



Delegated Decisions by Cabinet Member for Environment (including Transport)

***Thursday, 19 November 2020 at 10.00 am
Virtual***

If you wish to view proceedings via the live stream please click on this [link](#). However, that will not allow you to participate in the meeting. If you wish to participate 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 Friday 27 November 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

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

November 2020

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 17 December 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. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Oxford - Headington Quarry: Proposed Controlled parking Zone (CPZ) (Pages 1 - 38)

Forward Plan Ref: 2020/054

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

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

Following approval in June 2018 and April 2019 of a programme of new Controlled Parking Zones in Oxford the report presents responses to a formal consultation for a new CPZ in the Headington Quarry area.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Headington Quarry area but, with regard to the proposals for the no waiting at any time restrictions, authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraph 17 below and, if required, a further report be submitted to the Cabinet Member for Environment.

5. Oxford - Navigation Way: Proposed Controlled Parking Zone (CPZ) (Pages 39 - 60)

Forward Plan Ref: 2020/079

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

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

Following approval in June 2018 and April 2019 of a programme of new Controlled parking Zones in Oxford the report presents responses received to a formal consultation for a new CPZ in the Navigation Way area.

The Cabinet Member for Environment is RECOMMENDED:

- a) not to approve proposals for a Controlled Parking Zone (CPZ) in Navigation Way, with a future scheme being kept under review by officers and local member taking account of local parking pressures and the views of residents;***
- b) to approve the proposed School Keep Clear and no waiting at any time restriction.***

6. Oxford - A40 West of Wolvercote Roundabout: Proposed 30mph & 40mph Speed Limits, Bus Lane, Prohibition of U Turns and Weight Limits at Side Road junctions (Pages 61 - 80)

Forward Plan Ref: 2020/124

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Paul Knight, Project Sponsor – Major Transport Projects Tel: 07584 909528

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

As a part of the wider western A40 Corridor improvement project, it is proposed to introduce a number of measures aimed at improving the flow of traffic to reduce journey times and help to improve road safety along the stretch of the A40 Northern By-pass approaching Wolvercote roundabout. This report presents responses received to a statutory consultation on a number of proposals which will require the introduction of Traffic Regulation Orders:

The Cabinet Member for Environment is RECOMMENDED to approve:

- (a) proposed amended speeds limits comprising an extension of the 30mph speed limit west of the Wolvercote roundabout, westwards to beyond the A34 flyover bridge, and the introduction of a new 40mph speed limit (replacing parts of the existing 40mph & 60mph national speed limit);***
- (b) introduction of a bus lane for eastbound buses approaching Wolvercote roundabout from near the A34 flyover;***
- (c) the prohibition of U-turns on the A40, 200 metres east of the A34 Flyover at the new service sideroads on the A40 and 7.5tonne weight limits on***

the side roads being created as part of approved development adjacent to the A40 west of the Wolvercote roundabout at Oxford.

(d) introduction of 7.5 tonne weight restrictions (with exemptions) on the 4 new access roads either side of the A40:

North side, approximately 300 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover; and

South side, approximately 270 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover.

7. Didcot: Larch Drive & Adjacent Roads - Proposed 20mph Speed Limit (Pages 81 - 86)

Forward Plan Ref: 2020/132

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Ryan Moore, Senior Engineer (Road Agreement Team) Tel: 07557 082568

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

This report presents responses received to a statutory consultation to introduce a 20mph speed limit on Larch Drive and adjacent roads put forward following the instruction to officers by the Cabinet Member for Environment decisions on 16 January 2020 to explore funding for this scheme which has now been obtained from the developers of Great Western Park.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 20mph speed limit in Larch Drive and adjacent roads as advertised.

8. Didcot: Brasenose Road & Slade Road Area - Proposed Traffic Calming Measures & 20mph Speed Limit (Pages 87 - 122)

Forward Plan Ref: 2020/131

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Ryan Moore, Senior Engineer (Road Agreement Team) Tel: 07557 082568

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

The report presents responses received to a statutory consultation to introduce traffic calming measures and a 20mph speed limit on Brasenose Road and Slade Road put forward as part of the approved residential development at Great Western Park and, if approved, funded by developers.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed 20mph speed limit and traffic calming measures in Brasenose Road and Slade Road as advertised.

9. Milton: Milton Hill - Proposed Traffic Calming Measures & 30mph Speed Limit (Pages 123 - 132)

Forward Plan Ref: 2020/133

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Ryan Moore, Senior Engineer (Road Agreement Team) Tel: 07557 082568

Report by Director for Community Operations (Interim) (**CMDE9**).

The report presents responses received to a statutory consultation to introduce traffic calming measures and a 30mph speed limit on Milton Hill put forward as part of approved residential development and, if approved, funded by that development.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed 30mph speed limit and traffic calming measures at Milton Hill as advertised.

10. South Oxfordshire & Vale of White Horse Districts - Various Locations: Proposed Disabled Persons Parking Places (Pages 133 - 150)

Forward Plan Ref: 2020/130

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

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

The report presents comments and objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision of such parking places.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Lyford Way, Abingdon; Preston Road, Abingdon (bay to remain); Crisp Road, Henley on Thames; Luker Avenue, Henley on Thames; Duffield Place, Marcham and Pages Orchard, Sonning Common

But to defer approval of the proposals at the following locations pending further investigations: Lydalls Road, Didcot and Fleetwood Way, Thame.

Division(s): Headington & Quarry

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

OXFORD – HEADINGTON QUARRY: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Headington Quarry area but, with regard to the proposals for the no waiting at any time restrictions, authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraph 17 below and, if required, a further report be submitted to the Cabinet Member for Environment.

Executive summary

2. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to the formal consultation on a new CPZ in the Headington Quarry area.

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
 - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
 - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
 - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

Background

4. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, with it being agreed to use capital funding, together with contributions secured from development to deliver this programme.

Formal Consultation

5. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 1 October and 30 October 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 500 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. 63 responses were received during the formal consultation (an approximate response rate of 13% based on number of letters sent out). These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	15	16 (25%)
Support	1	28	29 (46%)
Neither/Concerns	1	17	18 (29%)
<i>Total</i>	<i>3</i>	<i>60</i>	<i>63 (100%)</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	16	17 (27%)
Support	1	26	27 (43%)
Neither/Concerns	1	18	19 (30%)
<i>Total</i>	<i>3</i>	<i>60</i>	<i>63 (100%)</i>

7. The above tables are based on the option chosen by the respondent (object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and, similarly, some of the objections related to specific details of the scheme, including the roads not being included in the current proposals but were, otherwise, in support.

Summary of responses for CPZ from local residents by road:

Road	Object	Support	Neither / No opinion	Total
Bankside	1	1	-	2
Beaumont Road	-	3	-	3
Bushnell Close	2	-	3	5
Chequers Place	-	1	2	3
Cooper Place	1	-	-	1
Coppock Close	1	2	1	4
Gladstone Road	2	1	2	5
Hedges Close	1	-	2	3
New Cross Road	1	2	-	3
Pitts Road	-	3	2	5
Quarry High Street	2	6	2	10
Quarry Hollow	3	2	-	5
Spring Lane	-	2	-	2
Toot Hill Butts	1	-	-	1
Trinity Road	-	4	2	6
<i>non-Oxford</i>	-	1	-	1
<i>unknown</i>	-	-	1	1
Total	15	28	17	60

8. The individual responses are shown at Annex 2. Copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police did not object, citing the fact that the burden on enforcement would not fall on them.
10. Friends of Quarry, a local representative organisation for residents of the area, expressed broad support for the CPZ but noted specific concerns over the extent of the proposed waiting restrictions and need to keep the impact of the signing required to a minimum. They also requested further information on the proposed eligibility for residents and visitor permits for residents of Scrutton Close, Beaumont Alley and Hedges Close and also, more generally, the provision for short term visitors especially in support of the elderly or infirm.
11. It is confirmed that all addresses in the area will be eligible to apply for resident and visitor permits. In respect of the provision for those supporting the elderly or infirm, carer permits may be issued on application, which will include verification of need by the applicants GP.
12. The Bushnell Close Management Company, while supporting in general the provision of a CPZ noted that this private road had been included in error in

the documentation on the scheme, which it is confirmed will be addressed at the stage of making the traffic order, should the proposal be approved. The company also noted that a proposal for additional waiting restrictions to protect obstructive parking at the junction of Bushnell Close with Quarry High Street arising from approved development was not included in the current proposals. It is confirmed that this matter will be followed up but requiring a separate consultation.

13. The remaining responses were from members of the public. Those expressing an objection or citing concerns raised issues covering: the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents & their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents & visitors, current and possible lack of enforcement activity as well as potential local environmental & safety concerns.
14. The majority of objections raised by residents queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs.
15. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
16. Queries were also raised about the effectiveness of ‘minimum impact’ style measures, citing that the lack of signs & lines within the scheme could result in a higher level of non-compliance. With the recent implementation of a number of these sorts of scheme across the City, officers are confident that the balance has been appropriately struck, between creating an effective well-designed scheme, whilst minimising the amount of street furniture and associated costs. Officers will review & then consider any specific suggestions for minor adjustments raised during the consultation.
17. A number of the objections expressed the view that some of the proposed no waiting at any time restrictions were excessive and requested a review. It is confirmed that the detailed responses will be investigated by officers and - in consultation with the local member - adjustments made as appropriate.
18. Expressions of support were received from 28 residents for the CPZ and 26 from residents in respect of the proposed waiting restrictions.

Monitoring and evaluation

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

Sustainability Implications

20. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

Financial and Staff Implications (including Revenue)

21. Funding for the proposed CPZ programme has been provided from the County Council's Capital Programme and developer contributions.

Equalities and Inclusion Implications






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

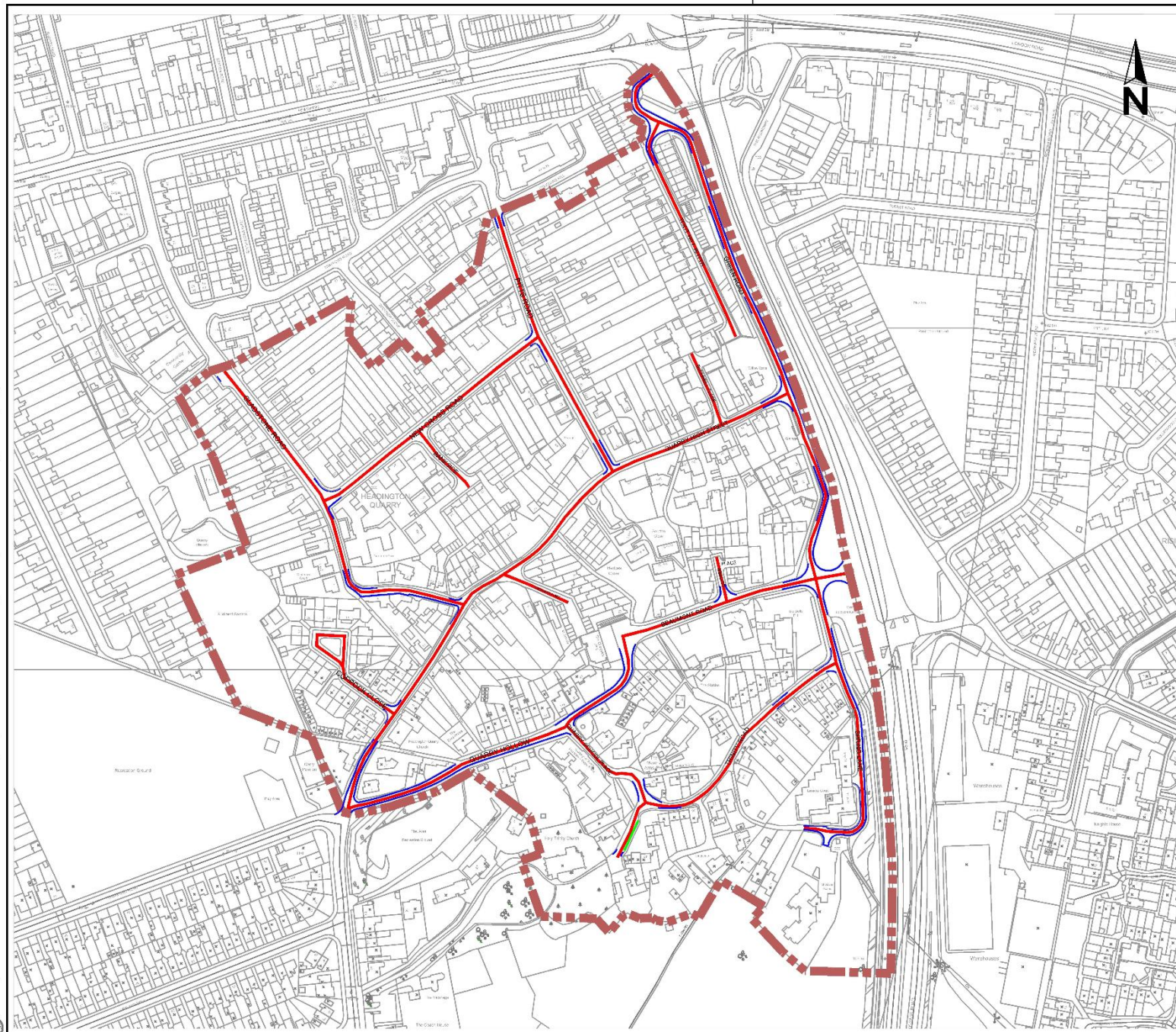
JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Jim Whiting 07584 581187

November 2020

Drawing No.		Revision 0		
Key  Zone boundary  Proposed 'No Waiting at Anytime' (double yellow lines)  Proposed 'Permit Holder Only' parking Monday to Friday 9am to 5pm  Proposed 2 hour shared parking Monday to Friday 9am to 5pm Resident and visitor permit holders will be exempt from the time limit				
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805</small>				
Rev.	Date	Purpose of revision	Drawn	Checked/Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677</small>				
Project title				
HEADINGTON QUARRY CONTROLLED PARKING ZONE				
Drawing title				
PROPOSED RESTRICTIONS				
Drawing Status				
Scale @ A3	Drawn by	Checked by	Approved by	
N.T.S.	JaC	JaC	Date approved	
	Date drawn 06/20	Date checked	Date approved	
Oxfordshire Project No. & File Ref				
Drawing No.		Revision 0		



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Organisation, (Friends of Quarry)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Friends of Quarry broadly support the introduction of the Controlled Parking Zone in Headington Quarry. However, as it is a conservation area we have some concerns about how it is implemented. These are detailed below.</p> <p>The proposed extent of yellow lines strikes us as excessive and potentially the cause of problems for residents in some areas. For example in Trinity Road residents have only street parking and long stretches of yellow lines could cause them difficulties. Equally yellow lines in the descent into Quarry Hollow are unnecessary as no one ever parks there for obvious reasons. We request that the wide-spread use of yellow lines be reconsidered.</p> <p>Scrutton Close, Beaumont Alley and Hedges Close are not included in the streets for the scheme. Is this an oversight and will the residents of these areas be able to obtain residents and visitors permits?</p> <p>Given the conservation area status of Quarry there was a concern about obtrusive signage including the yellow lines mentioned above. We would hope that this will be considered carefully and that the excessive use of repeater signs be avoided.</p> <p>We note that there is limited supply of short-term parking during the day in the scheme. We wondered if there could be a limited extension of this to allow for deliveries and visits of health care workers to elderly or ill residents?</p> <p>Local garages cause significant problems with cars parked, often for extensive periods, on the streets. This is a particular problem in Pitts Road. We acknowledge that they will receive limited parking in the scheme which should help, but fear that the effect will be limited unless it is strongly enforced.</p>

(3) Local Organisation, (Bushnell Close Management Company)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We (the Directors) note that although Bushnell Close is not specifically listed in the documents, it is highlighted on the plan as falling under the area for permitted parking, we assume that this is just an oversight. However, anyone referring to the plan when wanting to park may therefore mistake Bushnell Close (which is a Private Road) as part of the permitted parking zone (which it is not).</p> <p>Furthermore, we would also like to highlight that the plan does not account for the Section 106 Agreement in place, where the council have contractually agreed to prohibit the on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close.</p> <p>The lack of agreed traffic controls indicating the prohibition of parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close has been a persistent problem for the residents over the years as it regularly restricts the access of larger vehicles, such as delivery vehicles or refuse waste collection vehicles etc. and causes undue wear and tear of the entrance to Bushnell Close.</p> <p>For a number of Quarry High Street residents, the lack of parking and traffic controls also pose a significant issue, with a number of them unable to enjoy safe and full access and egress from their driveways when motorists have parked inconsiderately.</p> <p>Vehicles are constantly unable to pass each other in Quarry High Street due to insufficient space to manoeuvre and inconsiderate parking.</p> <p>Although the Directors are largely in favour of the proposed CPZ, so that residents have the opportunity to park safely and considerately, we believe that this must be implemented with due consideration. The recent lockdown due to COVID-19 demonstrated very clearly that the majority of cars parked along Quarry High Street at the Bushnell Close end were not those of residents as, during this period, parking on Quarry High Street was significantly reduced.</p> <p>In summary we are highlighting that:</p> <ol style="list-style-type: none"> 1. The plan needs to be updated to show that there is no permitted on-street parking in Bushnell Close 2. The plan needs to be updated to reflect the area of prohibited parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close 3. The Controlled Parking Zone at the Bushnell Close end of Quarry High Street needs to be amended to give suitable
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	and sufficient measures for those residents to enjoy safe and full access and egress to and from their driveways
(4) Local Resident, (Oxford, Bankside)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking on our street is not an issue. There is plenty of space for everyone and we don't seem to have anyone from out of the area parking here.</p> <p>I live in a professional household with 3 others on a HMO license - we all work unsociable hours and need access to a car and parking close by. It would be incredibly inconvenient to only be allowed 2 parking permits for our household. Being called to the hospital in an emergency on call but not having a car close by like it is now could be harmful and we would have to consider moving.</p>
(5) Local Resident, (Oxford, Bushnell Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Would like to raise an objection in relation to the plan and the proposed parking zones:</p> <ol style="list-style-type: none"> 1. The plan shows that there is permitted on-street parking in Bushnell Close when there is not, Bushnell Close is a private road and should not fall under the permitted parking zone 2. The plan shows parking is proposed along Quarry High Street and its junction with the access to Bushnell Close, this often blocks larger vehicles from being able to access the close safely
(6) Local Resident, (Oxford, Bushnell Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Would like to raise a number of objections in relation to the plan and the proposed parking zones. Points of concern:</p> <ol style="list-style-type: none"> 1. The plan does not reflect there is no permitted on-street parking in Bushnell Close 2. The plan does not reflect the area of prohibited parking in the vicinity of Quarry High Street and its junction with the

access to Bushnell Close

3. The plan does not reflect suitable and sufficient measures for Quarry High Street residents to enjoy safe and full access and egress to and from their driveways
4. The plan does not reflect a safe line of sight for certain driveways at the Bushnell Close end of the Quarry High Street
5. The plan does not sufficiently restrict commercial use of permits to a suitable proximity of the business location

Although I realise that Bushnell Close is not specifically listed in the documents relating to the zones, it is highlighted on the plan as an area for permitted parking, anyone referring to the plan when wanting to park is likely to mistake Bushnell Close (which is a Private Road) as part of the permitted parking zone (which it is not) please could this be rectified.

I would also like to object to the fact that the plan does not account for the S106 Agreement with the council. I understand that the council's duties under that agreement are to prohibit on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close.

The lack of road markings indicating the prohibition of parking in accordance with the S106 agreement is a constant problem for both my family and other residents nearby. I drive an estate vehicle, and I am regularly blocked from getting in or out of my driveway by inconsiderately parked cars. This poses a considerable issue which for me will escalate over the icy winter months if I am unable to enjoy safe access and egress of my driveway, given that I am pregnant and have a small child to look after. Not being able to enjoy the use of my driveway to its full extent is not acceptable. As such it would be very much appreciated if the prohibition of on street parking in the relevant areas is added to the plan and the proposed CPZ and due access is given for those with driveways along Quarry High Street.

My concerns do not end there: the line of sight to safely drive off from a number of the driveways in the Bushnell Close end of Quarry High Street is often restricted by inconsiderately parked cars, a number of which clearly come from the local garages on Green Road and Pitts Road. Due consideration needs to be given to how many commercial permits are allowed to be issued and how they are allowed to be used. At the same time speed control measures at this end of Quarry High Street should also be considered given the number of vehicles travelling at pace down this road especially when there are a number of school children and cyclists heading along there.

The lack of space due to parked cars in front of the entrance to Bushnell Close also causes significant problems for larger vehicles, such as delivery vans or waste collection lorries, etc. gaining access to the Close and on a daily basis. In addition, vehicles are often unable to pass each other in Quarry High Street at the Bushnell Close end due to inconsiderate parking. This also has the doubled impact of increasing wear and tear to the entrance to Bushnell Close which impacts directly on me as I understand that I am responsible for contributing to any costs relating to its repair.

	<p>I do believe that the CPZ is a good thing for those residents without their own driveways. The CPZ will also help to curb any parking by commuters working in the Headington area, as parking along the Bushnell Close end of Quarry High Street is significantly reduced on the weekends which suggests that most cars parked here are not those of local residents. However, at the same time the permitted parking should not come at the detriment to those of us who do have their own driveway and we would like to continue to use it without obstruction. As such I would request that the areas of permitted parking at the Bushnell Close end of Quarry High Street are reconsidered.</p>
<p>(7) Local Resident, (Oxford, Cooper Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As the proposal stands, I object. Specifically though, I object to a CPZ in Cooper Place. The only cars that park in Cooper Place are cars belonging to Cooper Place residents, or relatives/visitors of those residents (carers of the elderly etc). Thus a CPZ would have no effect on the number of vehicles parked in Cooper place, but would place an extra burden on residents.</p> <p>The CPZ may well be needed elsewhere in Headington Quarry, but I'd like to know why Cooper Place has been added to the list. In the 2 years I've lived here, I've never seen nor heard of a single vehicle parking in Cooper Place that didn't have a reason to be in Cooper Place. Given there are no 'non-Cooper Place' vehicles parking here, a CPZ in Cooper Place will not bring any benefit that I can see. What benefit to Cooper Place do you believe a CPZ here will bring?</p>
<p>(8) Local Resident, (Oxford, Coppock Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Controlled Parking Zones reduce the available parking in an area and force people to pay to park in their local area. The impact of non-resident parking is not an issue in our local vicinity but a CPZ will result in a reduced number of parking spaces. The experience of living in another area of Oxford with a CPZ introduced was that people are in support of the proposals until they are implemented at which point they realise they will be paying for fewer parking spaces and that the reduction in non-local parking isn't sufficient to compensate for the reduced number of spaces.</p>
<p>(9) Local Resident, (Oxford, Gladstone Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

	Gladstone rd doesn't have a parking problem
(10) Local Resident, (Oxford, Gladstone Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Your restriction on the number of permits per property to two per household gives myself and my family no alternative other than to object to the scheme.</p> <p>Our household has 4 car owners. My two adult sons live with my wife and myself - try affording anything else in Oxford on a basic wage - and we each have a car to carry on our business and get to work. We can park one car on our drive, but we will badly need an extra permit. Having lived in this local area for 30 years I am aware that there is a considerable variation of parking needs across the village, with a range of personal requirements and options, and I cannot see why there appears to be so little flexibility, when there is more flexibility elsewhere in Oxford.</p> <p>The proposed CPZ may deter commuters but the restriction on the number of permits simply means that we are almost certainly better off to stay as we are. The limited availability of parking space under the scheme also contributes to that problem. It is also a concern that by reducing the number of cars parked the traffic flow and pace is likely to increase, which will be dangerous for children and pets. Headington Quarry is a favourite 'rat run' to the Churchill hospitals and the more central areas of Oxford. So if the scheme must come in, please can it be delayed until other traffic management measures are in place that will reduce the flow of through traffic, as I understand is also being considered.</p> <p>So please, if we must have a CPZ, please be flexible and let us have an extra permit! Please, please be considerate in this matter, as our local Councillor has indicated may be possible!!! I have paid Council Tax for nearly 40 years to OCC and it would be nice to be given some positive consideration in this difficult matter.</p>
(11) Local Resident, (Oxford, Hedges Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The addition of double yellow lines to the residential areas of Headington Quarry will make it harder for residents to park, which would be compounded by needing a permit to fit in one of the newly painted bays. There's never a problem passing other vehicles if you're observant and give way, but there is a problem with through traffic. This traffic is not</p>

	<p>parking here, so there isn't a problem with commuters filling up roads by parking, especially as the proposed timing wouldn't help with this. I am concerned that allocating parking wardens to police the parking zone would distract them from the more important role of ticketing people parked in bus lanes and cycle lanes, and instead they would end up fining residents who have misjudged what zone they are allowed to park in, and make it harder for people to visit friends living within the parking zone.</p>
<p>(12) Local Resident, (Oxford, New Cross Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>1. General Remarks – putting the Proposed Controlled Parking Zone into context</p> <p>I am writing to raise my doubts about the proposal to introduce parking permits in Quarry East. Having lived in Headington for the last 38 years and observed the growth of cars on our streets and the proliferation of car-parking restrictions, I have reluctantly concluded that the policy is no longer adequate for the challenges facing us now and in the future.</p> <p>As I recall, the introduction of parking permits was a response to the increasing numbers of 'foreign' (i.e. not from Headington) cars that were being parked on residential streets by workers at the hospitals and elsewhere who were no longer allowed to park at their workplace owing to lack of car-parking space. As many of these 'foreigners' were key-workers who could not afford to live in Headington, it was only right that their concerns should be addressed. The expansion of Thornhill Park-and-Ride was an attempt to do this. Commuters who parked their cars there could catch a bus that would take them directly to one of Headington's five hospitals. Such a solution seemed to provide a satisfactory solution for everyone.</p> <p>Unfortunately this success proved only temporary as the law of unintended consequences began to operate. Parking permits (and assiduous parking wardens) may have pushed unwanted 'foreigners' out of streets with parking restrictions. It also clobbered resident families who had more than one car. They soon had to pay for the privilege of on-street parking outside their own homes. So a new industry began sprouting all over OX3: removing front gardens to make way for forecourts on which a second and sometimes a third or more cars could be parked.</p> <p>With the hospitals and Brookes University continuing to grow, the conditions were now ripe for the ever-increasing forecourts to start making a profit for their owners. Using slogans like, "More bang for your parking buck", forecourt owners are invited by different websites to rent out parking spaces online. This may be a nice little earner, particularly if your forecourt can accommodate several cars. What it does for neighbourly relations and the environment is another</p>

matter.

Take the example of the former council estate that lies to the east of Gypsy Lane. With its generously sized houses and front gardens, it used to be a model of successful council planning. Today, few of its houses are council-owned and around 90% of front gardens have been turned into forecourts. Here and there one can still see the old wooden fences bordering lawns and gardens that used to be characteristic of this friendly estate where neighbours communicated with each other over the garden fence. Today this is physically impossible for the most part. Residents are more likely to be prisoners in their own homes with the prospect of driving off in the car their only escape.

Local, national and international reports and studies all show that such a solution to our transport problems is unviable in the long term. The unfettered use of the motor car not only causes chronic traffic congestion: exhausts emit toxic fumes into the atmosphere damaging our health and contributing to global warming.

Turning front gardens into hard surfaces causes loss of wildlife habitat. In contrast to the cooling effect of a front garden containing shade-giving vegetation, hard surfaces cause radiation and a rise in temperature. What had previously helped to alleviate the effects of heavy rainfall, now becomes a net contributor as water runs off the forecourt into storm drains thereby adding to the problem of flooding downstream.

In terms of aesthetics, it is difficult to know whether houses look less compromised with cars parked in front of them or when an unoccupied fore-court continues unrelieved up to the walls and front door. In both cases it is the end of the notion of nature extending its charms into residential areas in our towns and cities which has dominated planning concepts for over 200 years.

2. Quarry East proposals

In Quarry the roads nearest to London Road (Trafford Road and its feeder roads in particular) already have considerable parking restrictions. This appears to be inevitable given the high density of its post-war housing and the need to provide adequate parking arrangements. It is a different story in most of the rest of Quarry where signage is minimal and road paint restricted.

Walking through its streets about 3.30-4pm on Monday, 19th October, I saw an amazing number of parked vehicles in much of New Cross Road (some of it construction-related), Pitts Road (near the Quarry High Street end), Quarry High Street (near the Cornerstone church) and Green Road (by the Six Bells pub) and near the garage (Quarry Motoring Centre). However, the parking was always quite orderly. There was no double-banking, no obstruction to passing vehicles.

When I walked the circuit more than two hours later, the situation was broadly the same in numbers of vehicles parked except for those parked on Green Road by the Six Bells which had reduced considerably. In Pitts Road the numbers had increased as cars were now parked on the west side of the road in front of people's houses. As these houses also have garages which are pretty inaccessible thanks to the cars parked opposite (which probably belong to residents in the terraced houses on that side of the road), it seemed likely that these additional parked cars merely represented their owners wish to park as closely as possible to their own homes.

Returning the same evening after 10.30pm, there was only one car left on Green Road, more cars parked on the west side of Pitts Road and the situation broadly unchanged (i.e. cars often parked bumper to bumper) elsewhere.

A stroll in the rain at midday on Wednesday, 21st, highlighted double-banked parking at the Pitts Road end of New Cross Road, probably caused by building-workers' vans; also round the corner in Pitts Road where cars were parked directly outside residents' home – arguably because car-owners were working at home.

Although my own survey was not particularly extensive, I am not convinced that a more rigorous one would have revealed outcomes that would make me fundamentally change my opinions. These are:

1. That there are far too many stationary, unused cars on the streets of Quarry for the well-being of residents. In particular pedestrians, the disabled and cyclists pay a high price for all that metal parked on the roads (and sometimes on the pavements). Pedestrians and disabled have to contend with historically narrow pavements which reflect Quarry's village origins. They are in any case often forced onto the streets just to avoid bumping into other pedestrians. Cyclists (and to a lesser extent pedestrians and car drivers) take their lives into their hands at various intersections owing to lack of vision caused by parked cars (e.g. when turning right from Quarry High Street into Green Road). That said, I am fairly sure that most cars parked on the streets of Quarry belong to residents, rather than being left by 'foreigners', for the simple reason that most cars do not vanish from the aforementioned pinch points overnight.
2. It is hard to see that introducing a CPZ throughout Quarry would materially change this. However, it might encourage more residents to dig up their front gardens as many will resent paying for the privilege of parking their own cars in front of their homes. I daresay it will antagonise those residents in properties fronting directly onto the road (such as in Pitts Road) who will be obliged to use their garages even though – given the huge increase in cars and car usage on narrow streets– it is probably no longer safe and convenient to do so.
3. The old centre of Quarry (New Cross Road, Quarry High Street, Quarry Hollow/Beaumont Road) which stills retains some charm with its abundant stone walls, front gardens and village 'feel' about it will finally start to disappear under a deluge of yellow paint, 'foreign' cars cruising around looking for possible parking spots – not to mention traffic wardens on their scooters and (probably) the eyesore of additional forecourts with or without cars parked on them.

3. Is there another way possible?

While I think that introducing CPZ into the whole of Quarry has few benefits and is outweighed by its disadvantages, that does not mean that restrictions are not urgently needed in Quarry.

For instance it is negligent on the part of Traffic and Road Safety to allow the build-up of parked vehicles on Green Road and continuing around the corner into Quarry High Street, for example. This and similar hazards in the village (e.g. the intersection of New Cross Road and Gladstone Road) should be subject to generous applications of yellow paint and daily inspections by traffic wardens.

As far as I can see, restricting parking in Headington will not deter up to 500 motorists an hour using Quarry Hollow/Beaumont Road and, less frequently, Gladstone Road as part of a rat run. While it may not be possible to prevent commuters from doing this, it is surely reasonable that their cars are driven at only 20mph? Enforcing this would go a long way to improving the safety and sanity of villagers. If this were linked with enforcement of speed limits on the ring road, it would contribute to greater safety, less noise pollution, lower stress levels and better air quality.

Finally, we are reaching the end of 2020 which some experts have already predicted will be remembered as the first year 'AC' (After Covid). In their scenario it marks the end of 75 years of unfettered growth since the end of WW2. Covid-19 is a thoroughly man-made, modern, capitalist-era disease (thanks to the airline industry, mass tourism, global integration etc) which must be the last of its kind, they say, if humanity is to have a bright future. It also marks only twenty years before Britain (and Europe) should be living in a zero-carbon world. The alternative (rising ocean levels and unpredictable climate change) is too terrible to contemplate.

Surely introducing parking permits at this stage is sending out all the wrong signals (i.e. business as usual)? The policy has by all accounts failed in the long term as every time restrictions are introduced into one area, the problem (too many cars chasing too few parking spaces) is exported to its neighbours where parking remains unregulated.

What Oxford councillors and planners (so strong on rhetoric, so weak on real solutions!) need to do is implement policies that offer real hope and the possibility of a permanent solution to our problems, not just kick them into the long grass.

As a starter, I suggest the following:

Councillors should propose a compact to Quarry residents specifically to solve the problems created by excessive use of private vehicles. All residents should be invited to complete a questionnaire detailing their use of public and private transport over the previous year. Questions should include how many miles they have travelled and where. Their attitude to using buses and other public transport needs to be assessed. For how many is the bus simply too

expensive, etc. Could additional bus routes be usefully introduced? At what point would they be prepared to give up their cars for everyday use?

Co-Wheels should have an input into the debate. They should be sponsored to produce literature explaining how collectively owned cars (particularly if they are electric) can vastly reduce the cost of motoring for individuals. The council should indicate its willingness to install electric charging points and negotiate with the government for funding for this pioneering initiative.

It was not lost on the author that two of the biggest 'offenders' regarding parking are (in all probability) Quarry's two garages. How else can you explain a line of cars neatly parked bumper to bumper overnight outside the dealership with only a millimetre between cars? If the council's proposals go ahead, they stand to be losers. As virtually the only wealth creators in the village apart from three pubs and one retail store, I suggest they should be treated with some regard. Why shouldn't they be included in the package rather than being hounded? It's much easier to work with businesses rather than against them.

The aim would be to reduce individual car ownership within a timescale to only those who absolutely need it for work and cannot rely on public transport. Once the Quarry compact is up and running, the plan or similar could be broadened to other parts of Headington, if not further afield.

If such ambitions seem utopian, planners should ponder the fact that Britain has by far the worst record of North European countries for investment in public transport. Hamburg, Germany's second largest city (1.84m), is planning to phase out private transport by 2035. Historic, Oxford-sized cities in Germany and France run trams as well as buses with fares costing a fraction of the bus tariffs paid in Oxford. With individuals and families far less dependent on their own cars, there are fewer cars on the streets and public transport is highly reliable. As Oxford has no plans for trams, citizens are forced to rely on buses. But how can drivers ever deliver passengers on time unless the numbers of cars on the roads are drastically reduced?

To go through all the hassle of introducing parking restrictions which will be felt on every street in the village without solving any of the longer-term problems that are galloping towards us smacks of Nero fiddling and a waste of taxpayers' money. The fact that Quarry is a tiny, tight-knit community surely makes it an ideal starting point for introducing changes which every town and city will have to undergo sooner or later. Where mistakes are made, they will be more easily rectified. Not to do so now will only make the task of the next generation of planners needlessly more difficult.

<p>(13) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Very inconvenient for us and for visitors No close parking spaces for visitors We have a private car-park but sometimes parked by other people, meaning that my car has to be parked on the road, which now I am facing potential fines to do that.</p>
<p>(14) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Basic Position: Opposed to the overall CPZ. It is only the density of parked cars during the daytime that controls traffic speed in the whole of Headington Quarry – which is basically a set of narrow roads (often with no pavements) made up from tracks that lead down to the old quarry bottom. To have a CPZ is identified, in our minds, with an increase in traffic speed, traffic throughput, and an increased danger to pedestrians.</p> <p>Revised Position: We are aware that there is a very good chance that the proposed CPZ will be agreed to by the local population – in which case the following remarks and highly specific recommendations need to be added concerning the double yellow lines at the junction of Quarry High Street and Pitts Road.</p> <ol style="list-style-type: none"> 1. At the southeast corner along Quarry High Street: planned length of lines OK. 2. At the southeast corner along Pitts Road: planned length of 21 metres is too long and unkind to the garage and motor repair business at 70 Pitts Road. The length could be reduced to 8m (say). This would allow space for largish vehicles to turn into and out of the Pitts Road/Quarry High Street junction. That stretch of Pitts Road has long been used for proper parking and we think it wrong and insensitive to trample on that traditional usage. The garage business must have some parking. 3. At the southwest corner along Quarry High Street: planned length of lines too short. The length could be extended along to the junction of numbers 49 and 51 Quarry High Street – say 15m. This is suggested since ambulances and other largish vehicles occasionally have trouble turning into the private car park of Scrutton Close – said car park being just across Quarry High Street from 49 and 51 Quarry High Street. If the lines are too short then that would allow cars to park

	<p>just outside 51 – which they do at the moment – and still cause problems for largish vehicles turning into Scrutton Close (a residential home for vulnerable people – hence the ambulances). The road is also narrow on that stretch with no pavement on the south side. Recycling and waste trucks etc are often held up by cars parked outside 51. So, on this stretch, extend lines to, say, 15m, to the edge of the dropped kerb of No.49.</p> <p>4. At the southwest corner along Pitts Road: since it has not been customary for cars and vans and low loaders to park (on the pavements) along this length (not customary, that is, until the recent garage and motor repair business came along a few years ago) we agree with the long length of lines. However, we would like them to be cut off at the south edge of our dropped kerb/access way. Instead we would appreciate a white line (with end bars) being put across our access way. If you wish the double yellow lines could then be continued further – although we think this too would be unkind to the garage at 70 Pitts Road.</p> <p>5. Finally, it is not clear from the consultation documents just what the position of visiting tradesmen will be. For example, last year we had our roof re-tiled. This required two prolonged visits from a scaffolders truck, a long visit from a truck delivering tiles, the roofers (two trucks) for a day and a bit, and regular visits (another truck) from the project manager. What would we (or any resident) have to do once the CPZ is in place – and don't forget, we (specifically 'we') are to be surrounded by double yellow lines. What if the plumbers come? or the house is redecorated? What happens then? We can only accommodate one small car. What allowance has been made in the regulations for simple tradesmen that have to spend day(s) on site in a CPZ?</p>
(15) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Object Parking Restrictions - Object</p> <p>For me, the CPZ would be inconvenient. I have previously lived in two other CPZs (one in Oxford, one elsewhere) and have found that, on balance, I prefer the unrestricted parking arrangements in Quarry.</p> <p>We have family members who provide regular childcare. This allows both my partner and me to work. Typically, our visitors stay for one or two nights every week. This use alone would require all of our allocated visitors' permits - we wouldn't have any left for anyone else to visit.</p> <p>Whilst I acknowledge very real problems with parking and traffic exist within the Quarry, I believe there are other mechanisms (e.g., a Low Traffic Neighbourhood scheme) that would be more effective, and less of an inconvenience.</p>

(16) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are lots of parking spaces around Quarry Hollow, that are mainly almost vacant. Almost every house has a parking space in this street, therefor the measures will affect any visitors to the house. I've been living in Quarry Hollow over 2 years now and my visitors never had any problem with parking, and I believe the parking restrictions are just a way for the council to earn more money, since I personally never had any problems parking near the house.</p>
(17) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have frequent visitors to our house, particularly my parents, who travel here every week to look after our children, while we work. They are part of our support bubble and I feel they are entitled to park near the house. If they have to use a permit every visit, we will be left with no other permits for the year. I also do not want the extra expense and inconvenience of applying for a permit and visitor permits every year.</p>
(18) Local Resident, (Oxford, Toot Hill Butts)	<p>CPZ - Object Parking Restrictions - Object</p> <p>It looks to me that the Council is trying to solve a problem which does not really exist. At the moment both Toot Hill Butts and Green road has quite a few empty parking places throughout the day. I don't see why we should pay 65 pound to park in front of our house given that currently we are always able to do this without any parking restrictions.</p> <p>I the council has concern about commuters parking in the city, then they should expand park and ride make it cheaper and improve public transportation. Introducing parking restrictions will not solve commuters' problems but create problems for residents.</p>
(19) Local Resident, (Oxford, Bushnell Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am writing in response to your letter dated 1 October 2020 re: Formal consultation of the proposed CPZ for the</p>

	<p>Headington Quarry Area.</p> <p>While I am broadly in favour of measures to better control parking in the area, I do have two points about the current proposal that I would like to raise.</p> <p>1. Clarification on defined parking area – Bushnell Close is not one of the streets named in your letter as falling under the CPZ, however it has been marked on the related map as an area where residents can park under the new scheme. As a private road, I would not expect Bushnell Close to be included, so I am hoping that this is a clerical error and will be updated before the final plan is released?</p> <p>2. Lack of markings relating to Section 106 agreement – To date, the markings stipulated in the Section 106 agreement made between the developers of Bushnell Close and the Council, prohibiting on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close, have yet to be implemented. As a new resident to the Close, I cannot speak as to why this is the case, however, given the nature of your proposal, it would seem an opportune time to complete the work. At present, the traffic flow into and out of Bushnell Close is severely hampered by parking opposite and to either side of the entranceway to the Close. This not only makes it difficult to access the close, but it also limits the visibility of traffic along Quarry High Street, which makes the junction unnecessarily dangerous to use.</p>
(20) Local Resident, (Oxford, Bushnell Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am writing to raise two points in connection with the aforementioned proposal:</p> <p>1. Parking zones - I see from the corresponding map that Bushnell Close has been included as a street as part of the CPZ, however it is a private road and therefore I would have assumed it cannot be inducted?</p> <p>2. Section 106 - as part of our original agreement with Oxford Council, car parking restrictions should have put in place outside the entrance way to Bushnell Close. This has yet to be done. Can I propose that these markings are added to the revised plan so that the entrance way to the Close is made safer for all that use it.</p>

<p>(21) Local Resident, (Oxford, Bushnell Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>While I am broadly in favour of measures to better control parking in the area, I do have two points about the current proposal that I would like to raise.</p> <p>1. Clarification on defined parking area – Bushnell Close is not one of the streets named in your letter as falling under the CPZ, however it has been marked on the related map as an area where residents can park under the new scheme. As a private road, I would not expect Bushnell Close to be included, so I am hoping that this is a clerical error and will be updated before the final plan is released?</p> <p>2. Lack of markings relating to Section 106 agreement – To date, the markings stipulated in the Section 106 agreement made between the developers of Bushnell Close and the Council, prohibiting on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close, have yet to be implemented. As a new resident to the Close, I cannot speak as to why this is the case, however given the nature of your proposal it would seem an opportune time to complete the work. At present, the Traffic flow into and out of Bushnell Close is severely hampered by parking opposite and to either side of the entrance way to the Close. This not only makes it difficult to access the close, it limits visibility of traffic along Quarry High Street, which makes the junction unnecessarily dangerous to use.</p>
<p>(22) Local Resident, (Oxford, Chequers Place)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am personally against the introduction of a CPZ, but I believe more than half the residents of Quarry favour it, so my comments relate to how it will be, on the assumption that it is certain to be implemented.</p> <p>It seems to me there are too many stretches with double-yellow lines, and there should be more places for unrestricted parking.</p> <p>I think the yellow lines will look ugly, and spoil the uniqueness of the Quarry streetscape, which is, as you know, a Conservation Area. Could the no-parking restriction not be achieved by bay divisions limited by small road markings in white paint, and clear signs on poles at the beginning and end of each bay? If this is not permitted, then is there not another less obtrusive form of road marking? If not, there should be.</p>

	<p>I am also very concerned that the charges will make it attractive for people to pave their front gardens and store their vehicles there, to avoid payment. This seems entirely wrong, and against all the 'green' policies that the council purports to support. Therefore I propose that permits should be free to one person per house within the area.</p> <p>Another concern is that, if long stretches of road are expected in future to have hardly any parked cars, then this will encourage speeding through the Quarry, which as you probably know is already a problem.</p>
(23) Local Resident, (Oxford, Chequers Place)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have concerns that there may not be enough parking for the residents.</p>
(24) Unknown, (Oxford, Coppock Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I don't understand how residents parking can operate when there are double yellow lines on the road. The weekends can be a problem due parking by members of the Cornerstone Church but the scheme does not cover the weekend.</p>
(25) Local Resident, (Oxford, Gladstone Road)	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I don't think the CPZ needs to be 9-5pm.</p> <p>A 2 hour period in the middle of the day would be enough to deter commuter traffic and at the same time wouldn't impact residents receiving visitors too much, particularly the elderly/anyone that struggles to get out.</p> <p>That would also reduce the operational cost of the scheme and should reduce the cost of permits including visitors permits. Alternatively the money could be reinvested in establishing and maintaining a low traffic neighbourhood.</p>

<p>(26) Local Resident, (Oxford, Gladstone Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>It is imperative that no yellow lines are put outside 35 Gladstone Road at the curb which adjoins the driveway of 33 Gladstone road. there are several reasons for this! but the most pertinent one is that a parked car at that point acts as a natural traffic barrier- it prevents cars from speeding through the street. Speeding at this point of the road has become a problem since the increasing number of driveways that exist. When a car is parked at that point! it decreases drivers' ability to drive at speed! instead necessitating them to stop to let each other pass. If yellow lines are put there, it will greatly increase the chance of speeding.</p>
<p>(27) Local Resident, (Oxford, Hedges Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I very much support the overall scheme. I wanted to clarify that Beaumont Alley, Scrutton Close and Hedges Close are not mentioned in the list of street names in the consultation document and consolidation order.</p> <p>The quarry contains a number of these small alleyways that connect onto the main streets. There are probably others that I have not identified, elsewhere in the quarry.</p> <p>Beaumont alley is a footway only and therefore residents probably do park on quarry high Street. Similarly Scrutton Close and Hedges Close has a very small amount of dedicated private off street parking, but residents and visitors may still Park on the public highway.</p> <p>I would be grateful if it could be clarified that these little roads that connect on to Quarry high Street are also eligible for permits, residential and visitor.</p> <p>That is, Beaumont alley, Sutton close, and Hedges Close should be added to the list of "zone addresses" in section 3 of the consolidation order.</p> <p>Perhaps this would already be covered by the second line of their address which is likely to be quarry high Street, as that is the name of the public highway onto which they adjoin, but for the avoidance of any doubt it will be useful to get them included in section 3.</p>

<p>(28) Local Resident, (Oxford, Hedges Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I was surprised to see that Hedges Close has been omitted from the list of Zone Addresses although it was included in the initial consultation documents.</p> <p>As we are not a Zone Address it seems that we are not entitled to the 25 free 1 day visitor permits + 25 more at £1 each that our neighbours on Quarry High Street, Chequers Place etc ... are entitled to. Is this correct?</p> <p>While we do have our own parking area, the garages are too small for modern cars and so residents park in the lot. With 3 cars parked (for 5 residences) access is OK. If a fourth car uses our visitor's spot in a considerate fashion then all cars can still get in and out of the lot. Five cars can be tricky! If more than one Hedges Close resident has a visitor then our parking is insufficient and additional cars would have to block the exit of other cars if they are no longer allowed to park on the street.</p> <p>Our parking lot is just a communal driveway and many houses with driveways are included in the streets included in the list of Zone Addresses like our neighbours on Quarry High Street and Chequers Place.</p>
<p>(29) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I currently park off road, but sometimes have needed extra parking in the road for family, visitors, and contractors/builders.</p>
<p>(30) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am concerned that the CPZ will not be properly enforced and that the local garage will continue to use Pitts Road as a parking overflow. It is unclear from the proposal and accompanying documentation how enforcement will be implemented if spaces are taken by illegally parked vehicles so that residents are unable to park legally. The garage staff also regularly use different cars for personal use: can the garage therefore apply for a business permit if there is no permanent vehicle based at their premises?</p>

<p>(31) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>While we are broadly in support of the proposals, we are concerned that Quarry High Street is a narrow street with parking only possible on one side of the road at most points along the street. We are concerned that without clear marking of parking areas, vehicles could be parked on both sides of the road, restricting access to drives / off-street parking and affecting line of sight for residents parking in drives.</p> <p>Also, we are concerned that existing white lines preventing parking across drives may be lost with changes in street markings.</p>
<p>(32) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>We agree with a Controlled Zone but with caution. Some of the residents need parking as they do not have drives. The entrances to Bushnell Close and the entrance down from Bushnell Close leading to four houses may require yellow boxes as these are frequently obstructed.</p> <p>This area is one of our problems: i.e. when vehicles park opposite this entrance to a set of four houses the residents are unable to get in and out. We are constantly blamed and people come to the door asking us to move the vehicle when we don't have anything to do with them.</p> <p>Some delivery vans park anywhere, leave the vehicle blocking our drive. Some vehicles and vans park immediately opposite us and because of the width of Quarry High Street we are unable to come out by turning our car onto Quarry High St. Also they park either side of our drive and we are unable to see oncoming traffic from either way – we are effectively blind, unable to see from both directions – left and right.</p> <p>This is further compounded when the Refuse Van comes around to collect the rubbish, recycling, food caddies and garden rubbish.</p> <p>General events that are already seriously concerning:</p> <p>Cars tend to speed through Quarry High Street and 'Friends of Quarry' have recorded at peak times approximately over</p>

500 vehicle per hour travelling through the Street in order to avoid the traffic jams on the London Road.

Also, I have recently asked for the road signage to be repainted as they wear out so quickly due to the volume of traffic. They are now wearing out again.

We have a granddaughter who goes to the Windmill School on Margaret Road and we are worried about the volume and speed of the vehicles as the width of some pavements are small.

In addition, the use of the word Street is misleading as it has a width of a Medieval Lane but is not recognised as such. Could signage on the entrance to Quarry Hollow and Quarry High Street/Lane be erected designating the area.

This has been further compounded by the exit onto the junction of Quarry Road, Margaret Road and Quarry Hollow Road where a set of new buildings has been erected. Such buildings appear to have been erected without initial planning which because of their near completion were given retrospective permission. This was against the wishes of the people of Quarry because of the amount of buildings and their height which was above the recognised height for the area. One of the immediate dangers involved was with vehicles and the need of those residents of the six buildings to have parking with entrance and exit onto this junction area.

Could I make you aware that I have already had an accident coming out of our drive onto Quarry High St at the Green Road end at 6.30am. The car was facing forward as I always reverse into our drive. I had hazard warning lights on and ordinary headlights on but the car that hit our car was speeding without due care. The road has 20mph signs along it but that does not seem to stop people who use it as a quick and fast rat run.

Also, we have had large coaches and articulated lorries towing large trailers going through Quarry High St., at all times of the day and night. They do not take any notice of the signs at either end of the road. Consequently, the surface of the road and kerb plus pavements suffer.

In addition, we have people parking along Toot Hill Butts and along Green Road and walking into Oxford. If this area is full they start parking down Quarry High Street causing obstructions for the residents.

We have had people coming out of the Green Road entrance onto the Headington Roundabout as we were going into it placing us in a dangerous position on the roundabout.

<p>(33) Local Resident, (Oxford, unknown)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am very concerned that Holy Trinity Church will be unable to function if double yellow lines are allowed for School Place, Trinity Road, and Quarry Hollow. There are weddings and funerals taking place at different times during the week. The 4 parking spaces by the church gates are totally inadequate and the congregation need to park somewhere. They park in the roads at the moment.</p> <p>Also, the Nursery in School Place employs 20 part-time staff and have only been allocated 2 spaces. This is not right. Also, parents arrive morning, lunchtime and later in the afternoon and park their cars in Quarry Hollow and Trinity Road, so they can escort the children to the Nursery door. Where will they park if double yellow lines are everywhere?</p> <p>The village needs to live and not be continually frustrated by double yellow lines, bollards and plant boxes. Slow traffic causes more pollution.</p> <p>Also if double yellow lines are implemented please ensure they go up to the house no. 1 in Spring Lane, which is the narrowest part of the lane and if a car parks there 1_2 and 3 Spring Lane (houses) cannot get past with a vehicle.</p>
<p>(34) Local Resident, (Oxford, Trinity Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>Since moving here in 2019 I have been concerned about the traffic in HQ and the CPZ May help to relieve this. However, I'm concerned about the planned section of double yellow line outside numbers 30, 32, 34 and 36. Currently residents park on the pavement outside these homes. Whilst not ideal it does seem to cater for their parking needs. Without those spaces there will be extra pressure on the spaces provided and it is already quite difficult to find on street parking. (I am not aware that this difficulty is caused by people who don't live on the road - the current parking available only just provides for our section of the road).</p> <p>Quarry foundation school pick up and drop off creates parking pressure and I'm not sure how these plans address that.</p>
<p>(35) Local Resident, (Oxford, Trinity Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p>

	<p>1) This proposal is an improvement over the original proposal which was roundly rejected by the local community some years ago. However, there are the following concerns:</p> <p>2) The proposal makes no reference to the fact that Headington Quarry is a Conservation Area and what consideration has been taken into account in terms of limiting signage (I am aware that the proposal is described as low signage). The map does not show the position or number of signs that will be erected.</p> <p>3) The proliferation of double yellow lines is intrusive and unnecessary. Please reconsider this section of the proposal. Even with the current levels of commuter parking vehicles are not parked in most of the areas now proposed for double lines. The narrowness of many of the roads ensures this! I would like to propose that there are NO double yellow lines in this scheme for a trial period at least.</p> <p>4) Headington Quarry Foundation School employ approximately 20 people, many of whom work part-time. I do not know how many travel to work by car but there is no off-road parking and according to the proposal the School will only be entitled to 2 vehicle permits. This point also applies to the two garage businesses in the area.</p>
(36) Local Resident, (Oxford, Bankside)	<p>CPZ - Support Parking Restrictions - Support</p> <p>In favour of reducing car traffic in the quarry</p>
(37) Local Resident, (Oxford, Beaumont Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the idea of a CPZ but dislike all the paint and clutter that accompanies it and especially the DYLS that reinforce the street as a road exclusively for vehicles in a historic parochial setting.</p> <p>Have you looked at Manual for Historic Streets by the Historic Towns Forum for how to deploy these in Conservation Areas?</p>

<p>(38) Local Resident, (Oxford, Beaumont Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are keen to see a massive reduction in car use generally.</p> <p>We do however want to ensure that we can have either a double yellow line or a dropped kerb in front of our access to the road. We do not have vehicular access, but we do use the cargo bike and if a car is parked across our entrance we cannot exit our property at all because the pavement is too narrow. I have previously asked the county for a dropped kerb but because we don't have vehicular access, we are not eligible. This presents us with a big problem.</p>
<p>(39) Local Resident, (Oxford, Beaumont Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I support the CPZ because parking is a real issue for residents here e.g. when a visitor or tradesman comes there is nowhere to park, people get blocked in, big vehicles get past by driving on the pavements etc.</p> <p>My concerns are about double yellow lines painted on most roads - hideous! These would wreck this village environment. Is there no alternative? Also, we need to make sure there is space for people to park legitimately.</p>
<p>(40) Local Resident, (Oxford, Chequers Place)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>Double Yellow line request for Chequers Place, Headington Quarry Oxford</p> <p>I am not sure if this is the right place for this Double Yellow line request, but here goes. Chequers Place is a particularly narrow road that leads to sets of garages owned by the residents of Chequers place and Beaumont Alley. I personally use my Chequers Place garage for my car, when I am not using my car.</p> <p>I would like to request a short length of double yellow lines, to protect vehicle access to these garages. The two garages that are affected face directly face onto Chequers Place road. (This section is covered by Oxford City Council). Access to my garage is very difficult/dangerous, as any cars parked in this section of Chequers Place road in front of these garages severely restricts/obstructs safe access to these two garages with a small car.</p> <p>For this parking restriction to work, the yellow lines would have run along the curb side of Chequers Place road in front of</p>

	these effected garages. This parking restriction would improve access in using these garages.
(41) Local Resident, (Oxford, Coppock Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Many people that work at Churchill Hospital park on our street for the entire day. If I drive my daughter to school when she has to take cello, all the parking spots on our street are often taken and I have to park next to Margaret Road Park. On a few occasions we have had people leave their car in front of our house for up to 2 weeks. I feel that people who work in the area should use the park and ride.</p>
(42) Local Resident, (Oxford, Coppock Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Our street is used as a free parking for many people who work in Headington which inconveniences the residents in the street. I have also been told by people who work in Headington but live elsewhere that they used Quarry rather than the park and ride or the St. Leonard's car park as it works out cheaper for them. During school holidays at least one and often two or more cars get parked for a week or two - clearly people who park their cars and then go off on holiday - I had seen people with their suitcases arriving or leaving the car. It's completely fair enough for people to park for a few hours or overnight visiting friends and family but when the street gets used as a free car park then it becomes inappropriate.</p>
(43) Local Resident, (Oxford, Gladstone Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I am in general supportive of the move to introduce a CPZ in Headington Quarry. However, it is difficult to see how many vehicles will be able to park with some of the lengths of double yellow lines being added.</p> <p>In particular the lines being added to the junction of Gladstone Road and New Cross Road. They seem to be very long stretches and I worry this limits the availability of parking spaces. I am supportive of adding the lines however for safety concerns over those 2 corners.</p>

<p>(44) Local Resident, (Oxford, New Cross Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Happy with proposal. This will help ease parking congestion on the roads in this area. Once someone parked their car for a week and went off on holiday.</p> <p>We have a lot of large vans parking on New Cross Road and Bankside area opposite our house for a few days at a time using the road Parking as a base. They do not live locally I don't imagine. It would be good to also have weekend restrictions i.e. 9am-1pm or something so that we don't get people parking and then getting the bus into oxford but if you can't do this then weekdays is great.</p>
<p>(45) Local Resident, (Oxford, New Cross Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Currently we struggle to park close by to our house/ on our street - and would value some restrictions during working hours- to allow residents to park.</p>
<p>(46) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Support the restrictions, however I am concerned that the zone (HQ) is the same as that for other surrounding areas such as Margaret road.</p> <p>There is talk of creating a traffic filter where Quarry High Street becomes Quarry Hollow (which I think is a fantastic idea). If the parking zone is the same either side of this filter then there is a risk that people on the side of the filter away from the ring road will start parking in the Quarry (where parking is already difficult) so that they have access to the ring road.</p> <p>I think it would be better to have the quarry as a different CPZ to that of the surrounding areas so that this does not cause issues.</p>

(47) Local Resident, (Oxford, Pitts Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>We approve of the scheme which is submitted and look forward to seeing it put into practice.</p>
(48) Local Resident, (Oxford, Pitts Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would welcome these proposals, as there is a high percentage of non-residents who park their cars in this area in order to use public transport from here.</p> <p>There is also the question of the garage in Pitts Road, where they park cars to be repaired at any point in Pitts Road and surrounding roads. As has been pointed out in other questions pertaining to this, during lockdown it was obvious that our roads were clear of this parking problem, and of cars taking a 'rat run' through the area.</p>
(49) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>The roads in Headington Quarry are overcrowded and dangerous due to overparking. Many people park for free here and walk to work in Headington each day instead of using the park and ride.</p>
(50) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Quarry High Street, where we live, is very busy with traffic and we have a lot of commuters parking here as well as parents dropping children off at local schools. This means that the air quality is worse than it should be, and local residents are often unable to find parking spaces when they need them.</p>

(51) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are multiple cars parked on pavements in Quarry High Street, as the road is narrow and so people do not want to park fully on the road, it is a real problem - pedestrians and those with push chairs cannot safely get by, often hidden by high vehicles that are parked for extended periods of time on the pavement. This makes it more difficult to drive safely into and out of properties on the road as well as the views are blocked by high sided or pavement parked vehicles. Cars on the road have also been damaged, clipped by other cars, refuse trucks and lorries, which makes people park further and further onto the pavements.</p>
(52) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am a resident of Quarry High Street, where we currently have problems with non-residents using our street for commuter and school drop-off parking. This means there are often not enough spaces for residents to park and the road is clogged with cars looking for a space to park, which increases pollution. Adjacent areas of Oxford have controlled parking, so it is logical to introduce it here too in order to avoid the above-mentioned problems.</p>
(53) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am strongly in favour of having a Controlled Parking Zone (CPZ) in Headington Quarry. Parking for residents can be a real problem due to many of the houses on Quarry High Street not having off-road parking and the number of commuters/non-residents parking here. The number of commuters/non-residents parking on Quarry High a Street was highlighted by the lockdown earlier in year as parking for residents became much less stressful.</p> <p>I do think that it would be better for the restrictions should start before 9am and finish after 5pm. However, I am aware that other CPZs near us operate 9am - 5pm.</p> <p>With regards to the double yellow lines, I think that they should stop when they reach 2A Quarry High Street. This would help to ease parking congestion at this end of Quarry High Street, especially when there are services and events on at the Cornerstone (Headington Quarry Church). These services and events take place in the evening or at weekends.</p>

(54) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Broadly supportive of the parking restrictions, currently there are many cars parked on and blocking pavements-this should be banned. However my concern would only be that if the proposed traffic filter to block the route between quarry High St and Margaret Road is put in place (which I support as there is a lot of rat running), people who live on the Margaret Road side may leave their cars parked on the quarry High Street side for easier access to the ring road by car. To prevent this, the quarry parking restriction area should have a different code on the parking permits than the Margaret Road parking zone.</p>
(55) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Support Parking Restrictions - Support</p> <p>This will stop people from parking here while working at the hospitals and also from parking here and going on holiday.</p>
(56) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I hope this is the first step in sorting out the increasing traffic problems in Headington Quarry once and for all. Not just the parking, but more importantly the insane amount of through traffic (rat run) that the local residents have had to endure for many years. Let's have implementation of filters as soon as possible please.</p>
(57) Local Resident, (Oxford, Spring Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I fully support the parking restrictions in the areas above due to the large number of vehicles blocking my entry/exit from my road every day along Trinity Road. The road isn't really big enough for any parking & it would be nice to not have to</p>

	<p>squeeze through cars daily.</p> <p>I do feel for the residents using the roads to park, however. I think £65 p/a for parking outside your own home is excessively expensive, whichever way you spin it.</p>
(58) Local Resident, (Oxford, Spring Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live in the area and I want my surroundings and day-to-day experience to be improved by lessening the amount of cars in the area.</p>
(59) Local Resident, (Oxford, Trinity Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the proposed zone-based approach, and especially the relatively few additional restrictions (double yellow lines) that are proposed. This should help to ensure there is still sufficient parking capacity for residents, which was a concern I had initially. I would oppose any extension of the restrictions (i.e. more yellow lines) beyond those proposed in the present plan.</p>
(60) Local Resident, (Oxford, Trinity Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am broadly supporting this because there is a problem with all-day parking by non-residents. However, I have several concerns:</p> <ol style="list-style-type: none"> 1) Are all day restrictions necessary. Would a one-hour time slot be acceptable? 2) There are too many double yellow lines proposed on Quarry Road. The parking bays are required to slow the traffic as well as provide additional parking for residents on Trinity Road. 3) Quarry Road should be included in the CPZ for these roads. Residents could park here and walk through the church. 4) I would like additional double yellow lines at the front entrance of 46 Trinity Road. This should also cover the pedestrian side gate used for forest school by Headington Quarry Foundation school. 5) Consideration should be given to the acceptability of pavement and verge parking on Trinity Road. Hopefully, this will scheme will free up additional on-street parking places especially if residents can use the Quarry Road spaces.

	6) Additional 2 hour no return spaces need to be added to this area. It is very restrictive for short term visitors.
(61) Local Resident, (Oxford, Trinity Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>In an area where parking is not plentiful, the number of commuters using the streets to avoid parking charges elsewhere has put impossible pressure on residents' parking. It has also made parking for trades people and delivery drivers extremely problematic at times e.g. workman due to complete job at my property unable to do so due to absence of parking.</p>
(62) Local Resident, (Oxford, Trinity Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>Thank you for your proposals. I am very happy that the zone will consist of signs and not bay markings, as that would have made it impossible for residents to find parking. My concern is the no waiting in Trinity Road at the Quarry School Place end as parents do fetch their children. I'm a resident, not a parent, but some families have to use cars and three places in the layby opposite the church won't be adequate so this will just encourage lawless behaviour. Please find a few more limited waiting places.</p> <p>I also have a request. Please consider painting dotted lines (not bays) on the pavement in Trinity Road to show that cars may park half on the pavement. There is a lunatic locally who keeps keying cars apparently because they are parked partially on the pavement. The lines might discourage this person.</p>
(63) Resident, (Caversham)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I regularly cycle in the area and this will improve safety for cycling. Much needed.</p>

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Division(s): St Margaret's

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

OXFORD – NAVIGATION WAY: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by the Interim Director of Community Operations

Recommendation

The Cabinet Member for Environment is RECOMMENDED:

- a) not to approve proposals for a Controlled Parking Zone (CPZ) in Navigation Way, with a future scheme being kept under review by officers and local member taking account of local parking pressures and the views of residents;
- b) to approve the proposed School Keep Clear and no waiting at any time restriction.

Executive summary

- 1. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents responses received to a formal consultation for a new CPZ in the Navigation Way area.

Introduction

- 2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

- 3. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, when it was agreed to use capital funding, together with contributions secured from development to deliver this programme.

Informal Consultation

- 4. Following allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they

supported in principle the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment decisions meeting on 25 April 2019 and the inclusion of this scheme in the programme of funded schemes was approved at that meeting.

Formal Consultation

5. Formal consultation on the above proposals and as shown at Annex 1 was carried out between 1 October and 30 October 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 60 properties in the area which included the formal notice of the proposals, providing details on permit eligibility and costs. Additionally, street notices were placed on site.
6. 28 responses were received during the formal consultation (an approximate response rate of 47% based on number of letters sent out). These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	18	18 (64%)
Support	1	4	5 (22%)
Neither/Concerns	2	2	4 (14%)
<i>Total</i>	<i>4</i>	<i>24</i>	<i>28 (100%)</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	13	13 (46%)
Support	2	5	7(29%)
Neither/Concerns	2	5	7 (25%)
<i>Total</i>	<i>4</i>	<i>24</i>	<i>28 (100%)</i>

7. The above table is based on the option chosen by the respondent (object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and, similarly, some of the objections related to specific details of the scheme, including the roads not being included in the current proposals but were, otherwise, in support.

Summary of responses from local residents by road:

Road	Object	Support	Neither / Concerns	Total
Brindley Close	5	-	1	6
Burgess Mead	9	-	1	10
Canal Street	-	1	-	1
Navigation Way	4	1	-	5
Quarry School Place	-	1	-	1
<i>non-Oxford</i>	-	1	-	1
Total	18	4	2	24

8. Thames Valley Police did not object.
9. SS Phillip and St James C of E primary school expressed concerns over the impact of the CPZ restrictions on visitors and staff, noting the relatively limited on-site school parking which - while the subject of a review – was unlikely to be sufficient to cater for the demand. The school also requested that proposed School Keep Clear markings be extended northwards to include all the frontage to the school, to meet the existing no waiting at any time restrictions.
10. The proposals were supported by two local city councillors.
11. A significant number of objections were received from local residents in respect of the proposed CPZ. These focussed on the risk of parking being displaced into adjacent private roads (Brindley Close and Burgess Mead) and concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents.
12. Several respondents noted that the rising bollard at the junction of Aristotle Lane with Kingston Road is not in operation and addressing that would largely address any parking issues in the road.
13. While expressions of support were received from three members of the public, only one was a resident of the area.
14. The comments relating to the proposed waiting restrictions including the School Keep Clear marking are noted. It is recommended that these are approved and then monitored to assess their effectiveness.

Sustainability implications

15. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

Financial and Staff Implications (including Revenue)

16. Funding for the proposed CPZ has been provided from the County Councils Capital Programme and from developer contributions.

Equalities and inclusion Implications

17. No equalities or staff implications have been identified.

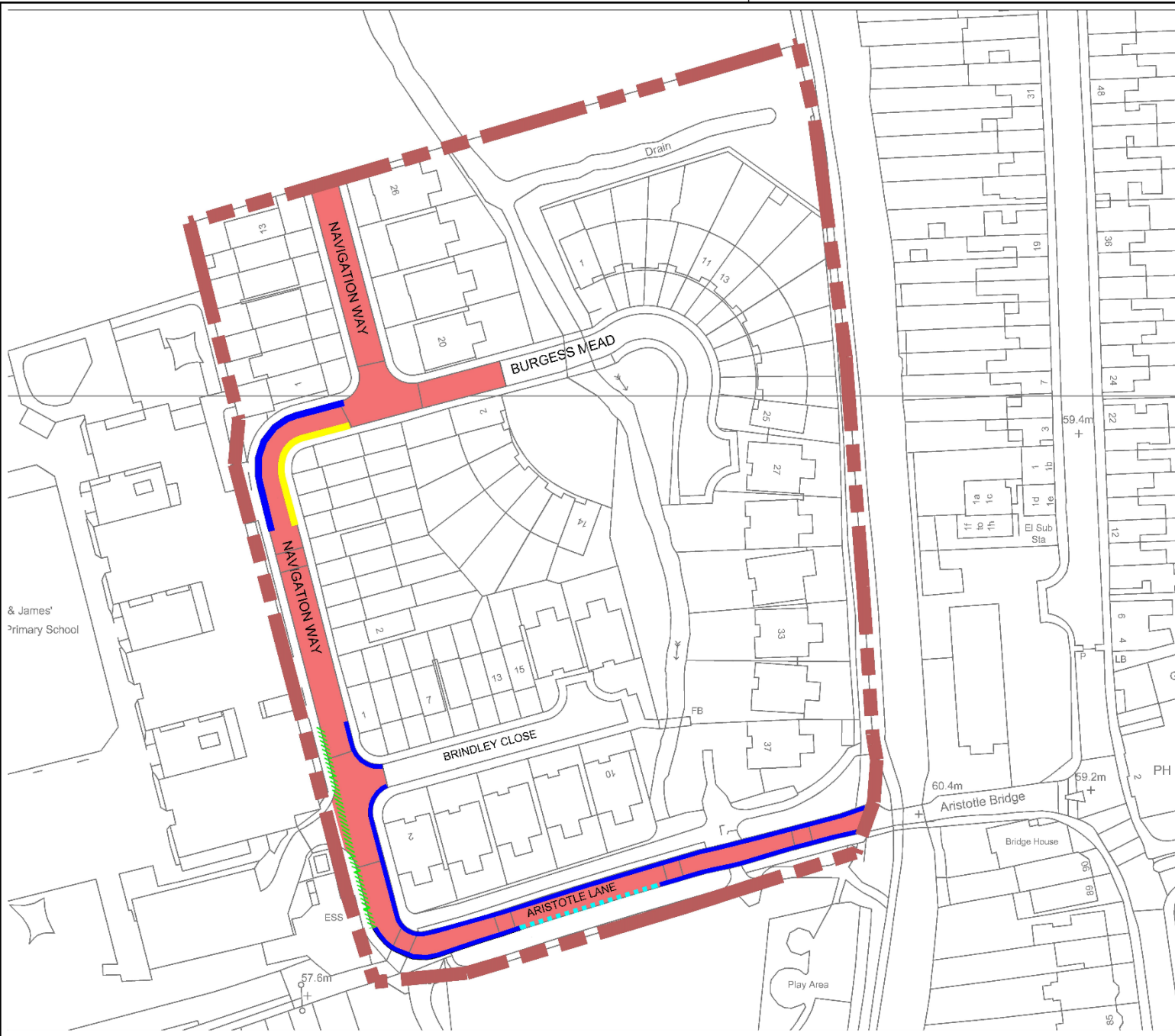
JASON RUSSELL

Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Ben Smith 07392 318877

November 2020




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KEY	<p> Zone Boundary</p> <p> Permit holders (Zone addresses's) between 8am and 6.30pm Monday to Saturday and non-permit holders restricted to 2 hour parking during hours of operation - No return within 2 hours.</p> <p> Existing 'No waiting at anytime' (double yellow lines) to remain.</p> <p> Proposed No waiting at anytime' (double yellow lines).</p> <p> Existing 'school keep clear' to be signed No stopping 8am-9.15 & 2.30pm-3.45pm</p> <p> Existing Limited waiting 8am to 6.30pm, Monday to Saturday, 2 hours max stay to be removed as 2 hour free parking is permitted over whole zone.</p>
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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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COUNTY COUNCIL**

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Project title	NAVIGATION WAY (OXFORD)										
Drawing title	PROPOSED PERMIT PARKING AREA										
Drawing Status	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Scale @ A3 N.T.S</td> <td style="width: 25%;">Drawn by JW</td> <td style="width: 25%;">Checked by</td> <td style="width: 25%;">Approved by</td> </tr> <tr> <td></td> <td>Date drawn 21.07.20</td> <td>Date checked</td> <td>Date approved</td> </tr> </table>			Scale @ A3 N.T.S	Drawn by JW	Checked by	Approved by		Date drawn 21.07.20	Date checked	Date approved
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Oxfordshire Project No. & File Ref											
Drawing No. WW/CPZ/2020/001			Revision v2								

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local School, (Ss. Philip and James CofE VA Primary School)	<p>CPZ – Concerns Parking Restrictions – Concerns</p> <p>Broadly speaking, we are not opposed the proposals as outlined, with the following caveats:</p> <p>a) We believe that the existing “school keep clear” markings, highlighted in green in your plan, should be extended north to meet the existing double yellow lines (highlighted in blue), so that the full length of the school is covered. At present, vehicles are able to park in front of the school during drop-off and pick-up times, which creates a potential hazard.</p> <p>b) It should be noted that, while we can see the benefits for and the reasoning behind these proposals, we are concerned about the impact they will have on the accessibility to the school for staff and others. There are only 21 car parking spaces in our car park to cover 49 staff, not including contracted kitchen staff, therapists, peripatetic music teachers, tradespersons etc. Although we are examining ways that this might be extended, any such proposals are likely to be both limited and unlikely to be realised before the CPZ. The prohibitive cost of living in or near the surrounding North Oxford area means that many employees necessarily live some distance away, often in locations that are in practice inaccessible via bicycle or public transport.</p>
(3) Oxford City Cllr, (Summertown Ward)	<p>CPZ - Support Parking Restrictions - Support</p>
(4) Oxford City Cllr, (North Ward)	<p>CPZ - Support Parking Restrictions - Support</p> <p>This is long overdue. However, I should point out that there are no residents living in Aristotle Lane. In addition, I wonder</p>

	<p>whether you need to extend the controls to the roadway leading to parking for allotment holders by the railway line. I don't know whether it is private network Rail land or an adopted highway, but if it is the latter, it would be good to treat it as an extension of Aristotle Lane in some respect.</p>
<p>(5) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In your letter dated 1 October you assert that there are various problems to do with parking in the Navigation Way Area. I disagree.</p> <p>As a long-time resident of Brindley Close, having lived here since 2002, I do not believe that the problems you assert exist. Nor do I believe that parking is more of a problem today than it has been in the time I have lived here. We do not need an expensive, visually polluting CPZ.</p>
<p>(6) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>I support the proposal to add double yellow lines to the curve in Navigation Way as their absence is a safety hazard. At the same time, the lines elsewhere on the estate and the "DEAD SLOW" markings on either side of the canal bridge should be repainted for safety reasons..</p> <p>I am concerned that the CPZ and the parking restrictions in Navigation Way will result in those who currently park there all day (some of whom are school employees who can't get into the school car park which is too small) will instead park on the unadopted roads - Brindley Close or Burgess Mead - causing congestion and leaving less space for our visitors and delivery vehicles.</p> <p>Increasing the size of the school car park to enable all their employees to park there would be highly desirable in reducing the on-street parking.</p>
<p>(7) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In summary, I would like to object to both proposals, as there is no need for them, and they are not good suggestions. If</p>

the bollards actually worked (they haven't done for most of the 11 years I've lived here), there would be no problems at all. And even with them not working, there are no significant problems. These two proposals would instead create a huge number of new problems.

In greater length, please see the following reasons:

I am responding as an individual living on Brindley Close, Oxford.

In summary, I oppose both the proposals for a Controlled Parking Zone (CPZ) and additional parking restrictions in the Navigation Way, Oxford area on the grounds that:

- There is no demonstrable evidence that the area is used as a commuter parking site, and it is clear to residents that there is no need: the area has sufficient free parking spots during the day and weekend.
- There are many drawbacks and no perceived benefits to residents that could be considered “worth the value” of paying for permits.
- The problems associated with occasional school drop offs and pick up congestion could be solved by an extension to the existing bollard hours until 4.15 pm (covering the finishing time of school clubs) and by reinforcing the existing zig zag demarcations and double yellow lines with fines for the parents who “perch” on them waiting for their children to come out of school.
- Any additional parking restrictions will not deter those who already park on double yellows or zig zags if they are not enforced with fines/a traffic warden.

Assessment of Need for a CPZ

1. We have lived here 11 years and have never once struggled to find an additional parking place for visitors because of “congestion” from outside (or inside) of the estate. In addition, we have not noticed any increase in numbers of cars parked in the area or any increased difficulties over time.

2. The letter of 1 October 2020 regarding the consultation states that “there are currently problems associated with commuter parking and overflow parking from adjacent CPZs”. We have seen no evidence of this and I am at home most of each day to observe what is happening on the estate. Because of the bollards at Aristotle Lane, it seems unlikely that this would become a problem in the future. Has the council undertaken a needs assessment survey that demonstrates this claim?

3. The letter regarding the proposed CPZ states that it would “enable residents and visitors to park during the day while assisting the free flow of traffic, improving safety for road users and pedestrians and the amenity for residents.” At present, we have no problems at all parking on the estate during the day or night, or weekends, so we do not need for

<p>this to be “enabled” by a CPZ. It is no “improvement in amenity for residents” at all, and only creates inconvenience and expense for us.</p> <p>4. If there were, in the future, issues caused by commuters parking on the estate, surely this could be managed by making the bollard operation hours applicable for what seemed to be typical commuter traffic times, during the whole year, instead of just for school hours and terms.</p> <p>5. The issues of road safety, reduced traffic flow and safety for pedestrians are solely related to occasional school drop off and pick up times so there is no need to have such major restrictions in this area for a problem that could be dealt with through the bollards and reinforcement. During school holidays and the weekend the area is very quiet in terms of traffic.</p> <p>School traffic and parking issues</p> <p>6. The School frequently reminds parents that they are not to drive into the estate to drop off and pick up their children. This is mostly adhered to. There is also the preventative measure of having the bollards at Aristotle Lane in operation during term time. These are effective though have had periods of being out of operation and there is some associated increase in traffic. On a normal afternoon, when the playground is full of children after school, there are still free parking spaces in and around the park and the rest of the estate.</p> <p>7. Each day the bollards stop operating at around 3.30-3.45 pm, but the school has after-school clubs that finish at 4 pm. This is the main time that there are a few parents who occasionally drive into the estate (perhaps more often when it is raining) and wait to pick up their children. As a resident, I do not mind this, because they are only there for a short time (less than 30 minutes), as long as they are in a genuine parking space.</p> <p>8. However, a number of them, instead of using a free parking place, choose to park on the double yellow lines / zig zags, staying in their cars as if they think this is acceptable. Frequently, there are actually parking places they could use, but they seem to choose to park illegally to be closer to the school. This makes vision on the road very hard, and forces us to drive around them on the wrong side of the road. Some of these parents try to park mostly on the pavement so as not to block the view for cars - but then have the effect of forcing pedestrians to walk on the road.</p> <p>9. Whilst an increase in the double yellow lines and zig zags, and the no stopping designations are not unwelcome, I cannot see that they will resolve the problem that is created by people who choose to park on them anyway - unless there is some enforcement by traffic wardens. If the council need to increase income from parking issues, please send a traffic warden down each pick-up/drop-off times, and they can raise money from fines, whilst keeping children safe from traffic accidents.</p>

10. The afternoon time frames proposed in the CPZ letter (2.30-3.45 pm) for these no stopping designations would need to be extended to 4.15 to cover the afternoon clubs.
 11. If the bollard operational times were extended to 4.15 it would more effectively resolve the traffic issues without all of the additional expense of re-designating road markings and supplying wardens to ensure adherence. And certainly without the need to designate the whole area as a CPZ and cause greater inconvenience and expense to residents.
 12. These problems are entirely school related, involving a small number of parents and simply do not occur outside of term time, so only need an effective management strategy during term time.
 13. The “further parking pressures...from the recreation ground and nearby Port Meadow” mentioned in the consultation letter simply do not exist. We do not have any parking pressures on the estate. Most people using the recreation ground live locally and walk, and there is not a noticeable impact from visitors to Port Meadow.
- Drawbacks and Adverse Consequences of a CPZ in the Navigation Way Area
14. Neighbouring Burgess Mead and Brindley Close are unadopted roads and cannot be covered by the CPZ. If the existing parking on Navigation Way and Aristotle Lane is restricted, there may be the adverse consequence of pushing more parking into these two roads instead of spreading it evenly throughout the estate (where, as mentioned, there does not seem to be a congestion issue at present). Thus the CPZ could cause problems where there currently are none requiring “remedy”.
 15. Residents of Navigation Way would have to pay for parking for any second car, and for any visitors. This is currently free. Given there is no “problem” now with lack of parking for residents, there is no benefit to residents which warrants now having to pay for a parking permit. Thus from a resident’s point of view there is no “value for money” in this proposal.
 16. Charges to contractors are likely to lead to either - contractors parking in Burgess Mead or Brindley Close, or, passing on the extra charge to residents in the bill for their services.
 17. Residents of Burgess Mead and Brindley Close would not be able to apply for parking permits, so they would no longer be able to park longer than two hours on any Navigation Way or Aristotle Lane spaces, nor could they offer their visitors a permit to park elsewhere on the estate.
 18. Including Saturday parking restrictions is a particularly irrelevant proposal. The estate is quieter in terms of traffic on

	<p>the weekends and this is precisely the time when second-car-owners will be at home, parked in spaces near their homes - which, as mentioned - are plentiful enough and have not hitherto been constrained. We also, always have enough spaces for our visitors.</p> <p>19. At a time when many citizens are worse-off financially, additional charges for no perceived benefit are particularly unwelcome.</p> <p>20. Additionally, this is a time when a number of residents have children at home who would normally be at university, who may bring additional cars and have no right to a parking permit.</p> <p>In overall summary, I entirely oppose the proposals set out in AK/CM/TRO_Navigation Way, which</p> <ul style="list-style-type: none"> • are not needed • bring expense and inconvenience with no benefit to residents, and • would not effectively solve traffic problems that only occur at school pick up times when the bollards are down, as the handful of parents who come onto the estate at this time are either - parked legitimately for less than 30 minutes - or - parking/perching on the double yellow lines and zig zags. <p>I propose that a more effective way to manage the problem of school parent parking on yellow lines and zig zags is by a simple extension of bollard operational hours.</p>
(8) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We urgently need double yellow lines on the corner of Navigation Way, North of the school. Currently, cars park close to that corner on the bit of NW that goes East-West. As a result, cars heading West from Burgess Mead are forced into the middle of the road on a blind corner close to a school. It is terrifying because there are often bikes coming the other way and and small children milling around.</p> <p>The estate would not however, benefit from controlled parking in only part of it. A Controlled Parking Zone in Navigation Way only will push all the cars into Burgess Mead and Brindley Close.</p> <p>Once people have driven over the bridge and find they can't park opposite the school, they will simply drive a few yards further and park in Burgess Mead and Brindley Close. They will not turn round and go back over the bridge to find alternative parking. As these roads are unadopted I understand that they cannot be included in a CPZ.</p>

	<p>The council will be doing a great disservice to the estate as a whole if the plan goes ahead. The CPZ should only go ahead if it can include the whole estate.</p>
<p>(9) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I appreciate the need to reduce the problem of commuters using Navigation Way, Brindley Close and Burgess Mead as 'free parking' while they are at work as this does cause problems for residents and Phil&Jim school staff finding adequate parking. Creating new restrictions in Navigation Way will however just push commuters and school staff to park in Burgess Mead which being a private road has no road markings, thereby reducing parking available for residents and their visitors. Instead the commuter issue can be solved by the Aristotle bridge bollards (i) being put back in operation (they have not been in use for years allowing external traffic into the area at all times of the day which is a danger for school children currently) and (ii) once in operation, the bollards use being extended so that they are up from say 6am to 10am in the morning which would prevent most commuters coming in at all.</p>
<p>(10) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Support</p> <p>I do not want to have to purchase and supply visitors permits for people who visit my home. My guests have never had difficulty parking in Burgess Mead and I do not think there is any difficulty with the current arrangement. I would prefer not to have the additional administrative burden, cost and risk of parking tickets which the proposed controlled parking zone will bring for me.</p>
<p>(11) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The plans will mean that residents have to pay £65 a year (plus additional fees passed on by any visiting contractors who have to pay £25) for something they currently have for free. This is another of the councils unacceptable and thinly veiled money making exercises. Additionally, increased parking restrictions on Navigation Way and Aristotle Lane will just push the people currently parking on those streets onto Burgess Mead. The council is supposed to have installed a rising bollard to prevent cars entering the estate during school drop off/pick up time. This is something that has been repeatedly</p>

	<p>delayed. However, if it was completed, as has been promised, and the time during which the bollard was raised was extended just a little, it would solve all the suggested problems, deterring commuter parking and traffic associated with the local school.</p>
<p>(12) Local Resident (Oxford, Navigation Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking would not be a problem if the bollards worked consistently and infringements to existing parking rules (including parking on pavements) were enforced. The bollards have historically not worked for large parts of the time and school parents are allowed to flout the rules with impunity for much of the time. If parking attendants do attend they dish out advice (which is of course ignored) not fines. There's no point having increasingly elaborate and expensive systems of restrictions if they're not enforced. The council should enforce the system which does exist (and which was budgeted for under the original planning consent) and not heap more costs on residents with no guarantee that this will improve enforcement.</p> <p>At the moment the approach seems to be: impose restrictions, fail to enforce them, impose more restrictions. We can see this in the ever-lengthening double yellow lines (never enforced), and now it's proposed for example to extend the zig zags (currently widely ignored) with more zig zags which will be widely ignored. This is silly and inconveniences only residents, not those visitors who flout the rules. What is proposed will be expensive and inconvenient for residents and leave visitors to flout the rules.</p> <p>Instead of the proposed zone and extension of double yellow lines and zig zags, what is needed is:</p> <ol style="list-style-type: none"> 1.bollards which work all the time and clear plans for human enforcement if they don't work 2.bollards down for longer (say 07.00 to 09.45 and 14.30 to 18.00 which would cut out most commuters and all school parents - many of whom come to pick up their children around 17.00 when after school club closes) 3.fines, not advice, for those who break the rules 4.no residents' parking scheme 5.no extension of yellow lines or zig zags 6.continued welcome to people who park to walk on the meadow or bring their children to the park during the day with a 2-hour limit 7.consideration of extending the tarmac areas of the school playground available as overspill car park for parents' evenings, school plays etc <p>An additional feature which would make the end part of Navigation Way much safer for residents' children who play in the</p>

	road would be a narrowing of the entrance of Navigation Way to stop cars reversing into it to turn round to leave the estate if they have dropped off children at school (as of course some families with special needs children need to do). This could be done with e.g. a shrub or tree to look pleasant and make drivers more cautious and be a clear visual limit for playing children.
(13) Local Resident (Oxford, Brindley Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't think there is a serious parking problem as there is enough space for the occasional visitors in the area (primarily going to the park I believe). The proposed restrictions will put unnecessary pressure to the remaining free parking spaces.</p>
(14) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>CPZ: the difficulties cited as the reason for introducing a CPZ do not exist. There are no or minimal "problems associated with commuter parking or overflow from adjacent CPZs" on this estate. There is only very occasional commuter parking here and this could be managed by the bollards that have been installed. These could be set for a wider period of operation than planned to control school drop-off to apply to commuter times and beyond school pick-up times. These bollards have been out of operation for many months if not over a year now. The need for a CPZ cannot be assessed without a fair trial of the situation when the bollards are fully and consistently operational. Please can the council concentrate on getting this system working?</p> <p>Parking restrictions: Navigation Waynorth/south section is too narrow to allow parking on both sides of the road as has been suggested. This area i outside the school and would make it very hard to see children and dangerous. There is a need for double yellow lines on the south-east corner of the bend of Navigation Way to the north of the school as cars park here and force traffic onto the wrong side of the road where there may be children and other traffic.</p>
(15) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As far as I am aware residents in the area have not submitted any concerns about the parking on the estate except</p>

	<p>perhaps parking on the bend of Navigation Way. There are already some parking restrictions in Aristotle Lane and double yellow lines outside the school. These restrictions are generally ignored especially by parents at the school. There is no point in any further restrictions unless they are enforced. Burgess Mead and Brindley Close as unadopted roads would be under enormous pressure from parking as residents and visitors would use these uncontrolled zones to avoid paying to park elsewhere. This is totally unacceptable!</p> <p>We do not want to have any more unnecessary street signage no matter how discreet as this would create a much more urban feel to the area.</p> <p>There are already bollards to control the entry of vehicles at school times. The use of these bollards could easily be extended to ensure that commuters are not able to enter. Also if the Council simply enforced the rules that already exist by using traffic warden controls at strategic times this would actually solve the problem. Unless you have a solution to the increased pressure that this would create in the unadopted roads then I suggest this proposal is totally unworkable.</p>
(16) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The existing parking regulations are never enforced by traffic wardens. If they were in evidence then many of the problems including parking on the corner near the school would probably go away. Why are there never any wardens around, especially during school run times?</p> <p>Although the new bollards are not yet working, they could be used to control the parking problem more effectively. At least wait until they are functioning, then experiment with their timing to provide a more cost effective solution to the parking problems.</p> <p>I object to yet more street signage. The proposed CPZ would just force the existing “park and riders” onto Burgess Mead and Brinkley Close.</p>
(17) Local Resident (Oxford, Navigation Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>At the moment there isn't a problem, other than with parents dropping and picking children from Phil and Jim's Primary School. The long not-working bollard is the solution to this problem, so the bollard simply needs to be reinstated. There is little if any evidence of commuters parking on this estate, but the bollard would also prevent that as it should be in action</p>

	<p>at early morning school start and commuter arrival time. So there isn't a problem to solve here.</p> <p>Further, the signage and double yellow lines will be a visual pollution; the residency parking restrictions will be an additional cost for residents, with no advantage, but significant inconvenience (such as the need to book out residency parking permits for any tradespeople, cleaners, visitors, friends, all of which would make everyday life less convenient.</p> <p>I can see no advantage to this proposal, but many disadvantages. I wonder where the proposal has come from. The bollard simply needs to be fixed.</p>
(18) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The reasons given by the Council for the proposed CPZ are not valid. It has been suggested that the CPZ would help residents by combating excessive commuter parking and parking related to the local school and people visiting Port Meadow. However, commuter parking in the proposed CPZ is nonexistent and parking associated with the school and Port Meadow is not a significant problem. Rather than considering a CPZ, which few of any of the residents want, it would be far better for the Council to focus on fulfilling its promise to restrict access to the neighbourhood during school pick-up/drop-off times, through use of a rising bollard (the bollard was installed months ago and yet still isn't functional). The activation of the bollard would solve any parking problems in the neighbourhood without having to inconvenience the residents and avoiding charging them for a CPZ that they do not want.</p>
(19) Local Resident (Oxford, Navigation Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I strongly object to these proposals, not least because they are being proposed for reasons which are, at best, flimsy and, at worst, spurious. It appears to be suggested that there is a problem with parking in the proposed zone. As a long-term resident in the zone, I beg to differ: there is no such problem. The documentation provided makes reference to "commuters" being part of the "problem". Could you please provide me with copies of the evidence you have gathered that people regularly park their cars in the zone as part of their journey to work? When, and by whom, was this survey work undertaken?</p> <p>The documentation also refers to unsafe parking. If such a thing were happening - and as I have excellent sight of a sizeable section of the area where changes are to be made, through two windows in my property, I would surely have</p>

	<p>noticed it - a residents' parking zone would not be the way to deal with it.</p> <p>This scheme will inflict considerable cost and inconvenience on residents who have not asked for it, with no apparent gain for them or the wider city. What is the expected gain in revenue for the council? What are the estimated costs of implementing the scheme and enforcing it? Please provide these figures.</p>
(20) Local Resident (Oxford, Burges Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am a long time resident of Burgess Mead which is located close to Aristotle Lane at the canal bridge end. I am therefore in a position to be well aware both of the history of the roads in question and of their parking problems. I do NOT support this proposal for the following reasons :</p> <p>1) Resources are no doubt overstretched in the existing CPZ areas of North Oxford. This will mean that a CPZ will have little or no effectiveness in achieving it's stated aim of preventing commuter parking or preventing car owners from abusing the double yellow lines that already exist, let alone any new ones that may be introduced. It will in other words be more than a token gesture though it will impose additional costs on the residents of Navigation Way. I make this observation on the basis of the fact that the current limited hours restriction on the existing parking spaces in Aristotle Lane is never enforced and frequently ignored. In fact I have never, in the years that I have been a resident of the estate, once seen a parking enforcement officer venturing over to the west side of the canal bridge. What reason would there be therefore for any additional restrictions to be observed without the real threat of sanctions being imposed?</p> <p>2) It is true that a additional yellow lines on the north corner of Navigation Way opposite the SS Philip and James School might have some limited effect in discouraging ill-disciplined and dangerous parking on that, frequently blind, corner. This was requested by the Residents' Association as long ago as 2013 and was supported by our then local County Councillor the late Joan Foulkes. It was rejected by the County Road Authority (on cost grounds despite our offer to pay for the paint!). The introduction of yellow lines on this corner might therefore be worth doing as a separate measure though I would point out that the existing double yellow lines on the opposite side of the road outside the school are frequently ignored by parents and visitors to the school.</p> <p>3) Unless alternative steps are taken (see below) to prevent commuter parking, the introduction of a CPZ, as described, would simply have the effect of forcing more unauthorized parking in the two unadopted, private roads (Burgess Mead and Brindley Close) which the property owners in those roads would be forced to take additional costly steps to prevent. This would in itself undermine the avowed aim of the CPZ.</p>

	<p>4) Having said this, I do believe that there is a simple and low cost solution to the problem of commuter parking and one that I would strongly support. Since the Estate was first built, rising bollards were introduced at limited times in term time to prevent parents (other than those with special reasons) from driving their children to school and dropping them off at the school gates (causing great congestion and some danger to pedestrians in Navigation Way). Unfortunately this scheme was only partially effective and did require constant remote monitoring. For almost a year, the bollards have been non-operational but we have been promised the introduction of an improved rising bollard scheme. This will be based on ANPR (automatic number plate recognition) although we are told this has been delayed by technical problems. Residents (and no doubt school staff) have already registered their vehicle licence numbers.</p> <p>I suggest that renewed effort be put into implementing this scheme and AT THE SAME TIME EXTENDING THE SCHEME BOTH IN NUMBER OF HOURS TO COVER A WIDER PERIOD BEFORE AND AFTER SCHOOL ARRIVAL AND DEPARTURE TIMES AND ALSO TO COVER THE ENTIRE YEAR INSTEAD OF BEING LIMITED PURELY TO TERM TIMES.</p> <p>This would have the effect of significantly reducing commuter parking anywhere in the Estate throughout the year and, since it is intended to be fully automated, to do so at very little additional cost.</p>
(21) Local Resident (Oxford, Brindley Close)	<p>CPZ - Object Parking Restrictions - Support</p> <p><u>I am in favour of</u> - a new double yellow line at the Navigation Way bend. This is very much needed, to avoid the extreme danger of this corner. Parked cars on Navigation Way currently force drivers heading east, from the estate, into the right lane around a blind corner. We cannot see who is coming, and there is every likelihood that an accident will occur. With the early years entrance to the school so nearby, there is a high risk that a young child could be involved.</p> <p><u>I am not in favour of</u> - a Controlled Parking Zone as proposed. The CPZ would only apply to Navigation Way and Aristotle Lane. Burgess Mead and Brindley Close cannot be covered because they are unadapted roads. A number of negative consequences would flow from this situation, which is unusual for most of the areas where you propose a CPZ:</p> <ul style="list-style-type: none"> • Anyone who wants to park longer than two hours on the estate (to visit the school, as a staff member of the school, as someone who wants a convenient place to park and then walk into town for work or shopping, or someone who wants to visit Port Meadow) will inevitably see the uncontrolled parking spaces in Burgess Mead and Brindley Close as 'fair game' for free parking. It will make these two roads even more congested for parking.

	<ul style="list-style-type: none"> • Visitors to residents of Navigation Way are likely to be tempted to park in Burgess Mead or Brindley Close rather than request a relatively costly parking permit from their host. • Residents of Burgess Mead and Brindley Close would not be able to apply for parking permits, so they would no longer be able to park longer than two hours on any Navigation Way or Aristotle Lane spaces, nor could they offer their visitors a permit to park elsewhere on the estate. <p>Residents of Navigation Way would now have to pay for parking privileges (for a second car or any visitors), which they presently do not have to pay for. Since we are rarely having a problem finding parking somewhere on the estate, this is not an advantage to us, and seems to be a money-making exercise on the part of the Council. Students living temporarily at home (especially during the pandemic) could not apply for a separate parking permit.</p> <p>Contractors would need to pay £25 for up to a week of parking, which could put off contractors, or could raise their fees. Alternatively, contractors might just decide to park in nearby Burgess Mead or Brindley Close, again causing problems there.</p> <p>The zig zag area by the school will continue to be designated no stopping, but this doesn't seem to reduce congestion; if it is more rigorously enforced, which the document seems to indicate, it could just move drop-offs, and resulting congestion, on to the rest of the estate. It is currently in the wrong place and should be moved to the main entrance, where children now enter the school.</p> <p>The layout of the proposed permitted street parking bays could be problematic. It will be dangerous to have parking on both sides, for example in Navigation Way by the school, as large vehicles can't get through if there is parking on both sides of the road (delivery trucks, bin lorries, fire engines etc.).</p> <p>Extra street signs would create a more cluttered streetscape and provide more poles for locking bikes, leading to more pavement congestion.</p> <p>The problem with commuters parking on the estate and walking into town could be solved by extending the hours of the ballard operation, when it is activated, to 7- 10am and 3-Spm on all weekdays.</p>
(22) Local Resident (Oxford, Navigation Way)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>We have resided in Navigation Way for over ten years. During our tenure, we have not experienced any issues with</p>

unwanted commuter (or other) parking in our section of Navigation Way. Commuters parking in our street has not been an issue at all, and we rarely see school traffic in our cul-de-sac.

We therefore see no value in a CPZ, and strongly object to the proposal to restrict parking through permits, road markings and signage. These would impose a level of urbanisation which would change the local community feel of the area.

We also object because costs and administration we do not currently suffer would be imposed upon us, our visitors, and tradespeople.

We do, however, share local concerns raised relating to dangerous parking near SS Philip and St James' School, on the corner to the North the school entrance which becomes a blind bend when vehicles are parked there. There are currently no road markings, and this would seem to be a quick and low-cost option to a full CPZ.

We note that this problem only manifests during school drop off and pick up times. We also note that this was not an issue when the rising bollards were in operation on the approach to Aristotle Bridge.

Having considered the proposals, our comments are as follows to the proposed provisions:

- Waiting Restrictions: we are in favour of or prohibiting stopping at any time on the north corner of Navigation Way beside the school.
- Time limited No Stopping by SS Philip and St James School: we agree with this proposal in principle but view it as unnecessary if the rising bollards were operating as designed.
- Permits: **STRONGLY DISAGREE**
- We disagree with the concept of parking spaces as per item 3. We note that this provision seems entirely unnecessary as the only access to the estate is via the Aristotle Lane canal bridge which is a natural deterrent (block) to large vehicles.
- We disagree with the concept of parking spaces as per item 3. The extra street signage would create a more cluttered streetscape and provide more poles for locking bikes, leading to more pavement congestion.
- We disagree with the concept of CPZ, and only agree with the need to prevent parking on the corner to the North of SS Philip and St James School.

In summary, our sole concern is safety on the north corner alongside the school as noted above. We view the wider CPZ proposal as entirely unnecessary, and highly invasive. We therefore object in the strongest terms to the proposed Navigation Way CPZ.

<p>(23) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I support the idea behind the CPZ. However, there are major issues it does not address or will make worse. At certain times of day parents dropping or picking up children from the school park in Brindley Close. On some days the entire street is filled with cars. This is actually becoming more than a nuisance. Recently, my daughter was nearly knocked down by a parent on a school pickup turning round in the street. On another day I was unable to use my own car due to parked cars blocking my driveway and the street.</p> <p>Unless this is dealt with the CPZ will just drive the problem into Brindley Close and along Burgess Mead.</p>
<p>(24) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Concerns:</p> <ol style="list-style-type: none"> 1. It will create problems if under the proposed plan CPZ parking is allowed opposite the school on Navigation Way. There will be zig zag lines in front of the school to deter parking but unless it is regularly policed then people will still park there. If cars are parked both sides of the road, there will be too narrow a gap for large vehicles to drive through, particularly emergency vehicles. 2. It is unfair that residents of both Burgess Mead and Brindley Close will not be eligible for any parking permits. Those that live in the small cul de sac in Burgess Mead, with limited parking, have to park a second car on the road. I would be happy to pay for a permit if one was allowed. <p>Have you considered, as an alternative, fixing the bollards and extending the working hours so that no daily commuters will have access (say 07.00 to 10.00 and then from 2.45 until 5.30) and not just during school time?</p>
<p>(25) Resident (Caversham)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I regularly cycle in the area and this will improve safety for cycling. Much needed. It encourages visitors to Oxford - shoppers, etc to use the proper parking and not blight people's lives by parking a residential area.</p>

(27) Local Resident (Oxford, Canal Street)	<p>CPZ - Support</p> <p>Parking Restrictions - Support</p> <p>Reducing unnecessary traffic</p>
(28) Local Resident (Oxford, Navigation Way)	<p>CPZ - Support</p> <p>Parking Restrictions - Support</p> <p>There is far too much traffic on this road most of it related to the free parking for unlimited periods.</p>

Division(s): Wolvercote and Summertown
--

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

OXFORD - A40 WEST OF WOLVERCOTE ROUNDABOUT: PROPOSED 30MPH & 40MPH SPEED LIMITS, BUS LANE, PROHIBITION OF U TURNS & WEIGHT LIMITS AT SIDE ROAD JUNCTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve:
 - (a) proposed amended speeds limits comprising an extension of the 30mph speed limit west of the Wolvercote roundabout, westwards to beyond the A34 flyover bridge, and the introduction of a new 40mph speed limit (replacing parts of the existing 40mph & 60mph national speed limit);
 - (b) introduction of a bus lane for eastbound buses approaching Wolvercote roundabout from near the A34 flyover;
 - (c) the prohibition of U-turns on the A40, 200 metres east of the A34 Flyover at the new service sideroads on the A40 and 7.5tonne weight limits on the side roads being created as part of approved development adjacent to the A40 west of the Wolvercote roundabout at Oxford.
 - (d) introduction of 7.5 tonne weight restrictions (with exemptions) on the 4 new access roads either side of the A40:
North side, approximately 300 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover; and
South side, approximately 270 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover.

Executive summary

2. Speed limits and the introduction of new or amended bus lanes, weight limits and turning 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 road safety.

Introduction

3. As a part of the wider western A40 Corridor improvement project, it is proposed to introduce a number of measures aimed at improving the flow of

traffic to reduce journey times and help to improve road safety along the stretch of the A40 Northern By-pass approaching Wolvercote roundabout. This report presents responses received to a statutory consultation on the following proposals which require the introduction of Traffic Regulation Orders:

- a) Extension of the 30mph speed limit west of the Wolvercote roundabout, westwards to beyond the A34 flyover bridge, and the introduction of a new 40mph speed limit (replacing parts of the existing 40mph & 60mph national speed limit)
 - b) Introduction of 7.5 tonne weight restrictions (with exemptions) on the 4 new access roads either side of the A40:
North side, approximately 300 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover; and
South side, approximately 270 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover.
 - c) Prohibition of U-turns on the A40, 200 metres east of the A34 Flyover at the new service sideroads.
 - d) Introduction of a Bus lane for eastbound buses approaching Wolvercote roundabout from near the A34 flyover.
4. The proposals are shown in the following Annexes: 1 (speed limits), 2-5 (bus lane), 6 (turn restrictions) and 7-8 (weight limits).

Consultation

5. Formal consultation on the proposals was carried out between 13 August and 11 September 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 Councillor.
6. 24 responses were received. These are summarised in the table below:

Proposal	Object	Support	No objection/ Concerns	No opinion
30mph speed limit	9 (38%)	9 (38%)	4	1
40mph speed limit	8 (35%)	10 (44%)	3	2
Bus lane	15 (65%)	5 (22%)	3	0
Prohibition of U turns	6 (26%)	11 (48%)	4	2
Weight limits on side roads	4 (17%)	11 (48%)	4	4

7. The full responses - with any personal information removed - are recorded at Annex 9. Copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police did not object to the proposals but raised some concerns regarding future enforcement of the restrictions, adding that

enforcement should not fall upon Thames Valley Police. In recent years enforcement of Bus Lanes and Environmental Weight Restrictions have always been low in terms of TVP policing priorities and they stated that the new restrictions would be no different. Their belief is that both the Bus Lane and Weight Restrictions would need to have technology-based enforcement to make them work effectively.

9. It should be noted that both the local authority and the Police can enforce weight restriction orders. However, for the County Council, this is a non-statutory function. The county has a large number of weight restrictions, with some restrictions creating a significant concern to local residents due to the number of perceived contraventions. The resources available for the enforcement of weight restrictions is finite and are spread across the weight restrictions covering the county. Any new weight restriction orders, without new resources being identified, will dilute these resources further.
10. Whilst the concerns regarding the Weight Limits and the potential issue regarding enforcement are noted, it should be stressed that they are being put in place as part of the developer's restrictions and as such are likely to be focussed on scheme specific traffic as opposed to general freight. Therefore, it is not expected that there would be a high level of non-compliance, meaning high levels of enforcement activity are not anticipated.
11. In terms of bus lane enforcement, this falls within the civil enforcement remit and as such would not be reliant on police activity to ensure compliance.
12. The concerns regarding the speed limits are noted but the 30mph speed limit is the preferred (and designed for) speed for the new road layout within the extent of the scheme. The use of a 40mph 'buffer', which should be at least 400m long – (the Police prefer 800m), is to provide an appropriate transition zone for the traffic speeds between the more rural setting (national speed limit - 60mph) to the west and the built-up urban-type environment as traffic nears Oxford.
13. The proposed Turn prohibitions are being introduced primarily to protect the pedestrian crossings on the exit of the new junction arrangement and, by ensuring traffic movements are kept to a minimum in this area, should allow pedestrians a greater confidence when crossing.
14. The Bus Only lane has been applied to keep the scheme in-line with proposals for the other A40 HIF schemes. In addition, because of the Bus Stop located after the junction, it is felt that allowing other vehicles to use the bus lane may create a safety issue with vehicles needing to pull out round a bus at the bus stop into traffic on the exit of the junction.

Sustainability implications

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

Financial and Staff Implications (including Revenue)

16. Funding for the proposals has been provided from the Housing Infrastructure Funding scheme.

Equalities and Inclusion implications

17. On equalities and financial implications have been identified in respect of these proposals.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed speed limits, bus lane, prohibition of U
 turns and weight limits
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Amrik Manku 07920 084259

November 2020

CLIENT







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KEY:

- | | |
|---|--|
|  | Existing 30mph speed limit |
|  | Proposed 30mph speed limit (between existing 30mph termination near Wolvercote Roundabout and western side of the A34 flyover, and including stubs as the new junctions up to the terminal signs location) |
|  | Proposed 40mph speed limit (buffer as per RSA recommendation extending 700m west to line up with the 'Welcome to Oxford' tourist sign west of Kingsbridge Brook) |
|  | Existing national speed limit |

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ISSUE/REVISION

0	24/04/2020	PRELIMINARY DESIGN
VR	DATE	DESCRIPTION

PROJECT NUMBER

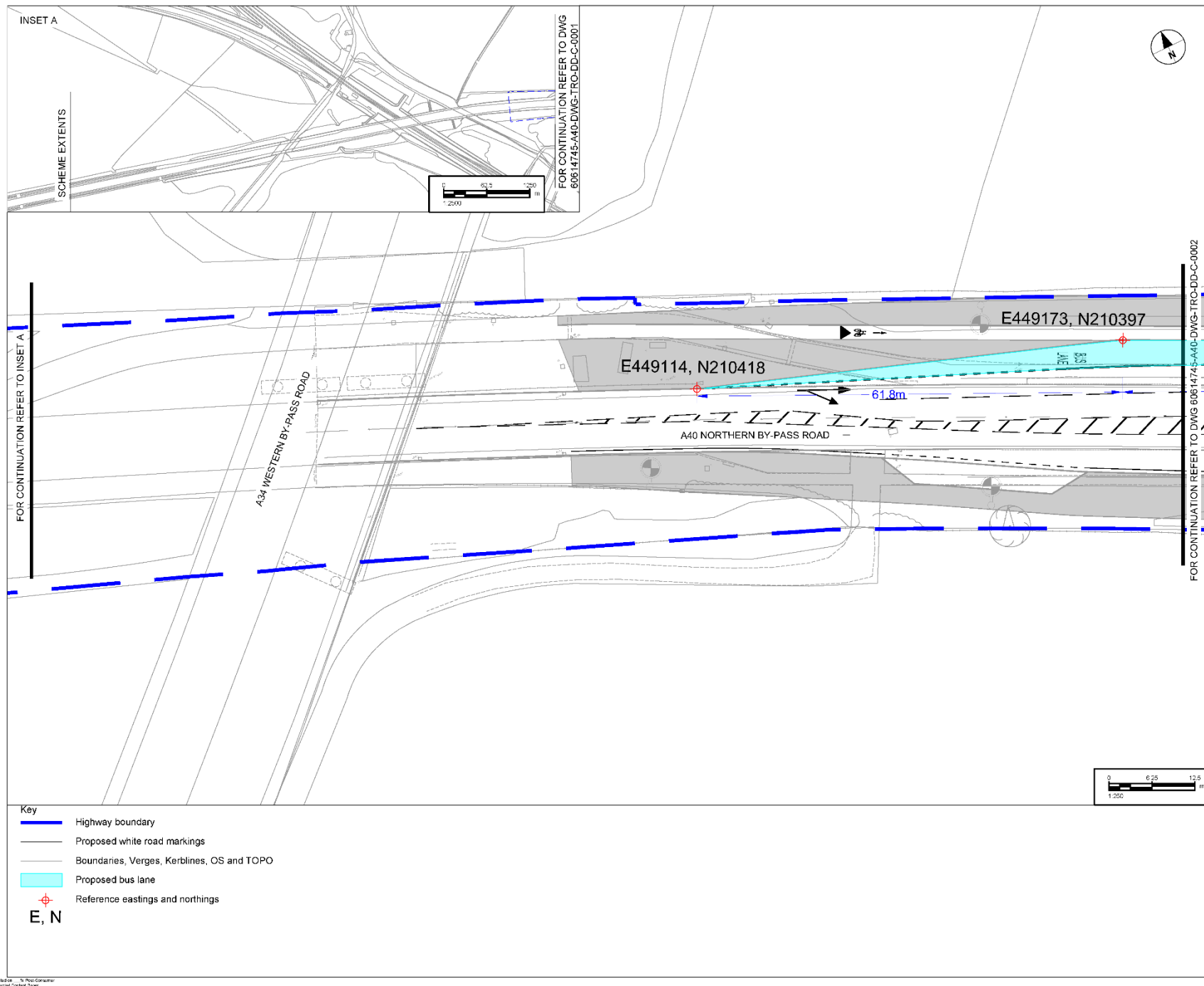
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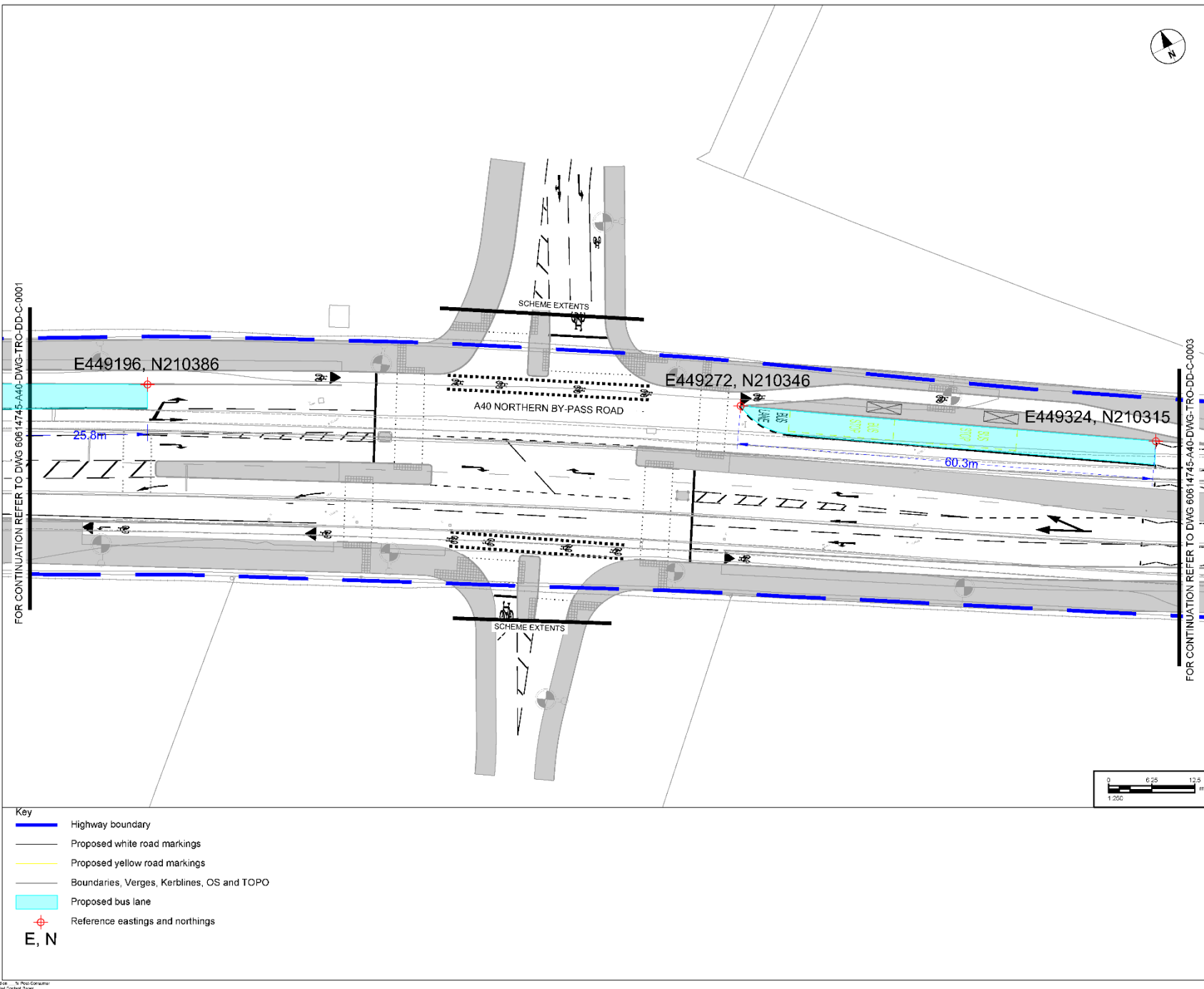
SHEET TITLE

A40 OXFORD NORTH
TRAFFIC REGULATION ORDERS
PROPOSED SPEED LIMITS

SHEET NUMBER

60614745-A40-DWG-20-PD-TRO-0001





ANNEX 3

AECOM

PROJECT
A40 OXFORD NORTH
OX2 8HH

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OXFORDSHIRE COUNTY COUNCIL
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- NOTES**
1. Do not scale from this drawing. Use figured dimensions only. All dimensions are in metres unless otherwise stated.
 2. The highway boundary shown is indicative and was provided by PBA. This was cross referenced with a paper records provided by OGC.
 3. Bus lane TRO for use of buses only. Hours of operation: 24/7

DRAFT

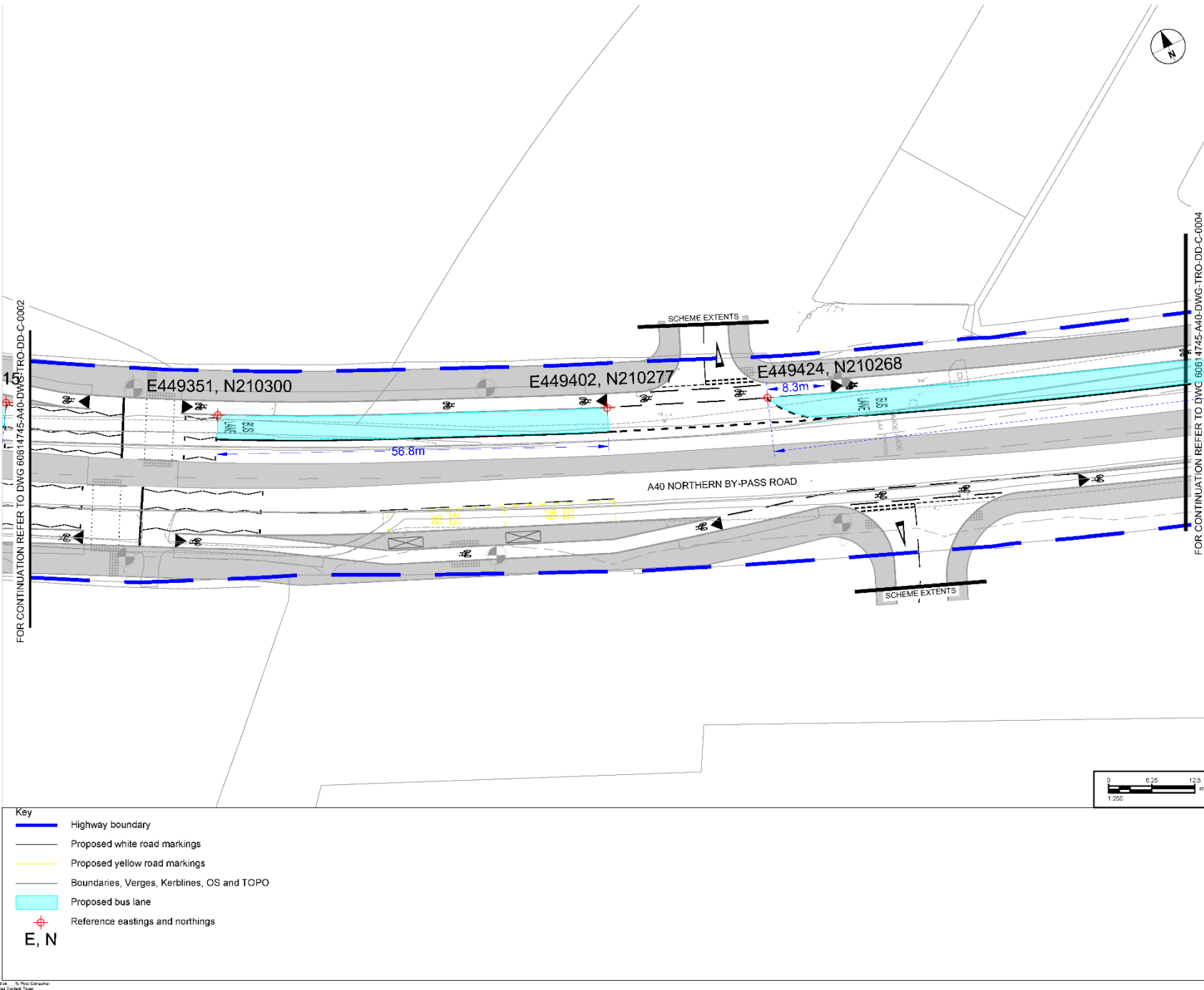
ISSUE/REVISION		
NO	DATE	DESCRIPTION
0	24/07/2018	DETAILED DESIGN



PROJECT NUMBER
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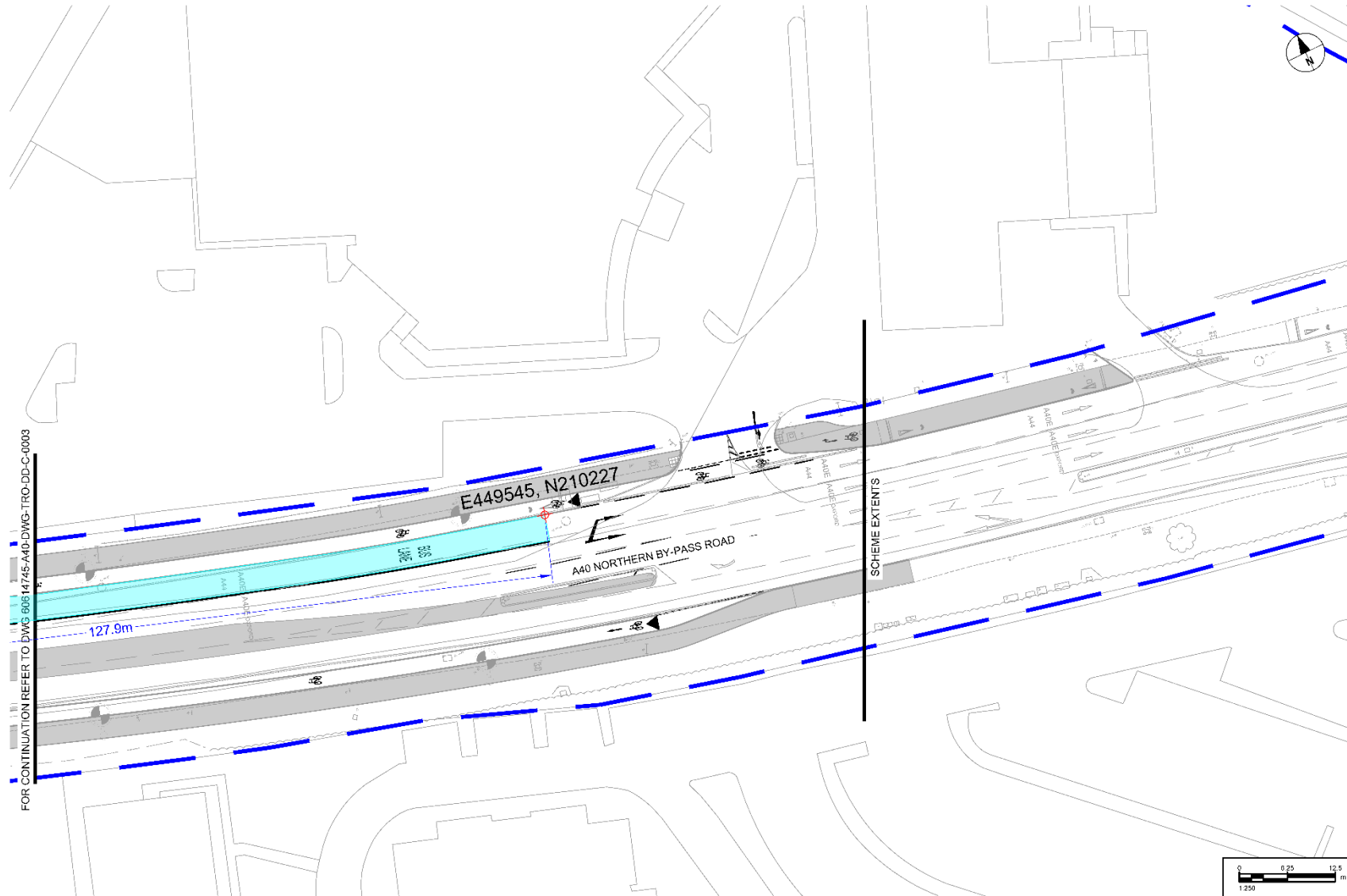
SHEET TITLE
A40 OXFORD NORTH
TRO - BUS LANE
SHEET 2 OF 4

SHEET NUMBER
60614745-A40-DWG-TRO-DD-C-0002

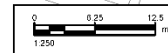


Project Management Initials: Designer: WH Checked: DL Approved: MS SD A1 104mm x 847mm

Last saved by: MAX.HOOD@AECOM.COM 2020-07-24
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- Key**
- Highway boundary
 - Proposed white road markings
 - Boundaries, Verges, Kerblines, OS and TOPO
 - Proposed bus lane
 - Reference eastings and northings
- E, N



ANNEX 5

AECOM

PROJECT

A40 OXFORD NORTH
OX2 8HH

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- The highway boundary shown is indicative and was provided by FBA. This was cross referenced with a paper records provided by OOC.
- Bus lane TRO for use of buses only. Hours of operation: 24/7

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ISSUE/REVISION

IR	DATE	DESCRIPTION
0	24/07/2020	DETAILED DESIGN

KEY PLAN



PROJECT NUMBER

60614745

SHEET TITLE

A40 OXFORD NORTH
TRO - BUS LANE
SHEET 4 OF 4

SHEET NUMBER

60614745-A40-DWG-TRO-DD-C-0004

PROJECT
A40 OXFORD NORTH
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NOTES

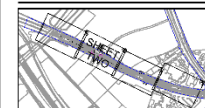
1. Do not scale from this drawing. Use figured dimensions only. All dimensions are in metres unless otherwise stated.
2. The highway boundary shown is indicative and was provided by PBA. This was cross referenced with a paper records provided by OCC.
3. No U-turn manoeuvre to be carried out from either EB and WB stop lines into the opposite flowing carriageway.

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ISSUE/REVISION

0	23/07/2020	DETAILED DESIGN
1/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

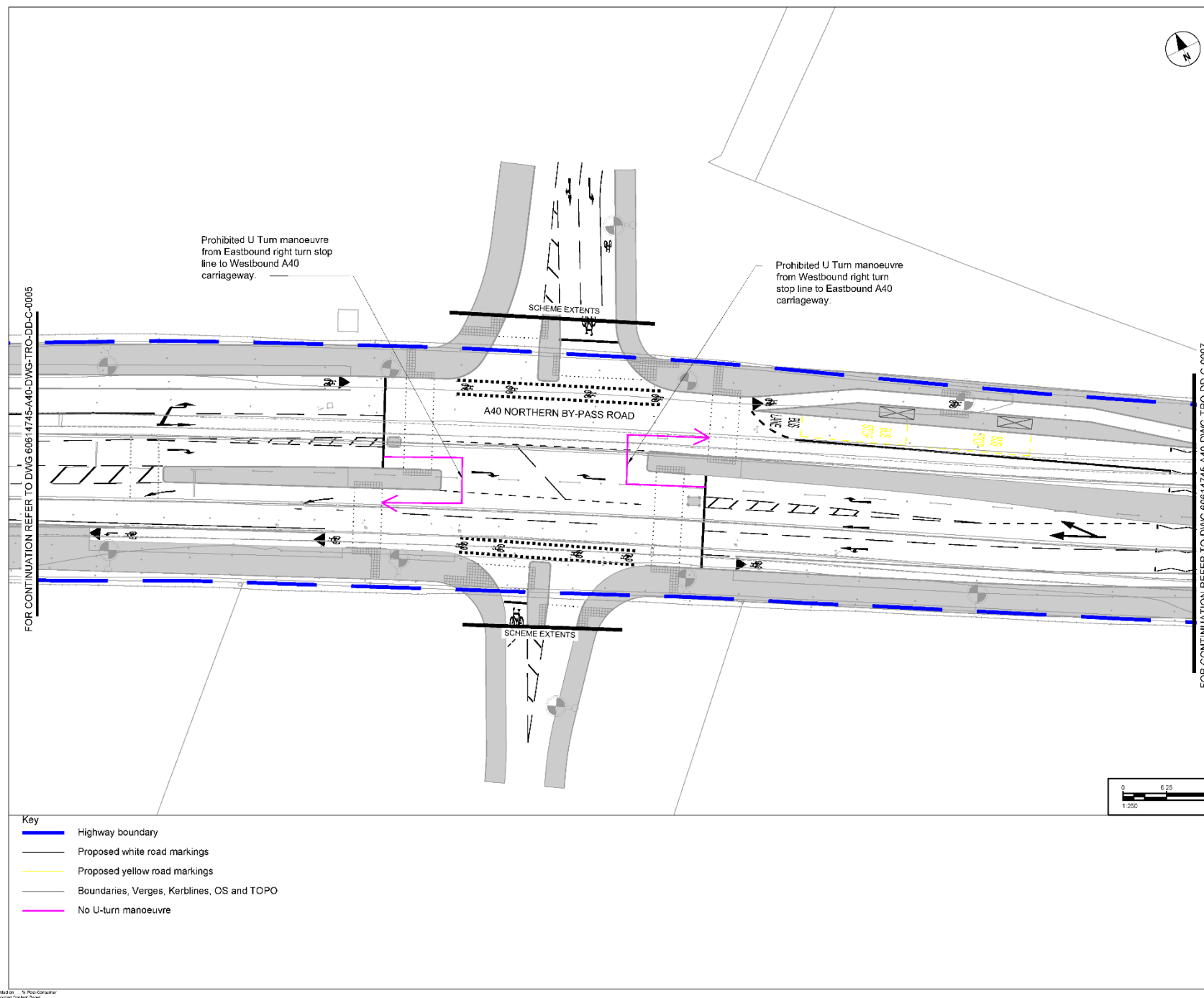
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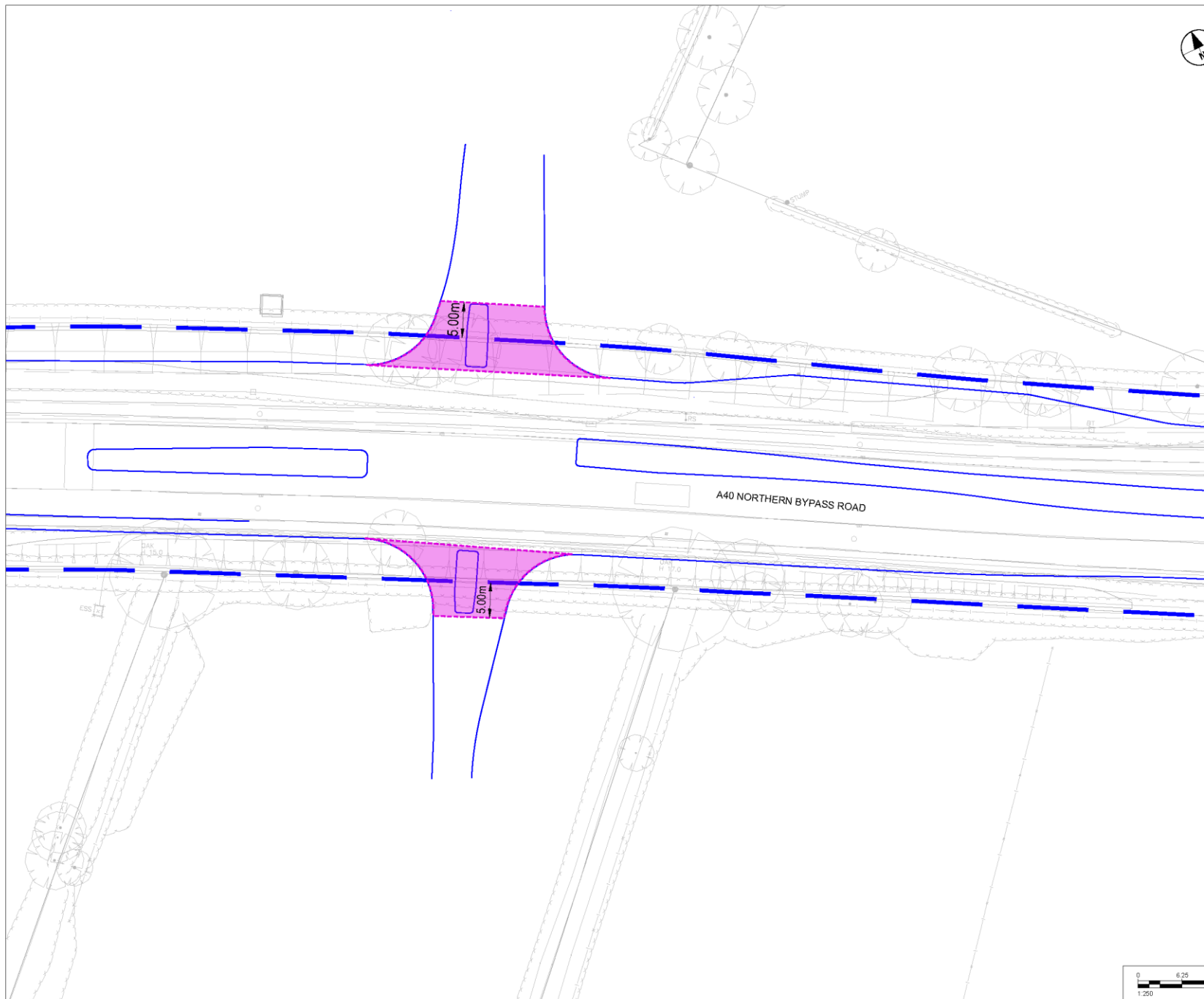
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A40 OXFORD NORTH
TRO - U-TURN
SHEET 2 OF 4

SHEET NUMBER

60614745-A40-DWG-TRO-DD-C-0006





FOR CONTINUATION REFER TO DWG 60614745-A40-DWG-20-PD-TRO-0003

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ISSUE/REVISION		
0	24/04/2020	PRELIMINARY DESIGN
I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER
60614745

SHEET TITLE

A40 OXFORD NORTH
TRAFFIC REGULATION ORDERS
JUNCTION - WEIGHT RESTRICTION

SHEET NUMBER
60614745-A40-DWG-20-PD-TRO-0

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PROJECT
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OX2 8HH

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NOTES

KEY

-  7.5t weight restriction
expect authorised vehicles
-  Proposed kerb line
-  Existing highway boundary



FOR CONTINUATION REFER TO DWG 60614745-A40-DWG-20-PD-TRO-0002

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SHEET NUMBER
60614745-A40-DWG-20-PD-TRO-0003

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – In principle I do not object to these proposals. I would however raise some concerns regarding the future enforcement of these restrictions and add that enforcement should not fall upon Thames Valley Police.</p> <p>In recent years enforcement of Bus Lanes and Environmental Weight Restrictions have always been low in terms of our Policing priorities, and these new restrictions are no different. Our current working environment will always focus where there are clear benefits to Road Safety and Casualty reduction.</p> <p>Both Bus Lane and Weight Restrictions must have technology-based enforcement to make them work, otherwise both of these restrictions will suffer high levels of abuse.</p> <p>I have strong reservations concerning the link road that will connect the A40 and A44 and how any enforcement authority would ever manage this desirable route that's avoids the existing Wolvercote Roundabout.</p> <p>With regards to changing the speed limit, again what control measures are being included to control traffic speeds especially during quiet times. By way of example the A40 at Barton Park is a constant source of complaint for both speeding and 'U' turning. Can I assume that speed monitoring has already taken place and the results support the new measures?</p>
(2) Cherwell District Council, (Development Management)	No objection
(3) Oxford City Council	<i>(waiting for official response)</i>

<p>(4) Local Group/Organisation, (COLTA)</p>	<p>30mph speed limit - Neither/Concerns 40mph speed limit - Object 7.5 tonne weight restrictions - No opinion U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>I represent Oxford's Hackney carriage (black cab) trade. We object to the proposal for excluding our trade from the bus lane proposed between the A34 flyover on the A40 towards the Wolvercote roundabout. Traffic in the area regularly builds up with drivers travelling from west approaching the Wolvercote roundabout. Our taxi trade should be given unrestricted access to the bus lane (as is the case in Oxford) so we can avoid the traffic and operate without hinderance. Where possible, the black cab trade must not be lumped with the regular traffic on the roads. Every effort must be made to remove any obstacles in our paths so we may provide an efficient Taxi service.</p> <p>On a final note. Very rarely will you get a taxi using this bus lane so it will not be congested at all. But to have unrestricted access to the bus lane will help the trade immensely.</p>
<p>(5) Local Group/Organisation, (Oxford)</p>	<p>30mph speed limit - No opinion 40mph speed limit - No opinion 7.5 tonne weight restrictions - No opinion U-Turns prohibitions - No opinion Oxford-bound Bus lane - Object</p> <p>As a Cabbie I am providing a service for the people, businesses and the visitors of Oxford. Therefore I fail to understand why Taxis will not be allowed to use the new proposed Bus lane.</p> <p>Especially the fact that we are already using the Bus Lane from Peartree car park to Wolvercote roundabout; there are a lot of villages in the area that require transport into Oxford- mainly older and wheelchair users. So I don't understand why this would change with these new proposals?</p>
<p>(6) Local Group/Organisation, (Oxford)</p>	<p>30mph speed limit - Support 40mph speed limit - Support 7.5 tonne weight restrictions - Support</p>

	<p>U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>Although I support the provision of a bus lane in principle, it will have the very unfortunate effect of increasing congestion on the eastbound A40 approaching Wolvercote roundabout. Increased amounts of very slow-moving traffic will increase pollution from vehicular traffic in an area which is already above acceptable safe levels,</p> <p>A road taking traffic from the A40 to the A44 and thence to the A34 would be an excellent way of reducing congestion at the Wolvercote roundabout, but despite Government funding of this road, and its inclusion in the Northern Gateway AAP, there appears to be no sign of this being built.</p>
(7) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Support 7.5 tonne weight restrictions - Support U-Turns prohibitions - Neither/Concerns Oxford-bound Bus lane - Object</p> <p>I object to taxis not being allowed to use bus lanes. They are a form of public transport</p>
(8) Online Response, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Object 7.5 tonne weight restrictions - No opinion U-Turns prohibitions - Object Oxford-bound Bus lane - Object</p> <p>I use a taxi to get from (Witney) to Oxford. I use Oxford city licensed taxis. Why are they being excluded from the bus lane?</p>
(9) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Neither/Concerns 7.5 tonne weight restrictions - Support U-Turns prohibitions - Neither/Concerns</p>

	<p>Oxford-bound Bus lane - Support</p> <p>I support bus lane but would also like Oxford issued Licensed Taxis to Be able to use bus lanes too.</p>
(10) Local Resident, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Support 7.5 tonne weight restrictions - Object U-Turns prohibitions - Object Oxford-bound Bus lane - Object</p> <p>You should be dialling the whole a40 and allowing everyone's journey to be pleasant not the grid lock you will create for everyone else</p>
(11) Local Resident, (Oxford)	<p>30mph speed limit - Neither/Concerns 40mph speed limit - Support 7.5 tonne weight restrictions - Neither/Concerns U-Turns prohibitions - Object Oxford-bound Bus lane - Object</p> <p>As resident.</p>
(12) Online Response, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Object 7.5 tonne weight restrictions - Object U-Turns prohibitions - Object Oxford-bound Bus lane - Object</p> <p>Because there is no need whatsoever for these changes.</p>
(13) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Support 7.5 tonne weight restrictions - Neither/Concerns</p>

	<p>U-Turns prohibitions - Object Oxford-bound Bus lane - Support</p> <p>As a black cab driver I need this facility.</p>
(14) Local Resident, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - No opinion 7.5 tonne weight restrictions - No opinion U-Turns prohibitions - No opinion Oxford-bound Bus lane - Object</p> <p>I am objecting this proposal of excluding taxis using this bus lane. We (Hackney Carriage) can use Bus Lane nationwide, the why this stretch of the road is an exception. I could be restricted for private hire cars like in some cities but Hackney carriage should be allowed to use the bus lane. As an effect of proposal, this could increase journey time and also the fare for the normal public while we sit in the traffic despite having the bus lane available next to us.</p>
(15) Local Resident, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Support 7.5 tonne weight restrictions - Support U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>40 mph is quite acceptable and there is already far too much provision for too many buses.</p>
(16) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Support 7.5 tonne weight restrictions - Support U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>I use the A40 cycle lanes, it is my belief that the proposed bus lane is too close to the cycle lane and if my understanding of the drawing is correct merges with it and separated by only a painted line.</p>

	The 4 service roads provide dangerous junctions on a busy traffic road to negotiate for cyclists.
(17) Local Resident, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Object 7.5 tonne weight restrictions - Object U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>Millions have Been spent on the stretch of road and the roundabout to no effect. The county council have no long-term strategy and keep wasting money on incremental changes at great cost and with very little benefit. No one are using busses right now with Covid. So why dedicated bus lane? You need to suspend all plans until the area understand the consequences of the current Covid nightmare and has a clear long term plan. This indicates all you want is to facilitate oxford north development so the council can earn millions in business rates and council tax. No thoughts at all for the residents you are meant to be serving</p>
(18) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Object 7.5 tonne weight restrictions - Support U-Turns prohibitions - Support Oxford-bound Bus lane - Support</p> <p>People, not cars.</p>
(19) Local Resident, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Object 7.5 tonne weight restrictions - Support U-Turns prohibitions - Object Oxford-bound Bus lane - Object</p> <p>Leave as it is including existing speed limits. Allow Taxis to use the bus lane.</p>

(20) Local Resident, (Oxford)	<p>30mph speed limit - Object 40mph speed limit - Object 7.5 tonne weight restrictions - Object U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>I do think U-Turns creates dangerous situations that should be avoided. There is no point with the other restrictions.</p>
(21) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Support 7.5 tonne weight restrictions - Support U-Turns prohibitions - Support Oxford-bound Bus lane - Support</p> <p>Fully support the revised speed limits, but please ensure that the signs are large and include road markings as well. The 50mph limit sign on the A40 westbound approaching Jackson Road and the Cutteslowe roundabout is too small and barely noticeable due to the curve in the road - please improve.</p> <p>A40 East of Wolvercote roundabout 2. Sunderland Avenue (North side) eastern-most junction A40 North Way Right - westwards.</p> <p>This from the traffic management plan.</p> <p>Please also include a left turn prohibition from A40 west of the Wolvercote roundabout into the western-most junction - Blandford Avenue/Sunderland Avenue south side. This to prevent rat running up to the Wolvercote roundabout.</p>
(22) Local Resident, (Oxford)	<p>30mph speed limit - Support 40mph speed limit - Support 7.5 tonne weight restrictions - Support</p>

	<p>U-Turns prohibitions - Support Oxford-bound Bus lane - Support</p> <p>We need to reduce speeds to make them safer for walking and cycling and to reduce the severity of injury when collisions occur.</p> <p>Furthermore, reducing speeds will assist in reducing air pollution through less braking. It will also reduce noise for residents which has a detrimental effect on health.</p>
(23) Local Resident, (Banbury)	<p>30mph speed limit - Object 40mph speed limit - Support 7.5 tonne weight restrictions - Support U-Turns prohibitions - Support Oxford-bound Bus lane - Object</p> <p>Reducing speed on ring road will reduce the traffic flow on peak times. Excluding Taxi's is unfair as taxis are the mode of public transportation. Which pays commercial road tax.</p>
(24) Local Resident, (Eynsham)	<p>30mph speed limit - Support 40mph speed limit - Object 7.5 tonne weight restrictions - Support U-Turns prohibitions - Support Oxford-bound Bus lane - Neither/Concerns</p> <p>I see no reason to extend the 40mph speed limit west of the railway bridge. The A40 west of the railway bridge is straight with no junctions.</p> <p>If speed limits are set artificially low without good reason, this can be counter-productive.</p>

Division(s): Didcot West

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

DIDCOT: LARCH DRIVE & ADJACENT ROADS - PROPOSED 20MPH SPEED LIMIT

Report by the Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 20mph speed limit in Larch Drive and adjacent roads 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 20mph speed limit on Larch Drive and adjacent roads.

Background

4. The above proposals as shown at Annex 1 have been put forward following the instruction to officers by the Cabinet Member for Environment decisions at her meeting on 16 January 2020 (see Agenda item 7 : Proposed 20mph speed limit on Great Western Park (South) to explore funding for this scheme. That has now been obtained from the developers of Great Western Park.

Consultation

5. Formal consultation on the proposal was carried out between 30 September and 30 October 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, South Oxfordshire District Council and local County Councillor.
6. The consultation was carried out in conjunction with additional measures within the Brasenose Road & Slade Road area of Didcot, with the majority of responses specifically concerned with those proposals. The comments included in this report were those that either came from a key-stakeholder or

which specifically objected to or raised concerns with the Larch Drive proposals.

7. Six responses were received. Four objections, one in support & one raising concerns. All comments are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.
8. Three of the objections were received online as part of the joint consultation with the Brasenose Road/Slade Road and whilst they specifically objected to the Larch Drive proposals the comments they supplied were in relation to the other scheme.

Response to objections and other comments

9. Thames Valley Police objected on the grounds that they do not consider that the zone, as proposed, would be self-enforcing in accordance with the Department for Transport advice on 20mph speed limits and zones, taking account also the lack of speed surveys to inform their comments on this proposal.
10. Noting the police response, a 20mph speed limit is considered appropriate and that it accords with Department for Transport guidelines for speed limits in residential areas, also taking account of the alignment and length of the roads included in the proposal.
11. As noted above, three objections were received from members of the public. However, it does appear that these were not from residents of the roads affected by the proposals and no grounds for the objections were given.

Sustainability Implications

12. The proposals would facilitate the use of walking and cycling as sustainable transport modes

Financial and Staff Implications (including Revenue)

13. Funding for the proposed speed limit has been provided by the developers of Great Western Park (south)

Equalities and Inclusion Implications

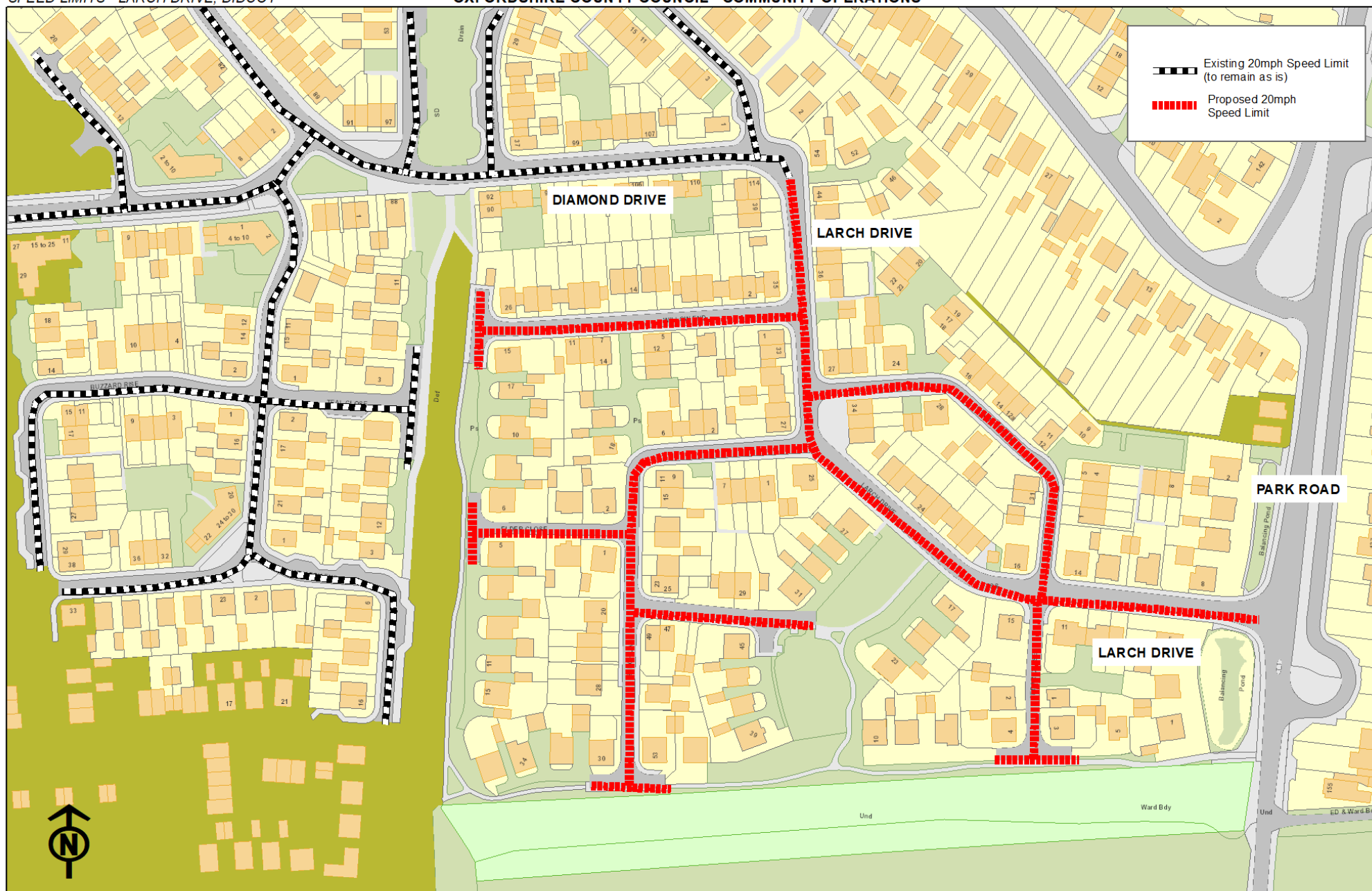
14. No equalities or inclusion implications have been identified.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed 20mph speed limit
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Ryan Moore 07557 082568

November 2020



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - If I can us both areas of Great Western Park as a poor example of a 20 limit. Despite Traffic Calming in place this estate continues to generate complaints from residents of speeding motorists and I imagine the roads subject to this new proposal will be no different. Can I make it perfectly clear that our own policy concurs with DfT advice that 20 limits should be self- enforcing and will not be subject to any targeted enforcement.</p> <p>Where Traffic Calming is NOT included as part of the scheme, I would object to those roads being included.</p>
(2) Didcot Town Council	Support - <i>[online response, comments more focussed on Brasenose Road/Slade Road area proposals]</i>
(3) Local Resident, (Didcot)	Concerns - I am not familiar with Larch Drive but I have concerns regarding traffic calming for that area also but would welcome a 20mph speed limit and I'm sure the residents of Larch Drive would agree.
(4) Local Resident, (Didcot)	Object – <i>[online response, comments more focussed on Brasenose Road/Slade Road area proposals]</i>
(5) Local Resident, (Didcot)	Object - <i>[online response, comments more focussed on Brasenose Road/Slade Road area proposals]</i>
(6) Local Resident, (Didcot)	Object - <i>[online response, comments more focussed on Brasenose Road/Slade Road area proposals]</i>

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Division(s): Didcot West

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

DIDCOT: BRASENOSE ROAD & SLADE ROAD AREA - PROPOSED TRAFFIC CALMING MEASURES & 20MPH SPEED LIMIT

Report by the Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed 20mph speed limit and traffic calming measures in Brasenose Road and Slade Road as advertised.

Executive summary

2. Speed limits and the provision of traffic calming measures 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 traffic calming measures and a 20mph speed limit on Brasenose Road and Slade Road.

Background

4. The above proposals as shown in Annexes 1 & 2 have been put forward as part of the approved residential development at Great Western Park and, if approved, funded by developers.

Consultation

5. Formal consultation on the proposal was carried out between 30 September and 30 October 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, South Oxfordshire District Council and local County Councillor. A letter was also sent directly to approximately 656 properties in the immediate vicinity.

6. 64 responses were received. These are summarised in the table below:

Proposal	Object	Support	Concerns	No Opinion/ objection	Total
Traffic Calming	20 (31%)	30 (47%)	12 (19%)	2 (3%)	64 (100%)
20mph Speed Limit	10 (16%)	46 (72%)	4 (6%)	4 (6%)	64 (100%)

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

Response to objections and other comments

8. Thames Valley Police objected to the proposals. They do not consider that the zone as proposed will be self-enforcing on the roads other than Brasenose Road and Slade Road where traffic calming is proposed in accordance with Department for Transport advice on 20mph speed limits and zones and also taking account of the lack of speed surveys to inform their comments on this proposal.
9. Noting the police response, the layout of the roads without proposed traffic calming measures are considered to be suitable for a 20mph zone taking account of their alignment and length.
10. Didcot Town Council support for the proposals
11. Cycling UK Oxfordshire support the speed limit but expressed concerns over the detailing of the proposed traffic calming measures in respect of the effectiveness of speed cushions and the safety and ease of passage for cyclists including three-wheel pedal cycles and requested consideration of cycle bypasses in accordance with current national advice on the provision for cyclists.
12. Noting the above concerns, the type of calming measures proposed here have been very widely used in Oxfordshire, including on roads with high cycle flows, and have been found to be effective and not to present a difficulty or hazard to cyclists. The scope to adjust the lateral positioning of the cushions will be investigated to provide space as close to the recommended 1.5m spacing as possible.
13. Objections and concerns in respect of the proposed traffic calming measures were received from thirty-one members of the public, all residents of properties adjacent to the proposals. One of the main grounds for specific objection was the perceived difficulty the proposed cushions might cause for vehicle turning to and from driveways close to the cushions and the consequent accident risk; more general grounds for the objections included concerns over the need for and cost of the proposals, with some respondents noting that on-street parking in the area was effective in helping to reduce speeds; other issues raised included increased noise and vibration as vehicles traverse the speed cushions, and over increased engine emissions

as vehicles slowed for the cushions and then accelerated after passing them, resulting in higher levels of pollutants harmful to health and the wider environment, the increased maintenance required to keep the cushions in a good state of repair and the effect on property values . Alternative traffic calming measures were suggested that were considered preferable, including speed cameras.

14. Noting the above, the proposals comprise speed cushions, which will allow vehicles to travel along the road within the speed limit without significantly adjusting their speeds, resulting, therefore, in no increase in vehicle emissions and – from experience of similar schemes elsewhere - minimal if any change in noise.
15. The suggestions for alternative calming measures are noted but would require detailed assessment and funding and its unlikely that that would be available. It should also be noted that speed cameras – one of the alternative measures suggested – are a matter for the police.
16. In respect of the expressed over the difficulties the proposed cushions might cause for vehicle turning to and from driveways close to the cushions, adjustments have been made where considered appropriate to the placement of the cushions to address specific concerns raised, while also noting that speed cushions have been widely used in comparable residential roads with many vehicle accesses, with cushions sited very close to driveways, but with no reported problems.
17. Thirteen objections or concerns over the proposed 20mph speed limit were received from members of the public. Specific reasons cited included the actual need for the limit, with one suggestion being made that it was only required at school journey times
18. Noting the above, 20mph speed limits are commended in national guidance on setting local speed limits as being appropriate in residential areas, as is the case here.
19. The concerns over the cost of the project are noted, but the construction will be funded by the developers of Great Western Park; it is accepted that future maintenance will be the responsibility of the County Council, although a commuted sum for their future maintenance has been obtained from the developer.
20. Expressions of support for the proposed traffic calming were received from 29 members of the public and 44 responses in support of the proposed 20mph speed limit.

Sustainability Implications

21. The proposals would facilitate walking and cycling.

Financial and Staff Implications (including Revenue)

22. Funding for the proposed speed limit has been provided by the developers of Great Western Park.

Equalities and Inclusion Implications

23. No equalities or inclusion implications have been identified.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed 20mph speed limits and traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Ryan Moore 07557 082568

November 2020

Drawing No.

Revision 0

Key

Proposed 20 MPH speed limit

Existing 20 MPH speed limit to remain

Existing 30 MPH speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

PROPOSED 20 MPH SPEED LIMIT

Drawing title

DIDCOT

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 09/20	Date checked	Date approved

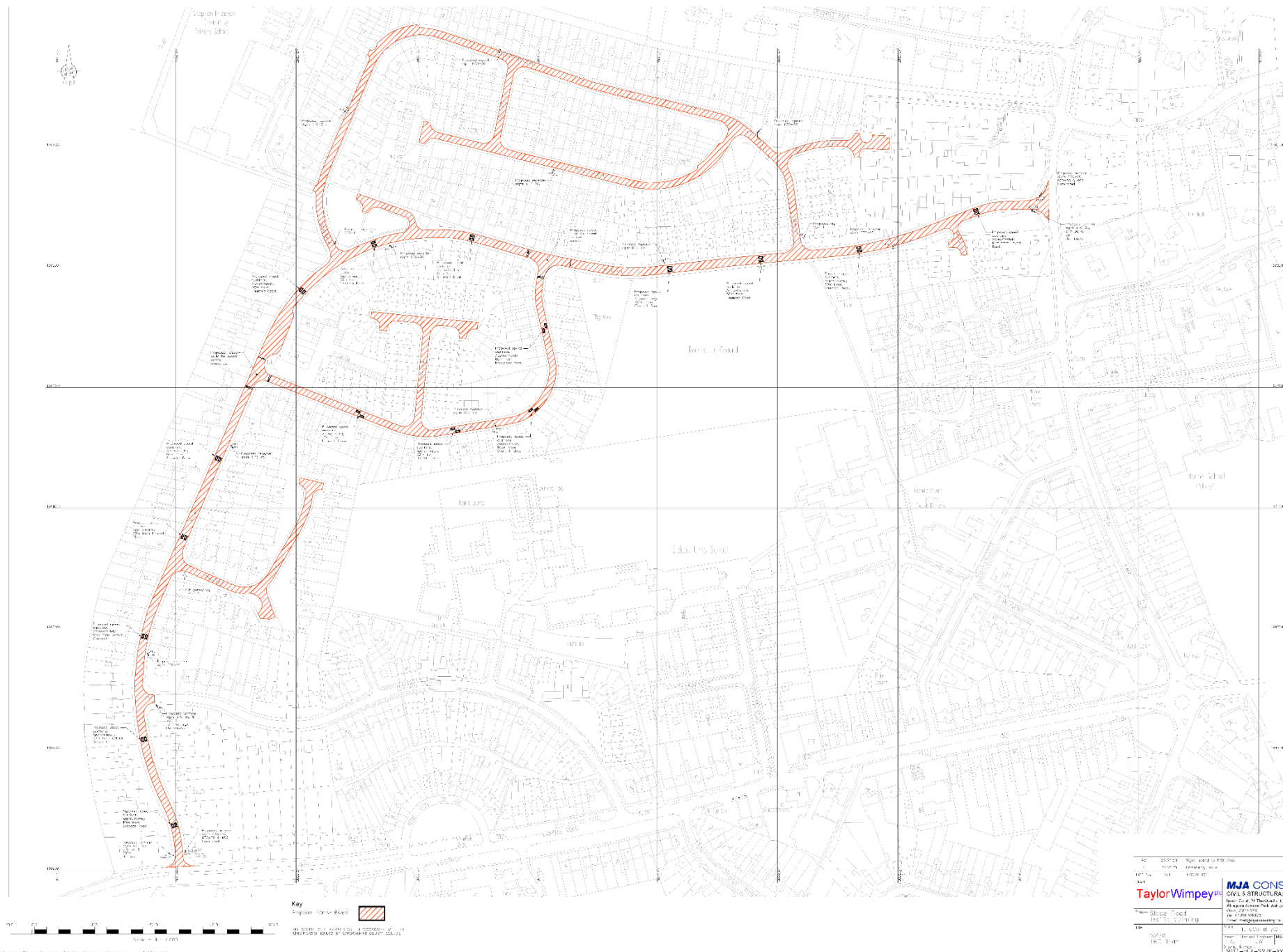
Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

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CMDE8



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Speed Limit – Object Traffic Calming – No objection</p> <p>I have received some speed data taken in 2012 and 2014 which clearly confirms speeds at that time are clearly too high for a 20 limit. I acknowledge that Traffic Calming has been included but does not extend to all roads within the scheme.</p> <p>If I can us both areas of Great Western Park as a poor example of a 20 limit. Despite Traffic Calming in place this state continues to generate complaints from residents of speeding motorists and I imagine the roads subject to this new proposal will be no different. Can I make it perfectly clear that our own policy concurs with DfT advice that 20 limits should be self- enforcing and will not be subject to any targeted enforcement.</p> <p>Let us hope that the level of engineering included is sufficient to reduce current speeds to below 24mph. Where Traffic Calming is NOT included as part of the scheme, I would object to those roads being included.</p>
(2) Didcot Town Council	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Didcot Town Council supports the introduction of traffic calming measures and a reduced speed limit in the Slade Rd/Brasenose Rd area of Didcot. The Council is aware that the roads are used as a short cut from Wantage Rd to Station Rd and believes that the measures suggested will reduce the speed the through traffic can achieve and may reduce the number of drivers using it as a short cut.</p>
(3) Local Resident, (Didcot)	<p>Speed Limit – No opinion Traffic Calming - Object</p>

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	<p>I have lived in Slade Road for many years. I do accept that this road is being used as a cut thru but i believe speed cushions are not the answer as people will just brake hard for a speed hump and then accelerate away from it causing more noise and pollution but the people who drive too fast normally don't care so drive over them as if they weren't there .Would this money and resource be better spent repairing roads in Oxfordshire. As to my knowledge there hasn't been any incidents in these roads apart from oxford crescent where a young boy did sadly die but I am led to believe was not the driver's fault.</p>
<p>(4) Local Resident, (Didcot)</p>	<p>Speed Limit – No opinion Traffic Calming - Object</p> <p>We personally do not want speed cushions along our road for many reasons as specified below and especially outside our property:</p> <p>Increased noise levels which is already an issue/horrendous enough.</p> <p>They cause ground vibrations when vehicles navigate them and send shockwaves to nearby homes. The cumulative effect has been proven to damage nearby properties.</p> <p>They have a negative effect on the environment, increasing pollution as vehicles slow well below the speed limit then accelerate away.</p> <p>They can reduce property values as prospective home buyers might reject home sited near speed cushions/humps.</p> <p>They can cause damage to vehicles and increase the wear & tear on tyres, brakes, suspension and shock absorbers.</p> <p>Additional to the above, it will increase the difficulty already experienced in trying to reverse/drive in/out of our driveway. This is a potential health & safety issue to an already dangerous manoeuvre.</p> <p>This will also lead to parking difficulties for visitors and again potentially increasing and health & safety issue.</p> <p>We also believe that speed cushions are a very poor substitute for active enforcement and believe that there are simpler and more cost-effective solutions that could be implemented instead.</p>

(5) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Concerns</p> <p>I live in Freeman Road and I cannot understand why you want to put a 20 mile an hour speed limit on ALL of these roads. Most of them you cannot reach 20 miles an hour because of the length of them or the twists in the roads and the amount of cars parked both sides of the roads. You have put for safety reasons but we don't have accidents on these roads so the comment doesn't make sense. Most of the day we don't see much traffic on these roads only at the start and end of the days and at school drop off and pick up times. I appreciate that the entrance by the school has problems at the start and end of the school day but that is through appalling parking by the parents or people parking to then walk to the station. If you try to get out of Freeman Road at 8.30 am you cannot see around the cars that park either side and on corners of Freeman/Brasenose (by the school), it needs double yellow lines to stop dangerous parking, a 20mph speed limit will not help at all. I appreciate the traffic calming in Brasenose will help to stop anyone speeding but do you need so many? The raised ends on Churchill Road will help no end. Surely a speed camera would be more beneficial as we have no police in Didcot to enforce the 20mph. You can see this by looking at the cars parked on double yellow lines in Didcot. This seems to me to be wasting council money for no good reason as other less costly ideas are available.</p>
(6) unknown, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>We personally do not want speed cushions along our road for many reasons as specified below and especially outside our property;</p> <p>Increased noise levels which is already an issue/horrendous enough.</p> <p>They cause ground vibrations when vehicles navigate them and send shockwaves to nearby homes. The cumulative effect has been proven to damage nearby properties.</p> <p>They have a negative effect on the environment, increasing pollution as vehicles slow well below the speed limit then accelerate away.</p> <p>They can reduce property values as prospective home buyers might reject home sited near speed cushions/humps.</p>

CMDE8

	<p>They can cause damage to vehicles and increase the wear & tear on tyres, brakes, suspension and shock absorbers.</p> <p>Additional to the above, it will increase the difficulty already experienced in trying to reverse/drive in/out of our driveway. This is a potential health & safety issue to an already dangerous manoeuvre.</p> <p>This will also lead to parking difficulties for visitors and again potentially increasing an health & safety issue.</p> <p>We also believe that speed cushions are a very poor substitute for active enforcement and believe that there are simpler and more cost effective solutions that could be implemented instead.</p>
(7) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>I do not believe that a reduction in the speed limit is required, it is a total waste of money! A better idea would be to enforce the current speed limit and perhaps look at parking issues that are not currently addressed. Perhaps the use of cameras could be used to enforce this if money is an issue.</p>
(8) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>My objection to traffic calming in Slade road is based on the traffic calming in oxford crescent Didcot cars brake hard to slow down for speed hump and then speed up after which increases noise and pollution but also hearing the underside of cars scraping and being damaged is not good as i am a sports car enthusiast this does concern me. Slade road and Brasenose road are used as a cut through at peak times, the biggest problem with the roads are inconsiderate parking and parents picking children up from school but have nowhere safe to park. I have lived in this area for 32 years and I do not think traffic calming is the answer.</p>
(9) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>If drivers speeding down the roads don't observe the 30mph limit what makes you think they will slow down to 20mph, even with bumps? The local residents will be the ones most affected by the proposed measures and are least likely to</p>

CMDE8

	<p>be doing the speeding. It is unfair to put in place measures that will inconvenience the innocent whilst failing to address the cause of the problem.</p> <p>Ambulances and various delivery trucks regularly attend houses in Slade Road. Would you wish to be transported by ambulance over speed bumps?</p> <p>For what must be a similar cost, please install a few speed cameras. These will leave residents unaffected, catch those actually doing the speeding and raise money through fines to help pay for the installations. Surely, it's a no-brainer.</p>
(10) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>The speed limit on Brasenose Road is not tackling the real issue - lack of visibility due to that road being consistently filled with parked cars, when it was not designed for that amount of parking. (to see a road designed for parking next to a park see the roads around Parks Tennis Florence Park in Oxford)</p> <p>I think measures to prevent or reduce parking load during busy hours should be considered instead of lowering the limit. It might also be worth adding some warning signs that children and pets are present. Dedicated Zebra crossings would also help A LOT:</p> <ul style="list-style-type: none"> - One between the sidewalk at Freeman Road towards Brasenose Road - next to the Loyd Recreation Park - One starting on the corner at Churchill and Brasenose road, and going to the opposite side of Brasenose - One that extends from the path between Blackthorn Road and Slade Road, towards the other side of Slade Road <p>There might be one or two more good places for Zebra crossing on the start of Brasenose Road (coming from Slade Road) - e.g. towards the Freeman Primary school.</p> <p>However, if you must lower the speed limit, why not do that during school hours and weekends, instead of a permanent 20 MPH limit? A similar thing is already done on B4493 with flashing lights, which Brasenose Road connects to.</p> <p>I've never seen Slade Road be as busy as Brasenose Road, so I cannot see why a 20 is considered. If, anything, it might also have an over-parking issue.</p>

	<p>As mentioned already, during busy hours Brasenose road is filled with parked cars. Adding traffic calming measures seems like a waste, considering that it's impossible for two cars to pass each other without one of them stopping.</p> <p>However, if you must put some speed cushions on Brasenose Road: - Gradient of 1:8 seems like the terrible cushions in Abingdon, please consider using 1:12 perhaps</p> <p>Similar comment to the speed limit, I don't see a reason as Slade Road does not get as busy.</p> <p>There is NO reason for cushions on or raised tables towards Churchill Road. Getting into Churchill Road already takes a turn off Slade or Brasenose road, reducing the speed of the cars. The shape of the road and the parked cars are enough to make it impossible to go fast. I don't see a need to spend the money and time adding those. There are also barely any cars passing here throughout the day.</p>
(11) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>This is an unnecessary waste of money and will simply make the road noisier and polluting than it is, as traffic has to slow down and speed up multiple times. The road has a significant number of vehicles parked along it during the 'busy' school access periods, which actually has the effect to slow traffic down naturally. Visibility is mostly good, so pedestrians can easily see traffic approaching so why reduce the limit from the national town limit? The people who speed along the road in large SUV will continue to do so despite these measures as they are cushioned from it. More random speed traps would be a better solution, for that issue. These ramps will also cause more problems for people parking on the road.</p>
(12) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>The letter explains that the aim of the scheme is to reduce the speed of traffic travelling through the established residential area.</p> <p>Laudable as the letter tries to make this sound, I believe it is the wrong reason to implement a speed limit in the area for its own sake; rather setting a speed limit should serve the higher purpose of increasing safety.</p>

	<p>This implies that there currently is a safety issue. If such is the case, then no doubt this can be backed up with the relevant evidence. To my best knowledge, there is currently no safety issue in this area - there is no mention of a single accident in the area affected.</p> <p>Due to the unique loop-like architecture of the area and the amount of double parking going on around it, it's quite impossible to speed at present. To the best of my knowledge, however, no measurements have been carried out in the area to assess this over the past year. (I'd be quite happy to be set straight on this if you have better information, but it may ultimately be immaterial since the existing speed limit doesn't appear to translate to accidents). Since the safety argument doesn't seem to hold water, the only result to be expected from lowering the speed limit is introducing a long-term, minor annoyance to a neighbourhood's worth of people, while spending money in an attempt to solve a problem that is merely hypothetical.</p> <p>The relevant facts available to me suggest that there is no need for this change. It also suggests relevant measurements suggesting otherwise have not been carried out. At best the suggested speed limit change is premature, as the data backing it up have not yet been collected; at worst, it's solving a problem that doesn't exist at the cost of the local population. In the spirit of fact-based government, this would be a poor use of public funds and I find this objectionable.</p>
(13) Local Resident, (Didcot)	<p>Speed Limit - Object Traffic Calming - Object</p> <p>As a long-term resident, I oppose the proposal and a blanket 20mph speed limit on the Brasenose estate and I'm definitely against traffic calming measures. I would go as far to say that the implementation would drive me to move from the area I've not only grown up in but also gone on to raise a family in.</p> <p>However, I also fully understand the need to do something as the building of the Great Western Park development etc. has had the unfortunate knock on effect of making Slade and Brasenose Roads a rat-run for motorists (especially during the long running roadworks on Wantage Road. The rat-run fast traffic, coupled with the school time parking on the bend of Brasenose Road and the recent sport players parking by the park, equates to danger for pedestrians and other road users.</p> <p>Those who speed through our estate, in the main do not live on our estate. Therefore, any measures that are installed would push the rat-runners to find another route, leaving us law abiding residents to bounce over traffic calming for</p>

	<p>eternity. Plus, after many years of bouncing along the uneven roads of the estate, we have only just finally got a smooth surface to enjoy, the council now want to ruin it for us again!</p> <p>It is known from other areas where a reduced speed limit has been implemented, that those motorists that already ignore 30mph limits would definitely ignore a 20mph limit and would even overtake compliant motorists. In fact, it would be hard to find more that 20% of motorists who would adhere to the limit (for example, the majority of motorists already ignore the 50mph on the new Harwell by-pass, the ridiculous new 40mph limit on Milton Road - where I've been overtaken by an articulated HGV and the recent reduction to a 20mph limit in Milton Park - again, widely ignored). The common factor is the total lack of enforcement (there's very little risk of getting caught). Therefore, I would suggest a counter proposal that would have less impact on the compliant motorists, save money for the council (in fact, it may even pay for itself and make profit) and would penalise those who choose to speed and endanger life.</p> <p>I propose the installation of average speed cameras in strategic locations (Oxford Crescent to Churchill Road west end and then another set from Churchill Road east end to the junction with the B4493 Foxhall Road). Once fines have been issued, this will have the desired effect of slowing traffic as it will hit motorists in the wallet. Average cameras have been proven on Smart Motorways and (by utilising lamp posts for example) should lend themselves to be very useful tools to manage speed in urban areas.</p> <p>Didcot has become a motorists dream where they can speed and park with impunity and as they cannot be trusted to act responsibly, legally or even to have respect for other road users or pedestrians, it's time to start catching and fining them rather than penalising all road users.</p>
(14) Local Resident, (Didcot)	<p>Speed Limit - Concerns Traffic Calming - Concerns</p> <p>The measures do not extend to Oxford Crescent where an existing 20mph speed limit has proved ineffective. Both commercial and private vehicles daily exceed 30mph at times and ignore any signage. This is a school route which already has one young fatality and is risky to emerge for residents. Further physical traffic calming features are needed including its junction with the new scheme.</p>
(15) Local Resident, (Didcot)	<p>Speed Limit - Concerns Traffic Calming - Concerns</p>

	<p>I believe that the issue of parking for people using Brasenose park is a major contributor to the hazards along Brasenose Road and I must urge your team to address this as part of the proposed improvements. This problem is worst on evenings and weekends because the park is used for football clubs, and there is no space on the park for the 20-40 additional vehicles parking curb-side during these times. There is also a constant need for parking because the gates to the little car park are locked when the football finishes, but many people bring their children or dogs to the park by car. If your team is unable to visit to see this, please let me know and I will send video/photo evidence.</p> <p>Solution:</p> <p>The roadway from the Smiths Farm Lane junction heading westward is wide enough for 3 vehicles. I believe that it will make the road much safer if the south side was designated and MARKED as parking against the curb on the park side, in addition to two lanes for moving traffic with a marked centre line, and double-yellow on the whole of the opposite north side of the road.</p> <p>This will maximise the space available for parking, improve visibility, prevent jams, discourage "slalom driving", and ensure that children do not have to cross the road to get to their parents' cars.</p> <p>What I propose is the double yellow all the way up the side that has houses. These houses all have sufficient garages and driveways for 2-3 cars on their own property, so should not require on-street provision.</p> <p>As this proposal would affect the alignment of at least 4 pairs of speed cushions, I wanted it considered before those are placed please.</p> <p>There is also the opportunity to place raised pedestrian crossings, preferably zebra crossings with sufficient illumination, at 4 places used regularly by many children and elderly residents. These are the start of Slade Road about 10m in from Wantage Road Junction (in conjunction with the new cycle path infrastructure along Wantage Road), on Slade/Brasenose Road just west of the western Freeman Road Junction (linking the shops to the primary school), on Brasenose road about 20m east of the Churchill Road northern junction (park exit) and on Brasenose Road just east of the eastern Freeman Road Junction (park exit). Due to the number of schools in this area, shops, park gates, pathways etc, these points are very high risk.</p> <p>Again, this would affect some of the cushions, and in some instances it may be sensible to replace the nearest pair of proposed cushions with the raised crossing.</p> <p>Lastly, I must appeal for better road markings please - especially double yellow lines in all the intersections. We struggle with cars parking on or too close to the corners, or with T-junctions cars often park directly opposite the side</p>
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	roads, making turning in and out of junctions hazardous.
(16) Local Resident, (Didcot)	<p>Speed Limit - Concerns Traffic Calming - Object</p> <p>I live on Slade Road putting in the calming measures will be damaging my vehicles suspension and is unnecessary I don't notice that there are many speeding vehicles yes there are a few but everyone gets that everywhere does that mean we need to put in speed bumps on every road NO but lowering the speed limit works. Would the Council lower the Council tax in the areas that live on these road to compensate for the extra wear caused to everyone's vehicles.</p>
(17) Local Resident, (Didcot)	<p>Speed Limit - Concerns Traffic Calming - Object</p> <p>The 20mph speed limit seems to indicate that at school times such a speed is possible. This is most unwise as it will encourage drivers to assume that they can proceed far faster than at present. The area is noted for being difficult to negotiate due to parked vehicles and most vehicles proceed with great caution as they have to. Indeed along most of the length of road the speeds are reduced due to the parking.</p> <p>Most vehicles appear to proceed below 20 mph due to the number of parked vehicles and frequent side entrances.</p> <p>The traffic calming measures proposed seem to be using a sledgehammer to crack a nut! I have noticed few incidents along here and the sight of youths doing wheelies in the middle of the road seems to indicate no one perceives an issue.</p> <p>It would surely be a better idea to cut the number of HGV along the road by simply installing a bus gate (similar to the ones at Orchard Centre) at the junction of Slade Road and Brasenose Road. This would have the advantage of reducing the number of cars and lorries using the combined roads as shortcut avoiding the problems of the Wantage Road.</p> <p>Finally I note that no figures are given for the number of accidents along the road now is there any indication of speed measurements. Providing these to the public would go some way towards reducing the perception that the Council is</p>

	not spending money wisely with this scheme.
(18) Local Resident, (Didcot)	<p>Speed Limit - No opinion Traffic Calming - Object</p> <p>I object for the following reasons:</p> <ol style="list-style-type: none"> 1) The extra noise caused to residents by cars braking and then accelerating. 2) The detrimental effect on the environment by increased CO2 emissions as cars accelerate after each speed cushions. 3) These are residential roads with many parked cars making speeding quite difficult in normal circumstances. 4) Cyclists may have to pull out onto the speed cushions to get round parked cars which could be dangerous. 5) No evidence has been provided that any residents requested this. We have lived on Slade Road for 20 years and speeding has not been a problem. 6) This is an unnecessary and (subject to my remarks in 4 above) unwanted. 7) The money would be better spent on mending potholes, improving the safety of cyclists in particular.
(19) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>Action to reduce traffic using Slade Road as a short cut to Foxhall Road has been long overdue, plus reducing the speed measures along this residential road.</p> <p>I agree with the 20mph speed limit but the speed cushions create noise pollution and environmental pollution as drivers brake, slow down, bump over the cushion, then accelerate to the next one to repeat the process.</p> <p>At a time where funds are limited for councils it makes sense to introduce the 20mph first, measure the effects/success then install the cushions if the desired effect is not achieved .. Of which I'm sure it will.</p> <p>Slower speed limits calms traffic, humps, islands, cushions create more noise, more pollution and congestion. Please apply some common sense and introduce the 20mph first and monitor its effects. Don't waste our money.</p>

(20) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>I don't think speed bumps or speed cushions would be good for the roads being affected. 20mph would be my choice.</p>
(21) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>I live on Slade Road and I feel the speed bumps will cause more traffic noise and disruption to the road. I feel that a lot of people use Slade Road as a cut through and the speed bumps will not slow traffic down at all</p>
(22) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>As a resident living on Slade rd I fully support the proposed new speed limit of 20mph and the instalment of repeater signs along the road as I along with others, believe that all residential roads such as Slade Road for example should be and would benefit from a 20mph speed limit. I do however object to the proposal of speed bumps for a few good reasons. Speed restricting bumps will only cause more noise from vehicles not only going over them but from engine noise from accelerating away from them and the enviromental impact this would also create. I am not familiar with Larch Drive but I have the same concerns for that area also but would welcome a 20mph speed limit as I'm sure the residents of Larch Drive would agree.</p>
(23) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>I have had experience of traffic calming on roads for 20 years including time in the Police Service and as a local resident. Speed humps can be more comfortably crossed at excess speed. The humps deteriorate and damage tyres whilst parking nearby forces crossing the humps in a way that is likely to damage suspension. The best example of these issues is Hayden Road. In my view the LA could reduce traffic by making the road access only to stop the rat run as well as being made safer by making the bend by Brasenose Road shops No Parking. An additional help would be to increase the size of the car park in the park and make one side of the road passing the park No Parking to</p>

	improve safety when this popular park is in use for sporting events and when pupils from the Girls' school are being collected by parents.
(24) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>Please note we completely object to road humps being installed anywhere along Slade Road. May we please ask why cushions are being considered when:</p> <ol style="list-style-type: none"> 1) They are expensive to install and maintain, not to mention unsightly and cause other problems 2) Speed bumps / cushions are bad for the environment 3) They cause increased noise (acceleration / deceleration between bumps and noise of vehicles crossing bump) <p>Would it not be better to put up 20mph signage, in the first instance, and monitor if this? Perhaps signage at the top of Slade Road and Brasenose road saying 'access only' could be an option?</p> <p><i>[note: dropped kerb at property will need to be taken into consideration if implemented – possible use of staggered cushions]</i></p>
(25) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Object</p> <p>The cost of speed cushions to Slade Road/Brasenose Road (12adjacent pairs) The cost of speed cushions to Churchill Road (4 staggered pairs) Far too expensive!!!! Surely one speed camera placed in the right position would be more beneficial - if people exceed the limit - they pay a fine!!!</p> <p>Raised Tables - with ramps - cost not too great - and does slow vehicles down. Have lived here for nine years and drive so know the roads quite well.</p>
(26) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p>

	<p>while I am agreement with your proposal as a motorcyclist I am concerned as to the height of the speed bumps as a potential danger so could this be looked into.</p> <p>As a resident of Freeman road near the bend adjacent to the junction with Brasenose opposite the Playing fields surly this should be included in the 20 MPH limit as this road will be used to as a 'Rat Run' for some motorist to avoid the speed bumps. At the far end of Freeman road is a school entrance, has your survey considered this? Also may I suggest that you send someone to look at the potential dangers of cars parking on pavements to cyclist and pedestrians on some Saturday and Sunday mornings during the football season practice and matches.</p>
(27) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I have no issue with reducing the speed limit but as a long-term resident I observe most of the “fast traffic” is “through traffic” which is cutting the corner between Wantage Road and Foxhall Road. Residents traffic and school traffic is typically respectful of a residential area. Could not an “access only” restriction, with occasional enforcement checks, be a better proposition?</p> <p>I do however have concerns over the proposed humps. They will have significant cost to install AND MAINTAIN, creating an ongoing drain on limited resources. Having previously lived in The High Peak, directly on a Road with humps, I observed</p> <ul style="list-style-type: none"> - significant potholes and failure of the ramps around the humps, requiring what appeared to be significant annual repairs - “Boy racers” with their lowered cars creeping over each hump and then accelerating hard to the next hump causing significant ongoing nuisance problems of noise and additional pollution, entirely because of the existence of humps. <p>I hope you find this feedback useful. On the grounds on ongoing additional maintenance costs and environmental nuisance (noise and additional exhaust emissions), I respectfully request you consider a 20mph speed limit only, perhaps augmented with “access only” restrictions.</p>
(28) Resident, (Harwell)	<p>Speed Limit - Support Traffic Calming - Concerns</p>

	<p>Speed cushions direct cyclists into the gutter and pose issues for cycle trailers. This route is popular to/from Didcot station as a way of avoiding Foxhall roundabout. A better solution would be to replace the cushions with sinusoidal ramps. The concerns regarding this style of calming are recognised in LTN 1/20, sec 7.6.8:</p> <p>"Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles."</p>
(29) Local Group/Organisation, (Cycling UK Oxfordshire)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>We support the 20mph speed limits. Speed reduction has a proven benefit on people's safety and creating places that are more pleasant to be in. Our only concern would be that the 20mph limit is frequently exceeded.</p> <p>We support traffic calming in principle, but are concerned that the cushions proposed will be insufficient. Speed cushions of the proposed design have 3 problems: they do not effectively slow traffic (particularly larger vehicles including increasingly common SUVs which are more dangerous in a collision with vulnerable road users), they push people cycling towards the gutter - an unsafe road position for several reasons, and they can destabilise a three-wheeled cycle. As a result, LTN 1/20 recommends humps with a 1.5m cycle bypass:</p> <p>7.6.7 A separate cycle bypass allows the hump to be avoided altogether (with 1.5m spacing between any kerbs). Where cyclists have no choice but to travel over humps, care should be taken to ensure that the transition from road to hump has no upstand.</p> <p>7.6.8 Speed cushions are a form of road hump and are therefore subject to The Highways (Road Hump) Regulations 1999. The dimensions allow wide tracked vehicles such as buses, ambulances and HGVs to straddle them. Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles.</p> <p>A more effective scheme would include (1) tightening the geometry and narrowing the width with signs, trees or planters at the entries to give a sense that you are entering a residential area and people, not driving fast is most important. (2) humps with bypasses as per LTN 1/20.</p>

(30) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am in support of the traffic calming idea but I do have a concern that this will increase the congestion from parked cars when the park is in use such as when football is being played or the girl school buses are parked when dropping off/ picking up. This is already very congested during these times.</p> <p>Would it not be a good idea at the same time to also create some dedicated parking bays which would remove the on road parking.</p> <p>This could be carried out by; 1) New footpath which runs inside the park fence line 2) Digging up current footpath and turn this into dedicated parking bays allowing for traffic to run freely.</p>
(31) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am concerned that to avoid some of the speed bumps on Brasenose Road Freeman road will be used as a rat run . Given that this is due to the increased traffic using the estate as a short cut to go hall road is it not time a roundabout was installed at either end of this link? It is becoming increasingly difficult to leave the Slade Road junction onto the wantage road and onto fox hall road</p>
(32) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>We live in Slade Close so are not so directly affected by speeding traffic but can hear it racing past from our house. Churchill Road is pretty quiet as far as I can tell, parked cars make it difficult to speed. I am not so keen on raised cushions or tables, larger vehicles can straddle cushions and I don't think they are that effective. I would rather see 20mph signs and cameras which are less intrusive. My daughter lives in supported living in Slade Road and I am told by the staff that cars come steaming pass in the night and disturb the residents. I have not noticed such a problem during the day, there are usually sufficient parked vehicles to slow the traffic. Having said all that if cushions and tables are the only option I would support the proposal.</p>

(33) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am a resident in the Brasenose area and am frequently concerned about the speed I see/encounter some driving through, certainly above 30mph. I do support the 20mph speed limit and I'm very curious to see the effect it has, even if it reduced the average speed to close to under 30mph I think it'd be a big win. I would like to suggest there is time to see this effect BEFORE looking at the more drastic action that I have concerns about - the speed cushions. For smaller cars these can be particularly uncomfortable to drive over and I'd think with the long length proposed this would be worse(?) In other places that I've driven over speed cushions I've noticed some drivers of larger vehicles not seeming to slow down for them anyway (as I guess they feel less of an impact), so not sure they are the answer.</p> <p>In summary - why not put the 20mph limit in first and study the effect it has before implementing more drastic measures?</p>
(34) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>There has been an increase of traffic on Slade/Brasenose Road and I know a lot of this is drivers cutting the corner out instead of driving down to the roundabout by the Mulberry. The speed of the traffic has increased considerably at all times of day or night. We recently lost one of our cats due to being hit by a car outside our house. With the proposed changes we will be able to enter and leave our property safely both by car and foot. We will be able to cross the road safely and these new restrictions might deter drivers from using it as a thoroughfare, or "rat run".</p>
(35) Local Group/Organisation, (Harwell Campus Bicycle Users Group (HarBUG))	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We believe that slowing the traffic down will make it safer to cycle along the routes and encourage more sustainable modes of transport.</p>

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	<p>Could a raised junction be added to where there is a link from Great Western Park (Blackthorn Road) to Slade Road (near Churchill Road junction) to allow better integration with new housing.</p>
<p>(36) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Because there are several schools in the area.</p>
<p>(37) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I support the proposal as long as, the width of each pad is WIDE enough to not allow CARS to straddle the pad, which as "we all know is possible" in some places in Didcot thereby NOT causing a slowing down of the car.</p>
<p>(38) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am supporting this proposal as I live on Freeman Road and am fully aware of how fast some traffic travels up and down the road with no thought to it being a residential area.</p> <p>There are lots of young children who live on all the roads mentioned in the consultation plus a school. These proposals would seriously slow down all traffic and make a safer environment for all residents in this area of Didcot.</p>
<p>(39) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>My husband & myself are quite content with the proposals, we live on Brasenose Road.</p>

(40) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Concerns</p> <p>I am broadly in favour of schemes that make our roads safer for the residents and other users. It concerns me that “speed cushions” in pairs and staggered are being considered rather than speed humps that span the entire width of road. A number of vehicles are able to straddle “speed cushions” thus resulting in drivers being nonchalant about them.</p>
(41) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am in agreement with the measures suggested in your letter of 29/9/2020. However, I am far more concerned about the parking situation in Brasenose Rd. on Saturdays when football is being played in the recreation ground. Cones are placed alongside the park presumably to limit parking to one side. However, these only cover the area between Morrells Close and around number 68. After that there is likely to be parking on both sides of the road right up to Freeman Rd. or beyond. This is especially dangerous as this section of the road includes the children's playground.</p> <p>People with large cars or vans park on the pavement in order to leave space for traffic to pass between the parked cars. Last week I saw a young woman with a buggy and another small child at her side, trying to squeeze between a van on the pavement and a garden wall. Her alternative would have been to walk in the road between the parked cars.</p>
(42) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am in favour of the traffic calming measures that you are proposing.</p>
(43) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I would like to support this proposal. I think this is a great idea and welcome it gladly. It has become a cut through race track.</p>

	<p>I would like to comment that the Didcot Girls Buses now drop off and pick up on Brasenose road. This is very dangerous and I don't think any thought went into this.</p> <p>For a long time parents have used Brasenose road to park and collect their children safely. Now the buses are along here it has become very dangerous and school children are having to walk out from behind buses and I have seen lots of near misses with traffic and children. It's easier to see round a car than a bus.</p> <p>Secondly on the weekends the park is used for football with cars being parked quite often both side of the road the length of Brasenose and surrounding streets causing traffic chaos at times. Although slowing traffic down which is safer for pedestrians but creating heightened agitation for car drivers.</p> <p>I feel the above two issue also need tackling to make the roads safer for all users especially children crossing to go to the local schools and park. I don't think the proposed traffic measures will make these two issues better. It might possibly hinder measures that are proposed.</p> <p>I am more than happy to be contacted by email or on my mobile to discuss this further and welcome your feedback.</p>
(44) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Being a resident of Slade Road I welcome these proposals, as the volume of traffic using both Slade and Brasenose roads has increased a considerable amount over the last few years being used as a cut through from Wantage Road and Foxhall Road, with some vehicles/Motorbikes travelling at above the speed limit.</p> <p>However, I am surprised that no provision has been made for a Pelican/Zebra Crossing near the Junction of Freeman Road, Brasenose Road and Slade Road given that there is a School close to that junction/Bend and a parade of shops on the opposite side. Although the calming measures should have the desired effect, having a crossing there would also make it safer for children, parents and the general public to cross from one side to the other, also that can be a blind bend from both directions.</p> <p>One other point, we lived in Haydon Road for over 25 years, so before and after calming measures were introduced, they were Speed Cushions with no change to the speed limit. Initially they seemed to have the desired effect to slow the traffic down, as Haydon Rd could be used as a fast road, but Motor Bikes, Cyclists would drive between the speed bumps and some Vehicles would straddle them thus making them redundant and not having the effect they were</p>

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	<p>intended for. Wouldn't it be a better solution and have more effect to have Speed Bumps that go completely across the road from one side to the other, thus slowing all road users down.</p> <p>I do understand that on both my points it could be a cost issue or not practical, but thank you for letting me voice my comments and just hope that the planned proposals do have an effect on the traffic using the roads in this immediate area.</p>
(45) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Totally in favour of the proposals for 20mph speed limit and traffic calming. The speed at which some vehicles travel is frightening especially when there are parked cars at school drop off times and when sports events are taking place on the recreation ground. In my opinion these measures are long overdue and would be welcomed wholeheartedly.</p>
(46) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am pleased to see that this scheme is now going to be implemented at long last. I recall that the Great Western Park 'Roads Consent' document of 2011 promised these (and other) measures to cater for the inhibition of 'rat runs' around the area. Hopefully speeds on Slade Road, Brasenose Road and Churchill Road will now decrease.</p>
(47) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Thoroughly in favour of the proposed Traffic calming – the sooner the better.</p>
(48) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We support this scheme completely as we have seen a considerable increase in the number, speed & size of the vehicles using the roads for access. If left unchecked, the risk of an accident near the School & Park area are very</p>

	high & the access & egress from our own drive has become difficult.
(49) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I voice my support for the proposal to introduce traffic calming measures and a speed reduction for Brasenose Road and the surrounding roads to 20mph.</p> <p>Brasenose Road provides a cut-through / rat-run between the new estate at Great Western Park and access to Didcot town centre and the train station.</p> <p>The cut through along Brasenose Road is utilised by an ever-increasing quantity of vehicles which regularly speed along Brasenose Road in excess of 50mph. This cut through allows those with a propensity for speeding to avoid the two local fixed speed cameras - one on Wantage Road, the other on Foxhall Road.</p> <p>Since Covid started in March of this year I have been working from home and have set my desk up overlooking the road and park beyond. Since March I can clearly recall observing three very near misses. Two of which involved school children.</p> <p>The sooner you can implement these measures the better it will be for all. It is no exaggeration to say these measures are necessary to save lives.</p>
(50) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I fully support your proposal for traffic calming measures. I also feel there should be speed humps at Merritt Road. where I live. Cars roar up the road to the flats at the top near the garage blocks and urgent action needs taking at this point. A cat was recently run over by a speeding car which could have been a child and they do cycle training with young kids at the junction with Wills Road.</p>

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(51) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We live in Brasenose Road and endorse the proposed plans to reduce the speed limit from 30 to 20 mph. Also, the other traffic calming measures at other points.</p>
(52) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>So glad that OCC have decided to implement this new proposed 20mph speed limit at Brasenose road and Slade Road area. We live on Churchill Road, Didcot for 16years now and have noticed a vast increase of traffic that uses Churchill road and these cars are not hanging about, I'm surprised that there has not been any traffic accidents the speed that these vehicles are doing especially at the exit junction of Churchill Close as there are no Give way or stop lines at this Junction.</p>
(53) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Anything that slows people down on these roads that are used a rat run is very welcome.</p>
(54) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>I am delighted this proposal is going to be put up for approval. I have been living in 34, Brasenose Road for over 40yrs and over the past years the traffic along our road has increase twofold due to new development at GWP and the speed of vehicles is horrendous and lucky no one has been injured, hurt or killed. Therefore, I'm all for the new speed limit of 20mph.</p>
(55) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p>

	I totally agree with the proposals for speed restriction measures in this area.
(56) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We live on Freeman Road, and totally support your proposal for the reduction of the speed limit, and traffic calming measures.</p> <p>My wife and I were surprised, and disappointed though that you have not included Freeman Road for the traffic calming speed cushions, even though Churchill Road has proposed measures. I acknowledge that the speed restriction will be implemented here, but we often have cars and vans traveling at excessive speed on our road. As you are aware, there is a primary school on Freeman Road, so there is a fair amount of families, young children and parents walking, needing to be safe, and cross the road at various points. The comparatively wide, and straight section of Freeman Road, from the terraced houses near the old back gate of the school, passing Wills Road, past the dangerous junction with Merritt Road, and to the corner with Morrells Close (where you can often meet a car in the middle of the road), very often seems to have cars accelerating, and travelling as fast as possible from one end to the other, irrespective of time or pedestrians.</p> <p>It would also be a concern that Freeman Road may become an easy "rat-run" to avoid the speed cushions on Brasenose Road.</p>
(57) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>Having lived opposite the Brasenose park east entrance for the last 15 years it is with great pleasure and immense relief that I receive your letter regarding the proposed speed limit reduction and traffic calming measures. Over the years I have noticed the increased use of children crossing the road to the entrance as the football team has grown, use by the girl school walking to and from school and the amount of children and family's using and crossing to the park as Didcot has grown.</p> <p>The entrances fall on the straightest stretch of the road an area that has become something of a race track with the long straight along the park constantly used at speeds by far in excess of the speed limit and an area for overtaking,</p>

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	<p>the sound of screeching brakes as become a regular occurrence and over the last few weeks alone I am aware of 1 cat being ran over and killed and 1 dog being hit along this stretch.</p> <p>I cannot express my relief to be informed of the proposals as I fear without the measures and the increase in traffic along with the increase in pedestrians crossing to the park it's a matter of time before the cat and the dog turn into a child.</p>
<p>(58) Local Resident, (Didcot)</p>	<p>Speed Limit - Support Traffic Calming - Support</p> <p>We have lived on Brasenose Road for nearly 30 years now, and I have to say that speeding has become more of a problem recently as the road is used as a rat run now. I am in favour of speed calming, but I feel that the council needs to do the job properly by placing restrictions on car parking in the area as well. Our problems in Brasenose are twofold. Inconsiderate and selfish parking by commuters makes the road very congested at times with coaches and large vehicles having to weave between lines of cars. Where we live is close to the Foxhall Road junction, and , although the situation has eased slightly due to the lockdown, in the past it has been very dangerous for us to try to get out of our drive, as our views have been severely restricted in both directions. I have had some near misses with speeding cars that have been out of my vision because of the visual obstruction. One of my neighbour's cars was written off by a passing car, which did not stop, as well as a few others being damaged by passing cars, none of which stopped. We fear that when the country gets back to normal, whenever that is, the situation with commuter parking will return. In 2018 alone, we had cars directly outside our property for 145 days and several nights and weekends. The record is 14 days, all over Christmas and New Year.</p> <p>We feel that just addressing the speeding is only part of the safety issue. There was a proposal last year to paint double yellow lines on the junction of Brasenose and Foxhall roads, as well as several other junctions. We responded to Jane Clarke about these proposals, as we felt that the road outside here should also be made into residents only area with appropriate signage and visible passes in visitors' cars. We have had a response from Ms Clarke but nothing since December last year.</p> <p>We would like you to consider our proposals, I am sure that if I went to all the neighbours with a petition, we would get a massive response, as we are all fed up of it.</p>

(59) Local Resident, (Didcot)	<p>Speed Limit - Support Traffic Calming - Support</p> <p>As residents of Smiths Farm Lane, we support the proposed traffic calming measures, especially the proposed speed cushions to be located 60m west of the junction of Foxhall Road and Brasenose Road. Traffic speeds up that section, and we know of at least one cat that has been killed by a car in that section in the last couple of years. Slade Road and Brasenose Road have become a rat run since the building of Great Western Park, and the current default speed limit of 30 mph is often totally disregarded. The sound of screeching brakes is a common occurrence.</p> <p>We would mention that Smiths Farm Lane is a very small cul de sac. Odd numbers 1-9 are not on the roadway; numbers 11,15 and all the even numbers surround a small forecourt. We would be surprised if anyone can even achieve 30mph in such a small space, and a reduction to 20 mph seems irrelevant.</p> <p>We have a major concern as to how the proposed 20mph limit will be enforced. There is currently no enforcement mechanism, e.g. speed camera, on Slade Road/Brasenose Road, or in the Freeman Road area. We would welcome the County Council's proposals for enforcing the proposed limit robustly.</p>
(60) Local Resident, (Didcot)	<p>Speed Limit – Support Traffic Calming – Support</p> <p>The proposed areas, of necessity, do have to have cars 'parked on both sides of the road; coupled with this the Pandemic has seen more very necessary heavy vehicles delivering ' on line ' food and other goods.</p> <p>The greatest hazard is the number of children coming from the Stephen Freeman School (Freeman Road) and the Playing Field (Brasenose Road) where it is an Exit for the Didcot Girls ' School plus week-end childrens' sport.</p> <p>As a driver myself I think this is an excellent proposal in ensuring children and safety of others and I am sure this view will be shared by many.</p>
(61) Local Resident, (Didcot)	<p>Speed Limit – Support Traffic Calming – Support</p>

CMDE8

	<p>We would like to register our strong support for the proposals which hopefully will stop the speeding down Brasenose Road which is being increasingly used as a "Rat Run". We lost our dear Cat due to being hit by a speeding car near the junction of Smiths Farm Lane which could so easily have been a young child.</p> <p>Our only reservation is what steps will be taken to ensure strict adherence to the new speed limits.</p>
(62) Local Resident, (Didcot)	<p>Speed Limit – Support Traffic Calming – Support</p> <p>We fully support these measures as we are aware of several nasty accidents over the years in the area (including one opposite our house). These should reduce traffic speeds and dissuade drivers from bypassing the B4493 as a rat run.</p> <p>We look forward to the progress on this application and hope it goes smoothly.</p>
(63) Local Resident, (Didcot)	<p>Speed Limit – Support Traffic Calming – Support</p> <p>My wife and I wholeheartedly support the proposals outlined in your letter. Any scheme that reduces the speed of traffic along Brasenose Road will be welcome because, at present, cars regularly exceed 30mph.</p> <p>I would also like to mention the danger caused by parked cars on match days at the playing field on Brasenose Road (Loyd Recreational Park). Strangely, cars are prevented by cones from parking adjacent to the park. Hence they park from on the unconed section of Brasenose Road towards Foxhall Road.</p> <p>This makes exiting our bungalow very hazardous because our view of oncoming traffic is obstructed by vehicles parked on both sides of the entrance to our drive. We have to follow the dangerous procedure of inching out and hoping nobody smashes into our car.</p> <p>Would you please consider continuing the cones from the playing field to the end of the four bungalows towards Foxhall Road on match days to prevent us feeling imperilled when driving out. Alternatively, double yellow lines on the South side of Brasenose from Smith's Farm to the park would be a permanent solution.</p>

CMDE8

(64) Local Resident, (Didcot)	Speed Limit – No objection Traffic Calming – No objection
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Division(s): Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

MILTON: MILTON HILL - PROPOSED TRAFFIC CALMING MEASURES & 30MPH SPEED LIMIT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed 30mph speed limit and traffic calming measures at Milton Hill as advertised.

Executive summary

2. Speed limits and the provision of traffic calming measures 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 traffic calming measures and a 30mph speed limit on Milton Hill.

Background

4. The above proposals as shown at Annex 1 have been put forward as part of approved residential development and, if approved, funded by that development.

Consultation

5. Formal consultation on the proposal was carried out between 23 September and 23 October 2020. A public notice was placed in the Oxfordshire Herald series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Milton Parish Council, the Vale of the White Horse District Council and local County Councillor. A letter was also sent directly to approximately 40 properties in the immediate vicinity.

5. 16 responses were received. These are summarised in the table below:

Proposal	Object	Support	Concerns	No Opinion/ objection	Total
Traffic Calming	2 (13%)	5 (31%)	5 (31%)	4 (25%)	16
30mph Speed Limit	-	11 (69%)	1 (6%)	4 (25%)	16

6. 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

7. Thames Valley Police expressed no objection to the proposals, noting that they considered the proposed traffic calming essential to achieve compliance with the proposed 30mph speed limit.
8. Milton Parish Council support the proposals.
9. The Vale of the White Horse District Council did not object to the proposals
10. Oxford Bus Company did not object and noting that although they do not currently operate a service along Milton Hill itself considered the proposal reasonable.
11. Cycling UK expressed support for the speed limit but concerns over the detailing of the proposed traffic calming measures in respect of the effectiveness of speed cushions and safety and ease of passage for cyclists including three-wheel pedal cycles. They requested consideration of cycle bypasses in accordance with current national advice on the provision for cyclists. This response also included a request for consideration of works to improve cycle amenity at the A4130/Trenchard Avenue junction, where no dropped kerbs are currently provided.
12. Noting the above concerns, the type of calming measures proposed have been very widely used in Oxfordshire including on roads with high cycle flows and have been found to be effective and not present a difficulty or hazard to cyclists. The scope to adjust the lateral positioning of the cushions will be investigated to provide as close to the recommended 1.5m spacing as possible.
13. Although outside the scope of this scheme, the request for dropped kerbs at the A4130/Trenchard Avenue will be referred to the Area team for investigation and implementation.
14. Two objections and four concerns were expressed by members of the public over the proposed traffic calming measures. The issues raised included the visual intrusion to the largely rural area, difficulties caused for access to the access to Appledore Cottages, flooding caused by obstructing the flow of water, damage to vehicles and the obstruction of vision splays from signs provided for the traffic calming measures. Noting these concerns, speed

cushions have not been found to present an obstruction to vehicles entering or leaving adjacent accesses, or to impair the drainage of the carriageway, or damage to vehicles being driven reasonably. The diameter of the sign poles is not considered to present a material obstruction to the vision splays. Officers will however contact the respondent who had raised concerns about access for a wheelchair accessible vehicle to ensure that the siting of the proposed cushion does not present a difficulty.

15. A concern was also raised by a member of the public in respect of cycle safety and requesting consideration of cycle bypasses at the two proposed narrowing points and also that the position of one of these could be amended so as to also provide an uncontrolled crossing point for pedestrians adjacent to the access to a public right of way. Officers will investigate the feasibility of these changes but it's unlikely that they can be accommodated due to site constraints.
16. Four expressions of support for the proposed traffic calming measures were received from members of the public.
17. The proposed 30mph speed limit was supported by the majority of respondents but included two requests for consideration of the limit to be extended to the south to and including the A4130 junction. The current extent of the proposed 30mph limit is, however, considered to be appropriate and consistent with the planned development, with any further changes to be investigated in the context of any future development proposals.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

19. Funding for the proposed speed limit has been provided by the developers of adjacent land.

Equalities and Inclusion Implications

20. No equalities or inclusion implications have been identified.

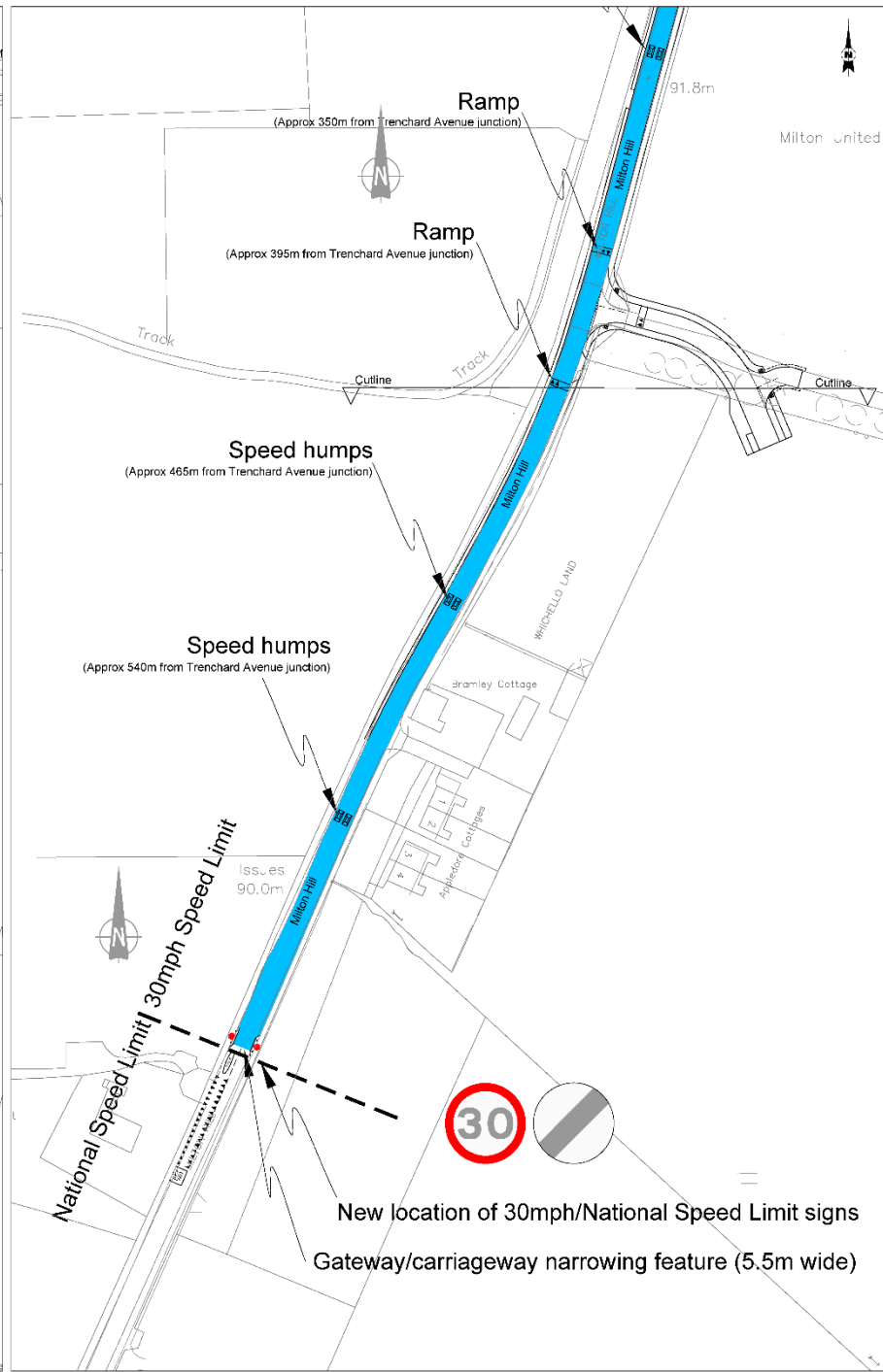
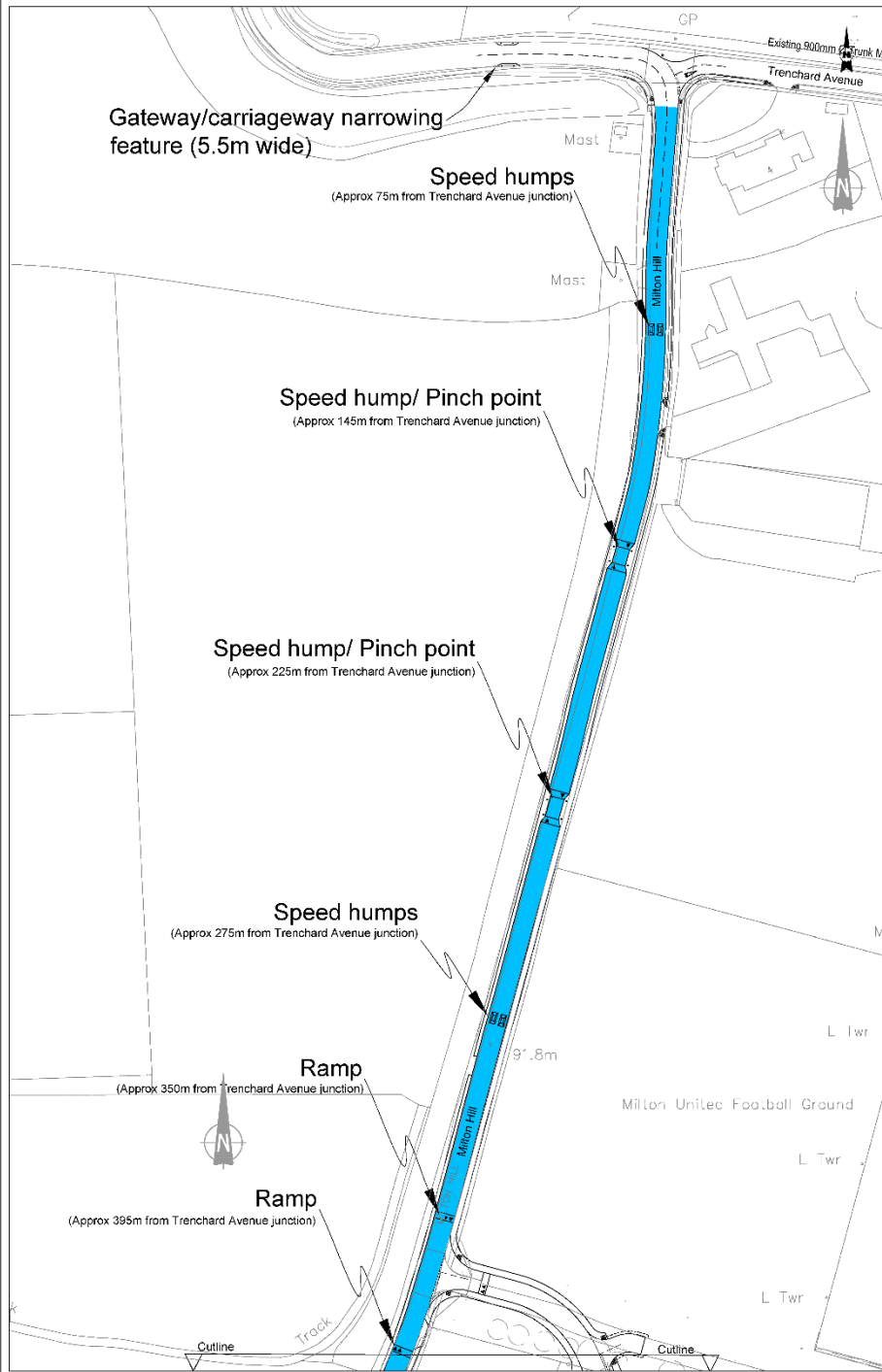
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed 30mph speed limits and traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Ryan Moore 07557 082568

November 2020

[illegible]

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - In principle I have no objection. With regards to Milton Hill proposals, providing that all traffic calming is included as part of this change in speed limit. Any removal of the traffic calming features would be deemed unacceptable making such a lower limit unrealistic.</p> <p>Having visited the location on Milton Hill it is evident the location suffers from considerable overgrowing vegetation, especially on the west side. In places this vegetation considerably reduces existing road width and should be cut back as part of these proposals.</p>
(2) Milton Parish Council	<p>Traffic Calming - Support Speed Limit - Support</p> <p>Milton Parish Council support the proposed speed limit and traffic calming measures.</p>
(3) Vale of White Horse District Council	No objection
(4) Oxford Bus Company	No objection - I don't think what is proposed seems unreasonable. Milton Hill is currently not served by bus with the nearest bus stops being on the main A4130 at Milton Heights Turn (for the X2 ST1 and soon to be X36) and The Pack Horse (for ST1).
(5) Local Resident, (Milton Hill)	<p>Traffic Calming - Object Speed Limit - Support</p> <p>Whilst we welcome the proposals to slow traffic on Potash Lane, we object to the current proposals as they would appear to be elaborate and, in our opinion, unsightly in a rural lane.</p>

	<p>We also need to highlight that the proposed position of the road narrowing with entrance feature and signs to indicate the start of the 30mph limit would impede the vision splay when using the existing access of the property south Appledore Cottages. The "line of required vision splay 136m southbound, 140m northbound" required by the Highways department.</p> <p>Our suggestion would be to make all of Potash Lane 30mph with this clearly indicated at each end of the lane therefore avoiding traffic calming obstructions spread down the lane.</p>
(6) Local Resident, (Milton Hill)	<p>Traffic Calming - Object Speed Limit - Support</p> <p>I fully support the proposed reduction in the speed limit but I object to the traffic calming measures as they are currently proposed. I live at number three Appledore Cottages with my severely disabled husband. We have lived here for thirty years. He has recently come home after ten months in hospital and is now confined to a wheelchair. We are already virtual prisoners in our home as the pavements are in such a disgraceful state that I have no option but to push my husband along a very busy road. The road slopes due to the enormous amount of work done on it by various utility companies over the years so the prospect of pushing my husband along a road that is also full of speed bumps is horrifying. Also, ours is probably the worst house to put a speed bump in front of as there are two carers cars outside my house four times a day, plus a car parked there overnight for the night carer. In addition to all of this, we share our drive with our neighbours and have to reverse out onto the main road. To have to negotiate a speed bump whilst doing this would add to the problem of looking out for traffic coming both ways at speed.</p> <p>I have no objections to the idea of traffic calming measures but feel that outside 3 Appledore Cottages is the worst possible place for it. I am hoping to get a vehicle which will be wheelchair accessible for my husband and would probably be pursuing the idea of requesting a disabled access sign on the road so feel very strongly that this is not the best place for a speed bump.</p> <p>I have already contacted one of the Milton Parish councillors regarding the difficulties that I am facing so please do not add to my many problems by placing a speed bump directly outside my house. I do hope that you understand the concerns that I have and that I have my husband's best interests at heart.</p>

<p>(7) Local Group/Organisation, (Cycling UK Oxfordshire)</p>	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>We support speed limits. We support traffic calming and the location of the speed cushions looks appropriate but not the design which should conform to LTN 1/20.</p> <p>Speed cushions of the proposed design have 3 problems: they do not effectively slow traffic (particularly larger vehicles including increasingly common SUVs which are more dangerous in a collision with vulnerable road users), they push people cycling towards the gutter - an unsafe road position for several reasons, and they can destabilise a three-wheeled cycle. As a result, LTN 1/20 recommends humps with a 1.5m cycle bypass:</p> <p>7.6.7 A separate cycle bypass allows the hump to be avoided altogether (with 1.5m spacing between any kerbs). Where cyclists have no choice but to travel over humps, care should be taken to ensure that the transition from road to hump has no upstand.</p> <p>7.6.8 Speed cushions are a form of road hump and are therefore subject to The Highways (Road Hump) Regulations 1999. The dimensions allow wide tracked vehicles such as buses, ambulances and HGVs to straddle them. Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles.</p> <p>There is a significant cycle route gap that could be filled while work is being done in this area. The shared path along the A4130 from Milton Interchange to Steventon turn traffic lights is interrupted by Trenchard Avenue which has no dropped kerbs. Ideally this crossing should be upgraded to a raised table with cycle priority e.g. with a parallel crossing. At minimum it should have dropped kerbs on both sides and cycle route warning signs.</p>
<p>(8) Resident, (Sutton Courtenay)</p>	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>Please ensure safe passage at the narrowing features for cycles. Cycle bypasses should be provided to avoid conflict with motorists. Cannot tell from the plan but could one of the narrowing be placed at the access point to the public right of way to aid crossing?</p>

(9) Local Resident, (Milton Hill)	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>A 30mph limit for this lane is long overdue due to the new housing and the number of people using the footpaths with their children.</p> <p>I have concerns about speed bumps, as I understand other councils are removing them due to the number of breakages caused to cars.</p> <p>I do not in principle object to road narrowings (chicanes) but these can cause problems when on street parking is used.</p> <p>I am not sure where 620m comes to but it would seem to be about the length of Potash Lane, I would be quite happy to just have a 30mph speed limit along the whole length of Potash Lane and see if this would stop the speeding.</p>
(10) Local Resident, (Milton Hill)	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>I believe a 30 mph speed limit is essential in Potash Lane. During lockdown there were cars literally racing along whilst families were taking exercise with their children.</p> <p>We moved here at the end of February and have always applied a 30 mph limit of our own accord. Anything faster seems careless and a possible danger to other residents or passing traffic.</p> <p>I am however not particularly keen on any other traffic calming measures, as I believe that the speed limit will suffice and allow for a safe passage for vehicles even with some being parked often at the North East end of the road.</p> <p>Probably the expense involved in other traffic calming measures is unnecessary as for parts of the day, the road is fairly quiet. However, the 30mph speed limit is absolutely necessary. We were actually thinking of writing to you about this when we received this notification.</p>

(11) Local Resident, (Milton Hill)	<p>Traffic Calming – Concerns Speed Limit – No opinion</p> <p>Regarding the traffic calming proposals along Potash Lane, I feel these are a very good idea. However, there is a problem that I don't think you are aware of - RAIN WATER . Over the last 6 months the road outside of Longwall House, Ashbury House, Hawthorne House, and Bramley Cottage have flooded in extreme downpours, the road drains just cannot cope with the water. It then overflows down all four drives flooding the garages and gardens. All the surface water drains in the four houses are adequate to take away heavy downpours but the water from the road overpowers them hence the flooding. My main concern is if you install speed cushions they will only make matters worse trapping the water and cause further flooding. I strongly advise more drains along Potash lane that will be able to cope with excessive downpours. I think Pinch Points</p> <p>would be better but still cause problems. If you would like to meet me, I can explain and show you the problem. If the proposals go ahead and nothing is done to improve the surface water problem then I will seek legal advice.</p>
(12) Local Resident, (Milton Hill)	<p>Traffic Calming – No opinion Speed Limit - Concerns</p> <p>As I understand it the A4130 is excluded from the proposed speed limit. I think the A4130 should be included as the increased development will dramatically increase the number of vehicles coming out onto the A4130 at the junction with limited vision splay. Because of the S bends from the entrance to Milton Hill house hotel and beyond the Packhorse restaurant/public house. There is also increased traffic from the restaurant and Shell Energy/Milton Hill House all of have seen increased traffic generated.</p>
(13) Local Group/Organisation, (Harwell Campus Bicycle Users Group)	<p>Traffic Calming - Support Speed Limit - Support</p> <p>We have no objections to the traffic calming and 30mph speed limit. There will be an increase in cycle traffic along Milton Hill Road when the new A34 cycle/pedestrian bridge is built, late next year, which will connect to the Backhill Tunnel to Milton Park.</p>

(14) Resident, (Abingdon)	<p>Traffic Calming - Support Speed Limit - Support</p> <p>Anything to slow down cars is good.</p>
(15) Local Resident, (Milton Hill)	<p>Traffic Calming - Support Speed Limit - Support</p> <p>As a resident of Potash Lane I am wholeheartedly in favour of the proposed traffic calming and speed restrictions. Cars use Potash Lane as a rat run to avoid going through the traffic lights at the top of Steventon Hill - especially during rush hour - and travel at very high speeds along a residential road which includes a virtually blind bend over the brow of a hill. This behaviour was dangerous enough when there were only a handful of residential properties in Potash Lane It would only be more dangerous with increased traffic use associated with the circa 500 new residential properties currently under construction at Blaise Park and the HFT site. The proposed traffic calming and speed restriction will not only improve road safety but will also, hopefully, greatly reduce rat running.</p>
(16) Local Resident, (Milton Hill)	<p>Traffic Calming - Support Speed Limit - Support</p> <p>I would like to put forward a suggestion of double yellow lines along the length of the road. Often there are cars parked along there and they are just eating their McDonald's etc. I often go out and have to collect their rubbish. The trucks park outside our houses along Potash Lane and often leave their engines running or reverse and wake us up early in the morning.</p> <p>Also, street lighting from the bus stop to the new estates.</p>

Division(s): Various in SODC & VOWH

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS
- VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS
PARKING PLACES

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Lyford Way, Abingdon; Preston Road, Abingdon (bay to remain); Crisp Road, Henley on Thames; Luker Avenue, Henley on Thames; Duffield Place, Marcham and Pages Orchard, Sonning Common

But to defer approval of the proposals at the following locations pending further investigations: Lydalls Road, Didcot and Fleetwood Way, Thame.

Executive summary

2. Provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Introduction

3. This report presents comments and objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts

Background

4. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision of such parking places. Annex 1 to Annex 7 show those locations where objections have been received or concerns raised.

Consultation

5. Formal consultation on the proposals was carried out between 29 July and 28 August 2020. A notice was placed in the Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and the Vale of the White Horse District Council and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
6. Thames Valley Police, South Oxfordshire District Council, Thame Town Council and Abingdon Town Council have not objected.
7. Fifteen responses were received from members of the public. These are summarised in the tables below:

Town	Location	Support	Object	Concerns
Abingdon	Lyford Way	1		
	Preston Rd (Removal)	1	1	
Didcot	Lydalls Road		2	
Henley on Thames	Crisp Road			1
	Luker Avenue		1	
Marcham	Duffield Place	1		
Sonning Common	Pages Orchard			2
Thame	Fleetwood Way		1	3
Wantage	Orchard Way			1

8. Responses are recorded at Annex 8. Copies of the full responses are available for inspection by County Councillors

Response to objections and other comments

9. Comments and recommendations are provided in response to the concerns and objections as given at Annex 8 in respect of each of the proposed sites in the following paragraphs.

Abingdon – Lyford Way – proposed DPPP

10. One expression of support was received and it is recommended that this proposal is approved.

Abingdon – Preston Road – proposed removal of DPPP

11. One objection and one expression of support has been received. As the applicant has confirmed that he still uses the space it is recommended that it be retained.

Didcot – Lydalls Road – proposed DPPP

12. The disabled person does not drive and so the space would be used by a visitor to the applicant. Two objections have been received stating that the bay would take up a valuable parking space and pointing out that the 2 hour parking zone where the bay would be located has not been observed in years and is not enforced. (The disabled applicant is 103 years old and cannot walk far so needs a family member to take her to appointments etc.). It is recommended to defer a decision on this application.

Henley on Thames – Crisp Road – proposed DPPP

13. A concern was raised that the location of proposed bay could cause obstruction to other vehicles. In response to this the bay will be slightly repositioned so as to minimise the risk of any obstruction and officers recommend it is approved.

Henley on Thames – Luker Avenue – proposed DPPP

14. One objection was received on the grounds that the DPPP is not needed; officers have however established that this is not the case, and officers recommend this proposal is approved.

Marcham – Duffield Place – proposed DPPP

15. One expression of support received and it is recommended that the proposal is approved.

Sonning Common – Pages Orchard – proposed DPPP

16. Two concerns raised. Parking is very difficult and another disabled bay would make the situation worse. A different location should be considered. It is nevertheless recommended to approve this DPPP given the need of the applicant.

Thame – Fleetwood Way – proposed DPPP

17. One objection and three concerns received. The location of the proposed disabled bay would take up valuable parking. The bay should be located on Edgehill in front of no. 12 Fleetwood Way, where the infrequently used adapted vehicle is always parked. Recommended that a decision is deferred while a further assessment is carried out.

Wantage – Orchard Way – proposed DPPP

18. One concern raised that the location of the bay in a narrow road is not ideal so should be on the west side of the road where all the other cars are parked. The bay will be positioned so as to cause minimum inconvenience to other residents and road users and it is recommended that this proposal is approved..

Sustainability implications

19. The proposals would assist the mobility of disabled persons.

Financial and Staff Implications (including Revenue)

20. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

Equalities and Inclusion Implications

21. The provision of disabled persons parking places assists those with a mobility impairment.

JASON RUSSELL

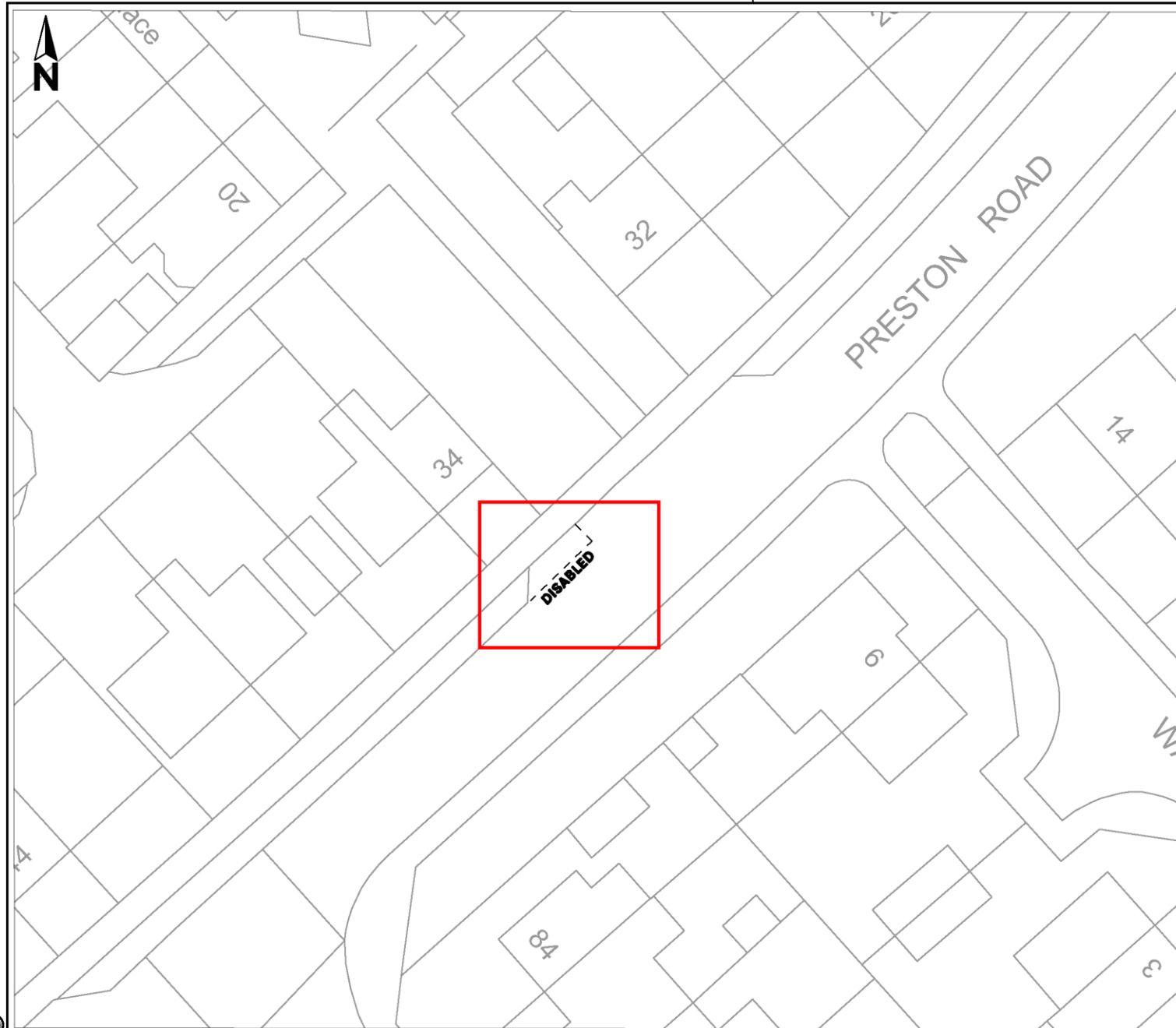
Interim Director of Community Operations

Background papers: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November



2020

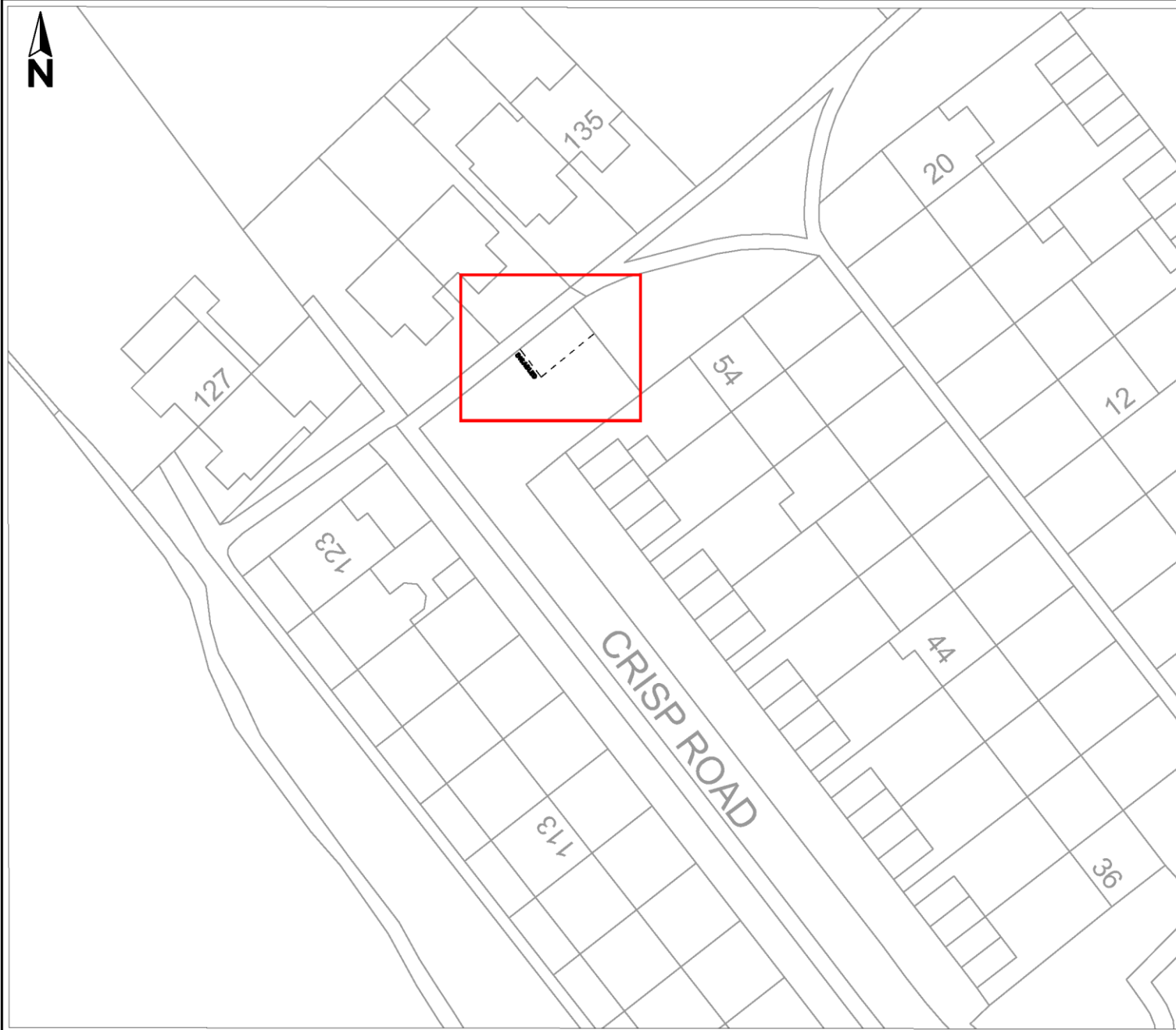


Drawing No.		Revision 0							
Key Proposed Removal of Disabled Parking Bay									
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<div style="display: flex; align-items: center;"> <div> <p style="margin: 0; font-size: 0.8em;">OXFORDSHIRE COUNTY COUNCIL</p> <p style="margin: 0; font-size: 0.7em;">Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p> </div> </div>									
Project title <p style="text-align: center; margin: 5px 0;">PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE</p>									
Drawing title <p style="text-align: center; margin: 5px 0;">ABINGDON PRESTON ROAD</p>									
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			Date approved						
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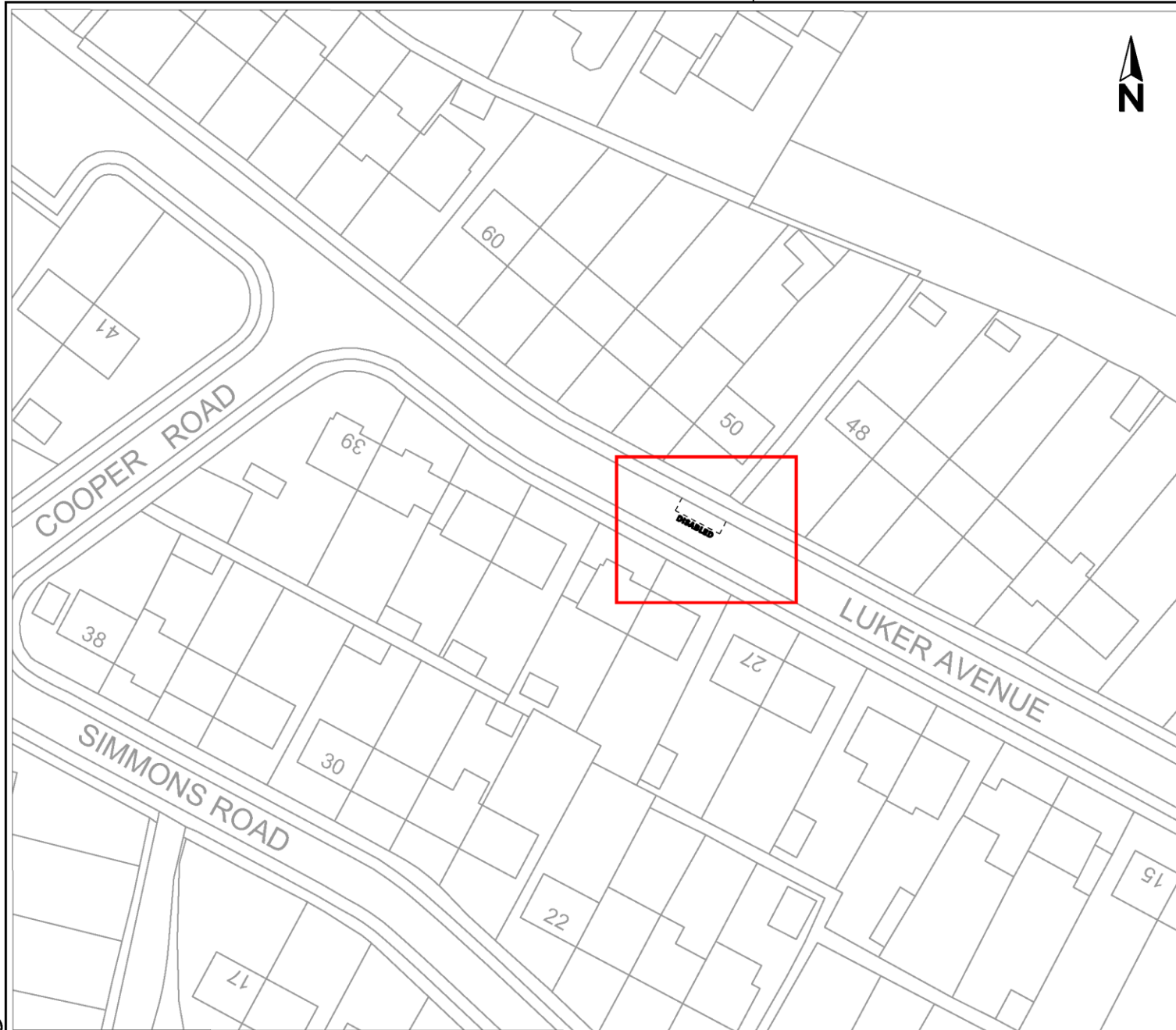
ANNEX 1



Drawing No.	Revision 0				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: flex; align-items: center;">  <div> <p>OXFORDSHIRE COUNTY COUNCIL</p> </div> </div> <div style="margin-top: 10px;"> <p>Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p> </div>					
<p>Project title</p> <p style="text-align: center; font-size: 1.2em; margin-top: 20px;">PROPOSED DISABLED PERSONS PARKING PLACE</p>					
<p>Drawing title</p> <p style="text-align: center; font-size: 1.2em; margin-top: 20px;">DIDCOT LYDALLS ROAD</p>					
<p>Drawing Status</p> <div style="text-align: right; font-weight: bold; font-size: 1.5em; margin-top: 10px;">ANNE</div>					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JaC				
	Date drawn 07/20	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.				Revision 0	

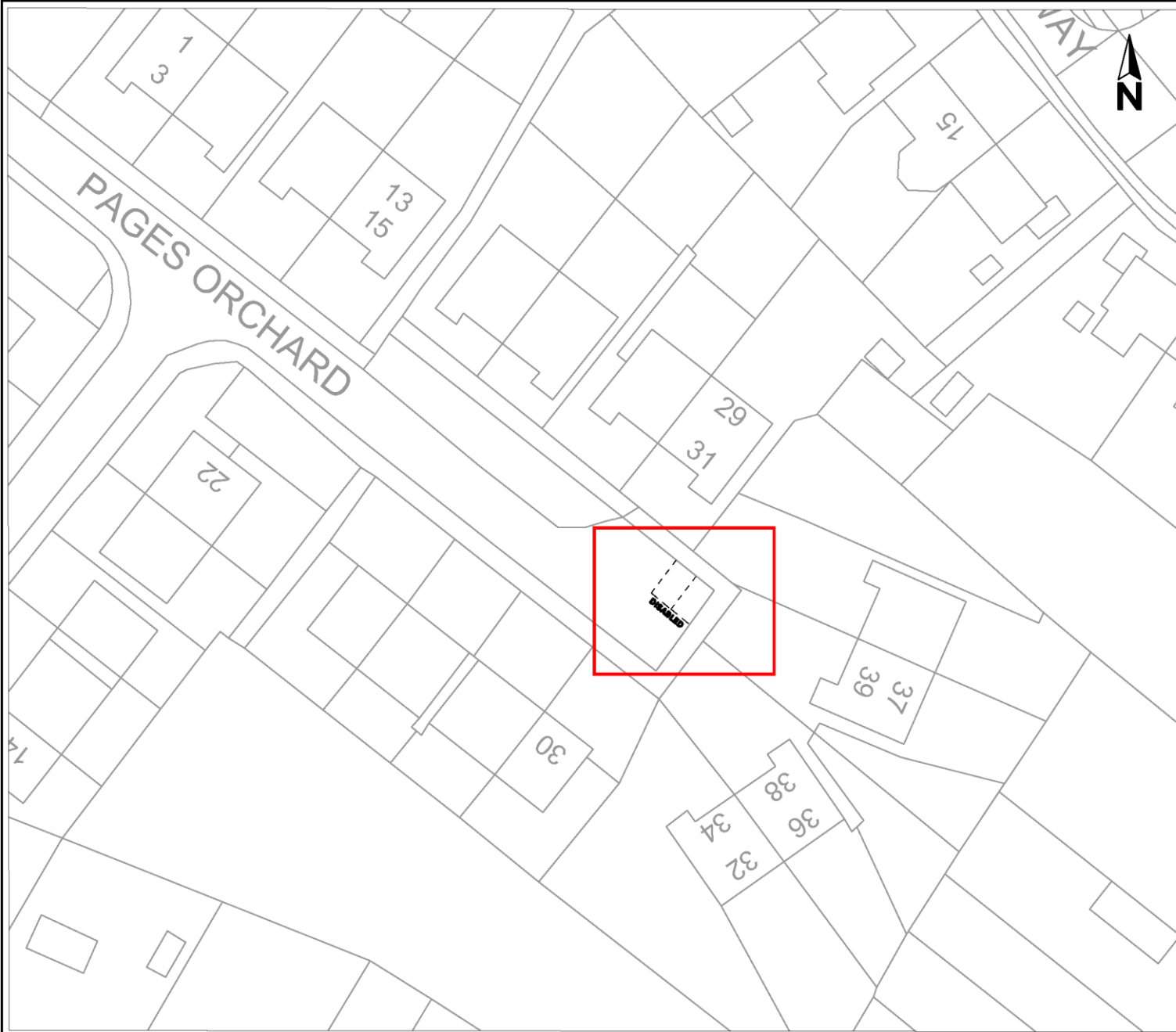




Drawing No.		Revision 0	
Key Proposed Disabled Parking Bay			
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OXFORDSHIRE COUNTY COUNCIL		Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577	
Project title PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title HENLEY ON THAMES CRISP ROAD			
ANNEX 3			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	Date drawn	Date approved
		07/20	
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	



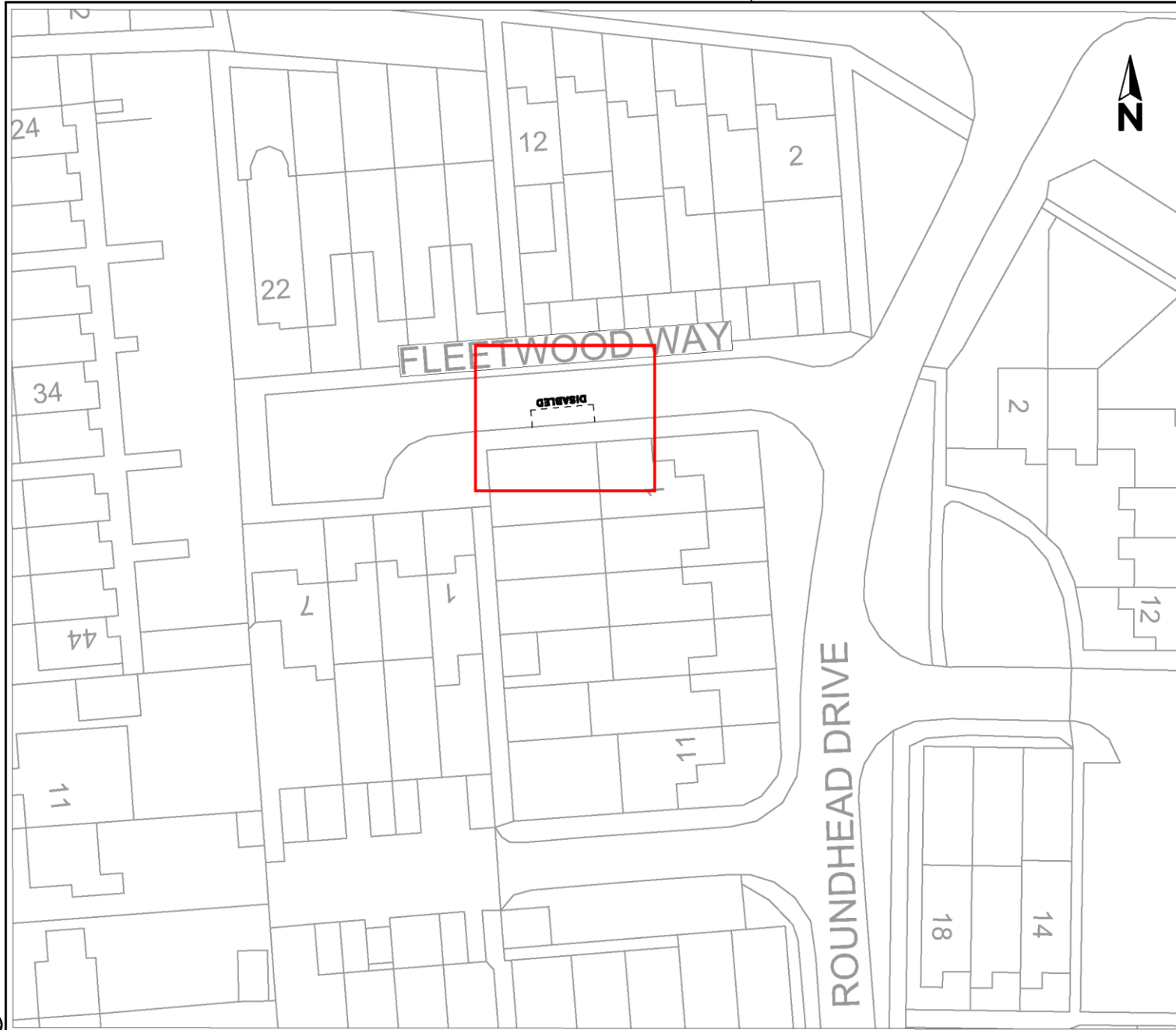
Drawing No.		Revision 0			
Key					
		Proposed Disabled Parking Bay			
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
HENLEY ON THAMES LUKER AVENUE					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	07/20	Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.		Revision		0	


ANNEX 4



Drawing No.		Revision	
		0	
Key			
 Proposed Disabled Parking Bay			
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
SONNING COMMON PAGES ORCHARD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
07/20			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

ANNEX 5




Drawing No.		Revision	
		0	
Key			
		Proposed Disabled Parking Bay	
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
THAME FLEETWOOD WAY			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
07/20			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

ANNEX 6

Drawing No.


Revision 0

Key

 Proposed Disabled Parking Bay

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Project title

PROPOSED DISABLED PERSONS
PARKING PLACE

Drawing title

WANTAGE
ORCHARD WAY

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 07/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) South Oxfordshire District Council	No objection
(3) Abingdon Town Council	No objection
<i>Lyford Way (Abingdon) - Proposed new DPPP</i>	
(1) Local Resident, (Abingdon)	Support (Lyford Way) – No issues from our side at all, however just a suggestion, given the volume of residents and spaces available to said residents, would it not make more sense to put a dropped kerb in at number 23 instead of a disabled persons parking space.
<i>Preston Road (Abingdon) – Proposed removal of DPPP</i>	
(2) Local Resident, (Abingdon)	Object (Preston Road – Removal) – I realise that you wish to remove the disabled bay, due to certain people moaning about it. There have been no end of problems with people who have done nothing but park in the bay. I noticed that the sign had been removed from the post now but don't see why disabled bay should be removed due to other peoples remarks.

(3) Local Resident, (Abingdon)	<p>Support (Preston Road – Removal) - This space is very rarely used as by the blue badge holder or its intended use. It is only used when the applicant requires it for his personal needs. People have been fined for parking there and police have even come to my home for slightly overhanging my bumper in this bay. The police knocked my door asking me to move my car 6 inches forward as my bumper was overhanging the space threatening to fine me for this crime.</p> <p>I have included photos in the last few weeks of the private use of the blue badge holder in this space who has decided to use this space more since you have sent this letter. Every day he gets up in the morning takes his car from his garage and parked the car out the front, in the afternoon he then returned the car to his space in the garage obviously worried about your actions for removing this space pretending he uses it himself. I have been here for many years and I can count on my hands how many times he has used the space. He has garage space and a drive at the rear of the house. so therefore has no need for it. It prevents residents from parking outside their own houses and also causes a problem with neighbours because the space marked out is too large therefore reducing the amount of cars that could be parked out front. As a rule people usually park very selfishly out here not thinking of others so space is reduced even more in a popular parking spot held captive by the disabled bay</p>
<i>Lydalls Road (Didcot) - Proposed new DPPP</i>	
(4) Local Resident, (Didcot)	<p>Object (Lydalls Road) - I find it strange and unnecessary for a Disabled Bay for 21 Lydalls Rd. The resident of the property is a lovely lady who is fast approaching 103 years of age. The lady is not disabled does not drive and does not have a car, she is also the sole occupant of the property. The plan shows a bay marked across two properties number 17 and 19 ?</p> <p>The information also states this is going to be in a two hour controlled zone that in itself is a totally ridiculous statement, as there has been no control of this for many years leaving residents at the mercy of commuters who arrive early morning and returning late evening or even days later often leading to angry confrontations.</p>
(5) Local Resident, (Didcot)	<p>Object (Lydalls Road) - My objection is that a parking space will be lost to residents as they would leave the space vacant out of courtesy at peak parking times i.e evenings and weekends when all families in the street are home, I have reviewed your online application questionnaire for a disabled space and in my opinion no one in the lower part of Lydalls road meets the criteria, anyone in the street that would require a space does not drive, have a vehicle or anyone living at their addresses, surely if someone could only walk as far as the parking space, how would they get around at the end of their car journey? I believe this application is for someone who wishes to visit a disabled person in this street rather than for the disabled persons benefit.</p> <p>Lydalls road is a premium site for commuter parking for the rail station, in my 37 years as a resident a great percentage</p>

	<p>of interaction with the council has been regarding the lack of parking for residents, requests for residents permits etc. Many families in the street have pre school or young children and require the use of a car during the day, this becomes impossible due to commuter vehicles parking, when you leave you do not have anywhere to park when you return, some people end up having to double park or parking on pavements across the road as you will be aware this can be quite dangerous to the young people when you have children and several bags of shopping.</p> <p>In my opinion it would be better to sort the parking problems rather than adding to them.</p>
<i>Crisp Road (Henley on Thames) - Proposed new DPPP</i>	
(6) Local Resident (Henley on Thames)	<p>Concerns (Crisp Road) - I am in support of the resident having a designated disabled bay. However, I object to the proposed location. We have 2 cars in our household and have to park one behind the other. If the disabled bay is where it's currently proposed it would mean our cars being parked in the middle, which would make it very difficult for other car users to turn around in the cul-de-sac. It is already tricky for emergency vehicles and bin trucks to access the properties in Crisp Road, without causing further obstruction when it could be easily avoided. If the bay was to be placed next to the existing disabled bay (on the flat), used by another resident it would mean everyone could park without causing any obstructions.</p> <p>I also need access getting passengers in and out of the car seats safely. If I have to park elsewhere I would risk not being able to get safe access to those seats without potentially damaging my own and other vehicles due to having cars parked either side.</p>
<i>Luker Avenue (Henley on Thames) - Proposed new DPPP</i>	
(7) Local Resident (Henley on Thames)	<p>Object (Luker Avenue) - I am writing to object to the re-installation of a disabled bay outside number 50 Luker Avenue. I live directly opposite at number 29 and up until about Christmas of last year there was a disabled bay situated outside number 50. This had been installed about 7 years ago as the occupier of number 50 at that time applied for it. That occupier was moved on by the council about 3 years ago and a new tenant and his family with 3 small children are now the occupants. The bay was removed by the council with the agreement of Henley Town Council in or around Christmas of last year as it was no longer needed and none of the residents of Luker Avenue who live in the vicinity require it.</p> <p>I cannot believe that you now wish to put it back in again at great expense having just paid to remove it!. Indeed the bay has never been used since the old tenant left and it had caused and will again cause a serious lack of parking to residents in the area if it is reinstated. As it is, the occupants of the south side have had to use their front gardens to</p>

	<p>provide parking (including myself) as parking is only available on the north side and is extremely limited by the fact that north side houses have driveways and, therefore, there is little available normal residential parking at this point. It is hard enough to find a space at any time for a visitor to park for any of the houses in the immediate area and deliveries to addresses and for workmen trying to find places to park it is a nightmare.</p> <p>I have no problems with a disabled bay being put in in Luker Avenue, but please put it somewhere where it will be needed. For example at the top of Luker Avenue there are flats with a number of elderly residents who I'm sure will really benefit from having a disabled bay put in outside. If you put it in outside number 50 you will be restricting the already limited residential parking there and the bay will not be used as has been evidenced over the past few years. Please find somewhere else more appropriate to site it.</p>
<i>Duffield Place (Marcham) - Proposed new DPPP</i>	
(8) Local Resident (Marcham)	Support (Duffield Place) - Regarding the proposed disabled parking space at Duffield Place, this is much needed.
<i>Pages Orchard (Sonning Common) - Proposed new DPPP</i>	
(9) Local Resident (Sonning Common)	<p>Concerns (Pages Orchard) - I am emailing in regards to the proposed plans of a new disabled parking place. I feel slightly indecisive about this matter for a couple of reasons,</p> <p>The parking spaces are at the end of the Orchard and parking can be difficult at the best of times. Whilst I understand that a disabled person may need this space and there must be someone else who requires one, I also understand that parking is not guaranteed along this road. However, the more spaces openly available to the public the better chance of receiving one.</p> <p>Secondly, there are 5 parking spots in the proposed parking bay, one being disabled. One parking space is currently taken up by a parked sports car belonging to another resident living along this road. I understand this may not usually be a problem however the majority of the time this car is covered up, and left there for long periods of time taking up a parking space my mother, visitors, and residents down the Orchard could use. I worry that if this car remains for a long period of time, alongside 2 disabled parking bays that parking spaces will become increasingly harder to find. I feel strongly that something would need to be done about parking being taken up unnecessarily before adding another restricted parking area.</p>

	To conclude, I am unsure as of to whether another disabled parking space this end of the Orchard is suitable. I feel that maybe one of the other parking bays further up the road maybe be more accommodating, rather than minimising the 5 (4 normal) parking spaces in the North Side.
(10) Local Resident (Sonning Common)	Concerns (Pages Orchard) - Regarding the application I understand there is a demand for disabled parking but parking in Pages Orchard is very difficult so there is a greater demand for normal parking spaces. When people come home in the evening and at weekends you are lucky to be able to park so people have to park on pavements/ grass verges so putting a disabled bay will take up parking for around 1 1/2 cars, this also causes problems for emergency services getting through , I feel my comments need to be taken into account before this is granted.
<i>Fleetwood Way (Thame) - Proposed new DPPP</i>	
(11) Local Resident (Thame)	<p>Concerns (Fleetwood Way) - I am aware that there is a blue badge holder. I don't how ever believe that any of the people who drive the vehicle adapted has a disability which would make a reserved space essential. There is already a private parking area at the rear of the blue badge holders property Both of the vehicles are most usually parked at the front of the property on the south side of Edge Hill (see Figure 1). This has more space and allows for parking on both sides. If it is preferred not to use the private parking area it is easy to drive the adapted vehicle from Edge Hill onto Fleetwood Way and position outside number 12 on the few occasions when this transport is needed.</p> <p>Fleetwood Way (see Figure 2) serves a total of 26 properties requiring access/parking both for the occupants and additionally various service/trade vehicles as and when required for building work, repairs and the like. The road is not wide and access has to be maintained to the parking bays and garages on the north side including numbers 2 -12 which face onto Edge Hill. Presumably an extra large space would be required (in the particular case referred to) if it is to accommodate the vehicle in use for the disabled person in order for the rear ramp to be extended and enable access into the rear of the vehicle.</p> <p>I consider that if the parking on the south side of Fleetwood Way is reduced by virtue of the provision of a large Disabled Parking Bay, this is likely to severely impact on the amenity of those other houses on Fleetwood Way and in particular those backing onto the street in this location.</p> <p>On this basis I believe that provision for a Disabled Person Parking Space if needed would be more appropriately</p>

	positioned on Edge Hill and not Fleetwood Way
(12) Local Resident (Thame)	<p>Concerns (Fleetwood Way) - I appreciate that any blue badge holder needs parking facilities close to their home but the location chosen for this applicant is not ideal as a public disabled bay as it will effectively becomes a private parking space just for one vehicle if located in Fleetwood Way which is a cul de sac.</p> <p>The applicant disabled adapted vehicle and also their second vehicle are both currently parked in front of their property on a road called Edgehill. The disabled adapted vehicle stays parked for weeks on end and does not move very often. A case in point is In the past 10 days it has not moved once.</p> <p>The disabled adapted vehicle also displays a sign on the back asking to leave a 2m clearance to allow for the rear ramp to be used so this would effectively mean a loss of two parking spaces if a parking space was granted on Fleetwood Way. The applicant has both garage and a drive. Whilst the garage is not suitable for modern vehicles the drive has never been used in the 15 months I have lived here and parking of their vehicles has always been on Edgill not Fleetwood Way.</p> <p>As a cul de sac, most properties have at least two cars so parking is already a problem made worse by vehicles from Roundhead Drive also parking on it. A loss of 1 or 2 spaces will cause more parking problems and the larger vehicles which currently park in or near the proposed parking bay area would have to park further towards the junction and make reversing off my drive onto a narrow road very difficult. Already any building contractors/delivery vans etc which need to visit the houses or need access have difficulty parking on Fleetwood Way.</p> <p>Your own application guide states a vehicle and driver resides permanently at the address and the <u>vehicle is regularly used</u> . It also states applications can be refused if the address already has a drive or garage and if the drive is being blocked by others, police should be informed. As mentioned above, the disabled adapted vehicle is not regularly used and the applicant does have a drive.</p> <p>If after all considerations the proposed disabled parking bay goes ahead , resources would be better placed putting the disabled bay on Edgehill which is a long straight road serving several other estate households /roads and would benefit other disabled badge holders who use this area for parking either as a resident or a visitor as long as the applicants vehicle is not parked in it permanently, which wherever the bay get put will probably happen.</p>

(13) Local Resident (Thame)	Concerns (Fleetwood Way) - I am writing in connection with the proposed disabled parking space at 12 Fleetwood Way, Thame. I don't think this is necessary because the car is only used about three times a year and it would be taking up a valuable space for the other residents in the road. There isn't enough spaces as it is because most have two cars.. There is a space next to the garage itself which could be used or it could be left where it is at the front of the property where it has been since they got the car. If necessary, a disabled marked area could be where it is now. Their second car is parked at the front of the property immediately behind the disabled car. Taking up a valuable space on the south side is detrimental to the rest of the residents.
(14) Local Resident (Thame)	Object (Fleetwood Way) - The siting of the proposed parking space would be better served if placed opposite the front of no 12 in Edgehill where the vehicle has been kept since it was given to the occupants due to its infrequent use. Siting at the rear of no 12 would only add to the existing parking problems.
<i>Orchard Way (Wantage) - Proposed new DPPP</i>	
(15) Local Resident (Wantage)	Concerns (Orchard Way) - We would like to bring to your attention that the side of the road in which the proposed parking space is set to be located on (East), is the opposite side in which the entire road parks their cars. Our road is very narrow, and only allows for parking on one side of the road. Children use the road to play on their bikes and scooters, and having one car on the opposite side to the road to all other cars means that visibility is not clear down the whole street. This is dangerous for the children if they do not see a car approaching and if the driver cannot see the children playing. Additionally, when a car is parking on the east side of the road it makes turning into our drive almost impossible, due to the narrowness and tightness of the road, as previously mentioned. A multiple point turn is required to enter the drive. We are not opposed to the disabled parking space being allocated on the west side of Orchard Way, to be opposite 12 Orchard Way, and outside of 71 Orchard Way.