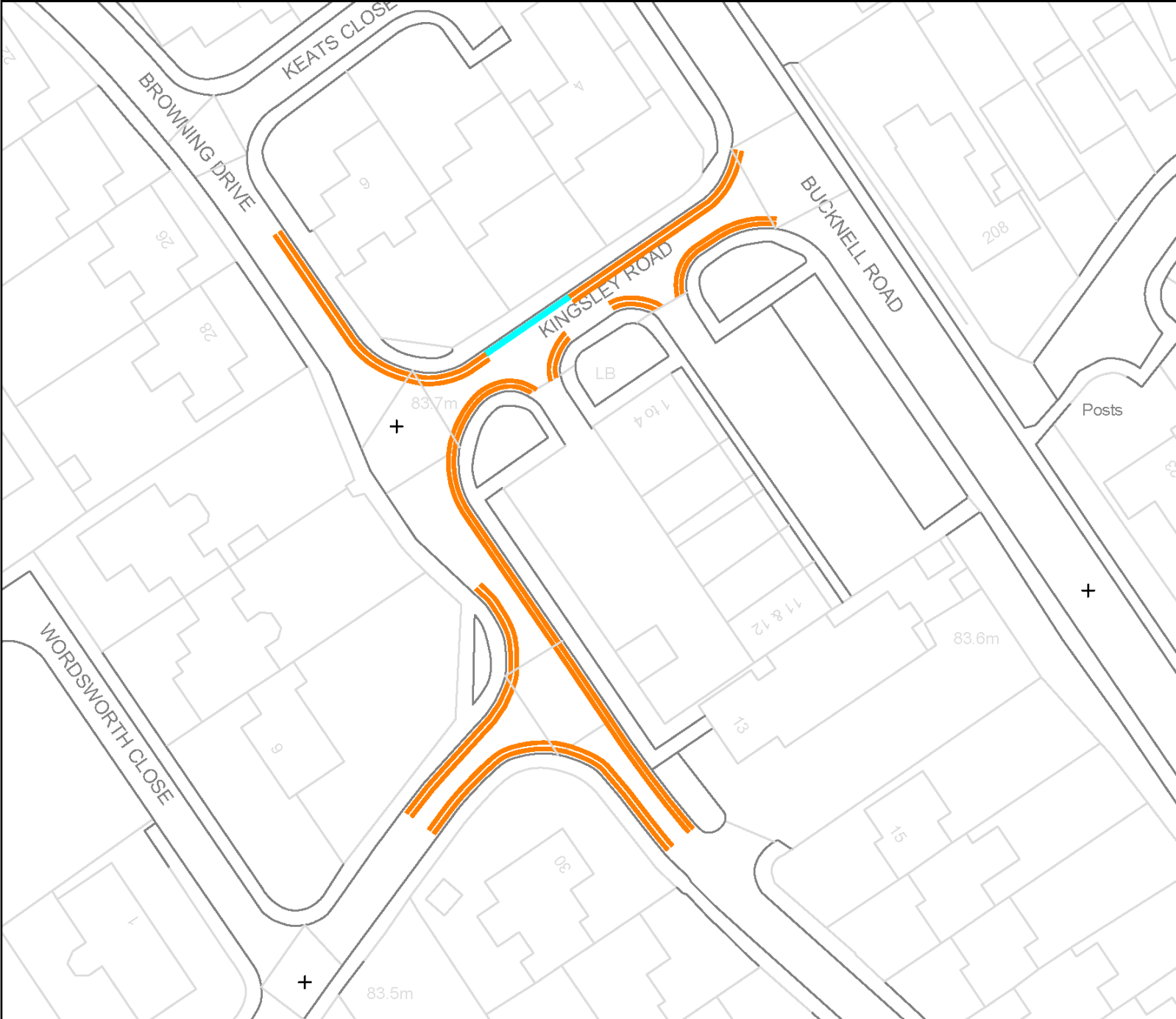
Consultation

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Revision



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)

Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

Browning Drive/ Kingsley Road  
Bicester

Drawing Status

Scale @ A3  
NTS

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LN

Date drawn  
03/09/2019

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MW

Date checked  
03/09/2019

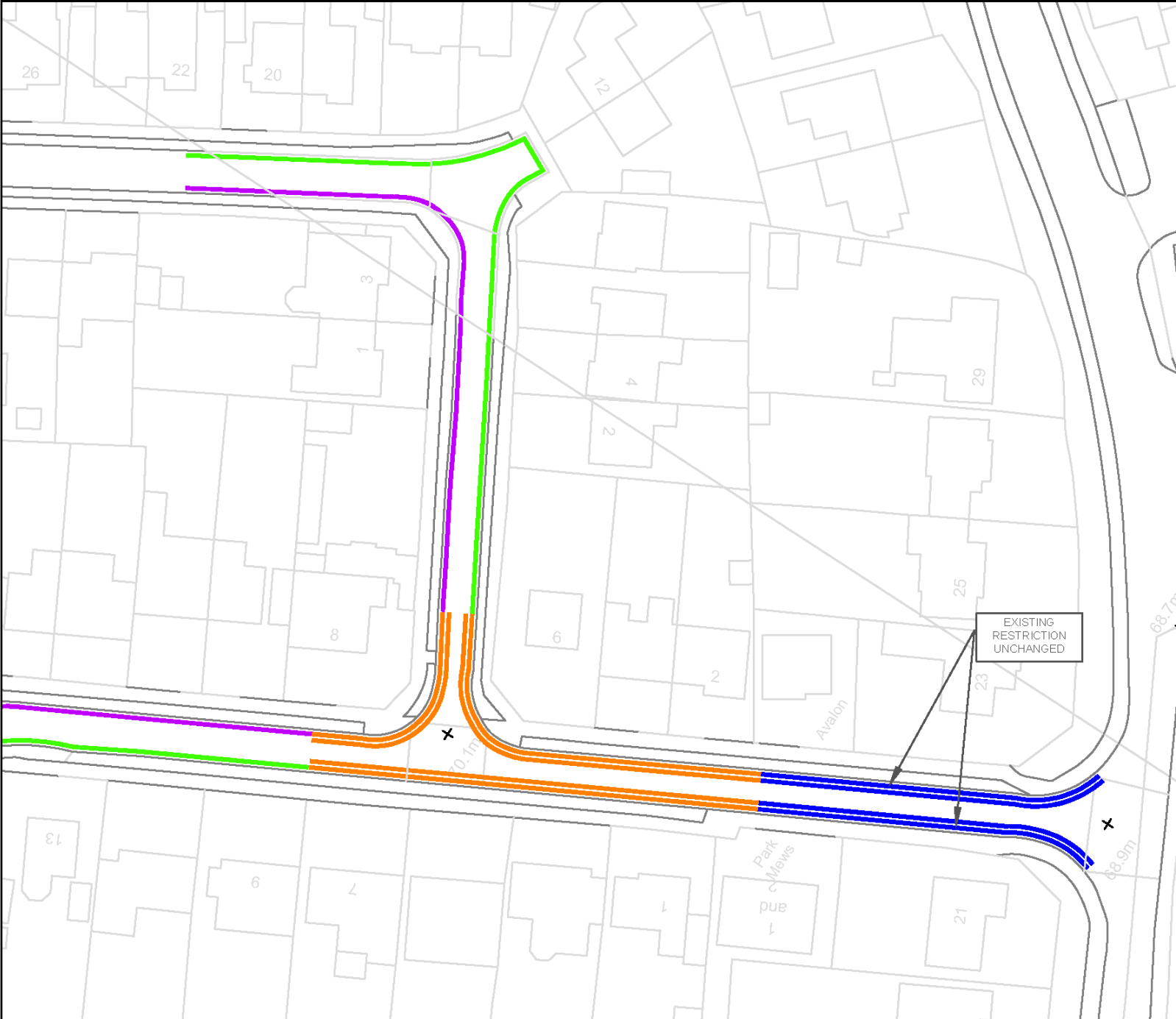
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MW

Date approved  
03/09/2019

Oxfordshire Project No. & File Ref

Drawing No.

Revision



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)


No Waiting  
(Double Yellow Line)

Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

Fallowfields/ Longfields  
Bicester

Drawing Status

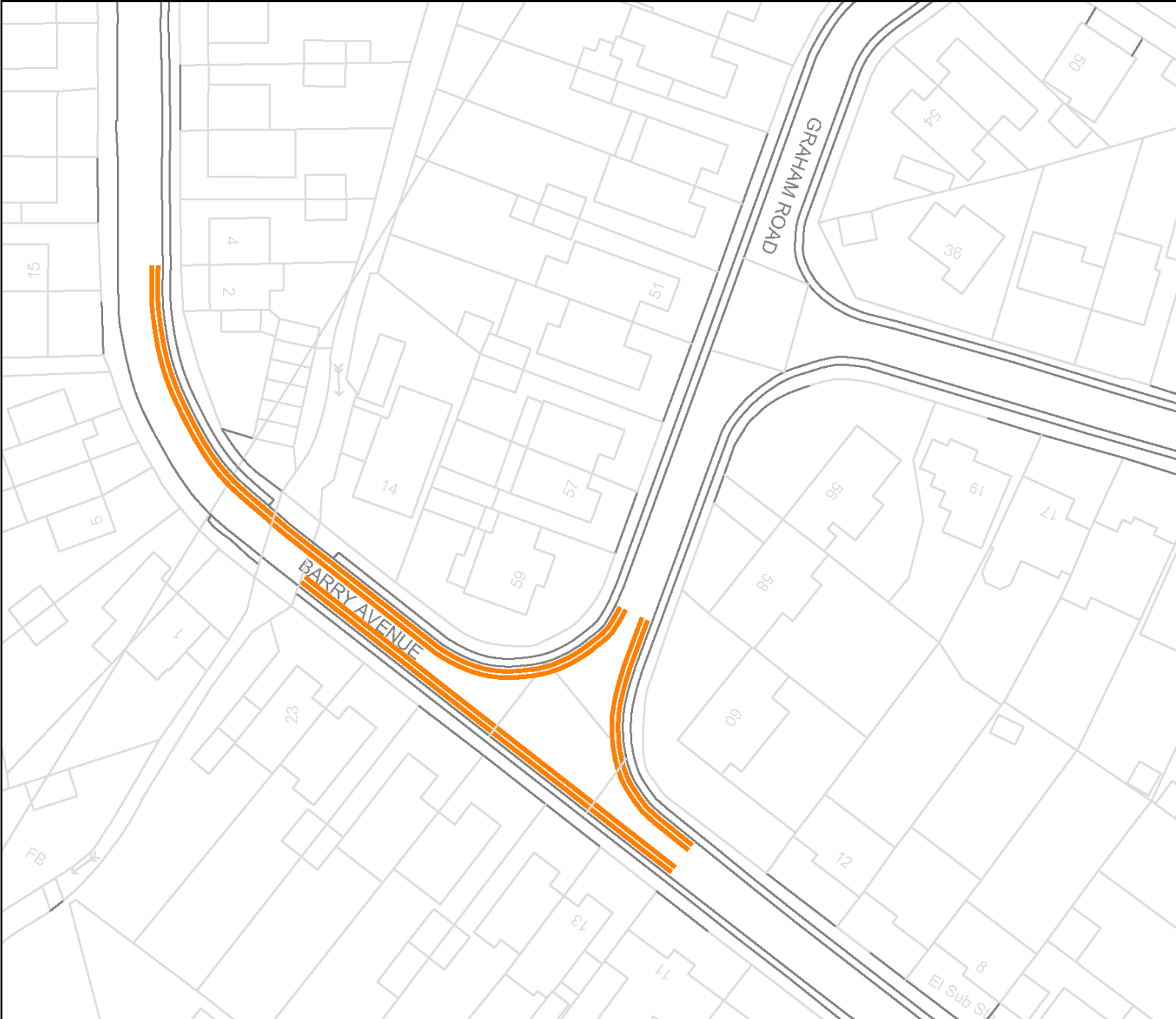
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Revision



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Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)

Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

Graham Road/ Barry Avenue  
Bicester

Drawing Status

Consultation

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Drawing No.

Revision





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Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
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Project title

Proposed Parking Restrictions

Drawing title

Hemmingway Drive/ Blenheim Drive Junction  
Bicester

Drawing Status

Consultation

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Drawing No.

Revision

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No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)

Bus Clearway

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Tel: 01865 590 1111

Project title

Proposed Parking Restrictions

Drawing title

Lambourne Crescent  
Bicester

Drawing Status

Consultation

Scale @ A3  
NTS

Drawn by  
LN

Date drawn  
07/11/2019

Checked by  
MW

Date checked  
07/11/2019

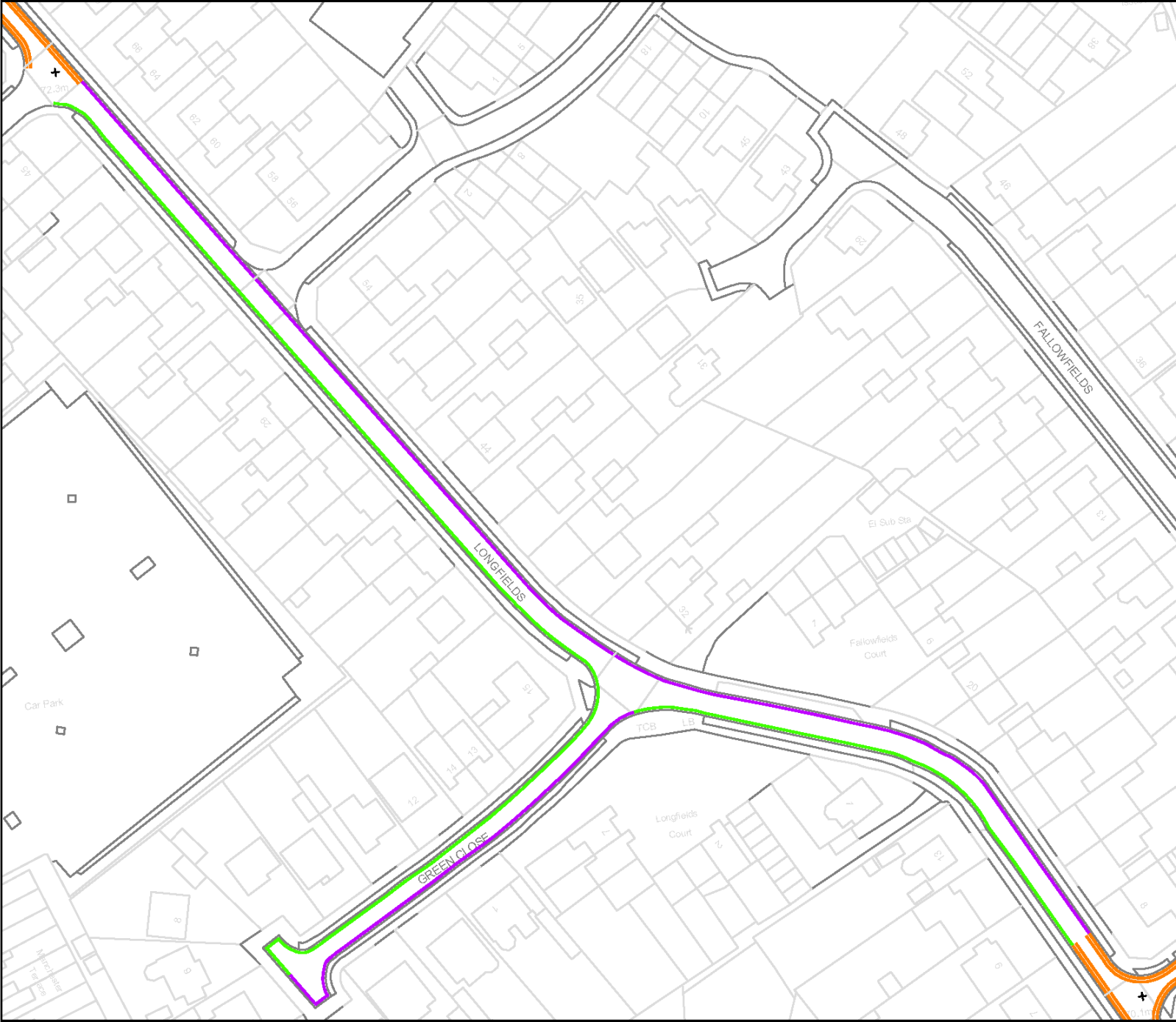
Approved by  
MW

Date approved  
07/11/2019

Oxfordshire Project No. & File Ref

Drawing No.

Revision



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)

Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

Longfield/ Green Close  
Bicester

Drawing Status

Consultation

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03/09/2019

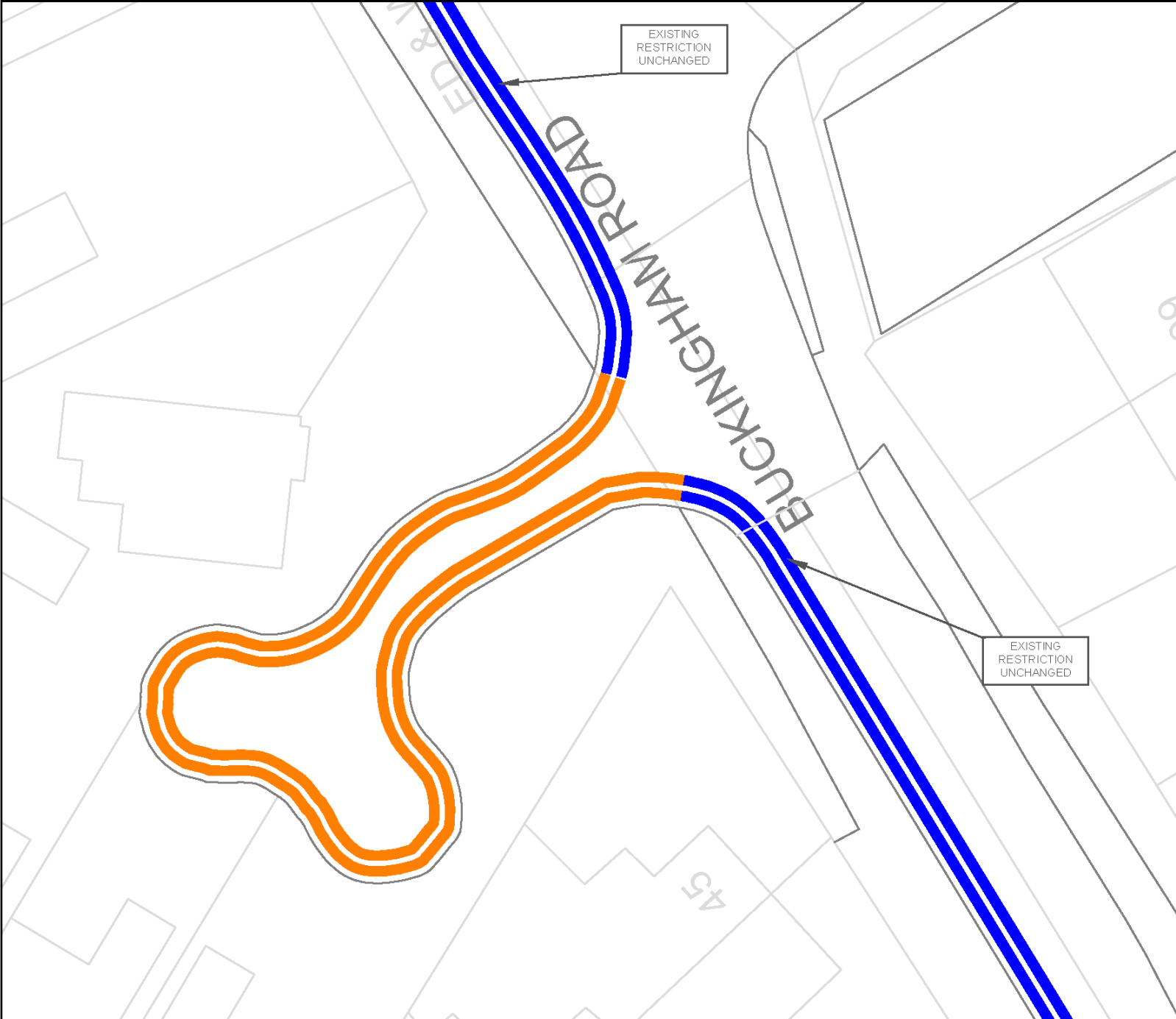
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Drawing No.

Revision



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)

Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

May Tree Close  
Bicester

Drawing Status

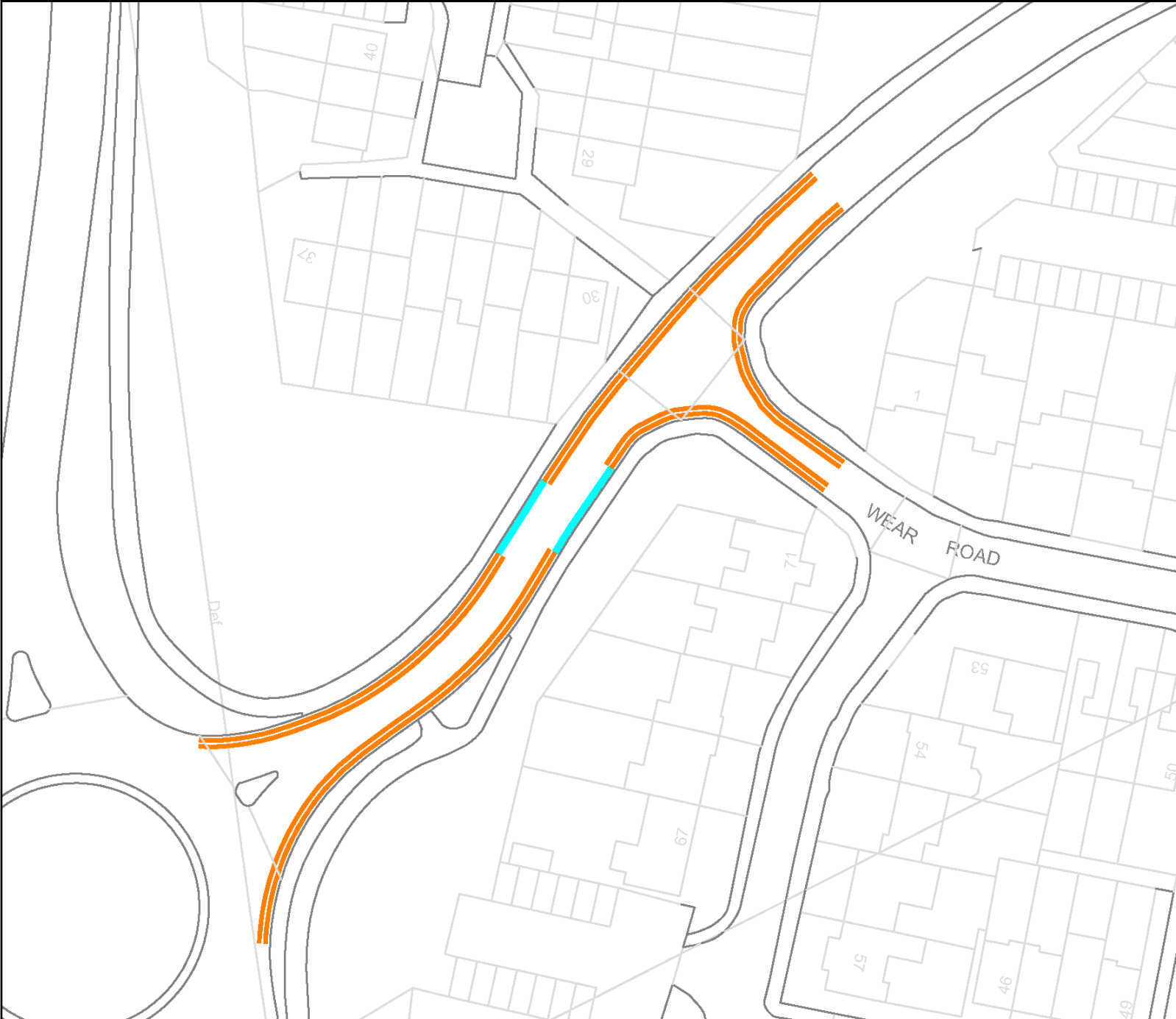
Consultation

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Drawing No.

Revision

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No Waiting  
11am - 12 Noon  
(Single Yellow Line)

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(Single Yellow Line)


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Bus Clearway

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Project title

Proposed Parking Restrictions

Drawing title

Wear Road/ Shakespeare Drive  
Bicester

Drawing Status

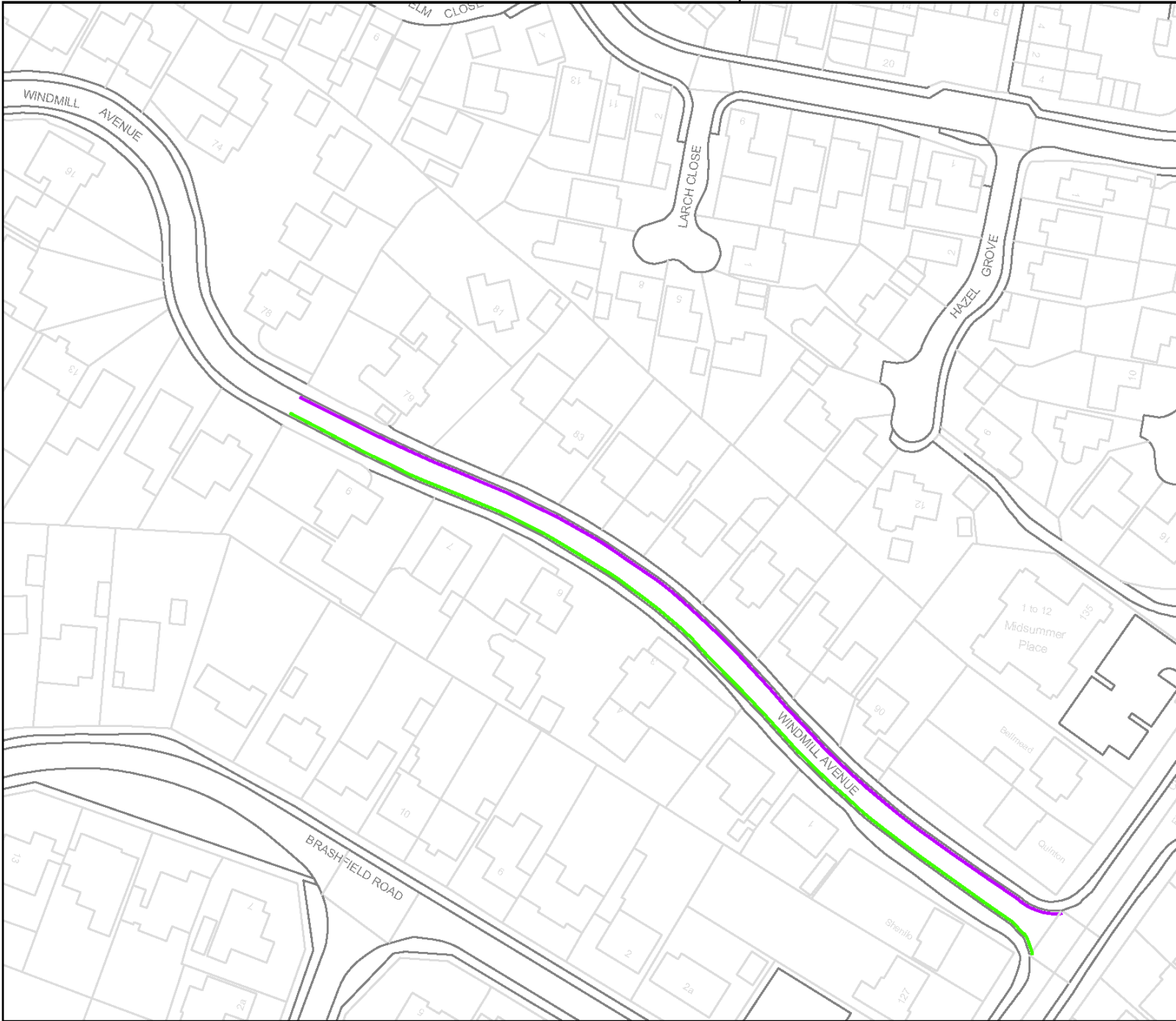
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Drawing No.

Revision



Drawing No.

Revision

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11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
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(Double Yellow Line)

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Tel: 0845 310 1111

Project title

Proposed Parking Restrictions

Drawing title

Windmill Avenue  
Bicester

Drawing Status

Consultation

Scale @ A3

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NTS

LN

MW

MW

Date drawn

Date checked

Date approved

03/09/2019

03/09/2019

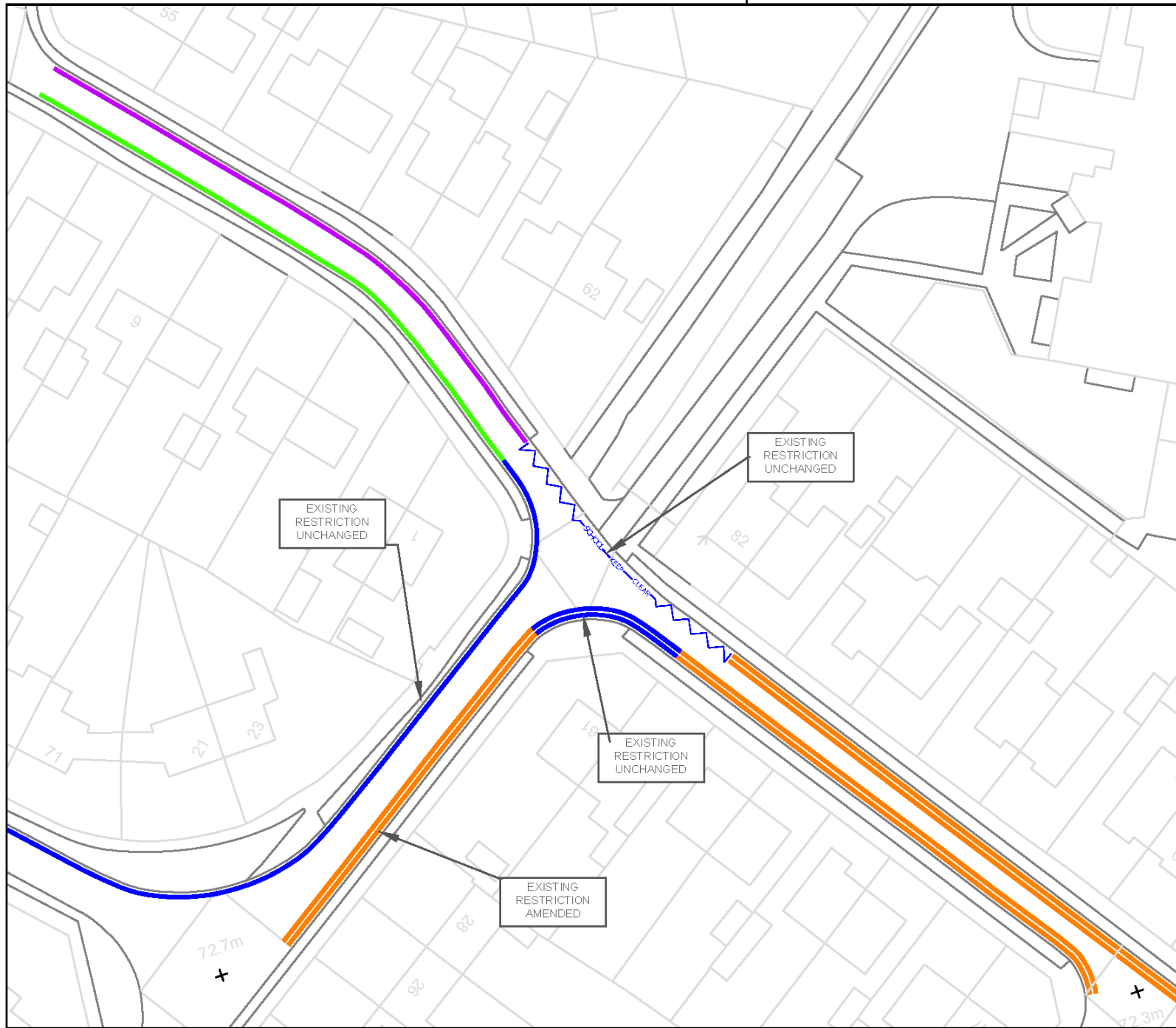
03/09/2019

Oxfordshire Project No. & File Ref

Drawing No.

Revision





Drawing No.		Revision													
<p><b>KEY TO RESTRICTION</b></p> <p>  No Waiting 11am - 12 Noon (Single Yellow Line)   No Waiting 12 Noon - 1pm (Single Yellow Line)   No Waiting (Double Yellow Line)   Bus Clearway </p> <p>ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED</p>															
<p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<p> <b>OXFORDSHIRE COUNTY COUNCIL</b>  <small>Daren Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small> </p>															
<p><b>Project title</b></p> <p>Proposed Parking Restrictions</p>															
<p><b>Drawing title</b></p> <p>Withington Road/ Maple Road/ Longfields Bicester</p>															
<p><b>Drawing Status</b></p> <p style="text-align: right;"><b>Consultation</b></p> <table border="1"> <thead> <tr> <th>Scale @ A3</th> <th>Drawn by</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td>NTS</td> <td>LN</td> <td>MW</td> <td>MW</td> </tr> <tr> <td></td> <td>Date drawn 03/09/2019</td> <td>Date checked 03/09/2019</td> <td>Date approved 03/09/2019</td> </tr> </tbody> </table> <p>Oxfordshire Project No. &amp; File Ref</p>				Scale @ A3	Drawn by	Checked by	Approved by	NTS	LN	MW	MW		Date drawn 03/09/2019	Date checked 03/09/2019	Date approved 03/09/2019
Scale @ A3	Drawn by	Checked by	Approved by												
NTS	LN	MW	MW												
	Date drawn 03/09/2019	Date checked 03/09/2019	Date approved 03/09/2019												
Drawing No.		Revision													

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – I have consulted with the local Police regarding the amendments and have no comment or objection to the order.
(2) Bicester Town Council	<p><b>Support</b> – Bicester Town Council's Planning Committee:</p> <ol style="list-style-type: none"> <li>1. Welcomes the Consultation and supports the objectives but calls for more County Council support for active planning for walking, cycling and public local transport initiatives.</li> <li>2. Welcome enforcement measures once lines are completed.</li> <li>3. Representation at Bicester Vision Executive meeting from Chiltern Railways confirmed they will have grants available in support of walking and cycling to stations.</li> </ol>
(3) Local Resident, (Bicester)	<b>Object</b> - <u>Blake Road</u> - Since the introduction of double yellow line at the end of Woodfield road and Blake road parking has gotten worse for residents not better making Blake road a no parking zone will have a massive negative impact on residents parking. I have a disabled child and sometimes have to carry all his equipment a hundred yards from my flat to my car restrictions on parking will only make this worse
(4) Local Resident, (Bicester)	<b>Object</b> - <u>Blake Road</u> - I object to the removal of Double Yellow Lines on the North Side of Blake Road to the East of Taylor Close as this removal would cause further obstruction to the road that is already full of parked cars further down the road and will make passage down Blake Road more dangerous than it already is and cause congestion around the junction of Blake Road and Banbury Road at rush hour both AM and PM.
(5) Local Resident, (Bicester)	<p><b>Object</b> - <u>Browning Drive</u> - I am staggered but not surprised at this proposal. Staggered because of its sheer stupidity and not surprised because it is indicative of a council completely inept.</p> <p>I cannot believe any competent professional has suggested this proposal as a viable and effective solution.</p>

	<p>The chaos and dangers it would bring to a residential area with many young children about is unbelievable.</p> <p>Why has no-one questioned the competence of whoever's suggested this as a problem solving solution?</p>
(6) Local Resident, (Bicester)	<p><b>Object - <u>Green Close</u></b> - I live at Longfields Court, in a Block of 7 Houses to the side of Green Close. Green Close is the only accessible parking available (this is still a 50 Meter walk to our door) and there is no other parking available to us. There is a garage block to the side of Longfields court, but as we rent 4 Longfields court, the garage is not available to us as this is a storage area used by the landlord. This is also further away then Green close from our door.</p> <p>We have 2 cars, my wife works only part time to do the school run for our 2 small children so her car would be around over the restriction times, so these restrictions would literally leave us no parking?</p> <p>Regarding commuters parking in green close, I have witnessed one person (only recently) over the last 7 years that was obviously doing this, but we are a good distance away from town and the stations so has never been an issue warranting parking restrictions.</p> <p>Myself and my Wife are very upset and stressed by these proposed parking restrictions, as we struggle to carry the kids bags and shopping etc the 50 meters to the car parked in green close, having to potentially find another street miles away is a real concern...</p>
(7) Local Resident, (Bicester)	<p><b>Object - <u>Green Close</u></b> - As a part-time working mum, living at Longfields Court, which has no allocated parking or access to the garage as a rental property the current proposed plan you are suggesting is completely unfeasible.</p> <p>I have children, one of which is not currently school age and therefore we are home during the hours of the day you looking to restrict, as there does not appear to be any offer of residential parking this would leave me with absolutely no where to park during the suggested restricted hours for over a mile radius of my own home!</p> <p>In addition to this, during any school holidays or time off with the children I will have no where to park...and should either myself or my children need a day off due to illness, again this would leave me with no-where to park as we would be home all day.</p> <p>Even when both my children are of full time education age, I only work three days a week and would therefore need to be able to have somewhere to park during my days off....which obviously would be where I live.</p>



	<p>Whilst many houses in the neighbouring area have large driveways, this is not the case for the properties of Longfields Court and Fallowfields Court, whose residents will have no where to park if you pursue with this suggested plan. How can a proposed plan like this even be put forward without taking into consideration the needs of all the residents and not just the ones fortunate enough to having private parking?? At the very least there should be residential parking!</p> <p>What plan has been put in place for those of us that reside in Longfields Court and Fallowfields Court?? I have never been unable to park along Green Close regardless of time or day and therefore I am unsure why there is even a need to implement such restrictive and impracticable rules?</p>
(8) Local Resident, (Bicester)	<p><b>Object - <u>Kingsley Road</u></b> - The plans you have to put double yellow lines on the junction between Kingsley Road and Browning Drive will ultimately make the parking worse and cause more inconvenience for residents. This plan will, in no way, make this better for residents, which I assume is the aim.</p> <p>I am sending a separate email to further express our concerns.</p>
(9) Local Resident, (Bicester)	<p><b>Object - <u>Linden Road</u></b> - The parking restrictions don't include Linden Road. Think a 11-12 or 12-1 should be applied here too.</p>
(10) Local Resident, (Bicester)	<p><b>Object - <u>Linden Road</u></b> - The proposed parking changes would seriously affect the parking in my road (Moor Pond Close) and Linden Road. The latter already has problems. Sometimes I cannot park outside my house to unload shopping. I am 80 years old now and beginning to get arthritis in my hands. Please consider another alternative for your parking restrictions.</p>
(11) Local Resident, (Bicester)	<p><b>Object - <u>Longfields</u></b> - Parking in Linden Road is currently incredibly difficult due to non-residents parking in this street. Linden road is used regularly by parents of Longfields School as well as daily use by people parking to go shopping or working in the town centre.</p> <p>By restricting parking in the nearby streets only this will increase the number of people parking in Linden Road. If you intend to restrict parking in Longfields then the same must be done for Linden Road and MoorPond.</p>

	<p>We have a young baby and at times we have been unable to park our car to safely get our child home. This has become increasingly difficult over the past year.</p>
<p>(12) Local Resident, (Bicester)</p>	<p><b>Object - <u>Longfields</u></b> - I am writing to you as a resident of Longfields and an Oxfordshire County Council employee.</p> <p>I have lived in Longfields for nearly 20 years now and have worked for the Council since 1989. After speaking to some of my work colleagues, I have found that you have agreed double yellow lines along Longfields prior to this consultation coming out. This is going to be a very big issue for me, my family and several residents along this road.</p> <p>At present, I am an agile worker, and have been for some time now, working from home, this being in line with the Council's policies. This means OCC does not need to provide office space for me and all that goes with the office space, for example electricity, wifi etc. In effect we are saving the Council money. I park my van, legally, on the road outside my property, as I only have enough space on my drive for 3 vehicles. I have 2 children that have recently passed their driving test, and both need a car for work. I use my van daily to visit site and attend meetings, and occasionally at the weekends, with this in mind, I am sure you will appreciate that I need to have my van close to hand to enable me to do my job. With the proposals to have the double yellow lines installed I will have no-where to park my van.</p> <p>We are in 2019 and our children are unable to buy properties due to the financial economy and because of this they are living at home longer. This means there will be more cars to accommodate on our infrastructure. I understand the reason behind the proposals - To stop people parking all day, who work in town, but I do not feel you have thought about the affect this will have on a lot of the residents and what the knock-on effect for other roads nearby would be – this will push the issue elsewhere. I feel it is unfair for visitors to the residents – where will they park? My elderly mother often drives around to mine, as she is proud to be independent and drive, to have dinner and company for a couple of hours. Due to her health she is unable to walk far as she used to, due to COPD and Crohns Disease – Where will she park?</p> <p>Please can I ask that you and the Council Officers reconsider the proposals, one option may be to consider a 'commuter' type restriction which will prevent the 'all day' parking but will impact less on local residents. I understand that a residents parking or permit parking scheme is unlikely to occur, as residents, we do have some off-road parking available to us.</p> <p>I am confident I will not be the only resident that feels this way as I suspect that the proposal will only force people to park further along Longfields, and into Fallowfields, Green Close and other roads nearby, something I suspect those</p>

	<p>residents would not be happy with.</p> <p>Cars that park along here at present also make a traffic calming measure, when these are gone then this will encourage speeding, another issue for the residents of Longfields to endure.</p>
(13) Local Resident, (Bicester)	<p><b>Object - <u>Longfields</u></b> - Linden Road has not been included and it is difficult enough to park on our street as residents but with these new restrictions all the parking traffic will be forced onto Linden Road and create worse parking issues for local residents</p>
(14) Local Resident, (Bicester)	<p><b>Object - <u>Longfields</u></b> - The proposals that are in put in place do not factor in Linden Road or Moor pond close, I live on Linden Road and struggle to park here on a daily basis due to shoppers parking in the street and i am forced to park in longfields which with the new restriction would not be possible and would also force more people to try and park in Linden road escalating the parking issue further. I have had my car crashed into when parked outside my house by a regular town shopper that parks in Linden road who tried to drive away from the RTC. Luckily a neighbour saw it happen and passed details to me. I've also had a parking ticket after returning from an afternoon shift at work and having to park on the No waiting zone already in place at the Victoria road end of Linden Road due to lack of parking in the area already. The proposed parking restriction will only magnify the issues already seen in the area and I believe the only way to resolve the issues is to make the on street parking residents only which would then reduce the amount of vehicles parking dangerously. There is a multi story car park that is free so I see no need that we should suffer with parking issues in this area due to the laziness of others</p>
(15) Local Resident, (Bicester)	<p><b>Object - <u>Longfields</u></b> - I live in Linden Road. Living in Linden Road we have bigger problems than Longfields and the surrounding areas with regards to parking and therefore driver blind spots and danger for pedestrians. Our road and Withington road are the first port of call for people who work in the town causing us not to be able to park on our own road from approx 9am-5pm. We are a two car family and if we're both home we have to park way down longfields if we leave our space. We back onto Cattle Market car park that these people chose not to park in. It's so infuriating now that yoyu're introducing these restrictions not because of the restrictions as hopefully this will direct daytime parkers to the pay and display car park but beacause you haven't extended it to Linden Road. Parking is going to be even worse in our road now and we'll have no chance of parking in our road. If we ever have visitors they're still going to have to park in another road. Why was this restriction not extended to Linden Road? And why are we the only road that's been left out?</p>

(16) Local Resident, (Bicester)	<p><b>Object - <u>Windmill Avenue</u></b> - not nearly enough restrictions from Windmill Avenue on the road adjoining Buckingham Road cars park there all day 1 hour per day each side is a ridiculous although its better than nothing going to be a serious accident soon needs restrictions for most of the day.</p>
(17) Local Resident, (Bicester)	<p><b>Object - <u>Windmill Avenue</u></b> - The problem in Windmill Avenue is caused by employees from the Eden car sales site. We know this to be the case because various residents have spoken to the firm who acknowledge that their employees use Windmill Avenue as a car park.</p> <p>They all park on the north side and cause tremendous problems for motorists turning into and out of Windmill Avenue and I have seen many near collisions and instances of inconsiderate driving caused by these parked cars sometimes even affecting traffic travelling north along Buckingham Road.</p> <p>The new parking restriction will in all probability result in all the cars now being parked on the north side being moved to the south side at noon. This does not alleviate the current problem and cars parked on the south side are much more of a hazard to passing traffic than cars parked as they are at present which is very dangerous.</p> <p>The main problem here is cars being parked far too close to the main road for safety.</p>
(18) Local Resident, (Bicester)	<p><b>Object – <u>Barry Avenue</u></b> – I live on Barry avenue and have parking available just outside my house. This parking area is off street and so I would consider this to not be in the road. I would have to say, in relation to the proposed restrictions, that I would object as my concern would be that the parking available outside of my house would be used instead. I have a small child and an illness which would make things very difficult if I needed to park a long distance from my home. Part of my consideration when buying the house was knowing that parking was available outside the house. There should be parking made available for those houses where restrictions will be put in place, otherwise I can't see where else they will be able to go except other people's parking spots.</p>
(19) Local Resident, (Bicester)	<p><b>Object – <u>Blake Road</u></b> – know how residents will park outside their properties if the DYL are put in? I live on Blake rd in Bicester and have no driveway. We are also a 3-car household so would we need permits and if so would these cost us?</p> <p>I won't be able to park outside my own house, I live on Blake Road - do you know if you know if the DYL will extend this far?</p>

(20) Local Resident, (Bicester)	<p><b>Object – <u>Browning Drive</u></b> – I have a concern/objection regarding length of the proposed 'No Waiting - Double Yellow Lines' on Browning Drive opposite the junction to Bunyan Road. This area is frequently used by clients bringing their pets to Harts Vets. Harts Vets car park is not vast and not having somewhere else to park to drop off or collect pets can increase the stress already being experienced by those people and their animals.</p> <p>Many people do not like to use the public car park in front of the Co-op and other stores, in fear of car wheel damage as the condition of the tarmac is awful and at peak times this car park is over-subscribed.</p> <p>Perhaps this area could be addressed or expanded to alleviate the congestion when visiting these popular establishments?</p>
(21) Local Resident, (Bicester)	<p><b>Object – <u>Barry Avenue</u></b> – I live on Raymond Rd. Bicester. And your men were working along Barry avenue were questioned by my neighbour and it was muted that yellow lines were going to be put on my corner. Speaking as an 87-year-old and needing transport to hospital appointments, and friends and family visiting me and taking me out. We do not need any parking restrictions in our area. So why if this is to happen go to the expense of the cost. When what is needed is the huge pot holes between Raymond Rd., and Bucknell Road repaired, and the drains cleared out. To stop further erosion of the road. Also, an occasional road sweeper in my area would stop weeds growing in the gutter and drains. I realise this costs money, but for the want of a nail the war was lost, a saying I was taught at school during World war 2. The need to spend money to save money.</p>
(22) Local Resident, (Bicester)	<p><b>Object – <u>Lambourne Crescent</u></b> – Finally something is getting done, as my car has to sit on the crescent 24 hours at a time, as there not enough spaces on the drive for it. I am asking if there can not have yellow lines put on the crescent, please can we have parking permits, just like in the near by streets Victoria rd, Priory rd, and the houses near bell lane opposite the Methodist church. If there are time restriction on the crescent then i'm going to get a ticket every day from Monday to Friday.</p>

(23) Local Resident, (Bicester)	<p><b>Object – <u>Browning Drive</u></b> – I wish to strongly object to the double yellow lines at Browning Drive/Kinsley road/Bunyan road junction. I have lived at number 17 Browning Drive (2nd house from the vet) for 19 years and for most of those years have been in contact with the vet to try and reduce their customers and staff continually parking outside my and my neighbours homes, often blocking driveways and making it difficult to get on and off our driveways. They have tried very hard to encourage their customers to park in their car park and on the road alongside the vet which is where you are now proposing to put double yellow lines. If you do this then all the vet customers will park outside our homes once again, often inconsiderately, and once again make our lives very difficult...both parking our own cars near our homes and getting on/off driveways. I have attached the map showing the proposals...in blue I have circled the area where there really is no need for double yellow lines and in red when I live and how all these people will then park outside all of my and my neighbours homes.</p> <p>I would urge this to be reconsidered...I cannot see why it has been proposed and would like to see anyone who goes ahead with this to live with the consequences as we will have to do.</p>
(24) Local Resident, (Bicester)	<p><b>Object – <u>Lambourne Crescent</u></b> – As a resident I believe the current problems with parking in Lambourne Crescent are minor and are:</p> <ul style="list-style-type: none"> <li>• people (generally not residents) occasionally double-park - i.e. park both on the outside and inside of the circle. This can prevent larger vehicles such as deliveries and bin lorries getting access. Of course, parking like this and actually blocking the road is already an offence. Parking only on the inside of the circle leaves plenty of room for access even for large vehicles (4.6 m)</li> <li>• Shoppers and commuters parking in the road and sometimes preventing residents from parking.</li> </ul> <p>The proposed restrictions are unnecessary to address the first problem: restricting parking only on the outside of the circle would achieve this just as well. The proposed restrictions would significantly worsen the second problem as they would prevent residents from parking (while doing nothing to stop shoppers using the road for parking).</p> <p>My main objection to the restrictions is that they would effectively prevent any resident without a drive (currently 4 houses) from owning a car. There would be nowhere to leave a car on Lambourne Crescent during the day, and as the proposal also includes DYL on Longfields there would be no nearby roads with any available parking. This seems completely disproportionate to the scale of the parking issues. Not everyone works office hours on every weekday and drives to work.</p>

	<p>Given that much of the outer circle is already dropped kerb and there is very little parking there, can the proposal be modified so that the outer circle becomes DYL and the inner circle continues to have no restriction? This would retain most of the current parking for residents while preventing the road being obstructed by double-parking.</p>
(25) Local Resident, (Bicester)	<p><b>Object – <u>Barry Avenue</u></b> – (A) With regard to the proposed DYLS at the junction of Barry Avenue and Graham Road</p> <p>The proposed changes do not address the most serious issue regarding dangerous and inappropriate parking on Barry Avenue and could potentially make the situation worse.</p> <p>Specifically, the proposed 56m DYLS north-westwards along the south side of Barry Avenue are insufficient and should be extended around the bend, equivalent to the DYLS proposed for the north side of the road (i.e. extending approximately to the boundary of No.15).</p> <p>The north side of Barry Avenue, between the two junctions with Graham Road, is used extensively for street parking. Much of the time, that stretch of Barry Avenue does not have sufficient space for traffic to pass in both directions and so drivers are required to give way to oncoming traffic.</p> <p>There is a bend in the road between the two junctions with Graham Road. In order to see traffic coming in the other direction, drivers approaching from the Rowan Road end of Barry Avenue should be positioned to the left of the road when going into the bend.</p> <p>However, when cars are parked on or close the bend on the south side of the road, drivers approaching from Rowan Road cannot move to the left of the road in order to safely check the road ahead for oncoming traffic. Instead they are forced towards the wrong side of the road.</p> <p>This often results in traffic entering the bend 'blind' and then encountering traffic coming in the opposite direction. At busy times this can result in multiple vehicles having to back-up or otherwise manoeuvre in order to unblock the resulting congestion.</p> <p>Additionally, displacement from the restrictions as proposed might result in additional parking on the south side of the bend, which is precisely the area in most need of restrictions.</p> <p>(B) Proposed DYLS along Barry Avenue at the junctions with Maud Close, Margaret Close, Titchener Close, Ewart Close and Fane Close.</p>

	<p>I would like to challenge the requirement for DYLS at these junctions. The Highway Code includes clear guidance regarding parking close to junctions, which can be used to support the issuing of a parking ticket for obstruction if required. I have not seen dangerous or inappropriate parking at any of these junctions that would justify any additional specific restrictions. They are all quiet cul-de-sacs, with very light traffic entering or exiting the junction.</p> <p>(C) Requirement for DYL at the junction between Graham Road (conduit to Bucknall Road) and Barry Avenue (south side)</p> <p>This is the busiest junction along Barry Avenue, with traffic entering or exiting the junction continuously. Any obstruction at this junction presents a significant safety hazard and I am surprised that no specific restrictions are proposed. I request that DYLS similar to those proposed for the junction between Raymond Road and Barry Avenue are put in place at the junction between Graham Road and the south side of Barry Avenue.</p>
(26) Local Resident, (Bicester)	<p><b>Object – Longfields</b> – I have lived in Longfields for nearly 20 years now and have worked for the Council since 1989. After speaking to some of my work colleagues, I have found that you have agreed double yellow lines along Longfields prior to this consultation coming out. This is going to be a very big issue for me, my family and several residents along this road.</p> <p>At present, I am an agile worker, and have been for some time now, working from home, this being in line with the Councils policies. This means OCC does not need to provide office space for me and all that goes with the office space, for example electricity, wifi etc. In effect we are saving the Council money. I park my van, legally, on the road outside my property, as I only have enough space on my drive for 3 vehicles. I have 2 children that have recently passed their driving test, and both need a car for work. I use my van daily to visit site and attend meetings, and occasionally at the weekends, with this in mind, I am sure you will appreciate that I need to have my van close to hand to enable me to do my job. With the proposals to have the double yellow lines installed I will have no-where to park my van.</p> <p>We are in 2019 and our children are unable to buy properties due to the financial economy and because of this they are living at home longer. This means there will be more cars to accommodate on our infrastructure. I understand the reason behind the proposals - To stop people parking all day, who work in town, but I do not feel you have thought about the affect this will have on a lot of the residents and what the knock-on effect for other roads nearby would be – this will push the issue elsewhere. I feel it is unfair for visitors to the residents – where will they park? My elderly mother often drives around to mine, as she is proud to be independent and drive, to have dinner and company for a</p>



	<p>couple of hours. Due to her health she is unable to walk far as she used to, due to COPD and Crohns Disease – Where will she park?</p> <p>Please can I ask that you and the Council Officers reconsider the proposals, one option may be to consider a 'commuter' type restriction which will prevent the 'all day' parking but will impact less on local residents. I understand that a residents parking or permit parking scheme is unlikely to occur, as residents, we do have some off-road parking available to us.</p> <p>I am confident I will not be the only resident that feels this way as I suspect that the proposal will only force people to park further along Longfields, and into Fallowfields, Green Close and other roads nearby, something I suspect those residents would not be happy with.</p> <p>Cars that park along here at present also make a traffic calming measure, when these are gone then this will encourage speeding, another issue for the residents of Longfields to endure.</p>
(27) Local Business, (Bicester)	<p><b>Object – Browning Drive</b> - We are a huge advocate of responsible parking, caring deeply for the effect that it has on our neighbours, so when we saw the proposals that you have for the restricted parking on the junction of Kingsley Road and Browning Drive we were very pleased, but also quite dismayed.</p> <p>The restrictions in Kingsley Road itself are most welcome and very much needed as the standard of parking there – mostly by lorries delivering to the businesses on the Bucknell Road parade of shops - often blocks the road or pavement completely; reduces visibility markedly for traffic and pedestrians alike and is generally a road safety hazard. Kingsley Road into Bunyan Road is often used as a rat run though the estate and having parked lorries and vans there makes it lethal to pedestrians at times.</p> <p>The Browning Drive restrictions are much more of a concern for us. Our business has been on Browning Drive for the last 27 years. We originally chose a site where we had on site parking, sufficient for clients and staff alike. As you can imagine, in 27 years, we have grown as a business exponentially.</p> <p>We realised that we were going to completely outgrow this site and so about 6 years ago we started plans to move our site onto the Middleton Stoney Road, about a mile away from our current location. We have been trying to get permission through Cherwell District Council for the last 5 years as part of the new Eco Town development, but have been thus far thwarted by red tape and the perceived snail's pace with which this part of the Eco Town is progressing. We hope we are now in the position where we are beginning to move forward and we very much hope that by this</p>

time next year we will be happily ensconced in our new premises.

At present our staff use this stretch of road to park so that our clients can have unfettered use of the car park on our premises. This is important because:

- Clients often have elderly/sick pets or are carrying cat basket and need very close access to the surgery.
- We can much better control the parking of our team. Clients can not be relied upon to park considerately or even in accordance with the law. By ensuring there is enough room on our premises by limiting team parking, reduced inconvenience to our neighbours can be ensured.
- Our team will only move their cars once a day thereby reducing the comings and goings outside our neighbours houses.
- It allows our own delivery vans sufficient access to our car park so that they are not parking outside our neighbours properties causing inconvenience and at times, distress.

We could ask our team to park elsewhere in order to maintain the status quo, however, we have the following concerns:

- Many of our team travel a long way to come to work. Some travel in excess of 30 miles per day each way. If they could not very park close to the surgery it will make them less inclined to stay employed with us. It would also make recruitment very difficult for us as on-site staff parking is a huge draw when recruiting.
- We have advocated car sharing schemes and salary sacrifice schemes to enable local team members to cycle to work.
- Whilst we can ask our team to park away from our local residents, inevitably they will park outside someone else's house and cause them inconvenience. By parking on this stretch of road, they are responsibly parked and not blocking anyone's drive inadvertently etc.

We are extremely grateful to the residents of Browning Drive who have watched us grow over the years. We have tried to respect their property and the road outside their houses at all times. We have reacted to complaints regarding parking straight away and we hope to maintain this relationship, however, we fear that relationships with our neighbours will suffer as a result of these plans.

Hart Vets has already been contacted by a number of residents who are concerned that the addition of the yellow lines along Browning Drive will mean that clients and indeed our team will end up parking out side their houses, blocking their drive ways and generally causing a nuisance. We have temporarily allayed their fears by reassuring them that we would be objecting strenuously to this section of the proposed parking restrictions.

So we hope that you can see we are in a very difficult situation. We are desperate to move premises and leave the

	<p>good people of Browning Drive in peace with the decrease in traffic flow. If we may make the following suggestions for you to consider:</p> <ul style="list-style-type: none"> <li>• Please reduce the length of the double yellow lines on the south east side of the Kingsley Road/Browning Drive junction as shown by the distance represented by the hatched area in the diagram attached, albeit temporarily.</li> <li>• Please wait to enforce these parking regulations for a year to give us the time we need to move premises.</li> <li>• Please wait to enforce these regulations to give us time to find a solution for the staff parking – not an insignificant task.</li> <li>• Perhaps you could assist by chasing up the planners of the Eco Town and ask them the progress all applications for this site as a matter of urgency. We have been very patient and now feel that we are being punished for something beyond our control and it is a the source of a great deal of angst. We could then move much sooner and the parking problem completely alleviated.</li> </ul> <p>We do hope that you will consider our objection to this part of your plan. It will significantly affect our business through no fault of our own.</p>
(28) Local Resident, (Bicester)	<p><b>Object - <u>Longfields</u></b> - We would make the following comments on the above proposals:</p> <ul style="list-style-type: none"> <li>• Restricting parking in the Longfields area will naturally badly impact on those remaining and not subject to such restrictions; particularly galling for those residents (like ourselves) who have no option but to park on the roads near their homes. Already we have noticed a considerable increase in non-residential parking due to parking restrictions in other nearby roads such as Lambourne Crescent (which is non-resident parking only).</li> <li>• A further knock on effect of these parking restrictions could result adversely in non-residents using the large green area outside the houses at Longfields Court as a 'free' car park. What comeback would we residents have in preventing this from happening?</li> <li>• For what reason has it been determined to have non-waiting times for the roads listed for up to 2 hours between 11:00-13:00 hrs? What is the significance of this 2-hour paid as opposed to say between 9:00-11:00 hrs or 15:00-17:00 hrs?</li> <li>• What about stopping parking at junctions? No one seems to be currently policing such incidents, which are frequent, and what is the likelihood therefore that's any of the proposed parking restrictions will also be policed?</li> <li>• Why hasn't Moor Pond Close been included in the proposals? It is not far from Longfields Primary School and is daily choc-a-bloc with parked vehicles during the day, including at the junction with Longfields road.</li> <li>• Given that installing these new parking restrictions comes at a price, why isn't money being better spent in resurfacing the roads, in particular Green Close and Linden Road, rather than merely filling in the worst of the</li> </ul>

	<p>potholes, which soon open up again? In the case of Green Close, workmen have been carrying out repairs to potholes (and by no means all of them) at least once a year for the past four years; hardly a cost-effective use of resources.</p> <ul style="list-style-type: none"> <li>• Other more sensible traffic measures to be taken include: <ul style="list-style-type: none"> <li>o Putting a no-through road sign up to the entrance to Green Close to prevent vehicles on frequent occasions trying to use the road as a short cut and having to turn around when they have realised their mistake – or rather their SATNAVS and thereby increasing the wear and tear to the road and to the potholes.</li> <li>o Putting weight restriction signs at both ends of Longfields road to prevent heavy lorries from using it as a rat run and at speed – despite the proximity of Longfields Primary School.</li> </ul> </li> </ul> <p>In conclusion given the cost that all these proposals will incur to implement, let alone the consequent disruption, we would iterate who is going to police their implementation and how frequently?</p> <p>Finally, we suggest that you take the trouble to actually care and look at the situation before taking these actions and wasting more public money.</p>
(29) Local Resident, (Bicester)	<p><b>Object - Lambourne Crescent</b> - I write to object to the proposed parking restrictions. The effect of the restrictions will be that residents who don't have drives (there are 4 such houses) will be unable to park on the street. Many residents who do have drives also currently park on the street because they have more vehicles than fit on their drives or they have visitors.</p> <p>The council has not said where it expects residents to park once the parking restrictions are in force. Public transport in the area is not so good that people can do without cars entirely.</p> <p>One way to reduce the numbers of cars parked on the street might be to put in a car club space for a shared car. If there were a shared car on the street some residents might find they did not need their own vehicle.</p> <p>As it is, since it will not be possible for anyone to park a car all day on the street, the proposal will incentivise residents to drive to other places instead of walking or using public transport if they are going out for the day.</p> <p>There is also likely to be an increase in car movements, with people driving around the area looking for a parking space or moving their cars from one space to another at noon to avoid the single yellow line restrictions.</p> <p>The proposal mentioned problems with inconsiderate parking. Presumably this is when people park on both sides of the road which makes it difficult for other vehicles to get through. This does sometimes happen on the junction</p>

	<p>between the straight part of the road and the island. If that is thought such a serious problem that parking restrictions are warranted, the obvious solution is to have DYL on the outside of the circle, since most of that is not available for parking because of dropped kerbs. Removing the existing on street parking spaces by putting DYL on the inside of the circle is completely disproportionate.</p> <p>Cars being parked on the inside of the circle is not in itself inconsiderate or obstructive. Competent drivers do not have a problem pulling out of their drives when there is a car parked opposite; the road is not that narrow. Bin lorries can and do get around the circle with cars parked on the inside.</p>
(30) Local Resident, (Bicester)	<p><b>Object</b> – <u>Browning Drive</u> - As residents of Browning Drive, we are writing to express our considerable concern on the proposal to impose parking restrictions in the close vicinity of our address.</p> <p>This will have the consequence of moving what at the absolute most is presently a minor inconvenience from a non-residential area to being a major traffic problem in the middle of a residential zone. Both my wife and I are registered disabled. We rely heavily on the care of others who we require to have ready access to our property. The proposed restrictions will make that access impossible.</p> <p>We strongly object to this imposition that seems to have been given far too little thought and consideration.</p>
(31) Local Resident, (Bicester)	<p><b>Concerns</b> - <u>Barry Avenue</u> - As a resident of Titchener Close, I agree that there is often inappropriate / obstructive parking in Barry Avenue, however the locations mentioned, to which you are intending to apply DYL's, are not areas of concern. To add DYL's at these locations will be wasteful of resources and will not address parking in locations where it really is obstructive.</p> <p>The main areas of truly obstructive parking are:</p> <ol style="list-style-type: none"> <li>1) The east side of Barry Avenue, just south of the junction with Graham Road. Parking here obstructs visibility when travelling towards Rowan Road;</li> <li>2) Both sides of Barry Avenue, in the "dip" in the vicinity of the footpath between Barry Avenue and Bucknell Road. Parking here obstructs visibility in both directions and creates regular traffic conflicts.</li> </ol>

	I would suggest that it is these locations that should be addressed, not those in the current proposal.
(32) Local Resident, (Bicester)	<b>Concerns</b> - <u>Blenheim Drive</u> - We are concerned that the yellow lines on the corner of Blenheim Drive and Hemingway will push the current parking around the corner of Huxley Close. This has happened in the past and caused problems with exiting Huxley Close. There is a house of Multiple occupation opposite us with at least six cars at any time. The residents park four cars on the drive and at least two on Hemingway in an orderly manner however with other cars parked there the restriction on Blenheim Drive and Hemingway may cause a further problem. It is I believe illegal to park within 15 metres of a junction and I hope the council will put in place a monitoring system to oversee this.
(33) Local Resident, (Bicester)	<b>Concerns</b> - <u>Ewart Close</u> - Across the street from the proposed parking restrictions is off street parking which has been available outside the properties on Barry Avenue for some time. My concern is that after the restrictions come into place those people who would have parked in the restricted space will now park in the off street parking meaning residents who have historically had parking will now not be able to park.
(34) Local Resident, (Bicester)	<b>Concerns</b> - <u>Green Close</u> - While I welcome the parking restrictions proposed, I am concerned that more cars will seek to park in Green Close, blocking driveways on the south side. As this could affect my drive, I would feel happier if double yellow lines were drawn across these areas.
(35) Local Resident, (Bicester)	<b>Concerns</b> - <u>Longfields</u> - Although I agree something needs to be done in Longfields especially at start and end times of the school day, I fear the proposals will just shift the problem further along the street. I live at 44 and we already have people carelessly parking across our drive but only at the school start and finish times and the occasional delivery lorries.  I have noticed other cars at weekends, mostly Saturdays, parking on Longfields at its junction with Linden Rd. With the new parking restrictions that will simply push the problem down to our part of Longfields - it won't go away - in fact it will make it much more difficult outside our houses on weekends. Couldn't the proposed single yellow line time be 8.30 - 3pm Mon - Sat? The problem at weekends would also be helped if there was free parking in the town centre.

	I would also ask whether all these new restrictions will be enforced? There are already double yellow lines on Sheep Street by Dennis Restaurant (for example) and there are always cars parked outside those restaurants in the evenings. You never seen anyone ticketing the cars.
(36) Local Resident, (Bicester)	<b>Concerns</b> - <u>Maple Road</u> - proposals will stop or reduce damage being caused to verges or help emergency services and refuse collectors gain access when kids are dropped off at school
(37) Local Resident, (Bicester)	<p><b>Concerns</b> - <u>Windmill Avenue</u> - Whilst parking restrictions are welcome at the top end of Windmill Avenue I do not believe that the parking restrictions proposed (i.e. No waiting 11:00 - 12:00 and 12:00 - 13:00 Monday to Friday) are appropriate.</p> <p>Currently the biggest danger is posed by those vehicles parked on the first 50 metres of the road. This is because it means there is a high risk of collision with people turning into Windmill Avenue from Buckingham road when there is another car forced to drive on the wrong side of the road to come out of Windmill Avenue because of parked cars. This occurs not only Monday to Friday but also on the weekends as people park there to go to the Eden garage opposite as well as to the station.</p> <p>I am not opposed to the current parking restriction proposed but I would request that a 50 metre double yellow line also be considered for the first 50 metres of the road either as an alternative or in conjunction with the no waiting restrictions.</p>
(38) Local Resident, (Bicester)	<b>Concerns</b> - <u>Windmill Avenue</u> - Proposal is to restrict parking essentially between 1200-1400 daily; given that some of the cars that park at the entrance to the road are users of Bicester North train station, how will this deter them from parking throughout the day? It is common knowledge that parking restrictions in residential roads are not enforced due to lack of council resource, so I fail to see how this restriction will work effectively. Would double yellow lines provide a more effective deterrent?
(39) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Graham Road</u> – May I suggest for review another local pinch point, that has seen a number of near misses with parked cars too close to the main road?</p> <p>Graham Road is one of only two access points to Barry Avenue estate. Specifically, the corner of Graham Road and Bucknell Road. Parking on or very near to this corner should be considered for double yellows as is of equal if not</p>

	<p>more importance to those corners currently identified.</p> <p>Vehicles regularly park here within 15ft of the corner forcing cars turning into Graham Road onto the wrong side of the road. As Graham Road is also an exit to the estate and used as a cut-through from the Banbury Road by local residents traffic can become heavy here.</p>
(40) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Maple Road</u> – We strongly feel that the proposals of yellow lines should be extended further into the road and for longer periods of time than suggested. The inappropriate parking are the daily issues faced by local residents of Maple Road. They are from week days and weekends.</p>
(41) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Moor Pond Close</u> – I wonder if you would consider the top of Moor Pond Close please. Even out of school hours, which are horrendous! Residents park right up to the junction with Longfields. So many near misses when trying to get in or out of Moor Pond Close.</p>
(42) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – We are greatly affected by the parking of six to seven cars parked on Windmill Avenue / Buckingham Road junction. This occurs on a regular basis Monday to Saturday with slightly less cars on a Sunday. The cars belong to staff of the Eden garage on Buckingham Road who operate a reduced Sunday service to their customers, hence the reduced Sunday parking.</p> <p>My wife has raised safety concerns with the garage directly and to staff whilst they are in the process of parking. She has been advised by them that they are not committing an offence and of their intention to continue to use the side of the road as free parking. They will not use a nearby car park as they would incur a charge.</p> <p>We believe that this practice is dangerous, as cars turning into Windmill are unable to reverse onto the main road if residents are trying to leave the road. This has frequently necessitated residents and delivery vehicles having to reverse the length of the parked cars to allow access to the incoming vehicle. It can affect several residents at the same time so also impedes access from Buckingham Road. This is the only egress that residents have from Windmill Avenue.</p> <p>Whilst we are extremely grateful for Oxfordshire County Council's intervention we feel that the proposals will not be effective as the parked cars do not belong to commuters. The car owners from Eden could avail themselves of parking in Windmill Avenue with the only inconvenience to them being one move to the opposite side of the road. This would transfer some of the problems onto Buckingham Road.</p>



	<p>May we respectfully suggest that parking in this area becomes a no waiting area (both sides of the road) from 09.00 until 15.30. We believe that this would alleviate the problems outlined above.</p>
(43) Local Resident, (Bicester)	<p><b>Concerns - Longfields</b> – Whilst absolutely agreeing that parking restrictions are necessary to stop the current situation of the road being a chicane much of the time and being very difficult for large vehicles requiring access – dustbin lorries, fire engines, other delivery lorries, coaches to the school, etc. we do not believe the proposed restrictions go far enough. We believe that one of the following 3 different options would be more effective:</p> <ol style="list-style-type: none"> <li>1. Full double yellow lines from Launton Road to the corner with Green Close (odd number side) and to the layby (even number side)</li> <li>2. Double yellow lines as proposed in the existing plan plus no waiting between 9.30am to 1.00pm west side and 1.00pm to 4pm east side M-F</li> <li>3. Double yellow lines as proposed in the existing plan plus no waiting between 9.30am and 4pm both sides of Longfields from Launton Road to Linden Road.</li> </ol> <p>If there are only no waiting restrictions for 1 hour each side of the road M-F, people will still park there to go shopping, go to the park, short trips via the train station. Yes, it may slightly deter working people parking all day – but they will weigh up the likelihood of a traffic warden patrolling Longfields during the small specific windows of restriction and will probably risk it unless caught several times and we do not believe traffic wardens will be able to patrol the road consistently at the times of restriction. However, if the window of restriction is longer, the likelihood of a traffic warden being in the road during the 'no waiting' time is significantly increased sufficient to be a real deterrent. From a personal perspective, it is frustrating to be weaving in and out of parked cars up or down the road, particularly nearing our driveway near the corner of Green Road where cars are often driven at some speed and selecting the right time to 'go for it' round parked cars to get onto the driveway is an art.</p> <p>We respectfully submit the above alternative proposals for consideration to provide a real deterrent to nuisance parking on this increasingly busy road.</p> <p>One addition we would like to make is that we would prefer the parking restrictions to be in place for 7 days per week rather than just Monday to Friday. On reflection, some weekends can be worse than weekdays as presumably more people park and travel into town, use the trains to go further afield for the day and sometimes just seem to abandon their cars willy-nilly along Longfields. It is sometimes quite difficult to get up or down the road to access our own driveway.</p>

(44) Local Resident, (Bicester)	<p><b>Concerns - <u>Fallowfields</u></b> – I have 2 main concerns, 1. the restrictions should cover all of the street otherwise you will just be moving the problem further up the road, 2. at the entrance to Fallowfields you propose single yellow lines on either side of the road with different time restrictions, this I feel will lead to a problem where people will start to park on one side of the street but someone who needs to park passed 12 noon will park on the opposite side where parking would be permissible for an extra hour, this would lead to staggered parking making access for larger vehicles (i.e, Fire engines, refuge trucks etc) very difficult, it would seem that double yellow lines on one side of the street would stop this happening.</p>
(45) Local Resident, (Bicester)	<p><b>Concerns - <u>Fallowfields</u></b> – I am a resident of Fallowfields Court. In principle we fully support the proposal to restrict parking for the full length of Longfields. We are concerned about how many non-residents park and wait in the road in order to access Longfields School, Bicester Town Centre or Bicester Village Train Station.</p> <p>You will be aware that the 6 houses Fallowfields Court do not have driveways. As residents, we need to be able to park vehicles unrestricted in the layby on Longfields, immediately in front of Fallowfields Court. Will there be provision for residents to do this (but not others? On the map there is a purple line in front of the layby. I am unclear what this means for the use of the layby by residents.</p>
(46) Local Resident, (Bicester)	<p><b>Concerns - <u>Fallowfields</u></b> – I am afraid this will not solve the problem. This may stop cars parking where the restrictions are in place but you will be inviting them to move further up the road by my house No.29 and my neighbours some of whom are elderly and unable to comment themselves but do not wish to have cars parked outside their houses every day.</p> <p>The cars have already started creeping around the corner up to No.22 They arrive early in the morning at 7am and don't return until after 5pm. We have several delivery vehicles up and down here every day, plus the bin lorry each week which is currently a problem because of the size of the vehicles trying to get past the parked cars so this is simply moving the problem not solving it.</p> <p>We believe we should have a residents only sign or double yellow lines all through Fallowfields as we are a cul de sac so cars will be up and down all day looking to park.</p>

	<p>Plus the wear and tear on the road, we only had some of it resurfaced last summer and one area has still not been tarmac Ed because a car was parked there for two weeks, presumably they went on holiday, something that also happens often and again,has happened opposite my house.</p> <p>A new resident who moved into one of the houses which overlooks the green took it upon herself to cut away and kill the shrubs and allows friends and family to park there and on the grass so if people see a car parked on the green others could follow suit. Also, with restrictions in Longfields it will encourage the school run parents to come down and park, bringing complete chaos.</p> <p>Therefore on behalf of myself, husband and our neighbours please consider that this a necessity to stop any parking in Fallowfields respecting the residents who live here.</p>
(47) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – Your proposal of No Waiting 12 noon- 1pm mon-fri, will not deal with a very serious problem that we have in Windmill Ave. on the north side west of Buckingham Rd. Any cars left parking near that part of Windmill Ave. cause a real danger to any cars coming in/or turning out of Windmill Ave.</p> <p>We fear that soon there will be a collision. Near misses occur regularly. To resolve this problem, I suggest that there should be permanent No Waiting for the length of about 4/5 cars from the top north side, then the remaining space left for use for those near residents.</p> <p>Over the months various messages have been left on the windscreens on those cars left so near the top of north side with no response. We are so very worried creeping out each day, holding our breath as we turn in or out. It is so very dangerous.</p>
(48) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – Whilst the proposal for this road will obviously deter travellers using the Bicester North Railway Station from parking all day, they are not the only problem! As I am sure you will be aware the staff of the garage, Eden Approved, around the corner on Buckingham Road, are using Windmill Avenue to park vehicles every day! It is rumoured that they have made an agreement with the police to limit their useage to 2 cars at any one time - this is frequently exceeded, even if such an agreement is in place!</p> <p>However my main concern is safety! Due to hedges, walls and fences at the adjoining properties, the corners of</p>

	<p>Windmill Avenue, where it intersects with Buckingham Road, are virtually "blind bends"! Therefore when vehicles attempt to overtake parked cars, usually on the North side of the road, as they approach the intersection to exit the Avenue, they face the possibility of meeting, head on, traffic coming into the South side of the street from Buckingham Road. Also where this happens, often the turning vehicle will have to suddenly stop, leaving its rear end sticking out on to Buckingham Road, with another potential collision in prospect!</p> <p>I have personally experienced these "near misses", as have many other residents, on numerous occasions and I feel that whilst a "residents only" parking scheme is preferable for Windmill Avenue, double yellow lines on the bends extending down 20 metres would alleviate these hazards and at least be safer!</p>
(49) Local Resident, (Bicester)	<p><b>Concerns - <u>Fallowfields</u></b> – I welcome the proposals you have outlined for Longfields and Fallowfields. The commuter parking continues to cause difficulties at the junction. And it makes complete sense to introduce double yellow lines in this location.</p> <p>It also makes complete sense to introduce no waiting restrictions along Fallowfields to discourage commuter parking along the cul-de-sac.</p> <p>On inspecting the detailed plan, I note that the proposed restrictions only apply as far as No 22 which causes me concern. This will push the commuter traffic further along Fallowfields where increased parking will make access more difficult for residents and service vehicles.</p> <p>There are already issues for our refuse collectors in negotiating the cul-de-sac. Increased parking further along Fallowfields will only add to those problems. We also have situations where larger vehicles take to the grass verges and destroy the turf and landscaping. As a resident, I would not like to see further destruction of our grass verges.</p> <p>On a related matter, we have a situation where a resident parks off the road on a grassed land-scaped area not designated for parking. A visitor to the house parks there too. Turf is being destroyed by their selfish activity. Increased commuter parking further along Fallowfields will only provide justification for their behaviour.</p> <p>In summary, whilst I welcome your proposals up to No 22 Fallowfields, I fear that the restrictions will cause problems further along the cul-de-sac and ask you to consider extending the restrictions to cover the remainder of Fallowfields.</p>

(50) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – I was delighted to open your letter explaining proposed parking restrictions on a number of roads within Bicester. The Highway Code regulation "Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" is constantly contravened by cars parking on the North side of Windmill Avenue creating an extremely dangerous situation for vehicles driving up Windmill Avenue to the Buckingham Road junction. My delight, however, soon turned to dismay when it became clear that the No Waiting restriction was for 1 hour per day only. This area is predominantly used by staff of the garage on Buckingham road and for train commuters therefore the cars are parked for a number of hours and not just for a few minutes here and there.</p>
(51) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – Although it is very welcome news, I would like to voice my concerns at the time proposed for the restrictions.</p> <p>I feel 1 hour of the day will do very little to inconvenience the parking from Eden garage (on the other side of Buckingham Road) in particular, who have been made aware on numerous occasions about the danger of their parked vehicles.</p> <p>I see an hour restriction will involve them removing the vehicles for that time and reinstating them after the restriction ends, therefore little will be gained in the way of safety.</p> <p>I have had numerous occasions where I have had to reverse back to allow a vehicle to safely enter Windmill Avenue and where a vehicle has had to stop urgently to allow me to pass safely. I have also politely challenged owners of vehicles who have been parked too close to the end of the junction, making it dangerous to pass and been completely ignored.</p> <p>I therefore would like to see the time of restricted parking to be much longer. Perhaps 3-4 hours per day or indeed school hours?</p>
(52) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – Parking on this road is particularly troublesome as it reduces the road to one lane making it difficult to leave and enter the road safely. I am also unable to safely get on and off my driveway as I cannot see the approaching traffic due to the parked cars.</p> <p>I understand your thinking behind the one hour restriction as the assumption is that the cars are parked by</p>

	<p>commuters. Although this is the case for a few of the cars the majority are parked by employees from the Eden Garage in the Buckingham Road.</p> <p>I personally don't feel that the restriction you are proposing will stop these people from parking their cars in Windmill Avenue as they will be able to just swap from one side of the road to the other in their lunch-break Or just remove their vehicle for the lunch hour and re-park afterwards.</p> <p>The restriction needs to cover more of the working day. It also needs to be policed as people will just ignore the restriction if there is no penalty.</p> <p>As a resident that is increasingly concerned about the parking situation I am grateful that you have included Windmill Avenue in your proposal but personally I don't think that the proposed restriction will work.</p>
(53) Local Resident, (Bicester)	<p><b>Concerns - <u>Moor Pond Close</u></b> – I have just received the letter which was sent out of the proposed parking restrictions. I have notice there is no parking restriction being put forward for the entrance to moor pond close. Cars park there dangerously and are right on the corner therefore coming in and out of the road you have to swing right round to come in and lean far out to see round the cars to get out. I would appreciate if this would be put into your thoughts of the parking restrictions as it has now nearly caused a few accidents and I know the owner of these cars are not of residents of the street.</p>
(54) Local Resident, (Bicester)	<p><b>Concerns - <u>Barry Avenue</u></b> – As a resident of Fane Close, a small cul de sac off Barry Avenue, we continuously have vehicles parked at the top of the Close causing visibility problems when exiting onto Barry Avenue. Whilst we are more that happy and welcome the introduction of yellow lines at the junction of Barry Avenue our concerns are that being unable to park at the top end of the close this would then encourage vehicles to be parked further down the Close causing residents problems with accessing their drives and double parking in a very narrow road.</p>
(55) Local Resident, (Bicester)	<p><b>Concerns - <u>Shakespeare Drive</u></b> – Whilst I would welcome the idea to stop parking at this junction, I would like to raise a few points.</p> <p>What I would like to ask is where would the displaced cars at this junction go to? The cars who park at the junction are residents of Shannon Road, they park and then walk via the pathway to their road. This walkway is obviously a design fault it should never have been built opposite a junction. I don't think it could ever be changed. Well my concern is that</p>

	<p>the displaced cars will park at the top or further down Wear Road. There is already a certain amount of cars who park at the top of Wear Road, forcing me to drive on the wrong side to enter my own road. After the restrictions I anticipate even more car parking around the top of Wear Road and they are obviously going to park on the pavement causing more obstruction at the top of the road. This overspill may even park further down Wear Road causing more hardship in parking for the actual residents.</p> <p>Why are the residents of Shannon Road parking on Shakespeare Drive have they no parking on their own road? Have you you looked into the actually cause and possible remedies of why the Shannon Road residents are parking at this junction in the first place.</p>
(56) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – We should like to point out a potential issue with the timing of the restrictions.</p> <p>Most of the cars that park on the north side of the avenue near the junction belong to employees of Eden Cars situated nearby on the Buckingham Road. We anticipate that they may continue to park on this side until 12 noon and then move their cars across to the south side for the rest of the day, which would be even more of a hazard for drivers turning into the road. For this reason, it may be preferable for the timing of the parking restrictions to be the same on both sides of the road.</p>
(57) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – I agree in principle with the parking restrictions proposed for Windmill Avenue, Bicester, but not with the timings of the 'No parking hours'.</p> <p>Most of the vehicles parked on the road at the junction of Windmill Avenue and Buckingham Road belong to the employees of "EDEN" garage, just a few metres away on Buckingham Road. (some of them do belong to commuters but mostly from the garage. If the times suggested come in to force, the garage would only move the cars when necessary from one side of the road to the other, making no difference to the concerns the householders have of there being an accident with vehicles entering/leaving the road.</p> <p>I think that the hours should be '08.00 hours to 16.00 hours', both sides of the road at the junction, or, double yellow lines on both sides.</p> <p>It may have been cheaper to have kept the sign (illegal or not, but looked official), which was bolted to a lamppost at entrance to Windmill Avenue which said, "Parking for residents only past this point". Even though it was illegal, and Oxfordshire took it down after approx. 3 days, it did work, the problem was solved. Until it was removed.</p>

(58) Local Resident, (Bicester)	<p><b>Concerns - <u>Fallowfields</u></b> – Whilst we welcome the proposed parking restrictions in Fallowfields, we are very concerned that the cars will just be parked further down the road near the turning to 31 and 41 Fallowfields. This will cause untold problems as the road is quite narrow and refuse lorries delivery vehicles and our private cars will be unable to flow freely. There is a small turning bay for 2 cars but this would be used by cars whose owners do not live here. We think that solving one problem is just pushing it further down the road. I do wonder if the Fire Service needed to get to us, would they get through? We bought our house 20 years ago as it was a quiet and private area. I hope this will not change as the only people who come down this end of Fallowfields are the house owners.</p>
(59) Local Resident, (Bicester)	<p><b>Concerns – <u>Windmill Avenue</u></b> – In particular I refer to the proposed:-</p> <p>(a) No Waiting 11a.m. to 12noon Monday to Friday restrictions on Windmill Avenue – south side west of Buckingham Road for 199 metres and</p> <p>(b) No Waiting 12 Noon to 1.00pm Monday to Friday restrictions on Windmill Avenue – north side west of Buckingham Road for 201 metres.</p> <p>You will of course be aware that Windmill Avenue, Bicester, is a no-through narrow two lane road in a residential area which comprises approximately ninety dwelling houses. The only way to enter Windmill Avenue by a motor vehicle is by turning left or right into Windmill Avenue from the junction of Buckingham Road, Bicester.</p> <p>Likewise the only way of exiting Windmill Avenue by a motor vehicle is by turning left or right into Buckingham Road from Windmill Avenue.</p> <p>In recent years it has become the practise for at least ten motor vehicles to be parked daily on the nearside of Windmill Avenue at the junction with Buckingham Road, some of which are parked less than twenty-five yards from the mouth of the road junction.</p> <p>The parking of motor vehicles at this location presents a danger to other car drivers leaving or entering Windmill Avenue.</p>



Drivers of vehicles leaving Windmill Avenue are forced to drive into the offside lane of the road whilst overtaking the approximate ten motor vehicles parked and obstructing the nearside lane immediately prior to the junction with Buckingham Road.

In addition the drivers of motor vehicles entering Windmill Avenue from Buckingham Road, Bicester, are either forced to wait for motor vehicles to exit Windmill Avenue via the offside lane of the road because of the parked vehicles on the nearside or worse still, the drivers of motor vehicles entering Windmill Avenue often meet head on vehicles being driven in the offside lane whilst overtaking the parked vehicles in the nearside lane when leaving Windmill Avenue.

From observations that my wife and I have made we are confident that the majority of the vehicles parked on a daily basis in such a dangerous position in Windmill Avenue, Bicester at the mouth of the junction with Buckingham Road are owned by employees working within the Eden Motor Group trading as Eden Approved Bicester at nearby commercial premises situated at Buckingham Road, Bicester, Oxfordshire OX26 4EL telephone (01869) 600600.

This Company commences trading for Part Sales and Servicing on week-days and Saturday's from 0800 hours to 1730 hours and for Car Sales from 0830 hours to 1900 hours on Monday, Wednesday, Friday and Saturday and from 0830 hours to 21.00 hours on Tuesday and Thursday.

The obvious dangerous parking of motor vehicles at this location in Windmill Avenue on a daily basis is bad enough by the light of day but even worse and potentially more dangerous at dusk and especially during the hours of darkness.

Therefore if the motor vehicles which are left parked in this dangerous location in Windmill Avenue are indeed owned by employees from the Company trading as Eden Approved Bicester, which my wife and I are confident is the case, then this dangerous practise is potentially carried out any time during the periods from 0800 hours to 2100 hours week-days from Monday to Friday as well as week-ends on Saturday's.

There can be no doubt that Parking Regulations are essential so as to prevent the continued dangerous practise of parking cars in Windmill Avenue at the junction of Buckingham Road.

However, if the Regulation merely placed a No Waiting restriction from 1100 hours to 1200 hours for 199 metres on the south side of Windmill Avenue from Monday to Friday and/or a No Waiting restriction from 1200 hours to 1300 hours for 201 metres on north side of Windmill Avenue from Monday to Friday, then such a restriction would not solve the problem.

	<p>If such No Waiting restrictions were to be introduced then employees from the Eden Approved Bicester Company who may have left their motor vehicles parked and unattended in such a dangerous position would merely have to move their vehicles from the south side to the north side of the junction each week-day from Monday to Friday immediately prior to 1100 hours and later return their vehicles from the north to the south side immediately prior to 1200 hours. In any event this would not stop the parking of vehicles in the dangerous positions on Saturday's.</p> <p>Therefore it is the view of both my wife and I that it would be better to introduce double yellow lines in Windmill Avenue at the junction of Buckingham Road for 199 metres on the south side and 201 metres on the north side of Windmill Avenue.</p> <p>This would prevent the parking of motor vehicles in dangerous positions in the future at each location in Windmill Avenue at any time for seven-days each week</p> <p>In so doing such parking prohibitions would eradicate the current potential dangerous practise of drivers of vehicles entering or leaving Windmill Avenue having to negotiate around the parked and unattended motor vehicles which are currently parked during daylight and night hours at this location.</p>
(60) Local Resident, (Bicester)	<p><b>Concerns - <u>Longfields</u></b> – Moor Pond Close is a dense housing development provided with limited allocated residential off-road parking. There are currently no on-road parking restrictions whatsoever, except a school entrance yellow zig-zag zone in the vicinity of an entrance to Longfields Primary &amp; Nursery School recreational field.</p> <p>I understand that the proposed parking restrictions have been primarily motivated by, “concerns being raised over dangerous and inappropriate parking, as well as to help deter commuter parking in some residential streets.”</p> <p>As with those roads identified, Moor Pond Close is similarly situated within easy walking distance of Bicester Town centre, both Chilton Railway stations, recent light industrial &amp; Launton road retail developments and Longfields Primary School &amp; Nursery. Consequently, non-residential opportunist vehicle parking and ensuing congestion has also increased significantly here in recent years. This impacts most noticeably on the SW entrance to the cul-de-sac and the adjoining terraces. On-road vehicle parking is often chaotic, obstructive and potentially hazardous between weekday hours 0830-0930 and 1445-1600. This has worsened since the expansion of Longfields School &amp; Nursery in 2016-7.</p> <p>Coincidentally, Moor Pond Close is becoming a favoured and conveniently unconstrained overnight parking location for non-resident trades vehicles. The yellow zig-zag school entrance road markings, for instance, are faded and</p>

	<p>frequently disregarded with impunity overnight and at weekends.</p> <p>In December 2014, I submitted to Oxfordshire County Councils Traffic Regulation Order Team a series of thirteen photographs taken over a 3-week period illustrating the weekday access difficulties then caused by traffic parked in the immediate vicinity of this property. They were disregarded.</p> <p>Currently, Moor Pond Close is conspicuously absent from CM/12.6.129. Apparently, no account has been taken of the existing traffic problems here or, indeed, the likely exacerbation of such problems in the event of dangerous, inappropriate and commuter parking being displaced from Longfields &amp; its adjacent roads as an unintended consequence of the proposed revised parking restrictions.</p> <p>I therefore urge you to consider:</p> <ol style="list-style-type: none"> <li>1. the changing dynamics of road use that will ensue following the implementation, most especially the impact upon Moor Pond Close given its geographical location immediately adjacent to the proposed restricted parking zone &amp; current absence of any on-road parking constraints;</li> <li>2. extending the on-road restricted parking zone to encompass Moor Pond Close;</li> <li>3. consultation on the implementation of resident only on-road parking permits to include Moor Pond Close;</li> <li>4. alternative imaginative strategies, "to help deter commuter parking in some residential streets," such as time-limited charge-free use of all municipal town centre car parks.</li> </ol>
(61) Local Resident, (Bicester)	<p><b>Concerns – <u>Windmill Avenue</u></b> – Whilst the proposal for different No Waiting restrictions on either side of the road may have some effect, I have my doubts. The reason for this is that the majority (some days all) of the vehicles parked close to the junction with Buckingham Road, and causing a hazard, are from people working at County Garages. The garage is just a few yards from the entrance to Windmill Avenue on the opposite of the road. In your proposal it would be very easy for the vehicle owners to park on the north side of Windmill Avenue until 1.00pm and then come over and move their vehicles to the south side where the restriction will already have expired.</p> <p>The problem is that they park in a long line often leaving little room between the end of the line and the junction with Buckingham Road. Sometimes there is room for only 1 car trying to exit the Avenue on to Buckingham Road meaning any additional vehicles find themselves stopped on the wrong side of the road waiting for the first vehicle to exit. This is dangerous as vehicles turning into the Avenue from the direction of Bicester Town suddenly find themselves</p>

	<p>confronted by a stationary vehicle. Alternatively vehicles which wish to turn in to the Avenue coming from the Buckingham direction cannot do so until the second vehicle wishing to exit the Avenue has cleared the line of parked cars. This holds up traffic on the main (Buckingham) Road. Similarly a queue of traffic can build up coming from Bicester waiting for a vehicle(s) to be able to enter the Avenue.</p> <p>Although the garage has a large forecourt and parking area it appears reluctant to provide space for it's employees to park as it would mean 5 or 6 less second hand cars for sale on their site, notwithstanding the dangerous situation this can sometimes cause for those wishing to enter or leave Windmill Avenue.</p> <p>My only concern here is for safety so I would like to suggest 2 other solutions to the one currently proposed.</p> <p>1) Some months ago a Residents Parking Only sign appeared at the entrance to the Avenue and overnight the problem was solved. However the sign disappeared after a few weeks and immediately the problem recurred (with one car putting a slightly arrogant note in their windscreen about their right to park and providing a phone number to call at I think Cherwell DC if anyone had issues - hardly promoting goodwill I would have thought).</p> <p>2) Double yellow lines on both sides of the road for say 50 yards from the junction with Buckingham Road. This would still enable employees form the Garage to park along Windmill Avenue but would provide a safe distance for vehicles leaving and entering the Avenue.</p> <p>I think either of these would be preferable to the solution proposed and would provide safety for all concerned.</p>
(62) Local Resident, (Bicester)	<p><b>Concerns – <u>Windmill Avenue</u></b> – I am very concerned about the high risk of a fatal accident caused by parking in Windmill Avenue close to the junction with Buckingham Road.</p> <p>I am most concerned that the restrictions proposed in Order 20 do not deal with the problem. The restrictions need to be 24 hours 7 days. As long as any parking is permitted at any time close to the junction there will remain the risk of an accident.</p>
(63) Local Resident, (Bicester)	<p><b>Concerns - <u>Barry Avenue</u></b> – Has a potential for the current parked cars within these areas, would then park in the already overstretched roads that the double yellow lines would be placed at the end of and along Barry Avenue.</p> <p>Most properties in this day and age have potentially 2 vehicles, as we have, one parked on the drive and the other</p>

	<p>parked in front of our property. We do not have the means to convert the front of our property to parking and I would not wish to, if I did have the monies to do this.</p> <p>In my personal opinion there are far too many bricked driveways and this is preventing natural drainage of rain water. I prefer to retain my front lawn for this purpose rather than over load underground pipes.</p>
(64) Local Resident, (Bicester)	<p><b>Concerns – <u>Maple Road</u></b> – I would like to express my concerns as to why you have chosen to put a No Waiting Time Zone of 11-12 &amp; 12-1 in my road which is Maple Road and not Double Yellow Lines.</p> <p>Yes, I do understand we have a school situated within my road, which does cross over with Longfields Road. Parking has become out of control with parents that use the school and clearly do not know how to park correctly and safely within both roads.</p> <p>By administrating a no time zone in Maple Road just for a period of 4 hours and which does not even take in to account the school drop of times, my road will become increasingly busier and more dangerous than it is already with parents trying to park to drop their children off as you are proposing Double Yellow Lines in Longfields Road, this will simply push the cars down my road to park.</p> <p>I really think this needs to be re-looked at and perhaps even a visit for yourself to see how busy Maple Road becomes during school drop off. If anything Maple Road needs double yellow lines as well.</p>
(65) Local Resident, (Bicester)	<p><b>Concerns – <u>Windmill Avenue</u></b> – I refer particularly to your proposed no waiting lines in Windmill Avenue Bicester, both North and South, Monday to Friday 12 Noon to 1.00pm and 11am to 12 Noon respectively. I am concerned that one hour isn't sufficient time to put people off parking. I fear policing of this short period isn't likely to happen. It may, at the start, try to break any habits, but I fear any policing of this will soon lapse with budget restraints and due to Windmill Avenue being so far out of town.</p> <p>I would like to propose no parking "Double yellow lines", from the start of Windmill Avenue running the entire length of both properties of "Quinton" and "Shenlo". I base the request on traffic safety, due to dangerous and inappropriate parking. I witness daily, cars are parked on the Quinton's side almost the entire length of the property. Then a vehicle tries to leave Windmill Avenue, travels half way down the queue of parked cars, meets a vehicle entering Windmill Avenue from Buckingham road, neither want to give way to each other, suddenly another vehicle has turned into Windmill Avenue from Buckingham Road and has stopped on the junction, with it's boot still in Buckingham Road,</p>

	<p>thus causing another hazard. This stays like this until someone either reverses or drives on the footpath, usually the latter (Shenlo side). This cannot continue!</p> <p>The reason I ask for double yellow lines, parking continues into the evening and night, this usually consists of one or two large panel vans, sometimes a smaller van (car derivative) and the odd car (neighbour including Windmill neighbours), all parked without any lights on, and they are parked the entire night.</p> <p>At the conclusion of the double yellow lines I would welcome your suggestion of single yellow lines, running the full length you have suggested. I still believe the time limit should be increased to the full working day Monday to Saturday. I have witnessed some of the habitual, all day parkers. You are correct, these appear to be train commuters, judging by their attire and briefcases, there are also technicians and customers from the "Eden" garage opposite and also some of the neighbours who have driveways of their own.</p>
(66) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Green Close</u> – every day there are various cars that are parking all day during the week, in the Close. Often parking opposite my house which makes it very difficult for me to swing into my drive. My concern is that there are proposals for restrictions on one side of the road, where I feel it should be on both sides. Also, I would like to see double yellow lines on entering the Close by the drop-down Kerb, as cars park over this, which then becomes very dangerous for pram and wheelchair users.</p>
(67) Local Resident, (Bicester)	<p><b>Concerns</b> - <u>Longfields</u> – I notice you have Longfield Bicester but nothing about double yellow lines at the junction of Longfield and Moor Pond Close we already contacted the police about. Vehicles park less than 10m from the corner causing a blind spot when turning out of Moor Pond Close both ways at some point there's going to be an accident.</p>
(68) Local Resident, (Bicester)	<p><b>Concerns</b> – <u>Windmill Avenue</u> – I am a resident in Windmill Avenue and along with my wife and children we have all experienced near misses at the junction with Buckingham road, due to the irresponsible parking close to the junction. I welcome what you are proposing but feel this will still cause issues throughout the day as it only covers 11-1.</p> <p>This will not alleviate the busiest times of the day, in the morning and early evening, I feel there should be double yellow lines both sides of the road although this then may push the parking issues further into our street and cause more problems for the residents of Windmill Avenue. The only real solution would be resistant parking only. I am afraid that failing to address the busiest times of the day will eventually result in someone getting badly hurt at the junction with Buckingham Road.</p>

(69) Local Resident, (Bicester)	<p><b>Concerns – <u>All Roads</u> – some views:</b></p> <p>a. The situation hasn't much changed since the double yellow lines were put down. There is just lesser areas for locals to park than before.</p> <p>b. Commuters going to the station still use these roads were they can, it saves them £8.00 a day doesn't it?. If you came down this area in the week there are cars everywhere, all up Blake Rd, Brashfield Road and Woodfield Road.. At weekends it's not too bad. At the moment in Blake Road there is less demand for spaces, but I'm sure that will not last.</p> <p>c. I heard that the emergency services complained they couldn't get through the western end of Blake Road, between Taylor Close and Brashfield Road, not sure if that is correct, but.....the lorries coming from the Co-op don't seem to have much of a problem.</p> <p>d. One of the emails from Ben Smith indicated that a permit scheme wasn't feasible due to low resources, but Cedar Drive seems to manage ok.</p> <p>e. Before the yellow line were put in place we all muddled through ok around here. We all had our "unofficial" space and we could have visitors and workmen around with no real issues. These yellow line have just created more problems for us who have to live here.</p> <p>f. I believe that, unless you know something I don't, having no yellow lines made for a more harmonious neighbourhood....and I've been here thirty-three years.</p>
(70) Local Resident, (Bicester)	<p><b>Concerns – <u>Windmill Avenue</u> -</b> My concern is the irresponsible parking on the left hand side at the junction of Windmill Avenue and Buckingham Road. They park right down to the end of the road which makes exiting and entering Windmill Avenue very dangerous.</p> <p>Cars going in a northerly direction on the Buckingham Road wanting to turn left into Windmill Avenue are turning blind and if they have to stop for a vehicle leaving Windmill Avenue they risk a car driving into the back of them when they</p>

	<p>have to break on the Buckingham Road. Similarly, when leaving Windmill Avenue you have to run the gauntlet by overtaking the parked cars and hoping that nothing will be entering.</p> <p>Putting 'No Waiting' restrictions for just 2 hours a day will not address this problem. This area needs to be 'No Parking At Any Time' or 'Resident Parking Only'. Perhaps residents could be issued with parking permits for their visitors.</p> <p>All residents have been concerned with this problem for quite a long time and are very pleased that you are now attempting to address the matter, but please make it a No Parking Area before there is a serious accident.</p>
(71) Local Resident, (Bicester)	<p><b>Concerns – <u>Longfields</u></b> - I just wanted to raise 2 concerns on this plan to add single and double yellow lines to Longfields. Whilst I am not opposed to the principal of these changes, in general, my concerns are:</p> <ol style="list-style-type: none"> <li>1. The use of double yellow lines either end of Longfields, with single in the central portion looks as though it would concentrate parking within the central portion. This includes the section of Longfields that has the bend, which is already the more dangerous section of this road. With more parking expected in this area it will only become more so. This does not seem sensible, especially given the number of children that use the route on way to school.</li> <li>2. The use of additional restrictions alone is not enough to resolve the issues at hand. There are plenty of area of Bicester with double yellow lines that consistently have cars parked on them. For example, the section of sheep street, at the northern end that leads up to St John's and North streets have double yellow lines and yet I pass this every day and there are multiple cars park there every single day, and often on both sides of the street. I have never seen any enforcement officers or tickets on cars. Without the ability to properly enforce these additional lines, this plan will not resolve the issue.</li> </ol>
(72) Local Resident, (Bicester)	<p><b>Concerns – <u>Windmill Avenue</u></b> - I wonder if it would be possible for you to consider using double yellow lines from the junction of Windmill Avenue and Buckingham Road for a distance of approximately 40 metres? The junction itself has hazard warning lines for 10 metres which means that nobody should park there according to Highway Code Rule 243, but this is regularly flouted, and I suspect that will continue when the 'no waiting' lines are applied.</p> <p>Parking at the bottom of Windmill Avenue has increasingly become an issue as areas nearer the town centre have been made 'no parking' areas (as Brashfield Road did in 2017), and is further exacerbated by people working at the garage almost opposite the road, and by vehicles belonging to people living in properties on Buckingham Road who</p>



	cannot or will not use their own driveways.
(73) Local Resident, (Bicester)	<b>Concerns</b> – <u>Moor Pond Close</u> - . I can see why you are doing the yellow lines to stop people parking, but don't understand why you are doing it at the junctions for Longfields, Green Close, Fallowfields etc but not Moor Pond Close when we really need yellow lines for no parking at all at the junction going into Moor Pond Close. Cars park there all day while they work in Bicester one resident on Longfields park their large white van right on the corner, obstructing the view of people driving out of Moor Pond, also it means it makes it impossible for 2 cars to pass each other. We've had a few near misses because you can't see. It is an accident waiting to happen.
(74) Local Resident, (Bicester)	<b>Support</b> - <u>All Roads</u> - No comments on the proposals already made.
(75) Resident, (Didcot)	<b>Support</b> - <u>All Roads</u> - These restrictions do not directly affect our current 250 bus service in Bicester however we are supportive of the principle and thank you for consulting us.
(76) Local Resident, (Bicester)	<b>Support</b> - <u>Barry Avenue</u> - Will make Barry Avenue much safer when pulling out of junctions and especially on the approach to Graham Road as it is difficult to see what traffic is coming from the opposite direction. When there are lots of cars parked and you need to pull out onto the wrong side of the road to drive past them, you cannot see what is approaching. I have seen a few near misses!
(77) Local Resident, (Bicester)	<b>Support</b> - <u>Blake Road</u> - I would welcome these proposals although I do have some reservations. I moved here almost three years ago and had my drive extended so that any visitors do not have to park on the road. I am at No 22 and to my right in the evening there are anything up to 20 vehicles parked right round the bend to the junction of Woodfield Road which makes it very difficult to come round and park up. I did contact OCC a while ago regarding having a white line painted across my drive. Various delivery vans from Tesco's, Asda etc regularly double park in front of the flats across from me or park partially across my drive to make their deliveries. Given that the several bays to my left are almost always empty during the day I feel there is absolutely no reason to inhibit my leaving/entering my drive. Taxis also frequently just park across my drive whilst waiting for a fare. I hope that the addition of yellow lines will not increase this problem. Is it possible to have a yellow line across my drive? Perhaps the problem will be solved with the restrictions you are proposing. I think people tend to park because there is literally no where for them to go to the right.

(78) Local Resident, (Bicester)	<b>Support - <u>Fallowfields</u></b> - We would rather preference single yellow lines both sides of the road with maximum stay of 2 hours from 0600hrs to 1800hrs Mon to Fri
(79) Local Resident, (Bicester)	<b>Support - <u>Fallowfields</u></b> - my only concern is that it will push daytime parking onto the part of Fallowfields not covered by the double yellow lines/no waiting areas. Will no waiting areas be extended? What provision will be made to 'police' these restrictions?
(80) Local Resident, (Bicester)	<b>Support - <u>Fallowfields</u></b> - Whilst I totally agree with the concept of adding No Waiting restrictions to Fallowfields I am concerned that they do not appear to include the whole road. At the moment non residents are parking their cars all day in the road near to the junction with Longfields making it dangerous when turning out of or into the road. I am concerned that they will just move them further up the road, thus blocking the top end of the road and creating another dangerous situation at the entrance to the close. One resident and their visitors already park their cars on the grass area at the top of Fallowfields. If the road becomes full of non residents leaving their cars in the road all day this practice may increase.
(81) Local Resident, (Bicester)	<p><b>Support - <u>Fallowfields</u></b> - The overall proposal looks fine for me, as a user I understand the concern specially during day time, it's very busy around here.</p> <p>I just wanted to raise my concern about parking spaces for Fallowfields Court on Longfield road. I am a resident there and I have noticed different users park their cars there using the spaces that should be reserved for residents only. If possible can you include this on your proposal?</p> <p>People come park there for free either to go to Garth park, Bicester village train station or Bicester town. Thanks!</p>
(82) Local Resident, (Brackley)	<b>Support - <u>Fallowfields</u></b> – No comments.

(83) Local Resident, (Bicester)	<p><b>Support - <u>Graham Road</u></b> - From a car drivers perspective the double line restrictions do not go far enough in to Barry Avenue. The road is an accident waiting to happen Road. The houses all have driveways where the residents could put 2nd cars freeing the road to be driven down without fear of meeting a car coming the other way and having nowhere to pull in to. I and many car drivers avoid this stretch of Barry Ave whenever possible, especially at weekends when the problem is 10 times worse.</p> <p>It would be excellent if you could include the parking in Raymond Road into Barry Avenue. Nightmare trying to pull in to Raymond Road from the Bucknell Road often nowhere to pull in to and again an accident waiting to happen.</p>
(84) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - The proposal states to put double yellow lines around the roundabout island of Lambourne Crescent, when the majority of inappropriate parking happens around the circumference of the Crescent. Non residents double park on either side, preventing emergency and service vehicles (e.g bin lorry), to access the Crescent. I do not feel that a 'No Waiting' policy will be a strong enough deterrent, and feel that the double yellow lines should in fact go around the circumference of the Crescent instead.</p>
(85) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - This is an excellent idea, I live in this road and constantly face a number of badly parked cars as well as dangerously parked cars, it appears that the majority of these cars belong to people working in the town or commuters. I have made several approaches to people parking dangerously and have been subjected to abusive language and the majority dont seem to care at all.</p>
(86) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - Would there be dispensation for residents who have no driveway. A permit to park for the restrictive hours. I do feel residents who are unable to create driveways due to house position would be severely disadvantaged. Issuing permits would be council decision only for residents identified by planners as no driveway possible.</p>
(87) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - While not writing now on behalf of all residents of Lambourne Crescent, I have engaged regularly with residents about the parking issue and have raised it direct with the Council by email. These views are my own.</p> <p>I am supportive of the proposals, which will help to address two of the major parking issues (a) 'commuter parking' and</p>

	<p>(b) non-resident parking that obstructs access to properties and around the Crescent, particularly in relation to delivery and refuse vehicles, and the potential to obstruct emergency vehicle access.</p> <p>However, the Council should be aware the proposals will have a negative impact on residents with a car whose properties do not have off-road parking. The one hour Monday to Friday 'no waiting' restriction (11am to 12noon on one side, then 12 noon to 1pm on the other side) will mean they can't park their cars on the Crescent without having to move them from one side to the other (assuming there is space) each day to avoid being in breach of the 'no waiting' restriction. This isn't just an inconvenience, but is impractical for any such residents / car owners who are not at home all day.</p> <p>Can the Council advise how Lambourne Crescent residents without off-road parking can park their vehicles outside or near their houses without the risk of committing a parking offence and being fined?</p>
(88) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - Happy with the proposals, but further recommendation is that Double Yellow Lines are placed on one (or both) sides of the entrance to the roundabout (where the road widens East and West), as this has always been the bottleneck area that has caused the most issues with refuse and emergency vehicles. Car owners from non-residents (mainly local workers) will still endeavour to squeeze into any available space with a single line and potentially park inappropriately (or dangerously) for the duration that the time permit allows, which in my opinion will continue to cause restrictions and obstruction at the entrance to the roundabout if this is not addressed.</p>
(89) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - As a resident of Lambourne Crescent, I support the need for parking restrictions.</p>
(90) Local Resident, (Bicester)	<p><b>Support - <u>Lambourne Crescent</u></b> - Fully supportive of the proposals. Cars are often double parked despite requests from residents not to do this. Several times I have been unable to reverse my van off my driveway because of cars parked either side of the driveway entrance and on the inner circle, effectively blocking me in. Refuse lorries have, on a number of occasions, been prevented from driving around the circle because of the double parking.</p>
(91) Local Resident, (Bicester)	<p><b>Support - <u>Longfields</u></b> - 1. Overall the proposals are appropriate as cars are left at the bottom end of Longfields and in Fallowfields all day (and in some cases for days on end). On occasion cars are parked very close to or opposite the junction of Longfields and Fallowfields resulting in potentially dangerous situations for other road users.</p>

	2. I am not convinced that double yellow lines are appropriate for that length of Longfields between Linden Road & Withington Road - perhaps single yellow lines would be better.
(92) Local Resident, (Bicester)	<b>Support - <u>Longfields</u></b> - With regards to the parking restrictions planned for Longfields, Bicester. Please could you consider extending this to include double yellow lines on the corners of Longfields where it joins Moor Pond Close? Several cars are parked here on a daily basis by people who then walk into town to work (obviously trying to avoid parking charges in Bicester Town Centre) and these cars are often parked on, or very close to, the junction of the two roads. This causes an obstruction and blocks the view of residents trying to drive out of Moor Pond Close onto Longfields and also causes drives to have to swing out onto the wrong side of the road to get around the parked vehicles. This situation is made even worse at drop-off and pick-up times for Longfields School when the parent's parking is very bad and again vehicles are often parked directly on the corner of the two road junctions. I have, on several occasions, been involved in, or have seen, very close "near misses" involving the cars of residents trying to exit and enter Moor Pond Close as a result of this bad and inconsiderate parking. The obstruction caused by the badly parked vehicles is particularly dangerous at school drop-off and pick-up times when there are often young children running about in the vicinity.
(93) Local Resident, (Bicester)	<b>Support - <u>Longfields</u></b> - There is no direct mention of the school drop off for Longfields primary school at the start and end of the school day when the road is like the wild west - the calming period you have picked 11am -1pm isn't particularly relevant in my view and I live in the muddle of the road some monitoring of school parking patterns after these measures are introduced would be good since I worry that reduced areas of parking will concertina quite bloody minded parents into the less available space - they park over residents drives for 15 minutes now as they escort kids up and down the road - please be aware of creating more issues
(94) Local Resident, (Bicester)	<b>Support - <u>Longfields</u></b> – No comments.
(95) Local Resident, (Bicester)	<b>Support - <u>Longfields</u></b> - I am wondering how these new restrictions are going to be enforced. As at the moment drivers do not adhere to the present parking restrictions around the school area.

(96) Local Resident, (Bicester)	<p><b>Support - <u>Maple Road</u></b> - As much as the current proposals will solve part of the problems with parking in Maple Road, the proposal will only push the commuter parking problem further into the two cul-de-sacs of Maple Road as the yellow lines will not extend the full length of the road. Only restricting for an hour on either side of the road for the first part does not necessarily prevent commuter parking past the right hand turning as you enter Maple Road, and at the bottom of the cul-de-sac as you go forward into the straight run of the road. Commuter parking is throughout the road and not at one end where the proposed restrictions are marked. In recent months we have had to ask individuals to remove their cars or not to park in future in areas not covered by the proposals where they park opposite driveways, over entrances to driveways and on the right-hand junction (breaking rules 242 and 243 of the Highway Code). As soon as one person stops parking Another appears. We have had issues with an ambulance trying to access the road as we still have many elderly residents on Maple Road. The bin lorries have also been prevented from collections due to commuter/school run parking meaning the lorries having to return on weekends to empty bins. Twice a day, five days a week during school terms the amount of negligent and dangerous parking is a daily occurrence (breaking rules 242 and 243 of the Highway Code). Cars are parked on both corners of the right hand bend of the road (against rule 243 as they are within or opposite 10m of a junction) as well as directly opposite (rule 243) and at either end of both cul-de-sacs, whilst parents drop children at school and then some go shopping into town, leaving cars dangerously and I considerably parked (rule 242 again broken). The grass verges are ruined by cars parking on them which means the pathways are smeared with mud making the path difficult to walk on. The inconsiderate and inappropriate parking also means that it is often difficult to get your own car off of your own driveway as individuals are parked directly opposite or across your driveway (rule 243 of the Highway Code). The number and volume of cars accessing and parking on Maple Road in order to fulfil the school run in the morning and the afternoon is quite frankly dangerous and an accident is inevitable. And this is not a short period of time either. The school drop off and collection starts and ends for the best part of an hour at each time of the day. Not only cars but the number of children departing vehicles parked are at risk due to the way cars are parked. Children cannot exit the cars safely (rule 239) as they have to leave cars by stepping into the extremely busy road. Commuter parking does also occur on weekends and regularly we also see families parking their cars and going into town for 3 or 4 hours at a time. The other reason why the amount of traffic is an issue is because recently we have had the road resurfaced. Resurfaced quite badly. The pot holes and road surface issues we had previous to resurfacing were bad. Especially on the corner of the right-hand turn. The bottom of each cul-de-sac which has been resurfaced has already started to show wear and tear as commuter traffic is parking, travelling and persistently turning vehicles, many of which are 4 x 4's and vans, in order to park. Cars cannot pass each other safely in Maple Road as there is not enough space to pass due to inconsiderate parking. Consideration needs to be made on extending the yellow line proposal for the WHOLE road and increasing the no waiting times for longer than 2 hours as well as for 7 days a week rather than 5. We have photographic evidence of some of the dangerous/inappropriate/ commuter parking issues recently and welcome you to contact us for this.</p>
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(97) Local Resident, (Bicester)	<p><b>Support - <u>Maple Road</u></b> - I welcome the council's action on these parking issues as I know it's what many local residents have been calling for for some time.</p> <p>I'd encourage the council to further consider how affordable public transport provision in Bicester can be increased and how the use of active travel options can be better supported. Residents are rightly frustrated that they're constantly asked to reduce their carbon footprint but it often feels like the council is not on their side in helping them achieve this.</p> <p>Furthermore I'd suggest that planting additional trees along some of the roads affected by this consultation would not only prevent dangerous parking on the verges but also help to meet climate change targets.</p>
(98) Local Resident, (Bicester)	<p><b>Support - <u>Maple Road</u></b> - 1) Enforcement. Will these restrictions be enforced? It is very clear that the existing yellow and double yellow lines on Sheep Street between Bell Lane and St John's Street are not enforced, which results in dangerous parking most evenings and weekends. If the council are seeking to expand parking restrictions, by way of yellow lines, citing dangerous parking as one of the reasons, I would expect ALL such restrictions to be enforced.</p> <p>2) Maple Road. As a resident, I'm a little concerned that the parking restrictions on the first part of the road, presumably intended to deter commuters, will just have the effect of pushing them further into the two "legs" of the cul de sac where no restrictions are proposed. What has been the rationale for applying restrictions only to part of the road?</p>
(99) Local Resident, (Bicester)	<p><b>Support - <u>Maple Road</u></b> - There is likely to be a displacement of parking from Withington Road, Maple Road, and Longfields into Linden Road which is already heavily used 24/7. Whilst there are yellow lines at the end of the road, these are rarely enforced and vehicles are parked on the yellow lines every day.</p> <p>To ensure that parking regulations are more effective in Bicester, there is an urgent need to decriminalize parking and transfer on-road parking enforcement powers from Thames Valley Police to Cherwell District Council.</p>
(100) Local Resident, (Bicester)	<p><b>Support - <u>Shakespeare Drive</u></b> - I believe the addition of yellow lines from the roundabout on Middleton Stoney road past the junction (and including the entrance to wear road) is a great idea. It will improve traffic and safety. It is often difficult to get in and out of the road due to people parking too close to the junctions and roundabouts.</p>

(101) Local Resident, (Bicester)	<p><b>Support - <u>Shakespeare Drive</u></b> - I strongly approve the proposed restrictions. Many thanks to Les Sibley.</p> <p>I should also appreciate a notice outside Kings Meadow School, reminding parents that it is illegal to sit in a car for anything up to 45 mins with the engine idling. 'I am making phone calls,' is not an excuse.</p>
(102) Local Resident, (Bicester)	<p><b>Support - <u>Shakespeare Drive</u></b> - I believe the proposed yellow lines would help make getting in and out of the roads safer.</p>
(103) Local Resident, (Bicester)	<p><b>Support - <u>Trefoil Drive</u></b> - Thank you for you considered consultation.</p>
(104) Local Resident, (Bicester)	<p><b>Support - <u>Windmill Avenue</u></b> - Thank you for actioning this. Cars whose drivers mainly work at Edon garage in Buckingham Road, park dangerously close to the junction. This has resulted in many near misses.</p>
(105) Local Resident, (Bicester)	<p><b>Support - <u>Windmill Avenue</u></b> - In addition to the proposed no waiting restrictions, we strongly feel the need for double yellow lines for 20-30 metres along both sides of Windmill Avenue at the Buckingham Road junction.</p> <p>There is regularly a line of cars and vans parked close together along the north side up to the junction, requiring outcoming traffic to drive 20-30 metres on the wrong side of the road. This is potentially dangerous when another vehicle is trying to turn off the main road into Windmill and there is very little space to get around.</p>
(106) Local Resident, (Bicester)	<p><b>Support - <u>Windmill Avenue</u></b> - We are residents of windmill avenue and parking on the entrance is extremely hazardous as you have to drive on the RHS of the road to get out of the street. Often you meet a car turning into the street.</p>
(107) Local Resident, (Bicester)	<p><b>Support - <u>Shakespeare Drive</u></b> – We are extremely happy to hear the plans to put double yellow lines on Shakespeare drive as we have had a lot of near misses pulling out of our junction in war road.</p>



(108) Local Resident, (Bicester)	<p><b>Support - <u>Shakespeare Drive</u></b> – I live on Wear Road and have done for 20yrs and in that time the parking at the entrance to Wear Road and on Shakespeare Drive has worsened every year.</p> <p>Trying to enter or leave Wear Road when there is parking on Shakespeare Drive plus parking at the entrance to Wear Road can be difficult, and the risks of accidents are huge. I am so pleased that this is now being acknowledged and you will now be applying parking restrictions.</p>
(109) Local Resident, (Bicester)	<p><b>Support - <u>Barry Avenue</u></b> – I've fully supported the plan and would hope that some other concerns with parking on bends have may be taken into consideration if there are any further plans.</p> <p>I've had concerns about poor parking on or very close to the junctions of Ewart Close and others along my road forcing vehicles to take avoiding manoeuvres on to the wrong side of the road at junctions for some time, so am glad that you have listened to local residents' concerns passed on by our local councillors for Bicester West.</p>
(110) Local Resident, (Bicester)	<p><b>Support – <u>Barry Avenue</u></b> – I am writing to convey my support of the proposed parking restriction for Bicester as outlined in your letter to residents, particularly in respect of the proposal for double yellow lines at junctions along Barry Avenue. I live in Margaret Close, and frequently exiting Margaret Close to enter Barry Avenue driver visibility is severely impaired by vans and cars parked on the corner, in my opinion it is an accident waiting to happen. Barry Avenue itself is often a nightmare to drive down as cars are at present parked haphazardly on both sides of the road.</p>
(111) Local Resident, (Bicester)	<p><b>Support – <u>Shakespeare Drive</u></b> – I am pleased to see the changes are likely to go ahead. We had the local MP knock at the door a few months ago to discuss this.</p> <p>We live on Wear Road. People park so close to Shakespeare drive junction and sometimes often across my dropped curb. These people doing this are not living on my road and often walk off several streets away it's even worse at high sales times for Bicester village retail as people park anywhere they can find to go there.</p>

	<p>I do a lot of medical work and sometimes have to bring the ambulance home. It is increasingly difficult to get out of the road daily due to parking in Shakespeare drive and Wear Road and sometimes difficult to get the vehicle off of the drive when I need to.</p> <p>My question is will the entry edges of Wear Road also be yellow lined as the map suggested. As people are not observing the Highway code in relation to parking close to a junction. There was a serious accident on Middleton Road /Shakespeare Drive before Xmas, so something needs to be done.</p>
(112) Local Resident, (Bicester)	<p><b>Support – <u>Barry Avenue</u></b> – I fully support the plan and would hope that some other concerns with parking on bends causing visibility problems have may be taken into consideration if there are any further planned roll outs for consideration.</p> <p>I've had concerns about poor parking on or very close to the junctions of Ewart Close opposite our house and others along my road forcing vehicles to take avoiding manoeuvres on to the wrong side of the road at junctions for some time, so am glad that you have listened to local residents concerns passed on by our local councillors for Bicester West.</p>
(113) Local Resident, (Bicester)	<p><b>Support - <u>Longfields</u></b> – We fully support the implementation of parking restrictions. However, I do not feel that restrictions on only 1 side of Longfields will help to solve the issue, the restrictions need to apply to both sides of the road.</p> <p>Where cars park on the west side of the road outside numbers 11 and 13 Longfields they cause cars to have to be on the wrong side of the road going into a chicane bend. Approaching this bend needs parking restrictions on both sides of the road otherwise it is still an accident waiting to happen.</p> <p>The roads will also continue to be used by commuters if they can still park on 1 side of the road.</p>
(114) Local Resident, (Bicester)	<p><b>Support – <u>Barry Avenue</u></b> – I own two properties this affects and have looked at the website and am in agreement with the plans for yellow lines.</p> <p>However, I do feel there should be either lines at the junction of Raymond Road and Barry Avenue or a give way sign as on numerous occasions I have been nearly wiped out by cars thinking they have the right of way.</p>

(115) Local Resident, (Bicester)	<b>Support – <u>Moor Pond Close</u></b> – We live on moor pond close and feel the restrictions are much needed, I frequently have to creep in/out of moor pond close on the wrong side of the road due to parked cars. My first comment is that I feel the lines e lines should extend around the corner onto the very bottom of moor pond; people always park right on the very corner and it is such a danger for visibility exiting onto Longfields. I suppose my second question is how the changes plan to be regulated? Sheep Street is completely double yellow lined, but has cars and vans parked up on both sides dangerously daily and I have never seen anyone be penalised for it.
(116) Local Resident, (Bicester)	<b>Support – <u>Barry Avenue</u></b> – I as a resident of Barry Avenue, I agree with the proposed parking restrictions.
(117) Local Resident, (Bicester)	<p><b>Support - <u>Browning Drive</u></b> – I very much welcome that something is being proposed re the current parking in Kingsley Road and Browning Drive. I live on Browning Drive, we sometimes have great difficulty navigating this area as with all the parked cars you just cannot see if anything is coming towards you when you pull out to go down the road. This is also a bus route with a stop in the middle.</p> <p>I feel much of the problem is caused by 2 and sometimes 3 DPD vans, plus and a green mini which are always parked in the lay-by or in Browning Drive. I believe the owners live in flats above the shops, but these vehicles are rarely parked behind the actual shops in the spaces provided. These vans are long and take up potentially two car parking spaces each, they are a nuisance and sometimes they also park half on the pavement all of this restricts everyone's views. This area is an accident waiting to happen.</p> <p>However, I feel the other biggest cause of traffic congestion is the vets. This building was originally a residential bungalow before permission was granted for it to be changed into a commercial premise. As a resident at this time we were told that permission was being granted for it to be changed from residential to commercial 'as long as this didn't cause any disruption to the surrounding residences. This is no longer the case. The number of appointments, Pet training courses and facilities that are now held there have increased and this facility has outgrown this site and it just seems to continue to expand. Clients struggle to park in the limited car parking spaces offered at the facility, so they park in the road. Many don't even bother to see if there is a space available, they just park in the road. I have been told that their staff can't park in there and that their employers the vets, say they must park in the road.</p>

	<p>If double yellow lines are put along Browning Drive as far as the Bunyan Road junction then what is going to happen to the cars and DPD vans that currently park there.? What will happen is that all these vehicles will then have to park further along into Browning Drive. This means that we will have cars permanently packed outside our property or opposite making it hard to get onto our drive. It seems to me the problem will be moved further along Browning Drive causing myself and my family difficulty accessing our property.</p> <p>Can you confirm that these measures will not just move the congestion further down Browning Drive causing access problems for those of us living there?</p>
(118) Local Resident, (Bicester)	<p><b>Support – <u>Maple Road</u></b> – yes the parking is both dangerous and thoughtless. As a resident of Maple Road I look forward to the restrictions but all you are doing is pushing the parking further down Maple Road and the drivers will only park on the grass and pavements making a complete mess of the road (evidence can be seen now).</p> <p>Also these restrictions will be abused all the time there is not a traffic warden to enforce them.</p>
(119) Local Resident, (Bicester)	<p><b>Support - <u>Moor Pond Close</u></b> – I agree with your proposals. But my main concern, is there is no mention of double yellow lines at the entrance to Moor Pond Close. I live at No 4 Moor Pond and the parking at the entrance on the right entering Moor Pond is very dangerous, cars are parked there by people that work in the town or catch the train. When leaving the close it is a job to see around the cars you have to edge right out, and this is very dangerous. I think that double yellow lines at the corner of the close would make it far safer for cars exiting the close.</p>
(120) Local Resident, (Bicester)	<p><b>Support - <u>Fallowfields</u></b> – We fully support the proposed restrictions relating to Fallowfields and Longfields. My husband and I live on Fallowfields and have been very concerned by the commuter parking which starts on Longfields opposite the junction with Fallowfields and also on the Fallowfields approach to Longfields junction. The parking extends from the junction passing beyond the nearly 90-degree corner which is further along Fallowfields. The commuter parking is dangerous as there is a long line of cars parking virtually right up to the Longfields/Fallowfields junction making approach and exit very difficult. Also the parking has made the corner further along Fallowfields "blind" at certain times which again makes driving in and out of Fallowfields very dangerous as it is difficult to see approaching cars from the other direction.</p> <p>Some commuters just leave their cars during the working day, but a few have left their cars for much longer periods ie</p>

	<p>several weeks. When the road was resurfaced a while ago the resurfacing had to go around one of the commuter cars which had been left for a long period.</p> <p>Our only concern is that, once the restrictions are in place, commuters will just move further up the road where restrictions do not apply making the bottom half of Fallowfields the new commuter area. If this does come into being, I hope that consideration will be made to extend the restrictions along the whole length of the road.</p>
(121) Local Resident, (Bicester)	<b>Support</b> - <u>May Tree Close</u> – We write to confirm that we welcome the news of the proposed parking restrictions.
(122) Longfields Primary & Nursery School, (Bicester)	<p><b>Support</b> - <u>Longfields</u> – We have always had issues with parking around the school site and in particular at school drop off and collection times.</p> <p>Some of this, in my opinion is due to people parking and then walking to work in town and therefore not leaving enough space for parents to park at drop off times. Hopefully the 11:00 - 12:00 restriction will stop this from happening and will enable greater space for parents at these times and also lead to less inappropriate parking which is a nuisance for our neighbours.</p> <p>If these proposals take place, then it is important that the no parking restrictions are monitored and upheld as I am sure some will continue to park and take the chance they won't be caught.</p>
(123) Local Resident, (Bicester)	<b>Support</b> – <u>Barry Avenue</u> – I agree with the proposed parking restrictions proposed on your letter.
(124) Local Resident, (Bicester)	<p><b>Support</b> - <u>Browning Drive</u> – I feel relieved about the proposed DYs on Browning Drive/ Bunyan Road junction which has become difficult for navigate into and out of Bunyan Road where I live, due to cars parked outside and up to Kingsley Road for the Veterinary Clinic on Browning Drive. Two or three courier vans DFD also often park there or in the lay-by overnight too.</p> <p>I notice their traffic cones around the kerbs and grass verges at the moment, so when the DYs are painted on Kingsley Road where will the delivery lorries park to deliver to the Co-op store there. A delivery lorry was parked on Bunyan Road yesterday for some time and it does pose the question as to where it will push the vehicles to.</p>

	<p>The bus route goes along Bunyan Road and onto Kingsley Road on its way to Bicester. Hopefully this will continue to serve the same route as several older people and others do depend on the service.</p>
(125) Local Resident, (Bicester)	<p><b>Support – <u>Maple Road</u></b> – The reason for this email is people who drive their children to school parking on the grass verges and paths, which I believe is a more pressing issue. This completely destroys the verge, creates dangerous driving conditions on the road, and makes a complete mess of the path. It's a school road, but also a residential street with residents that are being made to suffer because of inconsiderate parking. Pictures attached.</p> <p>The school have tried to prevent this from happening, but the situation has just become worse. We need to find a solution to deter parents parking on the verge and path. I'd be happy to work with you, and school, if required to find a long-term solution.</p>
(126) Local Resident, (Bicester)	<p><b>Support - <u>Longfields</u></b> – I welcome this good news, as I live on Longfields, and have put up with bad parking.</p>
(127) Local Resident, (Bicester)	<p><b>Support - <u>Fallowfields</u></b> – As residents of Fallowfields, one of the roads affected by these proposals, we are fully in support of this scheme.</p> <p>In particular, the junction with Fallowfields and Longfields is 'an accident waiting to happen' with cars parking right on top of the junction in both Fallowfields &amp; Longfields. This junction is, at certain times of day, a busy route for school children and students walking/cycling to/from Longfields primary school &amp; Coopers secondary school. I think your proposals will ease the problems that both drivers and pedestrians have at this junction, since many people park round here and go to work in the town centre for the day.</p> <p>Have you also considered restrictions in Moor Pond Close, where you could end up with the same problem as people try to find alternative free parking options for their day at work.</p>
(128) Local Resident, (Bicester)	<p><b>Support – <u>Barry Avenue</u></b> – I am extremely pleased to read your intentions to introduce double yellow lines at the junctions of the side roads adjoining Barry Avenue. It has been extremely difficult and dangerous to drive into Barry Avenue from any of the side roads. I live in Margaret Close and it seems due to large extensions being built on Barry</p>

	Avenue the parking issues have increased. These houses all have driveways, yet the residents always park on the corner of Margaret Close causing a restricted view. Hopefully the new Restrictions will elevate the current problems.
(129) Local Resident, (Bicester)	<b>Support</b> - <u>Longfields</u> – we are in favour of the proposed parking restrictions.
(130) Local Resident, (Bicester)	<p><b>Support</b> - <u>Fallowfields</u> – I fully support your parking restrictions proposals in the subject document as commuter etc all day free parking has been a nightmare for a considerable time.</p> <p>But, I am suggesting changes concerning Fallowfields as vehicles continually park on and adjacent to the bend between the entry from Longfields and the main straight stretch causing difficulty, and visibility, in navigating the bend. Large vehicles are particularly affected! I would consider it reasonable, and essential, to have double yellow lines to eliminate the problem.</p> <p>Would you also consider some form of Residents and Visitor Parking only signs on the main stretch as I can envisage commuters etc using it as an all day free parking area when the proposals are implemented.</p>
(131) Local Resident, (Bicester)	<p><b>Support</b> – <u>Moor Pond Close</u> – I agree with suggestion for Roads around the area. Unfortunately, you have missed out Moor Pond Close.</p> <p>The parking in Moor Pond Close is already dangerous, parking right on corners, making it difficult for large vehicles and services like ambulances. My husband mentioned this issue when he was on the council a few years back. If Moor Pond Close is not included, it will get a lot worse.</p>
(132) Local Resident, (Bicester)	<p><b>Support</b> - <u>Shakespeare Drive</u> – I live on Wear Road and have done for 20yrs and in that time the parking at the entrance to Wear Road and on Shakespeare Drive has worsened every year.</p> <p>Trying to enter or leave Wear Road when there is parking on Shakespeare Drive plus parking at the entrance to Wear Road can be difficult and the risks of accidents are huge. I am so pleased that this is now being acknowledged and you will now be applying parking restrictions.</p>

(133) Local Resident, (Bicester)	<p><b>Support – <u>Blenheim Drive</u></b> – Having lived opposite Hemmingway Drive for the last 40 years. When we first occupied the premises the road junction opposite was clearly marked with white lines indicating who had right of way. The road was subsequently resurfaced but the white lines were never replaced, could these lines be replaced as we notice around the local estates that junction white lining has taken place on roads which are less arterial and less speedy.</p> <p>I would also like to say that I agree with these proposed Double Yellow Lines and there should be a lot more of them about.</p>
(134) Local Resident, (Bicester)	<p><b>Support - <u>Longfields</u></b> – We are pleased to see there will be parking restrictions along parts of Longfields as this has become a commuter parking area. However, we are concerned that my daughter who lives in the village comes in regularly to check we are ok (we are both in our 70s) and she will not be able to park, unless you can issue some kind of permit to grant a visitor to park directly outside our property only. We also have a hairdresser who calls every 6 weeks and are concerned she will also not be able to park outside.</p>
(135) Local Resident, (Bicester)	<p><b>Support - <u>Longfields</u></b> – I have lived at Longfields for several years. The traffic parking is ridiculous, they use Longfields as a short cut since St. John Street is 2- way traffic. Longfields use instead of going through market square parking is used by people working in Bicester and railway stations the speed they come through is appalling - an accident waiting to happen especially as a school is nearby. One cannot sometimes get out of ones drive as they park over it. Resident parking should be enforced or only parking for people dropping at school. Cars parked on blue lines to indicate for pupil's parents dropping of kids, any cars left say after 10am to be towed away. Permits should be issued to resident's so family and friends can park on the road.</p>
(136) Local Resident, (Bicester)	<p><b>Support - <u>Fallowfields</u></b> – the parking had steadily got worse. We are so pleased about the parking restrictions. Who is responsible for policing the restrictions? Why we ask is the double yellow lines we already have in the town don't stop people parking.</p>



Division(s): Abingdon North
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## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020**

### **ABINGDON – NORTHCOURT ROAD: PROPOSED AMENDMENTS TO TRAFFIC CALMING MEASURES**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amended traffic calming measures on Northcourt Road, Abingdon as advertised.

#### **Executive summary**

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, when there are proposed major maintenance schemes and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

#### **Introduction**

3. This report presents responses received to a statutory consultation to provide amended traffic calming measures (originally installed in 1990 as a safety scheme) as a result of a major maintenance scheme for the road. The amendments have been put forward by the Area traffic team in consultation with the local member and other officers. The proposals are shown at Annexes 1 and 2.

#### **Consultation**

4. Formal consultation was carried out between 8 April and 8 May 2020. A notice was published in the Oxfordshire Herald series newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Abingdon Town, and the local County Councillor. Letters were sent directly to approximately 200 properties in the immediate vicinity with public notices also placed on site.
5. Twenty-one responses were received. Eight objections (38%), four in support (19%), and nine expressing concerns (43%) or not objecting (including Thames Valley Police). The responses are recorded at Annex 3 (with a further

detailed response located at Annex 4). Copies of the full responses are available for inspection by County Councillors.

### **Response to objections and other comments**

6. Thames Valley Police did not object but noted that speed cushions would not present as much of a restraint to speeding by motorcycles as compared to the current traffic calming comprising full width road humps.
7. The Vale of the White Horse District Council did not object.
8. The Oxford Bus Company supported the proposals noting that the road is used by buses as part of an emergency diversion route and requested that the speed cushions should be of a 'bus friendly' design.
9. Dunmore Primary School while expressing support for the overall scheme also expressed concerns over the lack of a formal pedestrian crossing point by the school as opposed to the current informal raised crossing point, noting the large number of students and parents who cross the road each school day.
10. The Oxford Cycling Network objected and requested that consideration be given to closing the road to motor vehicles at a suitable point to prevent through motor traffic, while still providing full access to the road either side of the closure point to all vehicles requiring access and also requested that a 20mph speed limit should be introduced in the area, to include Northcourt Road and adjacent roads.
11. The remaining sixteen responses were from members of the public. Seven were objections, six expressed concerns and three expressed support, although included in the latter were concerns that cushions may damage car tyres and also that wider measures were needed to address traffic problems in the area.
12. The grounds for objection and concern were that the scheme would not fully address the traffic issues on the road and that further measures were needed including a road closure, a 20mph speed limit and formal crossings by the schools. However, some respondents were concerned about increased emissions arising from traffic calming measures and pointed to the need for speed enforcement as a more suitable way of addressing excessive speed. Additionally, concerns were raised that the existing traffic calming was used by some drivers to facilitate driving onto the grass verges to park.
13. Noting the above responses, it should be stressed that the proposals comprise relatively small changes to the road layout as part of a major maintenance scheme and that there is no funding currently to progress the wider measures sought including for example the formal crossings or 20mph speed limit. Noting the above the scheme, however, in no way precludes further measures being brought forward subject to funding being available and should also help address some of the concerns raised over the operation of

the current scheme. Specifically, on the design of the speed cushions, while these are wider than the minimum dimension, they will still be less severe for buses and their passengers as compared to the current layout, while still achieving a good level of speed control for other vehicles.

### **How the Project supports LTP4 Objectives**

14. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

15. Funding for the proposed measures has been provided by the Oxfordshire County Council major maintenance programme.

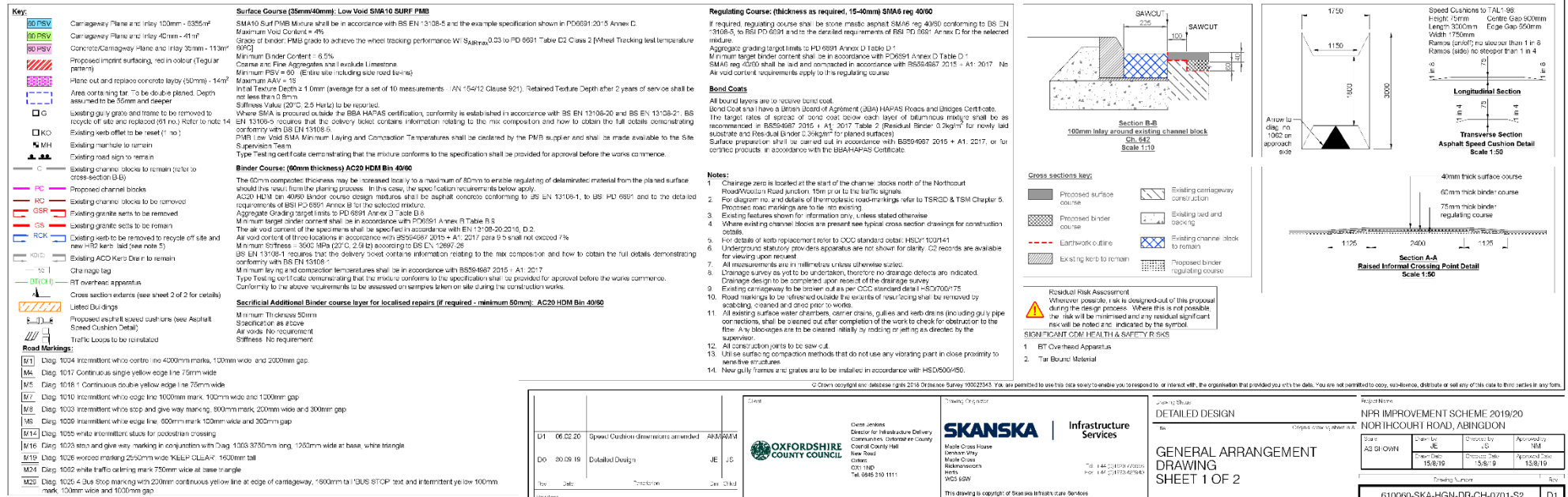
JASON RUSSELL

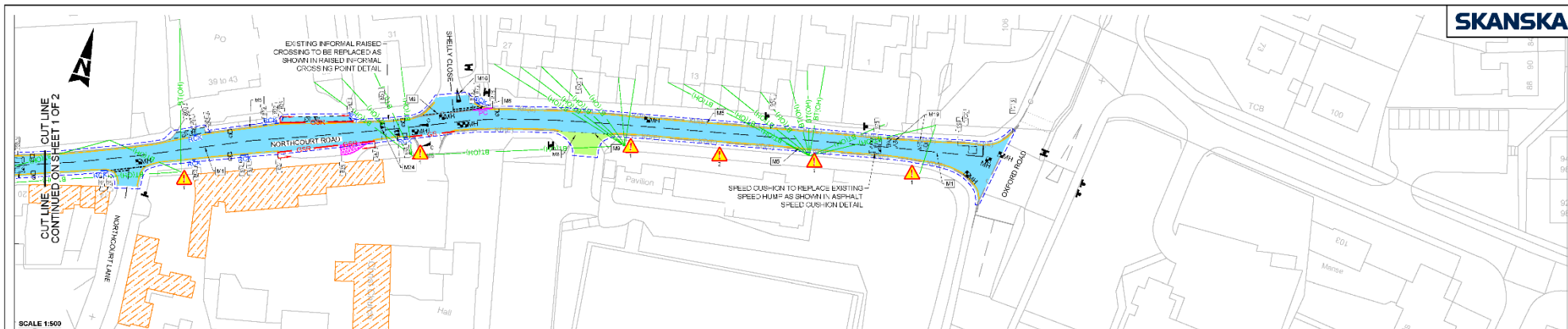
Interim Director of Community Operations

Background papers:      Plan of proposed amended traffic calming measures  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

May 2020





- Key:**
- **BSV** Carriageway Plane and inlay 100mm - 335mm
  - **BSV** Carriageway Plane and inlay 40mm - 41mm
  - **BSV** Carriageway Plane and inlay 35mm - 113mm
  - **BSV** Proposed inlay surfacing, red in colour (Regular pattern)
  - **BSV** Flame out and replace concrete inlay (50mm - 14mm)
  - **BSV** Area containing tar, to be double planned. Depth assumed to be 50mm and deeper
  - **BSV** Existing gully frame and frame to be removed to cyclops of site and replaced (BS no. 10) to note 14
  - **BSV** Existing kerb offset to be reset (1' no.)
  - **BSV** Existing material to remain
  - **BSV** Existing road sign to remain
  - **BSV** Existing channel blocks to remain (refer to cross-section B-B)
  - **BSV** Proposed channel blocks
  - **BSV** Existing channel blocks to be removed
  - **BSV** Existing granite sets to be removed
  - **BSV** Existing granite sets to be retained
  - **BSV** Existing kerb to be removed to cyclops of site and new (100mm) kerb (see note 5)
  - **BSV** Existing ACC Kerb Chair to remain
  - **BSV** Change tag
  - **BSV** BT overhead apparatus
  - **BSV** Cross section extents (see sheet 2 of 2 for details)
  - **BSV** Listed Buildings
  - **BSV** Proposed asphalt speed cushions (see Asphalt Speed Cushion Detail)
  - **BSV** Traffic Loops to be reinstated

- Road Markings:**
- M1** Diag. 1024 Intermittent white centre line 400mm marks, 100mm wide and 200mm gap
  - M4** Diag. 1011 Continuous single yellow edge line 75mm wide
  - M5** Diag. 1018-1 Continuous double yellow edge line 75mm wide
  - M7** Diag. 1010 Intermittent white edge line 100mm mark, 100mm wide and 1200mm gap
  - M8** Diag. 1033 Intermittent white stop and go way marking, 800mm mark, 200mm wide and 300mm gap
  - M9** Diag. 1036 Intermittent white edge line 600mm mark 100mm wide and 300mm gap
  - M14** Diag. 1055 white intermittent studs for pedestrian crossing
  - M16** Diag. 1023 stop and go way marking in conjunction with Diag. 1003 3750mm long, 1250mm wide at base, white triangle
  - M19** Diag. 1026 raised marker 2500mm wide, KEEP CLEAR 1600mm tall
  - M24** Diag. 1052 white traffic calming mark 750mm wide at base triangle
  - M25** Diag. 1025-4 Bus Stop marking with 250mm continuous yellow line at edge of carriageway, 900mm tall 'BUS STOP' text and intermittent low 100mm mark, 100mm wide and 100mm gap

**Surface Course (35mm/40mm): Low Void SMA10 SURF PMS**  
 SMA10 Surf PMS mixture shall be in accordance with BS EN 13108-5 and the example specification shown in PD6991 2015 Annex D.  
 Maximum Void Content = 4%  
 Grade of binder: PMS grade to achieve the wheel tracking performance W<sub>SMA10</sub> 0.03 to PD 6991 Table D2 Class 2 [Wheel Tracking test temperature 60°C]  
 Minimum Binder Content = 6.5%  
 Coarse and Fine Aggregates and Limestone  
 Minimum PSV = 60 (White site including side road lines)  
 Maximum AAV = 18  
 Initial Texture Depth ≥ 1.0mm (average for a set of 10 measurements - A1 15412 Clause 621). Retained Texture Depth after 2 years of service shall be not less than 0.8mm  
 Stiffness Value (20°C, 2.5 Hertz) to be reported  
 Where SMA is procured outside the BBA HAPAS certification, conformity is established in accordance with BS EN 13108-20 and BS EN 13108-21. BS EN 13108-5 requires that the delivery ticket contains information relating to the mix composition and how to obtain the full details demonstrating conformity with BS EN 13108-5.  
 PMS Low Void SMA Minimum Laying and Compaction: Temperatures shall be ordered by the PMS supplier and shall be made available to the Site Supervision Team.  
 Type Testing certificate demonstrating that the mixture conforms to the specification shall be provided for approval before the works commence.

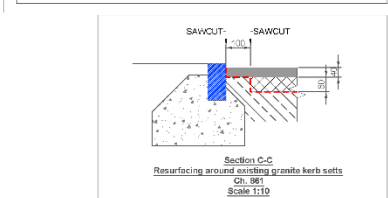
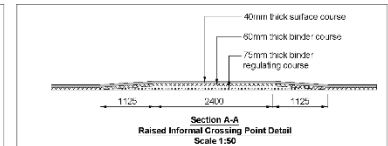
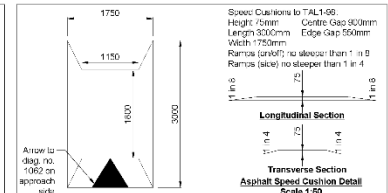
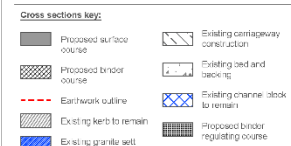
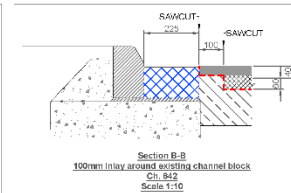
**Binder Course (80mm thickness) AC20 HDM Bin 40/60**  
 The 80mm compacted thickness may be increased locally to a maximum of 90mm to enable regulating of dewatered material from the planned surface should this result from the planning process. In this case, the specification requirements below apply.  
 AC20 HDM Bin 40/60 Binder course design mixture shall be asphalt concrete conforming to BS EN 13108-1, to BS PD 6991 and to the detailed requirements of BS PD 6991 Annex B for the selected mixture.  
 Aggregate Grading target limits a PD 6991 Annex B Table B6  
 Minimum target binder content shall be in accordance with BS EN 13108-20, D.2  
 The air void content of the specimens shall be specified in accordance with BS EN 13108-20, D.2  
 The air void content of three locations in accordance with BS EN 13108-20, D.2  
 Minimum Stiffness = 3000 MPa (20°C, 2.5Hz) according to BS EN 13108-20  
 BS EN 13108-1 requires that the delivery ticket contains information relating to the mix composition and how to obtain the full details demonstrating conformity with BS EN 13108-5.  
 Minimum laying and compaction temperatures shall be in accordance with BS EN 13108-20, D.2  
 Type Testing certificate demonstrating that the mixture conforms to the specification shall be provided for approval before the works commence.  
 Conformity to the above requirements to be assessed on samples taken on site during the construction works.

**Sacrificial Additional Binder course layer for localised repairs (if required - minimum 50mm) AC20 HDM Bin 40/60**  
 Minimum Thickness 50mm  
 Specification as above  
 Air voids: No requirement  
 Stiffness: No requirement

**Regulating Course (thickness as required, 15-40mm) SMA8 reg 40/60**  
 If required, regulating course shall be stone mastic asphalt (SMA8 reg 40/60 conforming to BS EN 13108-5, to BS PD 6991 and to the detailed requirements of BS PD 6991 Annex D for the selected mixture.  
 Aggregate grading target limits a PD 6991 Annex D Table D.1  
 Minimum target binder content shall be in accordance with PD 6991 Annex D Table D.1  
 SMA8 reg 40/60 shall be laid and compacted in accordance with BS EN 13108-20, D.2  
 No Air void content requirements apply to this regulating course.

**Bond Coats**  
 All bound layers are to receive bond coat  
 Bond Coat shall have a British Standard of Approval (BSA) HAPAS Roads and Bridges Certificate.  
 The target rates of application of bond coat below each layer of bituminous mixture shall be as recommended in BS EN 13108-5, A1 2017 Table 2 (Residual Binder: 0.2kg/m<sup>2</sup> for newly laid asphalt and 0.1kg/m<sup>2</sup> for Residual Binder: 0.2kg/m<sup>2</sup> for planned surface).  
 Surface preparation shall be carried out in accordance with BS EN 13108-20, D.2, or for certified products in accordance with the BBA HAPAS Certificate.

- Notes:**
- Change zero is located at the start of the channel blocks north of the Northcourt Road/Weston Road junction 15m prior to the traffic signals.
  - For diagram no. and details of the proposed road markings refer to TSGD & TSM Chapter 5.
  - Proposed road markings are to be into existing.
  - Existing features shown for information only, unless stated otherwise.
  - Where existing features are present see typical cross section drawings for construction details.
  - For details of kerb replacement refer to OGC standard detail HSD110014.
  - Underground utility providers' apparatus are not shown for clarity. C2 records are available for viewing upon request.
  - All measurements are in millimetres unless otherwise stated.
  - Drainage surveys are yet to be undertaken, therefore no drainage defects are indicated.
  - Existing gully frames to be broken out as per OGC standard detail HSD1702075.
  - Road markings to be refinished outside the details of resurfacing shall be removed by subsoiling, cleaned and dried prior to works.
  - All existing surface water drains, culverts, gullies and water drains (including gully pipe connections), shall be cleared out after completion of the works to check for obstruction to the flow. Any blockages are to be cleared initially by rodding or jacking as directed by the supervisor.
  - All construction joints to be saw cut.
  - Unless surface preparation methods that do not use any vibrating plant in close proximity to sensitive structures.
  - New gully frames and grates are to be installed in accordance with BS EN 13108-20.



**Residual Risk Assessment**  
 Wherever possible, risk is mitigated out of the project during the design process. Where this is not possible, the risk will be minimised and any residual significant risk will be noted and indicated by the symbol.

**SIGNIFICANT CDH HEALTH & SAFETY RISKS**

- BT Overhead Apparatus
- Tar Bound Material

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<p>Client: <b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Client Name: <b>Director for Infrastructure Delivery</b>          Client Address: <b>County Council Offices, 100 High Street, Oxford, OX1 1BB</b>          Client Tel: <b>01865 210 1111</b></p>		<p>Project: <b>Northcourt Road</b></p> <p>Project Name: <b>Northcourt Road</b></p> <p>Project Address: <b>Northcourt Road, Abingdon, Oxfordshire, OX11 1BB</b></p>	
<p>Date: <b>06.02.20</b></p> <p>Drawn by: <b>SP</b></p> <p>Checked by: <b>JE</b></p> <p>Approved by: <b>JE</b></p>	<p>Date: <b>30.09.19</b></p> <p>Drawn by: <b>JE</b></p> <p>Checked by: <b>JE</b></p> <p>Approved by: <b>JE</b></p>	<p>Date: <b>06.02.20</b></p> <p>Drawn by: <b>SP</b></p> <p>Checked by: <b>JE</b></p> <p>Approved by: <b>JE</b></p>	<p>Date: <b>30.09.19</b></p> <p>Drawn by: <b>JE</b></p> <p>Checked by: <b>JE</b></p> <p>Approved by: <b>JE</b></p>

**SKANSKA** Infrastructure Services

Project: **Northcourt Road**

Project Name: **Northcourt Road**

Project Address: **Northcourt Road, Abingdon, Oxfordshire, OX11 1BB**

Project Tel: **01865 210 1111**

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Project Website: **www.skanska.co.uk**

Project Social Media: **Facebook: Skanska UK, Twitter: SkanskaUK, LinkedIn: Skanska UK**

**GENERAL ARRANGEMENT DRAWING SHEET 2 OF 2**

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In principle I have no objection but enquire why the existing features are being replaced with speed cushions. My only concern speed cushions have little effect in calming two wheeled motor vehicles.
(2) Vale of White Horse District Council	<b>No objection</b> – Having reviewed the details of the scheme the Vale of White Horse District Council raises no objection.
(3) Oxford Bus Company	<b>Support</b> – We support the replacement of these traffic calming measures. However, as being as this route is used as an emergency diversion route for buses, we would like the measures to be 'bus friendly' please.
(4) Dunmore Primary School	<p><b>Concerns</b> – We support the resurfacing work that is due to take place in August 2020. We believe that the speed cushions that are part of the proposal are VITAL.</p> <p>However, we are concerned about the nature of 'informal' crossing points. From 8.15am - 9am and 3pm - 3.30pm Northcourt Road is extremely busy with traffic and pedestrians due to the number of children, students, staff and parents arriving at Dunmore Primary School, Fitzharrys Schools and Abingdon and Witney College. At Dunmore Primary School alone, we have over 450 children plus parents/carers arriving and leaving the school site each day. We believe it is necessary that some of the 'informal' crossing points should be replaced with 'formal' crossing points e.g. zebra crossing, pelican crossing to ensure the safety of pedestrians. The raised 'informal' crossing point that is vital for reconsideration for Dunmore Primary School, is the crossing point 17 metres southwest of the junction with Brookside.</p>
(5) Local Group, (Oxfordshire Cycling Network)	<b>Object</b> – See Annex 4 for detailed response.

(6) Local Resident, (Abingdon)	<p><b>Object</b> - This seems an unnecessarily costly way to (only partly) address traffic calming on Northcourt Road. The existing humps do not work, why change the style of something that is not working?</p> <p>I believe a better approach would be to reduce the speed limit to 20 mph (with average speed enforcement) and add (planted) obstacles at informal crossings for the schools / college. Better yet, go to 10 mph outside the schools. college and shops with camera enforcement.</p> <p>Using humps does not stop the road being a rat run and it increases pollution around the schools through acceleration and braking for humps.... that are already there.</p> <p>Ideally, put in place a barrier halfway along or add (some) planted give way / chicane obstacles (planters, for example) that make the road less attractive for rat runners but more attractive for pedestrians and cyclists accessing the schools, shops and college.</p>
(7) Local Resident, (Abingdon)	<p><b>Object</b> - Northcourt Road has the potential to be a much more attractive and safe place for the local community. Replacing speed bumps with speeds bumps is unambitious and does little to reduce traffic speeds, reduce traffic volume and improve conditions for walkers, cyclists and the public realm in general.</p> <p>Why not consider measures such as build outs, planters, informal (or formal) crossings, all of which could play a role in reducing traffic speeds and improving public realm?</p> <p>An additional option would be to restrict traffic through Northcourt Rd by installing some sort of barrier at a suitable midway point. Anecdotally there is evidence that Northcourt Rd experiences rat running. A barrier would prevent this, but consideration to it's best placement would be needed.</p> <p>Northcourt Rd would also benefit from a 20mph speed limit, which should be the default speed limit inside the ring road for all of Abingdon.</p>
(8) Local Resident, (Abingdon)	<p><b>Object</b> - Northcourt Rd serves housing and a few local services plus the FE college and two schools. Significantly however, it also serves as a "rat run" for motor vehicles moving E/W or W/E between Oxford Road and Wootton Rd. These vehicles SHOULD be using the ring road constructed for that purpose or not used at all. To "calm" traffic to eliminate the extreme dangers to students and others and to help fulfil the OCC and National objectives of reducing</p>

	<p>carbon emissions and pollution we need to discourage car use and encourage walking and cycling. Your scheme fails to address this.</p> <p>Instead, you SHOULD be using the money to provide a barrier to motor vehicles outside the Community Centre, just west of the Sellwood Rd turn. This would allow access to housing/services from either end of Northcourt Rd but prevent the problem which will not be addressed by your "calming" measures. It would remove much of the traffic and make it possible to walk/cycle to school/college/services without the risk and pollution of cars.</p> <p>To prevent the creation of another "rat run" a similar barrier would also be required on Tatham Road just east of the junction with Brookside.</p> <p>Reduced traffic would improve access for school buses from Wootton Rd and would be further improved by yellow lines and slight reconfiguring of the existing "turning circle" opposite the entrance to Fitzharry's School. I would be happy to discuss this further.</p>
(9) Local Resident, (Abingdon)	<p><b>Object</b> - These measures are too severe. Cars shouldn't have to slowdown to such a degree as progress needs to be made in a timely fashion. I say remove all speed humps but add two crossings for pedestrians. The level of traffic on this road doesn't warrant the measures planned. Please support local residents in minimising this scheme.</p>
(10) Local Resident, (Abingdon)	<p><b>Object</b> - Being a resident of Sellwood Road at the junction with Northcourt Road for over 16 years I object to the traffic calming measures that are in place as well as the new proposed measures. In term time there is a considerable amount of traffic taking students to the 3 educational establishments in addition to local residents travelling daily along Northcourt Road. The volume of traffic adds to already poor air pollution. As an asthma sufferer I object to vehicles slowing down over these humps/ crossings and then accelerating away thus increasing exhaust output. Larger vehicles shake and rattle their load when driving over which causes increased noise pollution especially at night. Responsible road users keep to the speed limits. Irresponsible drivers who speed and often use the humps as a challenge to go faster will not change their habits for a flatter crossing. What would help traffic to flow smoothly, and reduce the wear on car suspension, is having a decent new road surface instead of dips, holes, and patches. Catch those who are speeding instead of making us all pay for the faults of others.</p>
(11) Local Resident, (Abingdon)	<p><b>Object</b> - This is a road with a nursery, primary school and a secondary school. This is not an average road. There are also shops, a football pitch and a community centre. More stringent restrictions are warranted including a 20mph</p>



	speed limit and any other system possible to limit traffic around school times to limit pollution kids and parents breathe when walking to school.
(12) Local Resident, (Abingdon)	<p><b>Object</b> - On the current raised road crossings large puddles are created by the raised crossing which have blocked the gutters stopping the flow of water. Vehicles passing through these puddles splash adjoining properties and sometimes even people walking on the pavement and cycling on the road.</p> <p>Can you confirm that the design will allow water to flow through/under the raised crossings and that the gutters will not be blocked?</p>
(13) Local Resident, (Abingdon)	<p><b>Concerns</b> - Traffic calming measures are insufficient to protect the health and safety of school children and commuters travelling by bicycle to school and work. I cycle along this road to work at just after 8am and the road is always full of cars. Many of the car drivers do not give cyclists enough room and my children have on occasion been sworn at by motorists. In light of the climate emergency and improvement in air quality due to reduced car travel during Covid-19, this is a golden opportunity to dissuade people from using their cars especially around schools.</p> <p>I propose shutting Northcourt Road around the schools during morning and afternoon arrival and departure times. This could be done easily and at low cost using movable stop signs such as used by "school streets" in London.</p>
(14) Local Resident, (Abingdon)	<p><b>Concerns</b> - We are residents of Northcourt Road. We fully support the resurfacing of the entire Northcourt Road, but we have safety concerns about some of the proposals for the carriageways and adjoining grass verges in the immediate vicinity of our house.</p> <p>At present there is a speed hump which entirely straddles the road immediately in front of our house. It is proposed to replace it with a speed cushion (Plan 1 point 437). The current speed hump offers car users a ramp by which they can drive up onto the grass area in front of our house. Parents park here in order to drop off and collect their children from Dunmore Infants and Junior Schools, and residents of the nearby flats, which have limited parking areas, often use the grass area to park. We are concerned that the proposed speed cushion will continue allow vehicles to access and park on the grass verge.</p> <p>The vehicular access to our property (via a tarmac driveway) is also frequently used by children both with and without parents on their way to Dunmore Infants and Junior Schools at the peak of rush hour. A great number of families walk from Harcourt Way and use our driveway as a convenient places to cross Northcourt Road.</p>

	<p>We need to exit our property by reversing our cars onto Northcourt Road, but cars parked on the grass verges prevent us seeing oncoming vehicles, cyclists and walkers including many young children. As residents we are very concerned that there is a danger to cyclists and other road users, especially children.</p> <p>When we first moved into our house there were wooden bollards along the edge of the grass verges to prevent car users driving on to the grass verges. Over the years the bollards have been knocked over by cars being driven onto the grass verges to be park.</p> <p>As part of the Traffic Calming Amendments, we suggest that the opportunity is taken to fully enclose the grass area in front of our house with some kind of barrier, such as bollards, that will prevent parking on the grass by stopping access either from the road or from our driveway. A precedent for this has already been set with wooden bollards being installed to protect the grass area in front of the block flats 70-80 Northcourt Road and with the wooden barriers in front of houses 17 and 18 Cheney Walk. We believe something similar could effectively resolve this safety concern caused by parking cars on the grass in front of our houses, not to mention to unsightly muddy quagmire these cars cause when they are driven onto the grass verges.</p> <p>In summary, we welcome the proposal to resurface the carriageways along Northcourt Road. However, we think Oxfordshire County Council should take the opportunity to reduce the risk to cyclists, young children and their parents and other road users caused by cars parking on the grass verges.</p>
(15) Local Resident, (Abingdon)	<p><b>Concerns</b> - I was dismayed to see that the 'informal crossing' between Brookside and Dunmore School is to be retained but not turned into a full crossing. I use this area of the road to cross daily and its nature makes it more dangerous for both pedestrians and vehicular traffic. I have witnessed a number of near misses where people have stepped in front of cars barely able to stop in time. I was also, along with my three children, nearly knocked down by a group of cyclists who passed a line of queuing cars which had stopped to let us cross. No crossing at all here would be better than this half crossing.</p> <p>One of the things that makes this 'crossing' more dangerous is the tendency for cars to park on the grass verges alongside it severely impeding the view of pedestrians and drivers. If a crossing of sorts is retained in this place, please could consideration be given to the installation of bollards to stop cars getting on to the grass verges on either side of the crossing. Cars do pull off Northcourt Road to part indiscriminately with no heed to the damage it does to the verges or for the safety of other road users. Wooden bollards similar those in place around the green spaces on Brookside would make a big difference.</p>

(16) Local Resident, (Abingdon)	<p><b>Concerns</b> - It must be made clear to pedestrians and motorists where the 'informal' crossing points are and what the expectations are at these points. Currently, there appears to be no distinction between crossing points and speed bumps leading to confusion at these points where pedestrians may start to cross as one car has stopped but a car on the opposite side of the road continues as they do not believe they are meant to stop.</p> <p>With 2 schools and a college on this road, I question why there is no plan for a zebra crossing, in particular opposite the primary school?</p>
(17) Local Resident, (Abingdon)	<p><b>Concerns</b> - I have no objection or concerns to the planned works, but I wish to comment that it is unacceptable that there isn't a crossing on Northcourt Road. There are two schools. It is another inditement of the fact that Abingdon is a car centric town, that cares little for other road users, and particularly its children and young people. Please consider amending the plans to include at least one crossing.</p>
(18) Local Resident, (Abingdon)	<p><b>Concerns</b> - We are residents of Northcourt Road. We fully support resurfacing the entire length of Northcourt Road but have safety concerns and reservations about some of the proposals that affect the carriageways and adjoining grass verges in the immediate vicinity of our houses.</p> <p>We want to set out our reservations about the proposed amendments. As residents we are very concerned that the present road layout is a danger to cyclists and other road users, as well as pedestrians, many of whom are young children. The situation is compounded by our need to exit our properties by reversing our cars onto Northcourt Road, when cars parked on the grass verges obscure oncoming vehicles, cyclists and walkers including many small children.</p> <p>At present there is a speed hump which entirely straddles the road immediately in front of our houses. It is proposed to replace it with speed cushions (Plan 1 point 437). Unfortunately, the current speed hump offers car users a ramp by which they can drive up onto the grass area in front of our houses. Parents park here in order to drop off and collect their children from Dunmore School, and residents of the flats which have limited parking areas, often use the grass area to park. We are concerned that the proposed speed cushions will be less effective in reducing speed for larger vehicles and motorbikes and continue to allow vehicles to access and park on the grass verge. We are fearful that this increased road speed together with a continued lack of visibility will result in a serious accident.</p>

	<p>The vehicular access to our properties (via tarmacked driveways) are frequently used by children both with and without parents on their way to Dunmore School at the peak of rush hour. A great number of families walk from Harcourt Way and use our driveways as convenient places to cross Northcourt Road.</p> <p>When we first moved into our houses there were wooden bollards along the edge of the grass verges to prevent car users driving on to the grass verges. Over the years the bollards have been knocked over by cars using the grass verges to park. As part of the Traffic Calming Amendments, we strongly suggest that the opportunity is taken to fully enclose the grass area in front of our houses with some kind of barrier, such as bollards, that will prevent parking on the grass by stopping access either from the road or from our driveways. A precedent for this has already been set with wooden bollards being installed to protect the grass area in front of the block flats 70-80 Northcourt Road and with the wooden barriers in front of houses 17 and 18 Cheney Walk. We believe something similar could effectively resolve this safety concern caused by parking on the grass in front of our houses, not to mention the unsightly quagmire created by cars driving onto and parking on the grass verges. These same concerns were previously raised with the council in 2014 and with the PCSO.</p> <p>In addition to this measure, as so many families and children cross on this stretch of Northcourt Road each day, we think that a formal crossing somewhere near the entrance to Dunmore School should be considered as an additional safety measure.</p> <p>In summary:          We are concerned about the safety of road users and pedestrians caused by vehicles parking on the grass area in front of 82 and 84 Northcourt Road and believe that the following actions should take place to help mitigate this concern:</p> <ol style="list-style-type: none"> <li>1) Fully enclosing the grass area in front of 82 and 84 Northcourt Road with bollards or wooden barriers.</li> <li>2) Consideration of a formal pedestrian crossing for children and families crossing Northcourt Road to get to Dunmore School.</li> <li>3) Solving the problem of inadequate off-street parking for the flats 70-80 Northcourt Road.</li> </ol>
(19) Local Resident, (Abingdon)	<p><b>Support</b> - We recognise the need for improved traffic calming measures but are concerns about the impact of the design of the speed cushions on tyre wear and damage to car suspensions</p>

(20) Local Resident, (Abingdon)	<p><b>Support</b> - I would like to see the layby parking area opposite Northcourt Mews adjusted. At present vehicles tend to park in echelon fashion, so longer cars or vans stick out into the carriageway. This is a hazard for drivers and especially cyclists, as can be seen on Google Earth, where the cars are also obstructing the footway. The depth of the layby should be reduced so that parallel parking only is possible, but it could also be extended to the west to compensate for lost spaces.</p>
(21) Local Resident, (Abingdon)	<p><b>Support</b> - I fully support a reduction of the speed limit to 20mph and have long wanted this to happen, not only in Northcourt Road but surrounding residential roads. As you state this is the norm in Oxford and it's about time that Abingdon caught up. I would add that there will be little point in reducing the speed limit if we do not have the accompanying speed cameras to go with it.</p> <p>For example, along the nearby Oxford road we currently have a speed limit of 30mph but only one speed camera in operation near to the junction heading north. However, drivers heading south into Abingdon Town centre can quickly speed up when familiar with the fact that there is no speed camera along this stretch of road.</p> <p>I agree that an official pedestrian crossing near to the schools should also be a priority.</p>



## Northcourt Road Proposed Traffic Calming

This response is on behalf of the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 170,000 cyclists in the county and the 460,000 who would cycle if it was safe, convenient and pleasant.

We **OBJECT** to the proposals as they are insufficient to achieve policy goals.

### Context

Northcourt Road is a residential street, which also has a Primary School, Secondary School, Further Education College, 2 Community Centres (one with a café), 2 shops and a pub – all directly accessed from the road.

In addition to local residents these serve a wider population of Abingdon. There is a strong belief that the road is used as a 'rat-run' to cut between Wooton Road and Oxford Road as an alternative to the ring road. There is unsocial driving by a few people – rapid and noisy acceleration between the speed humps.

During peak hours (the morning peak and the extended afternoon/evening peak) air and noise pollution levels can feel high. The difference during the gas maintenance and Coronavirus lockdown is noticeable. In recent weeks many more people have been walking and cycling on Northcourt Road and nearby streets. Most visibly, families are cycling with their children. This is a clear sign that cycling has been suppressed by the perceived danger of high traffic levels and/or speeds.

*Likelihood of severe or fatal injury for pedestrians by impact speed (20splenty.org)*



This traffic has intimidated people from considering cycling to the schools, shops or other facilities, from allowing their children to cycle, and it will have discouraged walking as well. At 30mph it is also dangerous. The risk of severe injury or death to pedestrians rises significantly with vehicle speed, more than doubling between 20mph and 30mph. On residential and school streets, the speed limit should be 20mph.

Crashmap.co.uk shows 8 Incidents in only 5 years (2014-2018), 2 Serious – in 4 of them (1 serious) a cyclist was a casualty, in 3 of them a pedestrian was a casualty, in 3 of them (1 serious) a child was a casualty. (These may overlap.) 8 *reported* incidents in 5 years seems a lot for a residential road about ½ mile long.

The wider context is a County Council aiming for modal shift away from private cars, and a national government that has just released a Decarbonising Transport strategy document with a vision that 'Public transport and active travel will be the natural first choice for our daily activities.' We suggest that travel to and from the schools, shops, community centres and homes in Northcourt Road represents 'daily activities'.

Any solution should therefore aim to encourage public transport and active travel, and will best achieve this if motor traffic volume and speed are reduced.

### ***Response to proposed solution***

We consider the proposed solution to be insufficient. This is because the speed cushions will not be effective in reducing traffic volumes or speed.

For example, in my car if I am centred over a speed cushion, I can drive over them at 30mph or higher and hardly feel a bump. All they do is encourage the purchase of wider cars and SUVs.

The informal crossings will slow traffic as they are full width, but there are only 4 of them so traffic will be at 30mph along most of the road. Also this encourages the slow-down / accelerate that increases noise and pollution that is a bad feature of speed humps.

We note a concern from a representative of the Primary School that these are informal crossings and that children did not understand that they were informal. On this basis, for the crossing at the Primary School in particular we suggest a Zebra Crossing may be better.

### ***Preferred solution***

Our preferred solution is in 2 parts.

First, to reduce traffic on the street by putting up a restriction to through traffic. A restriction could be placed either near the Co-op (to allow access to the shops from both sides) or near the Northcourt Centre. Some other restrictions would be required to avoid rat-running on smaller residential streets.

The restriction, or barrier, could be a 'green' feature such as planters surrounding a 'parklet'. Or if it was considered that emergency access might be required, there could be an unlockable gate or lowerable bollards.



Some traffic might be displaced to other roads, but other traffic would 'evaporate' as people walk, cycle or reduce travel. Motor traffic close to the schools should be discouraged, as it would reduce the numbers who would walk or cycle. For the Primary School, most of the catchment should be within easy walking/cycling range. For the Secondary School, a drop-off zone could be established on Wooton Road, which has wide verges, an existing extended bus stop and possibly part of the college car park could be used.

The second part of the solution is to reduce the speed limit to 20mph on Northcourt Road and surrounding residential streets. 20mph should be the norm for Abingdon's residential and central streets, just as it is for Oxford's.

20 mph signage is simple, but data shows that over 80% of drivers break 20mph limits and police resources are short. Thus, the limit would be enforced by average speed cameras.

(If the 20mph limit were applied without the through traffic restriction, this has a useful side-effect: Rat-runners to carefully manage their speed or choose a different route. But people with genuine business on the street will not be caught by average speed cameras placed at each end, as they would be stopping in the middle – although their speed would be reduced by the signs, by other traffic and by their responsibility to their local community. The road would thus become safe for cyclists and pedestrians at low cost.)

Both parts of this solution are most important at school arrival and departure times, but on a residential street like Northcourt Road (and the surrounding streets) 20mph should be the standard limit 24/7. Like the Walton Street closure in Oxford, this could be tested for a period of a year or 18 months to assess the impacts.

Chair  
Oxfordshire Cycling Network



## **CABINET MEMBER FOR ENVIRONMENT – 26 MAY 2020**

### **EAST HANNEY – A338 – PROPOSED PUFFIN CROSSING**

#### **Report by Interim Director for Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the A338 at East Hanney.

#### **Executive summary**

2. The provision for pedestrians is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a puffin crossing on the A338 at East Hanney.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of calls from the parish council following numerous requests from parishioners. Residents from the new developments seek help accessing village facilities most of which lie on the opposite side of the busy A338.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 5 February and 6 March 2020. A notice was placed in the Oxfordshire Herald series newspaper and notices placed in the vicinity of the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, East Hanney Parish Council and the local County Councillor. Letters were sent directly to approximately 55 properties in the immediate vicinity, adjacent to the proposals.
6. Nineteen responses were received. One objection, sixteen (84%) expressions of support and two neither objecting nor supporting. The responses are

recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

7. Thames Valley Police did not object to the proposal and neither did the Vale District Council.
8. East Hanney Parish Council support the proposal but made no detailed comments.
9. One objection was received from a local resident citing concerns that a signalled crossing would be less safe than an uncontrolled option, suggesting that children in particular who relied on the green pedestrian signal may be vulnerable if drivers failed to comply with a red signal. There were concerns over the proximity of side road junctions and potential increase in noise and air pollution from vehicles stopping then accelerating.
10. Expressions of support were received from fifteen parties including two local groups and thirteen members of the public.
11. Two supporters of the crossing queried (and a further actually objected to) the proposed footway widening with consequent grass verge and hedge loss to the north of the crossing and the forfeiture of its screening and noise reduction provision. There were also several concerns over the increase in lighting pollution.
12. The hedge removal will be required to meet visibility standards, especially critical with the open nature of the site and high prevailing vehicle speeds. The lighting improvements are also required to meet design standards although the design will be as sensitive as possible.
13. Suggestions were also made to review the signing for an adjacent business premise and remove a traffic island to improve visibility.
14. In the light of comments received it is proposed to implement the pedestrian crossing.

### **How the Project supports LTP4 Objectives**

15. The proposals would help facilitate the safe movement of pedestrians.

### **Financial and Staff Implications (including Revenue)**

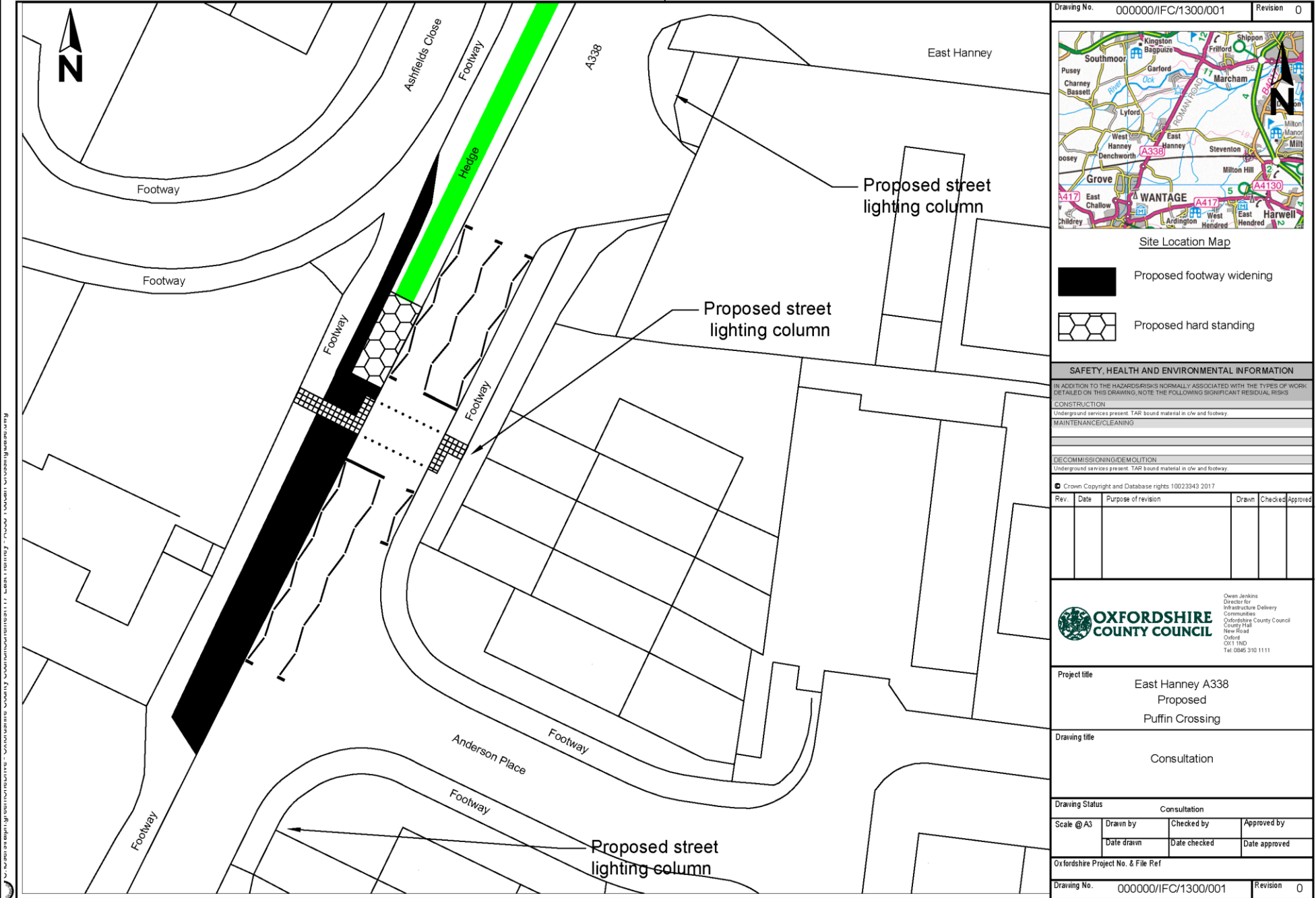
16. Funding for the proposed measures has been provided by the developers of land adjacent to the proposal.

JASON RUSSELL  
Interim Director for Community Operations

Background papers: Plan of proposed puffin crossing  
Consultation responses

Contact Officers: Hugh Potter 07766 998704  
Geoff Barrell 07740 779859

May 2020



Drawing No. 000000/IFC/1300/001		Revision 0													
<p style="text-align: center;">Site Location Map</p>															
<p>Proposed footway widening</p>		<p>Proposed hard standing</p>													
<p><b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b></p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p><b>CONSTRUCTION</b> Underground services present. TAR bound material in c/w and footway.</p> <p><b>MAINTENANCE/CLEANING</b></p> <p><b>DECOMMISSIONING/DEMOLITION</b> Underground services present. TAR bound material in c/w and footway.</p> <p>© Crown Copyright and Database rights 10023943 2017</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<div style="display: flex; align-items: center;"> <div> <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> </div> </div>															
<p><b>Project title</b></p> <p style="text-align: center;">East Hanney A338 Proposed Puffin Crossing</p>															
<p><b>Drawing title</b></p> <p style="text-align: center;">Consultation</p>															
<p><b>Drawing Status</b></p> <p style="text-align: center;">Consultation</p>															
Scale @ A3	Drawn by	Checked by	Approved by												
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<p>Oxfordshire Project No. &amp; File Ref</p>															
Drawing No. 000000/IFC/1300/001		Revision 0													

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) East Hanney Parish Council	<b>Support</b> – No comments.
(3) Vale of White Horse District Council	<b>No objection.</b>
(4) Local Resident, (East Hanney)	<p><b>Object</b> - If a crossing is needed it should have been part of the planning when ALL of these new houses were built on the other side of a busy A road. Why were the developers not required to include this in their plans from the beginning?</p> <p>It is more dangerous to put a crossing on the proposed site than to have people waiting for a gap in traffic to cross safely. There are junctions too close to the proposed crossing according to the usual rules applied when designing road safety features.</p> <p>Traffic control measures to reduce the speed of the traffic coming round a blind corner towards Anderson Place and coming into the village from the Marcham direction should be put in place before a crossing is installed. It is 30mph but very few vehicles slow down coming into the village and coming out of the village most speed up once past the speed camera at the cross roads. In my opinion it is safer to carefully cross a road waiting for a gap in the traffic than it is to teach children to trust that a green man means it is safe to cross. It also falls outside the rules of no street lighting in Hanney which keeps down light pollution and promotes the safety of wildlife.</p> <p>On a personal level, the noise of the traffic on the A338 is already too high, you will now be adding stationery traffic with engines running and polluting the air around us.</p> <p>The hedge you are proposing to cut down currently provides some barrier from the noise for the people in Ashfield</p>

	<p>Close, most of whom are elderly and the street lights and constantly changing traffic lights will be intrusive.</p> <p>There have been no accidents on this stretch of road without a crossing. What if you put in a crossing and someone gets hit by a speeding vehicle who didn't see them in time or by ploughing into unexpected stationary vehicles on a blind corner?</p>
(5) Local Group, (East Hanney)	<b>Support</b> - No comments.
(6) Local Group, (Hanney)	<p><b>Support</b> - I strongly support this proposal. The crossing has been needed since the first new developments were built on the east side of the A 338 some 10 or more years ago, and it reflects badly on those in 'power' at the time that it wasn't pushed for then.</p> <p>The number of new developments continues to increase, without any sign of letting up, with the need becoming greater and greater. Forgive the old cliché but this really is a case of an accident waiting to happen.</p> <p>The only vague objection I've heard expressed is that this will increase the 'urbanisation of our sleepy little village'. East Hanney ceased to be that many years ago. It now has an extremely busy A road, on which the 30 mph speed limit is consistently ignored, running through it. When there are traffic problems on the A 34, which there frequently are, the already heavy traffic load increases dramatically. There are, currently, planning applications lodged for a further 90+ properties in East Hanney, with 2 other developments, totalling about 75 new homes nearing completion. Factor in the Fontana restaurant's large and intrusive floodlights, the industrial estate and the large Sovereign Housing premises, all on the east side of the main road, and it is clear that this part of East Hanney is 'urban' and will remain so. It needs a crossing urgently.</p>
(7) Local Resident, (Wantage)	<p><b>Support</b> - I support the installation of a signalised crossing at this location, but I would like to raise an objection over the large area of verge that is shown on the map as being tarmaced over.</p> <p>East Hanney is a rural village and therefore large expanses of tarmac are out of place along what is currently a grass verge and hedge.</p> <p>Can the footway be widened only to a width that leaves a grass verge along the side of the road, as I also believe that without suitable prevention methods, such as wooden posts, the large area of tarmac will quickly be used as a car</p>

	park whenever someone has a party nearby or a delivery van needs some where to pull up, this will then impact on the safety of the crossing.
(8) Local Resident, (Wantage)	<b>Support</b> - My children currently have to cross this road each morning in order to get to the school bus stop located opposite the Black Horse PH in the village. The visibility is often poor, and both the volume of traffic and the speed of vehicles make this an extremely dangerous place to cross. They have already had several near misses (one of my children has dyspraxia, and has poor spatial awareness), and I worry every morning that they have to cross this road. There are already been 3 large building developments completed on this side of the A338, another is in the process of being built, with planning submitted for a further 40+ houses on the Rosybee nursery site. The crossing would also benefit many of the residents in the main village who rely on the buses which pass through the village. Given all of the above I find it astonishing that no safe crossing has been installed before now.
(9) Local Resident, (East Hanney)	<b>Support</b> - The A338 is a busy and dangerous road and the ever increasing number of houses built to the East means that there is an ever increasing number of pedestrians wishing to cross - particularly children on the way to and from school. The provision of street lighting is essential. I fully support this overdue development.
(10) Local Resident, (East Hanney)	<b>Support</b> - For the amount of housing that has now been built on the other side of the A338 from the main village, it is vital that there is a crossing. Many houses have young children who walk to school each morning. Once children are at secondary and catching the bus, they are often walking to the bus stop without an adult. Crossing the A338 is difficult and an accident is inevitable unless action is taken. I whole-heartedly support a crossing to be built.
(11) Local Resident, (East Hanney)	<b>Support</b> - I am very much in favour of this proposal which combined with traffic calming measures will help to make the A338 safer for pedestrians, particularly those living in the new developments on the eastern side of the road.
(12) Local Resident, (East Hanney)	<b>Support</b> - This section of A338 is extremely fast and cars rarely slow down to 30mph and means children cannot safely cross the road.  This new crossing will not only slow traffic down through the village but also make crossing the road much safer.  My son walks home from school on his own and I am always scared that he is going to get knocked down and this

	crossing will provide me with peace of mind.
(13) Local Resident, (East Hanney)	<p><b>Support</b> - Minimal use of street lighting in keeping with the dark skies desires in the village.</p> <p>What would greatly improve road safety in this location would be the removal or repositioning of the Sovereign Vale entrance signs, which block visibility to the north when emerging from the small business estate in this area. Pulling out blind just before this crossing is not as good as it could or should be. Maybe somebody should have a word with Sovereign Vale.</p>
(14) Local Resident, (East Hanney)	<p><b>Support</b> - This crossing is essential for the safety of children's travel to school. Traffic is not slowing down on this busy road, so risks have to be taken to cross the road. More and more houses will increase the number of people crossing this road. A crossing is required now.</p>
(15) Local Resident, (East Hanney)	<p><b>Support</b> - I am generally in favour of a safer road crossing. I have minor concerns that the proposed site is not close enough to the bus stops and people will still cross the road further north, close to Ashfields Lane.</p> <p>I am also unclear as to the purpose of the proposed "hard standing". Is it to be incorporated into the widening of the footpath or is it for another purpose? As shown on the plan it looks like a car parking space and that would be wholly inappropriate.</p> <p>I would hope that the proposed lighting would be as discrete as possible and at as low an intensity as possible so as not to affect the nearby houses or the generally unlit nature of the village.</p>
(16) Local Resident, (East Hanney)	<p><b>Support</b> - I'm in great favour of the puffin crossing this is a dangerous road to cross and I feel would slow traffic down, a calming system as well as this really does need to be put in place in 2009 I asked Thames valley police for a further speed camera but was refused as cars speed up to 57 mph along this stretch of road and this has been proven from our own speed awareness volunteers, so anything traffic road safety are happy to do I'm happy to support with more houses being built traffic calming and being able to get out of junctions would be a great help.</p>



(17) Local Resident, (East Hanney)	<p><b>Support</b> - I support the installation of a Puffin pedestrian crossing at the proposed location. The A338 is a very busy road and the bend in the road next to the La Fontana restaurant restricts the field of view to the south, which is critical as vehicles heading north tend to escalate after passing the speed camera and as they exit the 30 MPH speed restriction. A pedestrian crossing will allow pedestrians to cross the A338 safely. The new housing developments off the Steventon road are likely to result in more pedestrians crossing the A338 to access East Hanney and the bus-stop for buses heading towards Abingdon and Oxford.</p> <p>If a Puffin crossing is installed, recommend the island in the middle of the A338 opposite the bus-stop next to the junction with Ashfields Lane is removed. When a bus heading towards Abingdon or Oxford stops at this bus-stop, the stationary bus totally blocks the north-bound lane. Vehicles behind the bus are forced to pass the stationary bus by driving on the wrong side of the traffic island. This is potentially dangerous and probably breaches the Highway Code. If a Puffin crossing is installed as proposed, the island will be largely redundant and should be removed, allowing vehicles to pass a stationary bus more safely. Pedestrians should be encouraged to use the Puffin crossing only.</p>
(18) Local Resident, (East Hanney)	<p><b>Support</b> - wanted to take this opportunity to express our relief in this project moving forward, in light of the increased traffic flow along the A338 (and which my house backs directly onto).</p> <p>We also wanted to confirm if this type of crossing will impact and improve the excessive flow of traffic that runs along this road? We have noticed a significant increase in both traffic flow AND speed in the past few months, to the point where our (relatively new build) house actually shakes when large vehicles such as HGV's and construction vehicles pass at high speed behind our house. (We would invite you to visit our home, at your convenience, to witness this happening first-hand).</p> <p>Hopefully the installation of this new crossing will deter speeding vehicles and if not, will your department consider speed bumps before and after the crossing? There are already signs warning of a 30 mph limit on the road through East Hanney, but these are ignored and vehicles speed through continuously all day and night. This needs to be addressed before someone is seriously injured or killed on this road.</p>
(19) Local Resident, (East Hanney)	<p><b>Support</b> - I just very quickly wanted to indicate my strong support for a crossing on the A338 at East Hanney. I'm not sure whether the proposed type or site of the crossing is the best option, but any crossing is better than none. I would personally have thought that it should be located as close as possible to the junction with the High St (i.e near La Fontana), but I expect there are reasons why the site further up the road has been chosen.</p>



Division(s): Burford and Carterton North;  
Charlbury and Wychwood

## **CABINET MEMBER FOR ENVIRONMENT – 26 MAY 2020**

### **A424 – FULBROOK TO IDBURY – PROPOSED 50MPH SPEED LIMIT**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the 50mph speed limit as advertised.

#### **Executive summary**

2. Speed limits are reviewed when there are changes to the road layout or usage, as a result of development and when requested by the local member or local councils due to concerns over road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a 50mph speed limit on the entire length of the A424 Burford to Stow road within Oxfordshire.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward following a review of the recent accident history – including several accidents resulting in fatal injury – and, if approved, would be funded by the Road Safety budget within the County Council's Capital programme.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 15 January and 14 February 2020. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Fulbrook, Taynton, Milton under Wychwood, Fifield and Idbury parish councils, West Oxfordshire District Council and local County Councillors.
6. Nine responses were received. 3 objections, 4 in support and 1 response not objecting but expressing some concerns. These are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

7. Thames Valley Police expressed no objection to the proposal noting the poor safety record of the road including three fatal accidents in recent years and also that the speed surveys carried out by the County Council at their request indicated that a 50mph speed limit may be appropriate. A site visit has also been carried out with officers to identify possible sites for police enforcement.
8. West Oxfordshire District Council, Fifield Parish Council and Fulbrook Parish Council expressed support for the proposal along with one response expressing support also received from a member of the public.
9. Three objections were received from members of the public citing concerns that the proposed 50mph speed limit was not needed and could be counterproductive if it resulted in an increased number of hazardous overtaking movements by road users frustrated by the slower speed of vehicles ahead complying with the proposed limit. One of these responses expressed concerns specifically on the approximately 2.5km length of the route north of the Tangley Farm junction, which they considered to be suitable for the current national speed limit given the comparatively straight alignment of the road and which they considered provided safe overtaking opportunities, noting also that no proposal has been made for a 50mph on the adjoining part of the route within Gloucestershire.
10. A response was also received from a member of the public which – while not expressing an objection – raised concerns that the a 50mph speed limit would not be effective unless enforced and that a lower (possibly 40mph) speed limit would be appropriate at the junctions along the route. Concerns were expressed also on the need for improved road markings and signing at the junctions in particular.
11. Noting the above, 50mph speed limits have been introduced on a large number of rural A class roads, including those with very similar widths and alignments and have found to help reduce accident risks with no evidence of an increased number of accidents involving overtaking. The proposed limit is considered to be consistent with Department for Transport guidelines on setting local speed limits. The introduction of lower speed limits in the vicinity of junctions as suggested by one of the respondents is not considered to be consistent with the above
12. The existing traffic signs and road markings - particularly those at junctions – will be renewed as required as part of the works to implement the speed limit in response to the concerns raised on this matter.

## **How the Project supports LTP4 Objectives**

13. The proposals would help facilitate the safe movement of traffic.

## **Financial and Staff Implications (including Revenue)**

14. Funding for the proposed speed limit has been provided from the Road Safety budget within the Oxfordshire County Council Capital programme.

JASON RUSSELL

Interim Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
                                    Consultation responses

Contact Officers:        Hugh Potter 07766 998704  
                                    Mike Wasley 07393 001045

May 2020

Drawing No.

Revision 0

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

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Project title

A424 Fulbrook - Idbury - Proposed 50mph

Drawing title

Location Plan

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – This section came to note in the last few years with several fatal collisions. In view of the safety record Police requested speed profiles to establish or eliminate speed causations on what is an undulating very rural road. Speed was identified by the data and consideration to a lower limit with some supervision taken to Oxon CC.</p> <p>I have been to site with County officers with a view to locating hardened areas suitable for mobile enforcement vehicles at appropriate locations which is justified with the collision evidence. Any enforcement will be at the discretion of Thames Valley Police on road safety grounds.</p>
(2) Fulbrook Parish Council	<p><b>Support</b> – that we totally agree with the speed reduction limit. The current 60 mph is not acceptable. You have the complete backing and support from Fulbrook Parish Council. If we can help you with anything at all, then please don't hesitate to ask.</p>
(3) Fifield Parish Council	<p><b>Support</b> – This is excellent news, which we have been seeking for many years. However, I will be grateful to know how it is to be "policed" – bearing in mind the present 60mph is exceeded by over 30% (with impunity) on a daily basis and both Thames Valley Police and the County Council have repeatedly contradicted local knowledge about the speed of traffic and declined any action on the ground they do not perceive any problem?</p>
(4) West Oxfordshire District Council	<p><b>Support</b> – In the interests of pedestrian and road safety, West Oxfordshire District Council supports the proposed reduction in speed limit on the A424 Burford to Stow-on-the-Wold road from the A361 Fulbrook roundabout to the Gloucestershire Country Boundary at Idbury.</p> <p>This information is based on the proposal being carried out in accordance with the details supplied in the Public Notice, Statement of Reasons, Consultation Plans, Speed Limit Order, General Traffic Signs Schedule, Road Markings Schedule, Location Map and Draft Traffic Regulation Order that accompanied the enquiry.</p>

(5) Email Response, (unknown)	<p><b>Object</b> – I'm really worried about this one. It's not because I'm interested in ragging down the A424 at speed - it's because I stick to the limits on both my motorcycle and in the car.</p> <p>I use the A424 a lot. It's clear, wide and open with good, long views. Most of the issues I see are around frustration overtakes - even at the existing speed limit - and poor judgement at junctions. I believe the new limit would increase the former whilst doing nothing about the latter.</p> <p>I can't see any crashes from the data that would imply any benefit for a 50 limit. In fact, a lower limit is far more likely to increase disengagement from task and increase distraction and a tendency to mentally switch off.</p> <p>From the Stats 19 data, I can't see anything that would be improved by the addition of a 50mph limit on a road where (I'm guessing) the 85th percentile speed would be higher - quite possibly the mean speed too. If drivers are already frustrated at 60, they'll be far more likely to overtake at 50.</p> <p>Most frustration overtakes I see are from drivers often following older drivers who are running considerably below the limit - usually at between 45 and 55mph. They build up huge queues of weaving, irritated followers who become eager to pass. A 50 will, I believe, increase this tendency for frustration overtakes.</p> <p>Making drivers drive at 50 on a road with these characteristics is going to feel artificially low for the road conditions, leading to massive non-compliance. Oxfordshire's limits are already so low in places that I'm regularly overtaken when complying with them - yesterday through Curbridge's 30 limit, earlier in the week leaving Clanfield in the 30, then in the 50 extending up to Faringdon.</p> <p>A lot of these crashes look like junction-related accidents. Would OCC consider specific VAS rather than a limit?</p>
(6) Local Resident, (Bledington)	<p><b>Object</b> – No evidence has been given that this stretch of road is particularly dangerous.</p>
(7) Local Resident, (Oxford)	<p><b>Object</b> - I object to the proposed speed limit as described in the public consultation.</p> <p>I would not object if the northern limit of the speed limit were to be at a point about 200 metres north of the Tangley Hall junction.</p>



	<p>However, immediately north of that point there is clear forward visibility of more than a kilometre, almost as far as the Merry-mouth Inn. This provides by far the safest opportunity for overtaking in the 9 miles between Burford and Stow. When overtaking a vehicle travelling at about 45mph, restricting the speed to 50mph would make the overtaking prolonged and difficult. There are no junctions or dwellings on this length. I most recently drove this route (southbound) on Sunday 2nd February.</p> <p>From a search on Gloucestershire County Council's website, it appears that they are not consulting on a speed limit north of the County Boundary. The length of A424 between Merry-mouth Inn and the County Boundary (about 1 kilometre) probably does not need a 50mph speed limit.</p>
(8) Email Response, (unknown)	<p><b>Concerns</b> – does not believe that a 50mph speed limit would make much difference in slowing down traffic on this road unless it is enforced. The speed limit should be lowered at junctions to possibly 40mph. The junctions should have improved lining and signing to help slow traffic as people tend to overtake at junctions. Also a query about the limit not continuing within Gloucestershire.</p>
(9) Local Resident, (Abingdon)	<p><b>Support</b> – No comments.</p>

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Division(s): Carterton South and West; Faringdon

## **CABINET MEMBER FOR ENVIRONMENT – 26 MAY 2020**

### **GRAFTON WITH RADCOT – A4095 AT PIDNELL BRIDGE - PROPOSED REVOCATION OF STRUCTURAL WEIGHT LIMIT**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the revocation of the structural weight limit at A4095 Pidnell Bridge.

#### **Executive summary**

2. Structural weight limits are reviewed as part of the on-going maintenance of highway structures.

#### **Introduction**

3. This report presents responses to a statutory consultation to revoke the structural weight limit at A4095 Pidnell Bridge prohibiting the passage of track laying vehicles and vehicles with an axle weight exceeding 6 tonnes.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of a review of structural weight limits following maintenance of the A4095 Pidnell Bridge which has strengthened the bridge sufficiently to remove the above restrictions.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site in the immediate vicinity, adjacent to the proposals.
6. Eleven responses were received. 6 objections (55%), 1 in support, and 4 neither objecting nor supporting or raising concerns. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Thames Valley Police did not object to the specific weight restriction but cited the need to ensure retention of the signing for the remaining weight 7.5 tonne environmental weight limit.

7. The local member for the Faringdon division supported the proposal with the proviso that it is confirmed that the structural weight limit is no longer required.
8. The local member for the Carterton South and West division, however, expressed an objection on the grounds that removal of the weight limit would result in larger lorries using the route and also the consequent risk of damage to the adjacent bridges.
9. Faringdon Town Council also expressed an objection on the same grounds. A similar objection was received from a local business and four members of the public.
10. It should be stressed that the proposal is only to revoke the existing structural weight limit of 6 tonnes at the A4095 Pidnell bridge, which is not required following bridge strengthening works and which cannot reasonably be continued. The existing 7.5 tonne environmental weight limit will, however, remain in force and, therefore, there should be no increase in the number of goods vehicles using the route as the result of the revocation of the structural weight limit.

### **How the Project supports LTP4 Objectives**

11. The proposals are consistent with the effective management of highway structures

### **Financial and Staff Implications (including Revenue)**

12. Funding for the proposed measures has been provided by the Oxfordshire County Council capital budget.

JASON RUSSELL

Interim Director of Community Operations

Background papers:            Plan of proposed weight limit revocation  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704  
   Robin Calver 07741 607453

May 2020



Drawing No.		Revision	
		0	

**Key**

Proposed weight limit revocation

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**

PROPOSED WEIGHT LIMIT REVOCATION

**Drawing title**

RADCOT  
PIDNILL BRIDGE

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	01/20		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – Please ensure you do not remove the weight limit signs for Radcot Bridge.
(2) Vale of White Horse District Council	<b>No objection</b> – <i>No comments.</i>
(3) West Oxfordshire District Council	<b>No objection</b> – <i>No comments.</i>
(4) Faringdon Town Council	<p><b>Object</b> – At the recent planning committee members of Faringdon town council considered the revocation order and commented that the next bridge also has a weight restriction.</p> <p>Faringdon town Council felt that both should remain in place and would like to register their objection the removal of the weight restriction.</p>
(5) Local County Councillor, (Faringdon Division)	<b>Support</b> – I'm supportive of this if the strengthening work to the bridge has definitely strengthened it sufficiently to allow for the proposal to remove the existing weight limit and ensure safety.
(6) Local County Councillor, (Carterton South & West Division)	<b>Object</b> – Im worried as to the size of vehicles more than the weight, I feel if you remove weight limit you will get large vehicles, there are three bridges here two are very narrow with damage done to the brick work is always ongoing so I don't support this change
(7) Local Business, (Radcot)	<b>Object</b> – This move is bordering lunacy! There are already two actions being sought by the Trading Standards in respect of two vehicles that have damaged our property and become stuck on the following Radcot Bridge. I have contact names and emails if you wish to follow this up. I will of course, raise this with them directly too.

	<p>There are already significant problems with groundings, caused by long-wheeled based vehicles attempting to cross Radcot Bridge. Although the current restriction relates to the weight of the vehicle, it follows that if the weight restriction is lifted, larger vehicles will attempt to cross the bridge, resulting in more groundings and subsequent periods of the road being closed. We have had serious damage to the bridge as well as walls knocked down and damaging cars in our carpark, there are currently two companies being taken to court for flouting the road signs.</p> <p>We have had the road shut in both directions on at least 5 occasions in the last year which include police attending the scene to redirect traffic, one lorry was stuck so severely it took over 6 hours to be released.</p> <p>We actually need more weight restrictions with less large and heavy vehicles coming through this direction.</p>
(8) Local Resident, (Radcot)	<p><b>Object</b> – The bridge has not changed shape or size, so longer lorries will still get stuck on it which causes traffic chaos in the surrounding areas, that combination of bridges does not enable large vehicles to cross it safely, please do not allow this to happen. Only a couple of nights ago there was chaos on that bridge due to a lorry that was too long trying to get over it</p>
(9) Local Resident, (Grafton)	<p><b>Object</b> – This bridge has had too many lorries getting stuck on it due to its narrow width and the way the road bends away from the bridge. If you take away the weight restriction, you will inevitably get larger lorries coming down the road and there is just no way they will be able to successfully get over the bridge. To my mind more weight means bigger lorries which will cost the council ie us the tax payer thousands to repair when the money should be going into road repairs etc.</p> <p>You really need to be discouraging large lorries using this road with bigger and better signs not encouraging them.</p>
(10) Local Resident, (Faringdon)	<p><b>Object</b> – Even with the existing weight restriction in place over Pidnell Bridge a number of heavy, long wheel-based vehicles ignore the warning road signs on the approach to Radcot Bridge from Clanfield regarding the weight restrictions and proceed onto the Radcot Bridge. The turn is impossible for long wheel-based vehicles and they become stuck and grounded - blocking access over Radcot. The delay in getting these vehicles moved off the Bridge is significant, exacerbated by the damage that removing them inevitably causes to the Bridge.</p> <p>It seems inevitable that, if the current weight restriction is lifted, drivers of heavier vehicles will assume that the Radcot Bridge is now accessible. It's not. It cannot carry long wheel-based vehicles. Surely all that's going to happen is that</p>

	<p>heavier vehicles will become stuck between Pidnell Bridge and Radcot Bridge - being unable to pass over the latter. Or they will attempt to cross and become grounded causing more damage to the road, margins and verges in attempting to turn around.</p> <p>I strongly object to this Weight Limit Revocation.</p>
(11) Local Resident, (Radcot)	<p><b>Concerns</b> – I am very concerned about this proposal and the indirect consequences this change could have. I have witnessed many long and heavy commercial vehicles either grounding out or battering into the historic bridge parapet walls. Invariably this causes gridlock, the severity of which is increasing constantly as new house building in the area attracts more cars to the A4095.</p> <p>The current weight limit on Pidnell bridge assists in deterring long vehicles from attempting the crossing of the Radcot Thames bridges. The logic is that most long vehicles are also heavy. With the weight limit in place Pidnell acts as a defence for problems that long will regularly have (sometimes daily, most definitely weekly).</p> <p>Before lifting the weight limit on Pidnell bridge please do more to deter long vehicles from coming to Radcot. Once new deterrents are established and proven to work, then lift the weight limit on Pidnell?</p>