



## ***Delegated Decisions by Cabinet Member for Highway Management***

***Thursday, 8 December 2022 at 10.00 am***

***Council Chamber - County Hall, New Road, Oxford OX1 1ND***

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

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

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

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 16 December 2022 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 black ink that reads 'Stephen T Chandler'.

Stephen Chandler  
Interim Chief Executive

November 2022

Committee Officer:

**Committees - Democratic Services**

E-Mail: [committees.democraticservices@oxfordshire.gov.uk](mailto:committees.democraticservices@oxfordshire.gov.uk)

Note: Date of next meeting: 26 January 2023

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

## **Items for Decision**

### **1. Declaration of Interest**

### **2. Questions from County Councillors**

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

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

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

### **3. Petitions and Public Address**

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

Requests to speak must be submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 2 December 2022. Requests to speak should be sent to [committeesdemocraticservices@Oxfordshire.gov.uk](mailto:committeesdemocraticservices@Oxfordshire.gov.uk)

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

### **4. Minutes of Previous Meeting (To Follow)**

To receive the minutes of the meeting held on 17 November 2022.

### **5. Oxford-A40 junction with Blandford Avenue and Davenant Road – proposed access restrictions and traffic calming measures** (Pages 1 - 80)

*Forward Plan Ref: 2022/037*

*Contact: Anthony Kirkwood, Principal Engineer - Traffic & Road Safety, 07392 318 871*

Report by Corporate Director Environment & Place **(CMDHM 5)**

This report presents the responses to a consultation on proposed measures seeking to address concerns of local residents over the volume and speed of traffic using Blandford Avenue, Davenant Road and Sunderland Avenue (south side) to avoid delays on the A40, A4144 Woodstock Road and A4165 Banbury Road in north Oxford.

**The Cabinet Member for Highway Management is RECOMMENDED:**

- a) **Not to approve the proposed prohibition of entry from the A40 to the easternmost access of Sunderland Avenue (south side) and Blandford Avenue.**
- b) **To approve in principle the traffic calming measures in Davenant Road as advertised subject to a further local consultation on the detailed design when resources are found to carry out the required design work.**

## **6. Britwell Salome - proposed 20mph speed limit (Pages 81 - 86)**

*Forward Plan Ref: 2022/170*

*Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869*

Report by Corporate Director Environment & Place (**CMDHM 6**).

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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

## **7. Checkendon - proposed 20mph speed limit (Pages 87 - 92)**

*Forward Plan Ref: 2022/171*

*Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869*

Report by Corporate Director Environment & Place (**CMDHM 7**).

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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

## **8. Childrey - proposed 20mph speed limit (Pages 93 - 100)**

*Forward Plan Ref: 2022/172*

*Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869*

Report by Corporate Director Environment & Place (**CMDHM 8**).

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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

## **9. Chinnor - proposed 20mph speed limit** (Pages 101 - 116)

*Forward Plan Ref: 2022/173*

*Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869*

Report by Corporate Director Environment & Place (**CMDHM 9**).

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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

## **10. Curbridge and Lew - proposed 20mph speed limit** (Pages 117 - 124)

*Forward Plan Ref: 2022/174*

*Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869*

Report by Corporate Director Environment & Place (**CMDHM 10**).

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

**The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of 20 mph and 30 mph speed limits as advertised.**

## **11. Didcot - Ladygrove area - proposed 20mph speed limit** (Pages 125 - 140)

Report by Corporate Director Environment & Place (**CMDHM 11**).

This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit throughout the Ladygrove part of Didcot.

**The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit in the Ladygrove area at Didcot.**

## **12. East Hendred - proposed 20mph speed limit** (Pages 141 - 150)

*Forward Plan Ref: 2022/175*

*Contact: Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869*

Report by Corporate Director Environment & Place (**CMDHM 12**).



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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

### **13. Fawler - proposed 20mph speed limit** (Pages 151 - 158)

*Forward Plan Ref:* 2022/176

*Contact:* Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (**CMDHM 13**).

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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

### **14. Forest Hill - proposed 20mph speed limit** (Pages 159 - 166)

*Forward Plan Ref:* 2022/177

*Contact:* Geoff Barrell, Principal Officer – 20mph programme implementation, 07392 318869

Report by Corporate Director Environment & Place (**CMDHM 14**).

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

**The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.**

### **15. Brightwell cum Sotwell - High road - proposed puffin crossing** (Pages 167 - 176)

*Forward Plan Ref:* 2022/169

*Contact:* Ralph Green, Senior Engineer, Traffic and Road Safety Team, 07554103318

Report by Corporate Director Environment & Place (**CMDHM 15**).

The report presents responses to a statutory consultation on the proposed installation of a puffin crossing.

**The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a puffin crossing at High Road, Brightwell cum Sotwell.**

### **16. Oxford-North Parade area -proposed loading bays and other measures** (Pages 177 - 184)

*Forward Plan Ref: 2022/167*

*Contact: Anthony Kirkwood, Principal Engineer, Traffic and Road Safety Team, 07392 318871*

Report by Corporate Director Environment & Place (**CMDHM 16**).

This report presents responses received to a statutory consultation on the proposal to make additional amendments to the existing part-pedestrianisation scheme.

**The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:**

- a) the 'safe zone' in North Parade Avenue (the Restricted Road) between Banbury Road & Winchester Road, from November to March between 10am & 6.30pm, and from April to October between 10am & 9pm,
- b) the 'Restricted Road' which will be signed as Prohibition of Vehicles (cycles/scooters must be pushed through the closed/gated area),
- c) the removal of the One-Way traffic restriction,
- d) the prohibition of loading & unloading restriction during the closure hours,
- e) the two Loading bays on; i) Winchester Road, west side (in place of a previously removed Disabled Persons Parking place) and on ii) Banbury Road within the Bus Lane,
- f) the disabled Persons Parking Place (DPPP) on Winchester Road, on the east side in place of a Residents Parking place.

## **17. Oxford - Walton Street area - proposed permanent seating areas on highway** (Pages 185 - 196)

*Forward Plan Ref: 2022/168*

*Contact: Anthony Kirkwood, Principal Engineer, Traffic and Road Safety Team, 07392 318871*

Report by Corporate Director Environment & Place (**CMDHM 17**).

This report presents responses received to a statutory consultation on the proposal to make permanent the provisions of a current Temporary Traffic Regulation Order.

**The Cabinet Member for Highway Management is RECOMMENDED to approve the permanent suspension of waiting, parking and loading restrictions on Walton Street at the following locations in order to accommodate outdoor seating areas adjacent to current hospitality businesses, but with the arrangements being periodically reviewed taking account of any changes in use of the adjacent premises.**

- a) northeast side - from a point 90 metres southeast of the south-eastern kerb line of St Bernard's Road south-eastwards for a distance of 16 metres, in place of the existing 1-hour parking places – permit holders exempt,
- b) northeast side - from a point 30 metres southeast of the south-eastern kerb line of Observatory Street, south-eastwards for a distance of 7 metres, in place of the existing 1-hour parking places.

Divisions affected: *Wolvercote and Summertown*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **OXFORD – BLANDFORD AVENUE, DAVENANT ROAD & SUNDERLAND AVENUE (SOUTH): PROPOSED ACCESS RESTRICTION & TRAFFIC CALMING MEASURES**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED:
  - a) Not to approve the proposed prohibition of entry from the A40 to the easternmost access of Sunderland Avenue (south side) and Blandford Avenue.
  - b) To approve in principle the traffic calming measures in Davenant Road as advertised subject to a further local consultation on the detailed design when resources are found to carry out the required design work.

#### **Executive summary**

2. This report presents the responses to a consultation on proposed measures seeking to address concerns of local residents over the volume and speed of traffic using Blandford Avenue, Davenant Road and Sunderland Avenue (south side) to avoid delays on the A40, A4144 Woodstock Road and A4165 Banbury Road in north Oxford. The specific measures consulted on comprise firstly a proposed prohibition of vehicles turning from the A40 into the eastern access to Sunderland Avenue (south) and Blandford Avenue, and secondly traffic calming measures on Davenant Road. These measures are seen as complementary mindful of local concerns that if the proposal for the A40 junction alone was implemented, this might further increase traffic pressures on Davenant Road.
3. The concerns of residents of Blandford Avenue, Davenant Road and Sunderland Avenue over non-local traffic using these roads to 'rat-run' has been long standing – and in the case of Sunderland Avenue has applied to both sides of the A40. However, the implementation of the major improvement scheme to the A40 Cutteslowe and Wolvercote roundabouts completed in October 2016 especially heightened local concerns on the roads south of the A40 on this issue; in part this may have reflected that during the construction period the northern end of Blandford Avenue was closed for several months as part of the traffic management arrangements, leading to Blandford Avenue experiencing very limited traffic.

4. In 2019 the then local member agreed to allocate part of their Council Priority Fund allocation to the preparation of preliminary designs for suitable measures and a consultation on them, but with no funding being identified for their implementation should they be approved. Oxford Direct Services were commissioned to carry out the preliminary design, but it was only in 2022 that following liaison with local residents' proposals were sufficiently developed to be taken to consultation; this regrettable delay is primarily accounted for by the coronavirus pandemic and the associated furloughing of staff at ODS but also by the subsequent need to progress a number of high priority funded projects with very limited staff resources.

### **Financial Implications**

5. Funding for the preliminary design of the proposals and a consultation on them has been provided from the Councillor Priority Fund. Currently no funding is identified for their implementation if approved.

### **Equality and Inclusion Implications**

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

### **Sustainability Implications**

7. The proposals would facilitate walking and cycling.

### **Consultation**

8. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, the local City Cllrs, and the local County Councillor representing the Wolvercote & Summertown division. Letters were also sent to approximately 265 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
9. 188 responses were received via the online consultation survey during the course of the formal consultation are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Prohibition of entry Blandford Avenue	90 (35)	15 (11)	81 (63)	2 (2)	188
All responses / (local responses)					
Davenant Road traffic calming	62 (13)	21 (17)	79 (70)	26 (16)	188
All responses / (local responses)					

10. Additionally, 20 emails were received (including non-objections from Thames Valley Police, Oxford Bus Company, and Stagecoach) raising a combination of objections, concerns & support – these are summarised below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Prohibition of entry Blandford Avenue	4	2	2	3	11
Davenant Road traffic calming	2	6	3	3	14

11. The responses are shown in **Annex 7**, and copies of the original responses are available for inspection by County Councillors.

## **Officer response to objections/concerns**

### **Prohibition of entry Blandford Avenue**

12. Thames Valley Police expressed no objection but noted that their expectation would be that enforcement of the restriction as required would be carried out by the County Council exercising the new powers to enforce such restrictions by ANPR equipment.
13. The local bus companies expressed no objection.
14. The remaining responses were from members of the public, around 65% of whom were residents of Blandford Avenue, Davenant Road and Sunderland Avenue (south side). A total of 90 objections and 15 concerns were received, citing the lack of need, inconvenience and safety concerns about the alternative means of accessing the road.
15. While mindful that a majority of local residents expressed support (66 compared with 50 expressing an objection or concern) it is unclear if there is a sufficient mandate for recommending approval for this proposal, and officers consider that it may be preferable to explore the provision of traffic calming measures on Blandford Avenue and Sunderland Avenue (to include also the

north side) should funding be identified to take this forward, noting also that the cost of construction of the current proposal including the provision and maintenance of ANPR equipment might well be similar to that required for providing traffic calming measures.

### **Davenant Road traffic calming**

16. Thames Valley Police and the local bus operators expressed no objection.
17. The remaining responses were from members of the public and showed strong overall support from local residents, and it is recommended that the measures are approved in principle with a further local consultation being carried out when funding can be found to carry out a detailed design and costing.

### **Identification of funding opportunities for progressing measures**

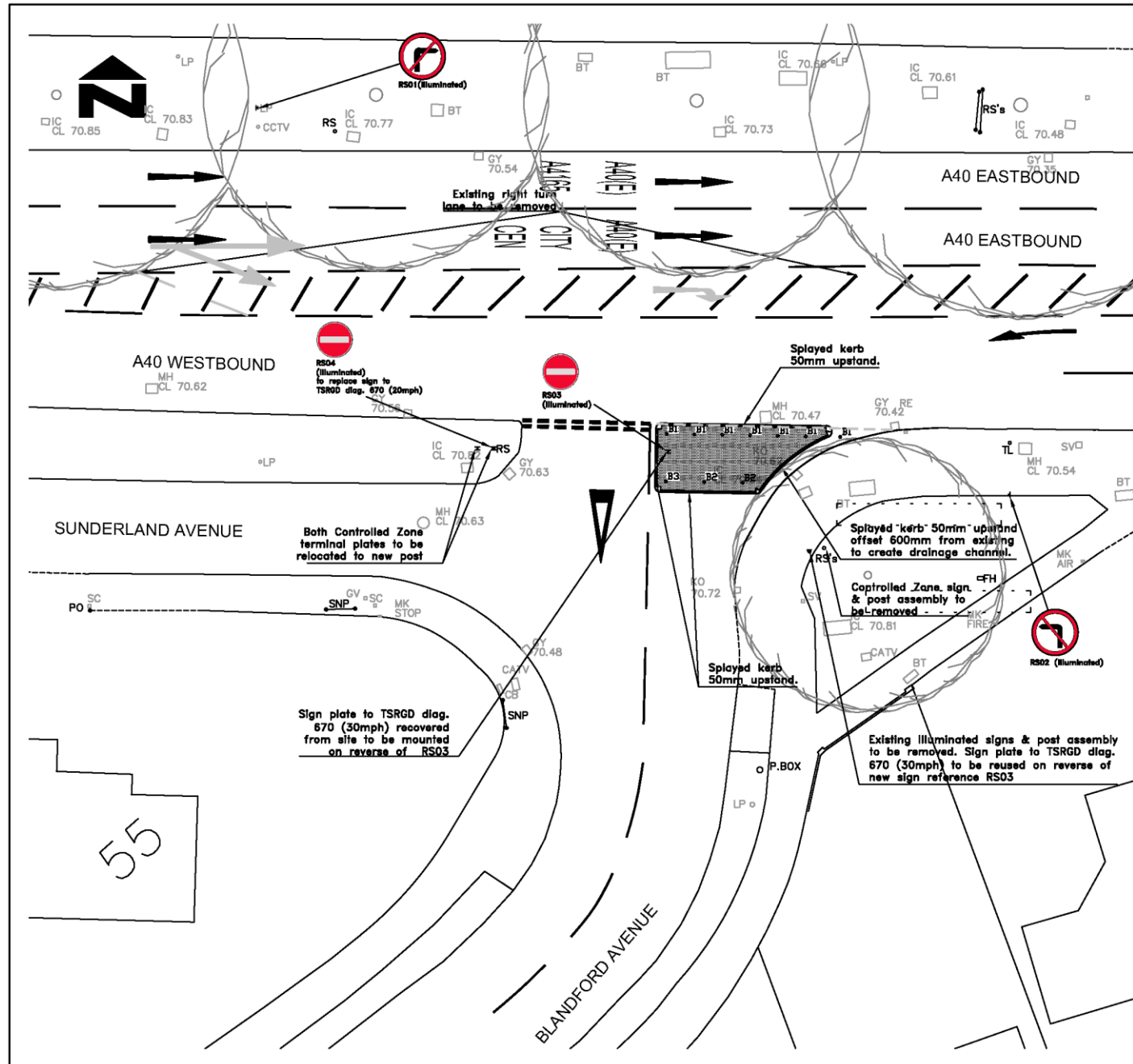
18. Officers will explore options and opportunities for funding of measures here taking account of wider development proposals in the area and also taking account of other potentially related schemes seeking to address traffic pressures and encourage active travel within Oxford but noting that the traffic issues are common to a large number of residential roads both in Oxford and in other towns and villages within the county, and that thankfully the reported traffic collisions in this area do not suggest a major issue in respect of traffic safety.
19. However at the time of writing this report, no specific funding is confirmed to take forward proposals in these roads, and while there have been some local examples of traffic calming schemes part funded by local communities, it is recognised that their design and implementation costs may well exceed that which would make this a realistic or viable option, noting also that funding would need to be found to carry out the further design work to enable a quotation for the implementation of the measures to be obtained.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan for A40 junction with Blandford Avenue/Sunderland Avenue (South)
	Annexes 2-6 : Consultation plan for Davenant Road
	Annex 7: Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

December 2022



## Notes

1. New surfacing at existing footway level constructed to allow occasional over-running in emergencies.
2. New Bollards (Glasdon Neapolitan 150) in white reboundable material to have Red/White reflectors.
3. New Bollards (Glasdon Neapolitan 150) in white reboundable material to have White reflectors.
4. New Bollards (Glasdon Socketed Ensign) in white with yellow retroreflective sleeve. Sign face to be TSRGD Diag 610, pointing down to left on southern face only.
5. Exact location of Traffic Signs to be agreed on site.
6. Sign face, post and foundation details to be shown in sign schedules together with mounting heights at detailed design stage..
7. Minimum offset from kerb to sign face and edge of bollards to be 500mm
8. Road Marking details to be shown on a separate drawing.

Do not scale this drawing

Rev Description By Date Chk'd Auth

Oxford Direct Services

Marsh Road, Oxford OX4 2HH

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Client

Project

**Oxford: Sunderland Avenue  
Southern Service Road  
Access Restrictions  
2021**

Title

**General Layout  
(Preliminary Design)**

Scale

1:200

Drawn By

SMA

Checked By

Approved By

Date

17.12.20

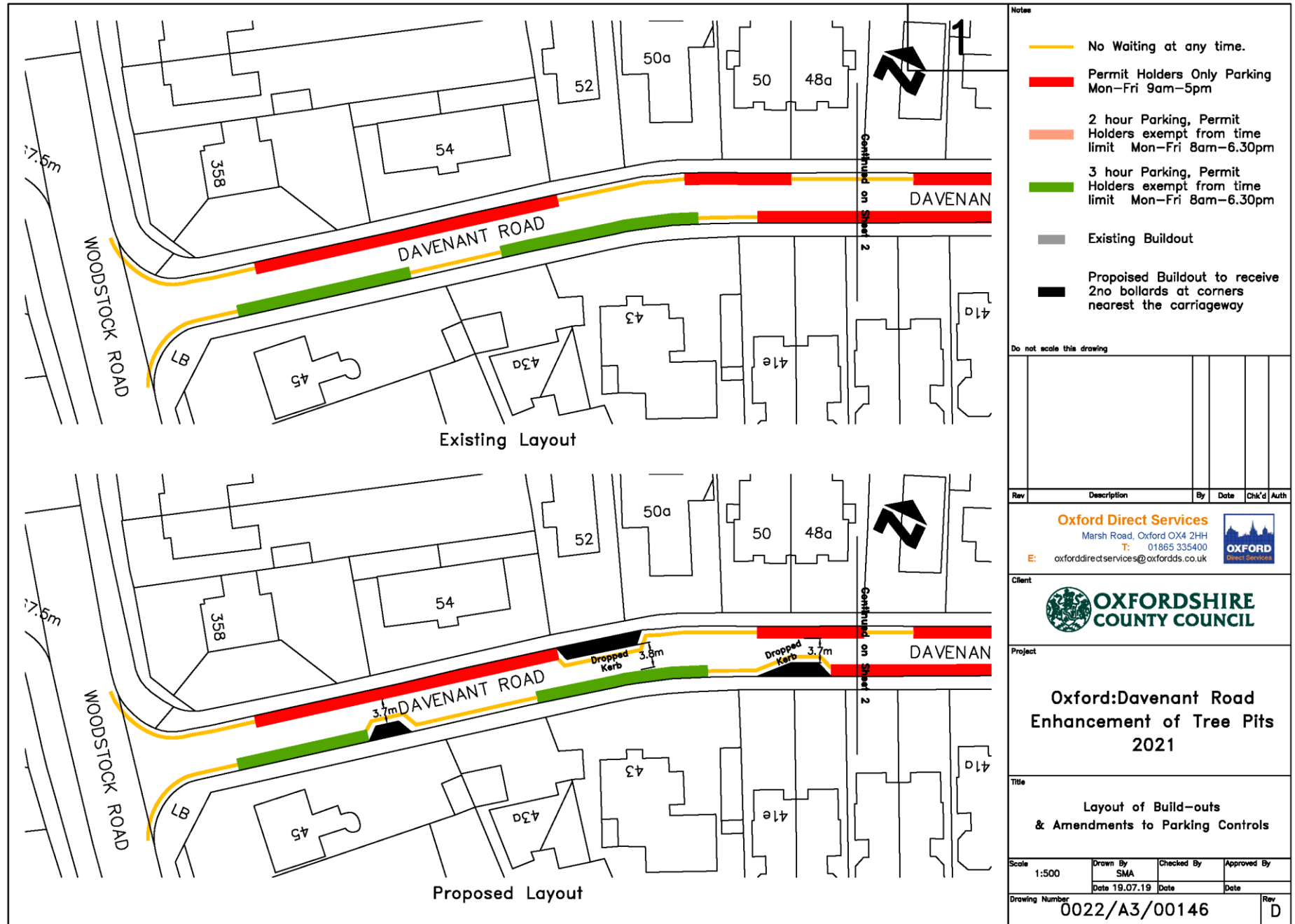
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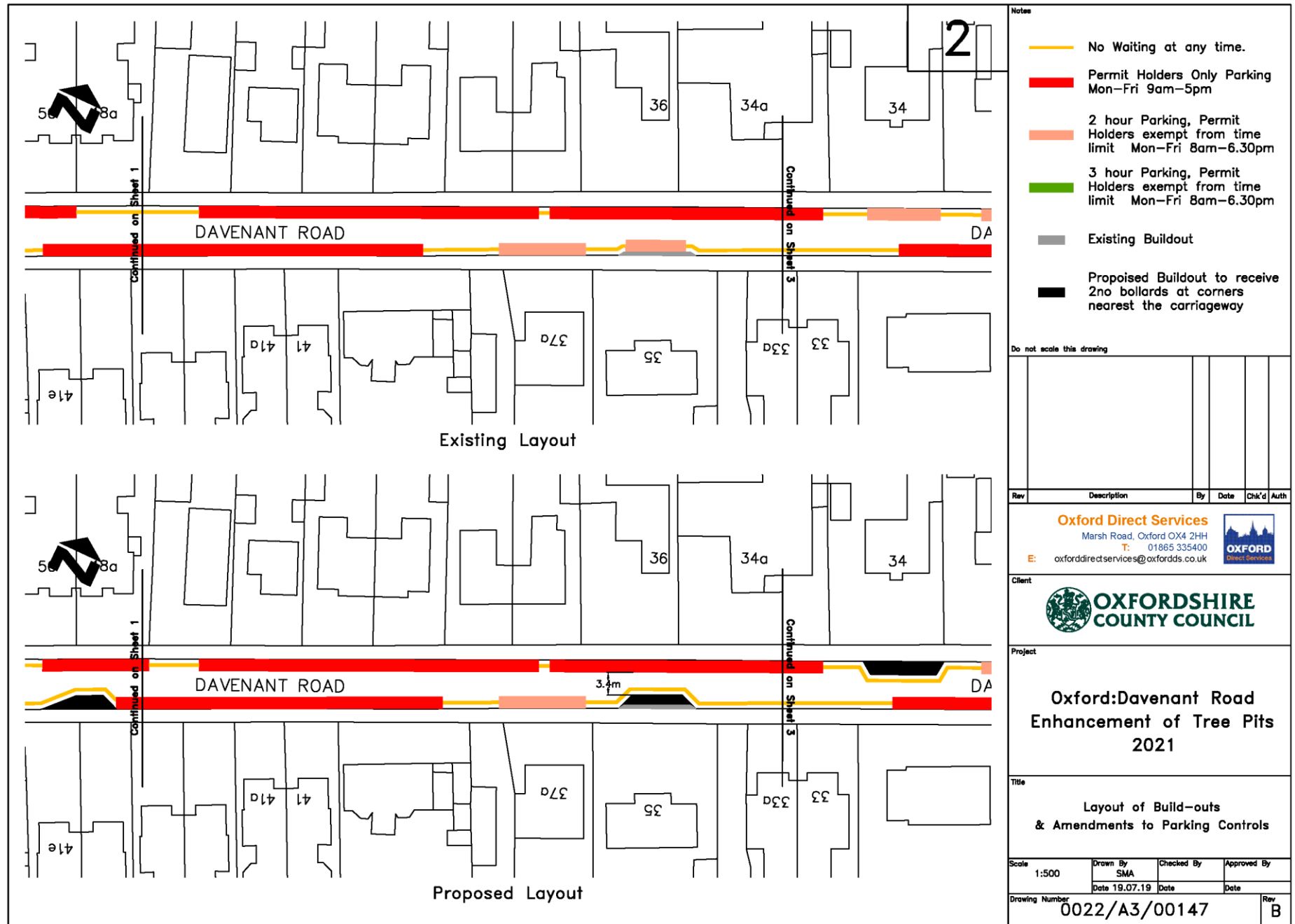
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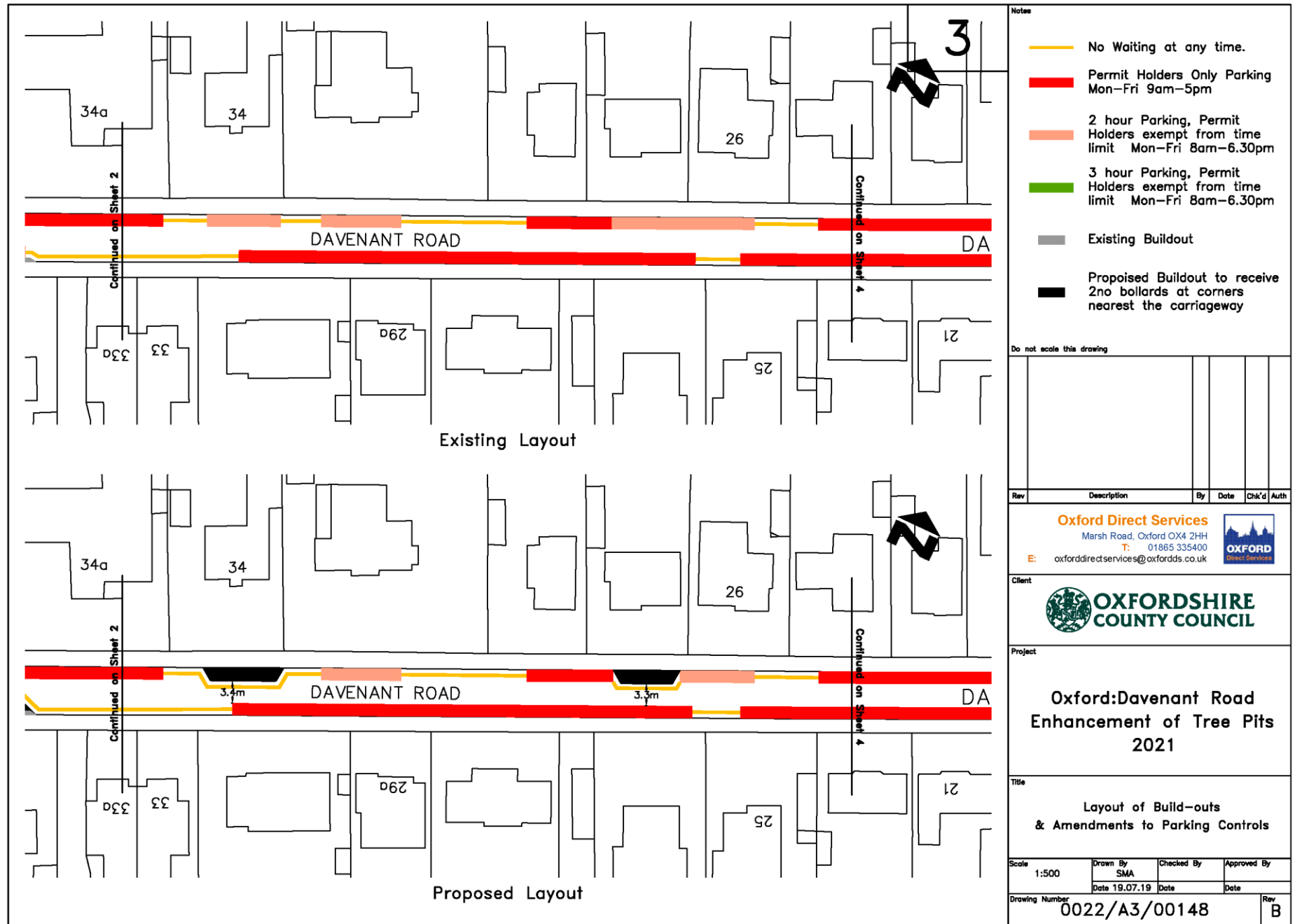
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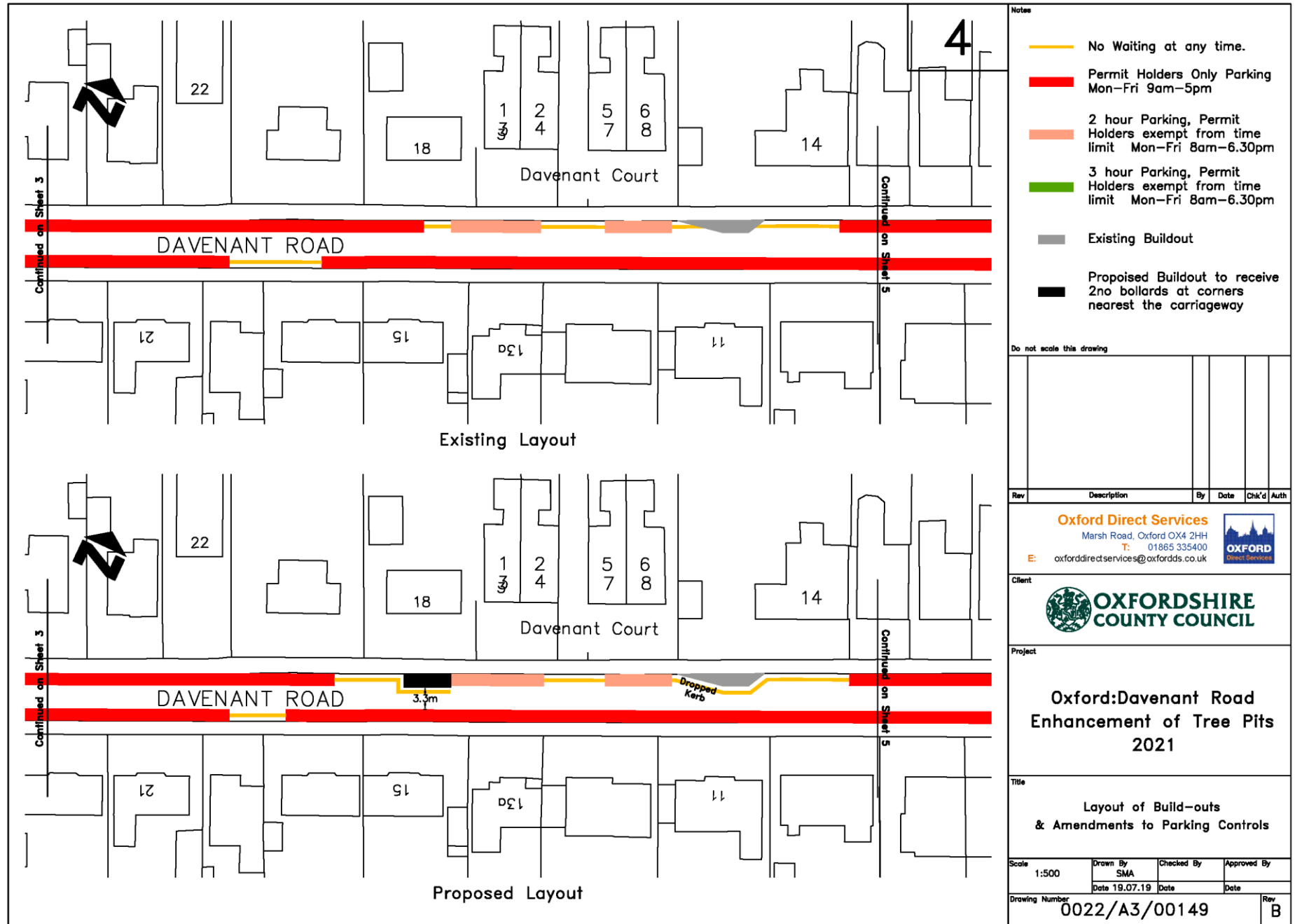
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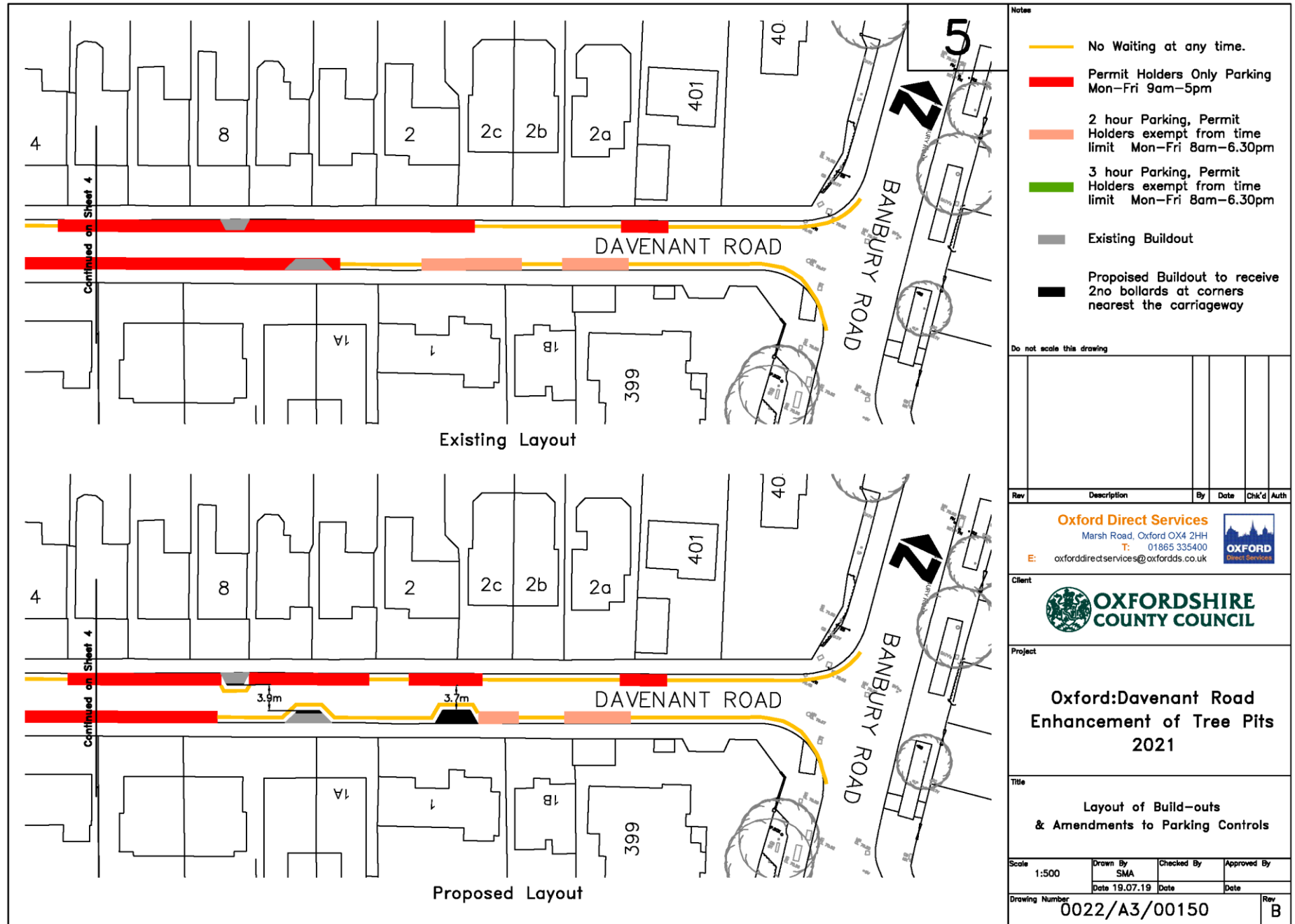












RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	<p><b>No objection</b> – In principle I am not objecting to these proposals and welcome the inclusion of engineering to support compliance.</p> <p>There is one point I would like to raise in relation to Blandford Avenue junction. The drawing shows a splayed kerb upstand which suggests can be run over for Emergency access.</p> <p>If Emergency Vehicles can do this so will the public. The feature also does nothing to encourage the Left Turn on to the A40 or discourage the Right turn out. It needs better design to achieve self-compliance at all times.</p> <p>The junction with Elsfield Way and Jackson Road has had a similar restrictions for many years ,and does include engineering, but is still subject of constant abuse during peak times when the A40 is heavily congested.</p> <p>There must be no expectation placed on the Police in terms of any enforcement.</p> <p>Should this Restriction proceed I expect the Highway Authority to exercise its own enforcement powers under TM Act.</p>
(2) Oxford Bus Company, (Interim Managing Director)	<p><b>No objection</b> – no issue with this from our side.</p>
(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p><b>No objection</b> – Stagecoach has examined these Orders and the supporting material and is satisfied that it presents no material issues to the safe and efficient operation of bus services sufficient to present grounds for objection.</p> <p>We recognise the rationale set out in the Statement of Reasons and agree that these proposals represent a rational and proportionate response.</p>

	We therefore offer no objection to the proposals.
(4) Member of public, (Oxford, Sunderland Ave)	<p>Blandford Avenue – <b>Object</b> The access to Sunderland Ave at the proposed 'no entry' is the safest entry to the houses. Closing the safest access is a disproportionate response to a small problem. Ways to slow rather than ban traffic is more appropriate.</p> <p>Davenant Road – <b>Object</b> There are too many blocked roads, backing up cars and making main roads too busy</p>
(5) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Object</b> This is a really quiet road - Davenant road is far busier - have you done any traffic surveys on both as it seems completely ludicrous and not based on any information gathering?</p> <p>Davenant Road – <b>Object</b> This doesn't go far enough or tackle the root problem. How are a few adaptations of the pavement really going to help? If you really want to make a difference you need to be looking at a congestion charge eg for all the people driving their children to school but keep keyworkers such as the nhs staff and teachers exempt from paying - and reduce bus fares for everyone</p>
(6) Member of public, (Oxford, Hayward Road)	<p>Blandford Avenue – <b>Object</b> I do not observe excessive speed on this road. I live nearby and often elk and drive down it. The main problem with the traffic flow at present is the amount of work being done by householders, which is resulting in many skips and lorries being parked along the road. Cars are having to queue and speed up to pass around obstructions.</p> <p>Davenant Road – <b>Object</b> There are already traffic calming measures in place on this street.</p>
(7) Member of public, (Oxford, Banbury Road)	Blandford Avenue – <b>Object</b>

	<p>These are my local roads which my taxes pay for and I am entitled to drive on them, your proposals infringe on my freedom of movement and should be illegal.</p> <p>Davenant Road – <b>Object</b> These will be expensive changes which are entirely unnecessary and will only restrict movement on the road for locals.</p>
(8) Member of public, (Oxford, Woodstock Road)	<p>Blandford Avenue – <b>Object</b> I am local resident and know that these proposals will make traffic around the area even worse specifically around the Wilvercote roundabout</p> <p>Davenant Road – <b>Object</b> There is no need for it</p>
(9) Member of public, (Oxford, Hayfield Road)	<p>Blandford Avenue – <b>Object</b> Objecting on the grounds that the changes are meaningless</p> <p>Davenant Road – <b>Object</b> Pointless rules amounting to more congestion at wolvercote roundabout</p>
(10) Member of public, (Kidlington, Banbury Road)	<p>Blandford Avenue – <b>Object</b> Having visited friends in this road it would seem that 90% of residents are against this so why waste money on something that will only antagonise residents rather than help them.</p> <p>Davenant Road – <b>Object</b> Similar to the last response as most residents in the area do not see the point of the bollards as it only restricts their own access to Banbury and Woodstock roads. It will add pollution to those roads as more traffic will use them</p>
(11) Member of public, (Cumnor, Seven Sisters Way)	<p>Blandford Avenue – <b>Object</b></p>

	<p>The proposal will cause traffic to increase on the ring road. There is already enough pollution and congestion in the city of Oxford. Why make matters worse? The LTNs in East Oxford have already demonstrated the futility of doing this. Please will councillors listen to what people say, and even better, visit the areas and see for yourselves.</p> <p>John Temple</p> <p>Davenant Road – <b>Object</b> Oxford already has traffic problems. All the evidence including that of local people indicates that all these so called LTNs simply make matters worse.</p>
(12) Member of public, (Oxford)	<p>Blandford Avenue – <b>Object</b> The Cowely Road Experience reveals that those living on the street may be in support but then the greater good is adversely affected especially key services like the Post Office, Parcel delivery and trades. As well traffic calming often gets put in then not maintained. How about cameras and the Police actually benefit from the fines?</p> <p>Davenant Road – <b>Object</b> see previous comment</p>
(13) Member of public, (Drayton, Hilliat Fields)	<p>Blandford Avenue – <b>Object</b> It negatively impacts businesses and traffic and access in Oxford is already difficult and slow</p> <p>Davenant Road – <b>Object</b> Same as previous</p>
(14) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Object</b> I believe there are other options available to restrict entrance instead of a complete entrance block from A40. I also believe that any traffic via Banbury Road to Blandford Avenue will go now through Davenant Road irrespective of the road measures to avoid congestion on Sunderland Avenue to Wolvercote Roundabout.</p> <p>Davenant Road – <b>Object</b> Measures in Blandford Avenue will affect residents in Davenant Road negatively</p>



(15) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Object</b>  People who live close to the proposed “No entry” sign turning point will have difficulties turning into Blandford Avenue. The only convenient way to turn will be from Woodstock road then which means that every car coming from A40, Cuttleslowe or Banbury road has to drive to Wolvercote roundabout via Sutherland Avenue increasing its traffic, traffic on Woodstock road (both are heavily busy in rush hours) and travel time to get home. Speed humps are enough to discourage “rat-runners”.</p> <p><b>Davenant Road – Object</b>  Speed humps will help to control speed on the common road in the residential area.</p>
(16) Member of public, (Oxfords, Davenent Road)	<p><b>Blandford Avenue – Object</b>  I spend 3 days a week on Blandford Avenue, and never experience any problems with it being a ‘rat run’. There is no problem to solve. It will cause residents to drive extra distance to access from Woodstock road when coming from the west which is NOT environmentally friendly.  Please take into consideration the views of the people who live and visit family here.</p> <p><b>Davenant Road – Object</b>  Unnecessary</p>
(17) Member of public, (Oxford, Davenant Road)	<p><b>Blandford Avenue – Object</b>  This will likely divert traffic onto Davenent Avenue whicc is already used as a 'rat run' including by heavy lorries, with traffic travellng well above the 20 mph speed limit.</p> <p><b>Davenant Road – Object</b>  Davenant Road is a residential street used as a 'rat run' by traffic (including by heavy lorries) avoiding the ring road along Sunderland Avenue, regularly travelling well above the 20 mph speed limit.</p>
(18) Member of public, (Oxford, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b></p>

	<p>Blandford Avenue is helpful to us and insignificant in terms of traffic. The elephant in the room is the A40 and the fact that the council have failed to create an Oxford bypass</p> <p>Davenant Road – <b>Object</b>  We use Blandford Avenue and the traffic for is insignificant in the great scheme of things. The elephant in the room is the councils failure to create a bypass and remove non-Oxford traffic travelling along the A40 in central Oxford</p>
(19) Member of public, (Oxford)	<p>Blandford Avenue – <b>Object</b>  Enough is enough.</p> <p>Davenant Road – <b>Object</b>  You just want all traffic always to use the main roads.</p>
(20) Member of public, (Oxford, Bladon Close)	<p>Blandford Avenue – <b>Object</b>  It seems this is trying to stop a non existent problem. Very few vehicles turn left into Davenant from the A44 and by preventing all from doing so just moves the traffic elsewhere. It will inconvenience more than it helps.</p> <p>Davenant Road – <b>Object</b>  See previous comments</p>
(21) Member of public, (Oxford, Woodstock Road)	<p>Blandford Avenue – <b>Object</b>  No real need</p> <p>Davenant Road – <b>Object</b>  No real need. This is a quiet road with little traffic. Why restrict access?</p>
(22) Member of public, (Oxford, Banbury Road)	<p>Blandford Avenue – <b>Object</b>  Not required. Waste of money and energy. There is no issue there</p> <p>Davenant Road – <b>Object</b></p>

	Not required
(23) Member of public, (Oxford, Victoria Road)	<p>Blandford Avenue – <b>Object</b> There isn't a current problem, so changes are unnecessary.</p> <p>Davenant Road – <b>Object</b> No current problem, so unnecessary</p>
(24) Member of public, (Sunnymead, Wolsey Road)	<p>Blandford Avenue – <b>Object</b> This proposal will further create congestion and redirect traffic on the roundabout. The traffic is already appalling and it will make it difficult for some of us with young children to get our kids to school and then off to work.</p> <p>Davenant Road – <b>Object</b> It will create additional traffic and take much longer to bring children to school</p>
(25) Member of public, (Oxford, Salisbury Crescent)	<p>Blandford Avenue – <b>Object</b> I have never found either roads to be congested or in need of traffic calming - people go slowly 20 mph and there is relatively little traffic on these roads - it seems a huge expense for not a problem !</p> <p>Davenant Road – <b>Object</b> See above</p>
(26) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – <b>Object</b> Will restrict access to my property</p> <p>Davenant Road – <b>Object</b> The overspill of cars onto the main road will be problematic</p>

<p>(27) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – <b>Object</b> I am totally opposed to this plan. It simply has not been thought through and will have severe impact for other local residents. It has to be stopped.</p> <ol style="list-style-type: none"> <li>1. Is Blandford Avenue a quiet road? Yes</li> <li>2. Does Blandford Avenue suffer from excessive traffic levels? No</li> <li>3. Will this plan result in increased traffic levels in the surrounding area with residents having to take longer routes to get to their houses? Yes</li> <li>4. Are there any other residential roads that will be impacted by increased traffic levels as a result of Blandford Avenue residents and visitors having to take longer routes to get to properties? Yes eg Davenant Rd and Sunderland Avenue south service road</li> <li>5. Is it fair for residents of those impacted roads? No</li> <li>6. Will this plan result in increased pollution levels in the local area? Yes</li> <li>7. Is it true that those living at the Woodstock Road end, eg No 1 Blandford Ave, will be far far less inconvenienced than say those living at the other end eg No 57? Yes</li> <li>8. Are they trying to fix a problem that simply does not exist? Yes</li> <li>9. Is there any justification for this plan? Not at all</li> <li>10. Would it be acceptable to install speed bumps or other speed restrictions as a viable alternative to the proposed plan? Yes, absolutely</li> </ol> <p>Davenant Road – <b>Object</b> I think speed bumps would be better than chicanes. Less intrusive on the visual appearance of the road and more effective in slowing traffic.</p>
<p>(28) Member of public, (Kidlington, Churchill Road)</p>	<p>Blandford Avenue – <b>Object</b> It isn't necessary as it will cause more traffic on other local roads</p> <p>Davenant Road – <b>Object</b> Unnecessary</p>
<p>(29) Member of public, (Summertown, Harpes Road)</p>	<p>Blandford Avenue – <b>Object</b></p>

	<p>I don't think this is an actual issue for most people. And yet again more traffic will be forced onto the A40 when the A40 can't cope as it is. Oxford is becoming gridlocked around the periphery. This is going to negatively impact on residents, tourists and businesses in Oxford. Who will want to come here when the traffic is so bad. We need a ring road around the ring road!</p> <p>Davenant Road – <b>Object</b> Same as previous section</p>
(30) Member of public, (Horspath, Collicutt Close)	<p>Blandford Avenue – <b>Object</b> Oxfordshire City Council do not care what local residents want.</p> <p>Davenant Road – <b>Object</b> Oxfordshire City Council do not care what local residents want</p>
(31) Member of public, (Oxford, Linkside Avenue)	<p>Blandford Avenue – <b>Object</b> Blandford Avenue is not used as a rat run to the extent that has been reported. A lot of the HGV traffic is generated by the developers knocking down the houses to put up new ones! If the entrance to Blandford is blocked, the residents will enter through the middle access point half way along the southern slip road of Sunderland Avenue, only to double back to gain access into Blandford, this will cause a risk of accident as they slow down to turn left, will hold up the flow of traffic westbound and generate more pollution on Sunderland Avenue. I recall the residents of five mile drive (used much more of a rat run with faster speeds despite the 20 MPH limit than Blandford) wanted to shut that road off after the work on the Cutteslow and Wolvecote roundabouts was completed some years ago. That request was turned down.</p> <p>Davenant Road – <b>Object</b> Davenant road doesn't have a problem at the moment. The restrictions will waste money on a problem that has been created due to the closure of Blandford!</p>
(32) Member of public, (Oxford, Woodstock Road)	<p>Blandford Avenue – <b>Object</b> No need for this</p>

	<p>Davenant Road – <b>Object</b> Will make traffic in arterials heavier</p>
<p>(33) Member of public, (Oxford, Lakeside)</p>	<p>Blandford Avenue – <b>Object</b> At the moment the roads that provide a less congested route between two main roads - Woodstock Road and Banbury Road or from the ring-road to either Woodstock or Banbury Roads - are used by drivers wanting to save themselves time. If any of the present routes are blocked, without other measures to alleviate traffic on the main roads put in place, will result in the other connecting roads becoming more popular to through traffic. This just moves the problem and increases the burden on the other cut-throughs that are not covered in the present proposals.</p> <p>Davenant Road – <b>Object</b> At the moment the roads that provide a less congested route between two main roads - Woodstock Road and Banbury Road or from the ring-road to either Woodstock or Banbury Roads - are used by drivers wanting to save themselves time. If any of the present routes are blocked, without other measures to alleviate traffic on the main roads put in place, will result in the other connecting roads becoming more popular to through traffic. This just moves the problem and increases the burden on the other cut-throughs that are not covered in the present proposals.</p>
<p>(34) Member of public, (Oxford, Lakeside)</p>	<p>Blandford Avenue – <b>Object</b> The proposal will increase the volume of traffic and make life difficult for residents</p> <p>Davenant Road – <b>Object</b> Where will the traffic go. Making it difficult doesn't make a problem go away</p>
<p>(35) Member of public, (Summertown, Oxford, Hawkswell Gardens)</p>	<p>Blandford Avenue – <b>Object</b> Pointless, disruptive, unnecessary, distressing to local people and confusing to the (few) visitors.</p> <p>Davenant Road – <b>Object</b> Pointless, unnecessary, disruptive to residents and any other users.</p>

<p>(36) Member of public, (Summertown, Ferry Pool Road)</p>	<p>Blandford Avenue – <b>Object</b> volume of traffic does not require the restriction</p> <p>Davenant Road – <b>Object</b> situation does not require this restriction</p>
<p>(37) Member of public, (Marston, Borrowmead Road)</p>	<p>Blandford Avenue – <b>Object</b> This will hinder more than this will help. This is a waste of money and I believe all LTN's should be abolished, I regularly see emergency vehicles stuck in queues of traffic not being able to move anywhere. This is not okay. This proposed "access restriction" is not needed in an area that does not suffer with "heavy use."</p> <p>Davenant Road – <b>Object</b> 1. It's a waste of money 2. LTNs are causing more problems 3. LTNs are in fact more harmful to the environment by causing long queues on other roads The list is endless and I wholeheartedly object to all LTNs</p>
<p>(38) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – <b>Object</b> The houses on Sunderland Avenue 1 to 11 would have no access to GP or chemists in Summertown without being blocked in Sunderland Road traffic. Your scheme would steal out rights.</p> <p>Davenant Road – <b>Object</b> It is not a cut through Road and so is a bureaucratic interference</p>
<p>(39) Member of public, (Oxford, Boswell Road)</p>	<p>Blandford Avenue – <b>Object</b> Trying to solve a so called traffic issue that simply does not exist</p> <p>Davenant Road – <b>Object</b> Trying to solve a so called traffic issue that simply does not exist</p>

<p>(40) Member of public, (Oxford, Ridgemont Close)</p>	<p>Blandford Avenue – <b>Object</b> Necessary connection to Banbury road from Woodstock road and vice versa without having to go on a heavy traffic road. It's never that busy. I can't see what the problem is. Otherwise Squitchey lane will have more use, creating another problem. It's fine as it is.</p> <p>Davenant Road – <b>Object</b> Concern that a necessary road connection is going to become unavailable</p>
<p>(41) Member of public, (Oxford, Grove Street)</p>	<p>Blandford Avenue – <b>Object</b> Not needed and will just cause so such unnecessary traffic</p> <p>Davenant Road – <b>Object</b> Not needed and a total waste of money</p>
<p>(42) Member of public, (Kidlington, Church Street)</p>	<p>Blandford Avenue – <b>Object</b> This is unnecessary and in fact will cause cars to have to drive further.</p> <p>Davenant Road – <b>Object</b> This is unnecessary, and will cause cars to drive further.</p>
<p>(43) Member of public, (Oxford, Elsfield Way)</p>	<p>Blandford Avenue – <b>Object</b> It is not necessary and causes more congestion elsewhere. On an area I live in</p> <p>Davenant Road – <b>Object</b> As I said it is causing not reducing a traffic problem</p>
<p>(44) Member of public, (Oxford city, Leckford Road)</p>	<p>Blandford Avenue – <b>Object</b> This will lead to more traffic using Sunderland avenue and Woodstock road and therefore producing more pollution</p>



	<p>Davenant Road – <b>Object</b> These really seem to be unnecessary</p>
<p>(45) Rather not say, (North Oxford, North Oxford)</p>	<p>Blandford Avenue – <b>Object</b> This is action trying to solve a problem which does not exist. It will require funding which would be better used elsewhere. This will not benefit anyone and is a waste of resources. Please focus manpower and resources on things that will benefit the public.</p> <p>Davenant Road – <b>Object</b> An unnecessary waste of money.</p>
<p>(46) Member of public, (OXFORD, Harbord Road)</p>	<p>Blandford Avenue – <b>Object</b> I am objecting to the proposals as the cost and means of the project do not justify the need, which is very minor and will not resolve or improve traffic movement in the area.</p> <p>Davenant Road – <b>Object</b> I am objecting to the proposals as the cost and means of the project do not justify the need, which is very minor and will not resolve or improve traffic movement in the area.</p>
<p>(47) Member of public, (Oxford)</p>	<p>Blandford Avenue – <b>Object</b> not necessary as the traffic is not a problem in this area</p> <p>Davenant Road – <b>Object</b> will cause additional problems for local residents</p>
<p>(48) Member of public, (Oxford, Staverton)</p>	<p>Blandford Avenue – <b>Object</b> Don't understand what benefit this is to anyone, it isn't an issue at the moment.</p> <p>Davenant Road – <b>Object</b> Reading locals views they don't want it</p>

<p>(49) Member of public, (Oxford, Iffley Road)</p>	<p>Blandford Avenue – <b>Object</b> There is no problem at the moment and changes will make journeys longer and more inefficient and bad for the environment.</p> <p>Davenant Road – <b>Object</b> There is no need for change here and a change will not be good for residents and the environment</p>
<p>(50) Member of public, (Summertown, Lonsdale Road)</p>	<p>Blandford Avenue – <b>Object</b> I have read the comments from residents and none of them want these measures. This is driven by the Council, not by people who live there. It is a total waste of time, effort and money - at a time when budgets are tight.</p> <p>Davenant Road – <b>Object</b> See response to Question 3.</p>
<p>(51) Member of public, (Wolvercote, Godstow)</p>	<p>Blandford Avenue – <b>Object</b> Local knowledge allows local people to move more quickly through the north Oxford traffic chaos. There is no reason to change the existing arrangement in these streets</p> <p>Davenant Road – <b>Object</b> Unnecessary waste of resources ; the additional restrictions are unnecessary and without merit for the neighbourhood. Particularly since delivery vans are now so critical in all our lives and this will add to delay and congestion.</p>
<p>(52) Member of public, (Wolvercote, Dovehouse Close)</p>	<p>Blandford Avenue – <b>Object</b> It seems unnecessary and likely to be counter-productive</p> <p>Davenant Road – <b>Object</b> I can't see any need for them and I believe they will make matters worse in neighbouring roads</p>

<p>(53) Member of public, (Oxford, Otters Reach)</p>	<p>Blandford Avenue – <b>Object</b> There is no requirement or justification to put such measures in place in these areas.</p> <p>Davenant Road – <b>Object</b> Again there is no requirement or justification to put such measures in place in this road.</p>
<p>(54) Member of public, (Wheatley, Old Road)</p>	<p>Blandford Avenue – <b>Object</b> As a former resident of Blandford Avenue, I think this represents a quite unnecessary restriction on people's car journeys for no good reason. It would have stopped me from returning directly to my home after each day's work. When I visit the road now, there is virtually no traffic and few cars parked on the road. It can only further increase congestion on the A40.</p> <p>Davenant Road – <b>Object</b> Same as for Blandford Avenue. We need to stop restricting traffic movements in Oxford.</p>
<p>(55) Member of public, (Oxford, Plantation Road)</p>	<p>Blandford Avenue – <b>Object</b> It is a quiet road that doesn't require restrictions. Restrictions will inconvenience residents</p> <p>Davenant Road – <b>Object</b> It is a quiet road that doesn't require restrictions. Restrictions will inconvenience residents</p>
<p>(56) Member of public, (Kidlington, Chorefields)</p>	<p>Blandford Avenue – <b>Object</b> Traffic between Oxford and Kidlington and traffic from the bypass from headington is already terrible during rush hours, this will undoubtedly make this worse.</p> <p>Davenant Road – <b>Object</b> increase in traffic jams in all directions!</p>
<p>(57) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Object</b> Unnecessary - low traffic volume, and residents do not want this.</p>

	<p>Davenant Road – <b>Object</b> Unnecessary measures - residents do not want them.</p>
<p>(58) Member of public, (Oxford, Frenchay Road)</p>	<p>Blandford Avenue – <b>Object</b> Will increase traffic chaos on ring road</p> <p>Davenant Road – <b>Object</b> Will divert traffic unnecessarily and cause more congestion.</p>
<p>(59) Member of public, (Kidlington, White Way)</p>	<p>Blandford Avenue – <b>Object</b> Object to proposals</p> <p>Davenant Road – <b>Object</b> No need for extra restrictions to traffic coming into Oxford from the north.</p>
<p>(60) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – <b>Object</b> I need to turn left into Blandford Avenue when going out for important errands in Oxford. This proposal would severely curtail my activities.</p> <p>Davenant Road – <b>Object</b> It seems an unnecessary restriction. There are no issues for Davenant Road so why is the Council wasting valuable resources on something that isn't necessary.</p>
<p>(61) Member of public, (Oxford, Stone Meadow)</p>	<p>Blandford Avenue – <b>Object</b> Reducing access will result in more traffic on the surrounding roads. This will be compounded even further if the restrictions on hours of use are implemented on Marston Ferry Road next year</p> <p>Davenant Road – <b>Object</b> Reducing access will result in more traffic on the surrounding roads. This will be compounded even further if the restrictions on hours of use are implemented on Marston Ferry Road next year</p>

(62) Member of public, (Oxford City, St Clements)	<p>Blandford Avenue – <b>Object</b> Too much interference with access to roads.</p> <p>Davenant Road – <b>Object</b> Has been demonstrated that these measures have a negative effect on the road in question and the surrounding areas.</p>
(63) Member of public, (Kidlington, The Moors)	<p>Blandford Avenue – <b>Object</b> I support the aims but think this is too poor an implementation. I am concerned that OCC is missing an opportunity and isn't being efficient in its spending. The works on the Blandford A40 exit/entrance should be used to improve the provision for walking and cycling especially the cycling route from Sunderland and Blandford to the Cutteslow roundabout. This opportunity should also be used to improve the street scene and safety. I can't see on the drawing how the right turn onto the cycle path towards the roundabout is going to be improved for children and adults commuting to schools and work by bike. The current situation is confusing and although traffic calming will make this better, it makes sense to improve the layout while works are being done. The whole junction should be raised to allow for a better and safer connection for pedestrians and cyclists travelling east-west. Moreover, traffic calming should involve narrowing the road to less than 3.4m.</p> <p>Davenant Road – <b>Concerns</b> I would like to see a traffic filter in the middle of Davenant road. ANPR would stop through-traffic from any apart from emergency services and blue badge holders. The entrance/exit to Banbury rd is a dangerous and inconvenient point for pedestrians and cyclists. Everything works happen on an Oxford road, the exit and entrance of a minor road to a through road should be made into a continuous footpath and cycle path. that applies here too. See examples of this Dutch-style continuous footpath applied successfully on Coventry's Coundon cycleway (eg <a href="https://twitter.com/adamtranter/status/1364652973071216640?lang=en-GB">https://twitter.com/adamtranter/status/1364652973071216640?lang=en-GB</a>)</p>
(64) Member of public, (Oxford, Cowley)	<p>Blandford Avenue – <b>Object</b></p>

	<p>There are too many roads being closed to cars in Oxford which is pushing the traffic onto ring road causing more traffic jams on the ring road and A40.</p> <p><b>Davenant Road – Concerns</b> I support the traffic calming measures, but no new cpz parking restrictions and no new road closure.</p>
(65) Member of public, (Abingdon, Warwick Close)	<p><b>Blandford Avenue – Object</b> As a former resident of the area (Sunderland Ave and Rothafield Rd) I know how useful access from Sunderland Ave (A40) into Blandford Ave is, both for residents of that road and for other local residents. Traffic down Blandford Ave is light; traffic calming measures would answer any speeding problems.</p> <p><b>Davenant Road – Concerns</b> There are already traffic calming measures in Davenant Road (side restrictions), so I don't really see the need for others, but am not too concerned if these are introduced in addition.</p>
(66) Member of public, (Oxford, Woodstock Road)	<p><b>Blandford Avenue – Object</b> There is already so much traffic on the A40 and people trying to access the ring road. The restrictions will further increase traffic on the alternative routes. My house is very nearby and I use this route to cut across the A40 to Woodstock road. Houses nearby have limited parking so sometimes people eg visitors for local residents park on these roads and I don't think it should be restricted</p> <p><b>Davenant Road – Concerns</b> See above Limited parking for locals and their visitors due to limited front gardens and parking space for residents on Banbury road, Woodstock road and roads traversing this. Lots of older people and those with health issues who need their cars and cannot cycle</p>
(67) Member of public, (Oxford, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b> I am a resident of Sunderland Avenue and I oppose the proposal as it will cause more traffic congestion and delay to access my flat in Sunderland Avenue if access from A40 to the slip road is closed .</p> <p><b>Davenant Road – Concerns</b></p>

	All traffic will get diverted to A40 leading to even more traffic congestion on the roundabout , delays and noise pollution .
(68) Member of public, (Summertown, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b>  I live with my family on the corner of Sunderland/Blandford and this so called problem that this restricted access is trying to address, really isn't a problem. There really aren't the number of cars cutting through plus i don't understand because all of the houses on Blandford are set back off the road - so I've no idea how they hear traffic or are inconvenienced! Honestly, how do the other roads running between banbury/woodstock/rotherfield/five mile drive feel - perhaps they would all like to privately fund closure and that said maybe we too would on Sunderland. The most sensible approach is to restrict lorries and put in speed bumps.  This proposal will add to the traffic on an already congested and polluted Sunderland Avenue and surrounding roads.</p> <p><b>Davenant Road – Concerns</b>  This should be separate to the other proposals for Blandford Avenue and if so would support the traffic calming measures on Davenant road</p>
(69) Member of public, (Summertown, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b>  Totally unnecessary and entitled residents with their own agendas. There should be a holistic approach to all of the travel not just to favour one or two affluent supporters - 70 or more households. There are more worthy projects!</p> <p><b>Davenant Road – Concerns</b>  Needs to be not linked to blandford proposal</p>
(70) Member of public, (Oxford, Bladon Close)	<p><b>Blandford Avenue – Object</b>  I think the measures are unnecessary, especially for Blandford Avenue, and they would cause further tailbacks, congestion and pollution on the Northern Ring Road - not a desirable outcome given the likely increase in congestion that will be caused by extra traffic reaching the Oxford North development.</p> <p><b>Davenant Road – Concerns</b></p>

	Traffic along Davenant Road is already quite slow and limited.
(71) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Object</b> I live at the end of Blandford Avenue and it is a quiet and safe road. The restrictions proposed will only make life more difficult for us all. Not to mention the worsening of traffic once it will make us take a long and unnecessary detour on Woodstock road.</p> <p>Davenant Road – <b>Concerns</b> .</p>
(72) Member of public, (Oxford, Blenheim Drive)	<p>Blandford Avenue – <b>Object</b> This is a quiet street; there is no need for restrictions. Altering the normal traffic flow creates bottle necks elsewhere.</p> <p>Davenant Road – <b>Concerns</b> Traffic calming is fine. Prohibiting access is unnecessary and will cause bottlenecks elsewhere.</p>
(73) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Object</b> The measures will result in people taking longer routes, with more vehicle miles which is bad for the environment. I do not think the burden of through traffic sufficient to justify this.</p> <p>Davenant Road – <b>Concerns</b> The measures will result in people taking longer routes with more vehicle miles which is bad for the environment.</p>
(74) Member of public, (Jericho, Combe Road)	<p>Blandford Avenue – <b>Object</b> It is against the interests of local people.</p> <p>Davenant Road – <b>Concerns</b> I support local residents</p>



<p>(75) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Object</b> All service and residential traffic for Blandford Avenue and Sunderland Avenue south side service road will be channeled all the way through Blandford Avenue. This will lead to an increased traffic for Blandford Avenue in total but on average especially houses 1 to 30ish. Residents will need to drive higher mileages and residential traffic stays longer on A40. Moreover it will block especially traffic that comes from A44 then needing to use the round about to Woodstock Avenue to get to Blandford Avenue. During rush hour this roundabout junction to Woodstock Avenue blocks an entire lane on A44. The amount of vehicles using Blandford Avenue as a diversion seems to be small nevertheless the speed of those using it as a diversion is of concern which is east or west bound and a blocked entry west bound will not address this.</p> <p>Davenant Road – <b>No opinion</b> not a resident of Davenant Road</p>
<p>(76) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Object</b> It will add around 10-15 minutes on my already long (1 hour) journey to and from work</p> <p>Davenant Road – <b>No opinion</b> We rarely use davenant road</p>
<p>(77) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Object</b> We live on Blandford Avenue. No real issue with volume of through traffic. Restriction of access to all traffic Inc residents will cause significant inconvenience to busy working families who live on the street. We would be happy to consider steps to limit access to residents only or vehicles under a certain size/width.</p> <p>Davenant Road – <b>No opinion</b></p>
<p>(78) Member of public, (Oxford, Sunderland Ave)</p>	<p>Blandford Avenue – <b>Object</b> For those living on the west side of Sunderland Ave this would dramatically reduce access, requiring one to queue along with the roundabout traffic simply to get home. The idea of looping around Blandford to Woodstock Rd is senseless as it would increase traffic if anything.</p>

	<p>No entry on the plans should be replaced with residents only. It would also be nice if the service road could be repaired because currently it is a hazard for cyclists (separate topic I know).</p> <p>Davenant Road – <b>No opinion</b> Not relevant to me</p>
(79) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Object</b> I find the problem currently is speed of traffic not volume and would prefer speed calming measures (speed bumps or alternative). My main concern is the extra time it would take returning home by car each evening by being unable to turn left into blandford avenue and ending up in gridlocked traffic which is likely to worsen over coming months / years</p> <p>Davenant Road – <b>No opinion</b> No opinion</p>
(80) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Object</b> As a resident of Blandford Avenue it is ridiculous to suggest that the road is used as a major rat run. Some non-resident traffic does come through but it causes no major problems with either traffic volumes or noise pollution. Living in the middle of the road, I will probably have more traffic coming past my house as the residents at the Sunderland Avenue end will only be able to access their homes by passing mine when coming back into the road and also if they wish to head eastbound on the A40. The amount of extra traffic that will build up on Sunderland Avenue especially at rush hour will cause even greater tailbacks up to the Woodstock Road roundabout and the Banbury Road roundabout than now and will add extra journey time for all residents of the road.</p> <p>With the amount of building work that goes on in the road together with large vehicles delivering purchases to residents I can see there being huge problems with these vehicles trying to gain access. It will also reduce access options is there is an accident or roadworks on nearby busy roads and create further traffic build-up. Residents who wish to live in a road with little traffic should not have purchased a house on a through road. I have lived here for over 40 years and even back then it was not a quiet road where children could play or ride bicycles.</p> <p>This seems like a gross waste of money for something that isn't an issue in the first place and will inconvenience residents and I will certainly not be prepared to make any financial contribution to the scheme.</p>

	<p>Davenant Road – <b>No opinion</b> Doesn't affect me</p>
<p>(81) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – <b>Object</b> It is pointless: very few people use Blandford Avenue as a rat run, and closing its NE end will make it hard for people who live in Blandford Avenue to enter the street when coming from the north or east - they will have to make a detour which will use more unnecessary fuel which causes extra pollution. From my own point of view, as one who lives in Sunderland Avenue before the Blandford Avenue turn, I will have to join the pollution-forming traffic queues all the way to the Wolvercote roundabout every time I need to drive down the Woodstock Road, instead of gently picking my way down Blandford Avenue at 20mph.</p> <p>Davenant Road – <b>Support</b> Good idea</p>
<p>(82) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – <b>Object</b> The access restriction will displace a lot of traffic onto Davenant Rd (which already has a huge amount of traffic) from residents of Wolvercote who currently use Blandford Avenue to avoid the ring road. Davenant Rd also has a lot of city centre/Jericho residents diverting down it</p> <p>Davenant Road – <b>Support</b> Davenant Rd has a huge amount of traffic from residents of Wolvercote, Jericho and central Oxford who use it as a cut through to avoid the ring road. A lot of this traffic travels very fast well over the speed limit, which makes the road dangerous at busy times. The proposed calming will slow down this traffic and also make it less convenient to use Davenant Rd as a cut through.</p>
<p>(83) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Object</b> The proposed closure of the entry to Blandford Avenue from the Sunderland Avenue end will make journey times worse for all residents of Blandford Avenue, Sunderland Avenue and Davenant Road, and increase traffic congestion in the area for all residents and road users. If entry is only possible from the Woodstock Road, all Blandford Avenue residents will have to exit and enter from Woodstock Road, which I estimate will at least double the traffic past my house which is near the Woodstock Road. It will add very significantly to</p>

	<p>travel times for me on my most frequent car journeys which are to and from Parkway Station, Thornhill Park and Ride, Kidlington and London, and for all other residents of Blandford and Sunderland Avenues. It will also add to the existing significant congestion on the A40 between the Banbury Road and Woodstock Road roundabouts and the congestion on the Woodstock Road heading north towards the roundabout.</p> <p>I believe the proposed solution is worse than the existing very minor problem on Blandford Avenue. I have not noticed many non-resident vehicles using Blandford Avenue as a cut-through to the Woodstock Road. The only issue I occasionally notice is lorries using Blandford Avenue to avoid the Woodstock Road roundabout when turning south towards Oxford, but I have only seen perhaps one lorry a day doing so. This could be prevented with a width restriction at the Sunderland Avenue entrance that still allowed cars to enter and exit. A width restriction would also deter many non-resident cars from using the road as a cut-through. In addition to a width restriction, speed calming measures could be introduced. Both of these solutions would allow residents to continue to use the most efficient means of entry and exit to our own road for our journeys while significantly reducing cut-through traffic and the speed at which all vehicles travel. Speed calming measures would also improve safety generally, and could even enhance the attractiveness of the road and improve the environment if for instance large planters or street trees were added to create road chicanes. This could replace some of the greenery lost through the development activities that have destroyed multiple mature front gardens on the street and replaced them with paved private parking.</p> <p><b>Davenant Road – Support</b> This seems a sensible way to slow down traffic and recognise the increasing availability of front garden parking. I would support similar measures in Blandford Avenue, which seem a much more proportionate response to the issues that does not significantly inconvenience local residents.</p>
(84) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Object</b> The closing of access to Blandford Avenue is unnecessary and disproportionate and would mean that residents could only access the street from Woodstock Road, which is frequently congested. The problem of lorries using Blandford Avenue as a shortcut could be solved with a width restriction, and normal traffic calming measures as used elsewhere in Oxford would prevent speeding. This would achieve all the benefits without harming residents.</p> <p><b>Davenant Road – Support</b> Sensible and proportionate solution to the actual problem. Something similar is needed for Blandford Road.</p>

(85) Member of public, (Wolvercote, Oxford, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b></p> <p>I am deeply concerned about the proposed closure of Blandford Avenue at the Sunderland Avenue end. Those behind this have claimed that Blandford Avenue suffers “significant nuisance traffic that has no business to be on residential roads”. Working from home and looking out onto Blandford Avenue for a number of years, I know that this absolutely not the case. This is a quiet road that does not suffer from excessive traffic levels so I believe the proposal is entirely un-necessary and without justification. The implication of shutting this road off is that it will increase the traffic and pollution in the surrounding area. It will even affect the 70+ residents of the road and all their visitors including delivery drivers who will then have 3 options to get to their houses if travelling from the Banbury Road roundabout:</p> <ol style="list-style-type: none"> <li>1) Drive to the end of Sunderland Avenue, turn left at the traffic lights onto Woodstock Road and then left again into Blandford Avenue.</li> <li>2) Drive two thirds of the way down Sunderland Avenue and then turn left into the service road and then double back towards the Blandford Avenue entrance where it meets Sunderland Avenue</li> <li>3) Drive down Davenant Road, turn right onto Woodstock Road and then right again onto Blandford Avenue.</li> </ol> <p>I'm not sure the residents of Davenant Road or the Sunderland Avenue service road would want this additional traffic travelling past their houses – this seems totally at odds with the proposed traffic calming plans for those roads. I would be very surprised if this is the intention but it is clearly an impact that may have been overlooked.</p> <p>It is worth noting that there has been a lot of redevelopments of the houses in Blandford Avenue over the last couple of years or so (11 at my last count) and that these each generate lorry and HGV traffic on a temporary basis as they need to access the sites. However, it is clearly apparent that many of these deliveries, go onto make further deliveries at other sites such as those in Davenant Road. These are therefore not drivers taking a short cut, but simply going about their lawful business as they continue their rounds in the local area. In light of this, I would question the validity of any previous surveys that have led to this initiative and advise that any meaningful survey should be:</p> <ol style="list-style-type: none"> <li>a) Independently conducted (ie not by those driving this initiative)</li> <li>b) Carried out in such a way so as to take account of the observations around delivery drivers as stated above.</li> </ol> <p>From what I have been told, some local residents championing this TRO Project either live at the Woodstock Road end of Blandford Avenue or they don't have a car and don't drive at all. It is therefore felt that the benefits to those living on the road will only be enjoyed by a select few who would not be inconvenienced as much as say those living in the middle or at the other end who will have to undertake longer vehicle journeys to access their properties. In doing so, this will create additional unnecessary traffic and associated pollution in the surrounding roads. This is just not acceptable.</p>
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	<p>It is also noted that the road contains a significant number of rental properties and having spoken to a couple of these, it is clear that there is less 'incentive' to complete this survey so please take this into account. I do accept that some further traffic calming measures could be implemented on Blandford Avenue to address any speeding issues. This could be in the form of speed bumps or chicanes as per the Davenant Road plan.</p> <p>Finally, I have conducted a simple survey via local social media, which at time of writing has resulted in 76% of people being against the Blandford Avenue closure plan. This is also accompanied by an overwhelming majority of comments objecting to it and even residents of Blandford Avenue itself stating publicly that there is "not an exceptional amount of traffic that cuts through". I would be happy to share these with you for reference.</p> <p>In summary, it seems they are trying to fix a problem that simply doesn't exist. Fundamentally, it is not a busy road, at all and I would encourage anyone involved in the decision making process to visit at any time, on any day and see for themselves just how low the traffic level is. There is no genuine justification for this plan which I believe benefits very few people with a personal agenda and actually inconveniences many, many more who either live on the road or in the surrounding area. It has to be prevented from going ahead.</p> <p><b>Davenant Road – Support</b> Support this initiative but would recommend that the chicanes are aesthetically pleasing and don't significantly change the overall character of the road.</p>
(86) Member of public, (Oxford, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b> The intention to calm traffic using Sunderland Avenue South sliproad is commendable. However the measures proposed are disruptive, expensive and unnecessary, and better alternatives are available. Firstly, there is already a 20mph limit in this section of road, yet people do not obey it. In other words, the problem isn't lack of restrictions, it's lack of enforcement. If the intention is to enforce the access restriction, then why not simply enforce the current speed limit and avoid the need for disruptive and costly roadworks? On the other hand, if the access restriction won't be enforced then it will be as pointless as the current speed restriction. Remodelling the junction and putting up a no entry sign won't on its own stop people any more than the speed limit does.</p> <p>Secondly, this measure disadvantages residents of Sunderland Avenue South sliproad approaching from the Cutteslowe roundabout. Why should they have to queue with copious traffic on the main road wanting to get to Wolvercote roundabout simply in order to access their own homes, rather than entering the slip road at the Blandford Avenue junction? The number of people needlessly penalised by this measure will greatly exceed</p>

	<p>the number of law-breakers who flout the speed limit. A more effective method would be to use chicanes and/or speed humps so that people who need to access the street because they live there can do so but it becomes unattractive to use the road as a rat run. That alternative solution would achieve the intended effect but without penalising law-abiding residents.</p> <p>Thirdly, forcing residents into the main road when they want to access their homes on the slip road will increase traffic and pollution, going against what the Council is trying to achieve through other policies and measures. This is topsy-turvy.</p> <p>I am also deeply concerned that a self-appointed group of residents of the area are pressurising neighbours, e.g. via repeated email campaigns, to vote in favour of this measure. They have sent me newsletters claiming that there was a consultation among local residents some years ago and the 'consensus' was in favour of the measures. But despite repeated requests, they have not provided any evidence: when was this 'consultation' undertaken, what questions were asked, how many responses were received and what were they? I don't believe any consensus exists. All individual opinions should carry the same weight and it is corrupt for any group to claim to represent a consensus or a wider body of opinion than the handful of individuals in the group. Similarly, it would be highly corrupt if the Council were to give any self-appointed group special consideration as if it were representative.</p> <p><b>Davenant Road – Support</b></p> <p>The measures won't harm local people. Most dwellings in the relevant road have off-street parking so decreasing the on-street parking won't cause great hardship. The traffic-calming measures will still allow access rather than blocking it off -- it will simply be necessary to drive more carefully, which is to be welcomed. This strikes a good balance between the need to prevent reckless and dangerous rat-running and the need to keep Davenant Road usable for residents and other local people. Finally, to the extent that build-outs will be planted, they will contribute towards environmental protection and the reduction of pollution in line with the Council's other objectives.</p>
(87) Member of public, (Oxford, Sunderland Avenue)	<p><b>Blandford Avenue – Object</b></p> <p>As a local resident we don't believe there are issues with traffic in Blandford Avenue. By restricting access to Blandford Avenue this will only compound the issue in neighbouring roads including Davenant Road.</p> <p><b>Davenant Road – Support</b></p> <p>We are in favour of this proposal</p>

<p>(88) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – <b>Object</b> Avoid driving traffic into Davenant road</p> <p>Davenant Road – <b>Support</b> Vibration damage to my house from lorries</p>
<p>(89) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Object</b> Currently no real traffic issues, an inconvenience to only be able to enter Blandford Avenue from Woodstock Road, this will cause more congestion</p> <p>Davenant Road – <b>No opinion</b> Unaware of full data</p>
<p>(90) Member of public, (Oxford, Beech Croft Road)</p>	<p>Blandford Avenue – <b>Object</b> Blandford Avenue is a very quiet road with almost no traffic on it at any time and any traffic that does use it travels at a low speed. It is not used as a rat run and I can see no reason whatsoever to restrict access. Restricted access will, however, severely inconvenience residents and people visiting them many of whom will have to drive much further and potentially through heavy traffic on the nearby main roads if they can't use the road as it is intended to be used. More mileage equals more pollution, more damage to the environment. This seems to be an attempt to solve a problem that doesn't exist and if the plan goes ahead there will be both a financial cost in setting it up and a completely unnecessary curtailment of residents freedoms. If the council wants to gain Oxford residents' support for making improvements to our roads it should avoid upsetting people and making their lives difficult for no apparent reason. I would not, however, object to traffic calming measures such as road narrowing etc so long as Blandford Avenue was still open to drive down.</p> <p>Davenant Road – <b>No opinion</b> I do not object to traffic calming measures in side roads but I do object to closing roads altogether.</p>
<p>(91) Member of public, (Kidlington, Green Road)</p>	<p>Blandford Avenue – <b>Object</b> We need more access, no more restrictions</p>



	<p>Davenant Road – <b>No opinion</b> Calming is fine, restricting access is not</p>
<p>(92) Member of public, (Oxford, Home Close)</p>	<p>Blandford Avenue – <b>Object</b> Blandford Ave is a quiet road. Most residents do not wish this to take place. If the objections are to cars using the road as an alternative to using Sunderland Ave then place and police 20mph. Or use speed calming measures. There is no moral ground for restricting use that will impeded residents and make the Woodstock road end congested and increase journey time, congestion and pollution- three counter objectives to the city wide proposals.</p> <p>Davenant Road – <b>No opinion</b> Traffic calming measures will restrict speed- and there are already restrictions for parking. As long as residents have parking rights I do not object.</p>
<p>(93) Member of public, (Kidlington, Court Close)</p>	<p>Blandford Avenue – <b>Object</b> This is a quiet road so the proposed changes are not required. The proposal possibly to part-fund through resident contributions seems unfair given the lack of need for the scheme.</p> <p>Davenant Road – <b>No opinion</b> N/a</p>
<p>(e2) Member of public, (Oxford, Blandford Avenue)</p>	<p><b>Object</b> – I observe that traffic problems on Blandford Avenue are limited to a handful of lorries per day, mainly between 6-8am. It may be possible to address this problem by imposing a suitable weight limit. The lorries are medium-sized and seem likely to be heading for deliveries to commercial premises in the Jericho area.</p> <p>I first moved to Blandford Avenue in 2010 and I have not noticed a particular increase in traffic in that interval.</p> <p>I have two objections to the proposed changes to Blandford Avenue:</p>

	<p>1. On a personal level, the amount of vehicular traffic driving past my house at number 2 is likely to double. Residents currently returning home via the eastern end of the road and all our deliveries, etc. will be diverted past my door. This outcome cannot be avoided or mitigated and so the proposal will inevitably have a very undesirable outcome for me.</p> <p>2. On a societal level, all the diverted traffic will add to the already considerable congestion, noise and pollution on Sunderland Avenue and Woodstock Road south of the roundabout. With the Northern Gateway development, traffic at that roundabout is likely to increase still further. Even now, at peak times, traffic can be queueing down both Banbury Road and Woodstock Road as far back as St Giles' (where I work) indicating considerable delays at the A40 intersections.</p> <p>At the very least, residents at the eastern end of the road will be faced with an additional one mile on their journey.</p> <p>I have seen drivers making an illegal left turn from the A40 into Jackson Road, where there is a similar arrangement to this proposal. This manoeuvre would be far more dangerous than the minor disruption of a occasional lorry rattling past the houses of the very small number of residents behind this proposal.</p> <p>I hope that you will judge that this scheme is both an excessive response to a small problem and that it has the potential to create much worse problems than it claims to solve.</p>
(e11) Member of public, (Oxford, Davenant Road)	<p><b>Object</b> – Your letter states that the proposed measures would “help reduce the volume and speed of traffic in the above roads”. No qualification is added. Therefore, with no qualification added this means the Council’s position is that closing Blandford Avenue to through traffic would reduce the volume of traffic on Davenant Road.</p> <p>Where is the Council’s evidence to support this position? I imagine there is none.</p> <p>Instead, I suspect the Council has, at best, made a misleading assertion about the proposed changes bringing about a reduction in the volume of traffic on Davenant Road.</p> <p>In reality, closing Blandford Avenue to through traffic is likely to increase the volume of westbound traffic on Davenant Road. This would be for two reasons:</p>

	<ul style="list-style-type: none"> <li>• an increase in the volume of through traffic on Davenant Road travelling westbound from the Banbury Road to Woodstock Road (traffic using this route to avoid Sunderland Avenue congestion – the previously well aired “rat run” point); and</li> <li>• an increase in volume of traffic on Davenant Road travelling from the Banbury Road to reach Blandford Avenue itself (again, to avoid Sunderland Avenue congestion).</li> </ul> <p>In other words, Davenant Road would be a “double loser” and suffer an increased volume of traffic because of the proposed closure of Blandford Avenue to through traffic.</p> <p>In this circumstance, on what basis is the proposal fair to residents of Davenant Road? Furthermore, where is the specific evidence that Blandford Avenue merits being closed?</p> <p>Whilst my position about evidence might be perceived as “riding on the back” of the recent public allegation about evidence relating to the East Oxford LTNs, it is not.</p> <p>On the contrary, my stance on the proposals relating to Blandford Avenue and Davenant Road has remained consistent. Furthermore, my view is one previously shared in person with Cllr. Gant, now the Cabinet for Highway Management (and before that in 2018 presented in writing and shared with local residents and elected members).</p> <p>My position is a simple one. The volume of traffic in this neighbourhood will do nothing other than increase because of new development at Oxford North, and maybe in due course development close to Oxford Parkway. Consequently, what the neighbourhood urgently needs is a comprehensive traffic management plan which covers the entire area comprising:</p> <ul style="list-style-type: none"> <li>• Five Mile Drive at its northern boundary;</li> <li>• Oxford North;</li> <li>• Cutteslowe and Wolvercote roundabouts;</li> <li>• Banbury and Woodstock Roads;</li> <li>• all residential roads adjoining Banbury and Woodstock Roads including First Turn and Godstow Road; and</li> <li>• Squitchey Lane at its southern boundary.</li> </ul> <p>The Council should not be undertaking piecemeal changes, such as that proposed in closing Blandford Avenue. This conclusion would seem to make eminent common sense for a variety of reasons, reasons which I submit are difficult to refute reasonably.</p>
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	<p>Returning to the point about evidence, however, and whilst in no way being an expert on the law, if there is no substantive evidence to support a single road closure, nor positive evidence about the effect of that closure on the volume of traffic on nearby roads, then I envisage it is likely the Council's decision could be challenged successfully on a legal basis.</p> <p>In summary, on the basis presented by the Council, the closure of Blandford Avenue should not take place. If the Council could sustain a legitimate case, however, then the closure of Blandford Avenue should not proceed without the Council having first delivered in full all the proposed traffic calming measures on Davenant Road and monitored the success of those changes.</p> <p>Best of all, however, the Council should deliver a holistic plan of traffic management proposals covering the entire area described above (in tandem with a city-wide Congestion Charge). This may include comprehensive "LTN-type" restrictions on more roads, for example Blandford Avenue and Davenant Road. Of course, this would require a fresh approach. I submit, however, this would be better than the Council appearing to "favour" one road to the detriment of another unsupported by evidence of traffic volumes.</p>
(e12) Member of public, (Oxford, Davenant Road)	<p><b>Object</b> – My comments are regarding the proposed changes to Blandford Avenue as a resident of the road.</p> <p>There is often early morning use of the road by heavy lorries who come past the house at quite some speed, presumably using it as a cut-through. Otherwise it is a fairly quiet road.</p> <p>The proposals to counteract this seem disproportionate and I have the following comments to make:</p> <ul style="list-style-type: none"> <li>• There would be considerable disruption to legitimate traffic including delivery drivers - perhaps 8 minutes or more may be added to their delivery time if they are unable to turn into Blandford Avenue from Sunderland Avenue, especially when delivering to the properties at that end of the road</li> <li>• There would be increased congestion from diverted legitimate traffic to those residential roads already experiencing congestion - Woodstock Road and Sunderland Avenue.</li> <li>• There would be increased traffic passing the houses at the Woodstock Road end of Blandford Avenue, reducing any benefit of preventing through-traffic for those properties.</li> <li>• The frustration caused by increased legitimate journey times and congestion along Sunderland Avenue is likely to reduce compliance with the 20mph speed limit on Blandford Avenue.</li> </ul> <p>As less disruptive alternatives:</p>

	<p>Please could there be an enforced weight limit on Blandford Avenue to stop large lorries using it as a cut-through?</p> <p>And could there be consideration to traffic-calming bumps to enforce the 20 mph speed limit?</p> <p>I do not think the current proposal is proportional to the problem or indeed helpful to all residents of the road and wider community. In consequence I object to it.</p>
(e13) Member of public, (Oxford, Sunderland Avenue)	<p><b>Object</b> – I am writing to object to the proposal to place a no entry sign at the entry to Sunderland Avenue south slip road at the junction with Blandford Avenue. This would have a devastating effect on cyclists.</p> <p>At the moment I frequently cycle home from school along the Banbury Road, using the cycle track on the pavement towards the Cutteslowe roundabout and turning left at that roundabout. I then continue home along Sunderland Avenue South slip road as directed by the cycle track.</p> <p>Under the proposals, anyone wishing to get from the Cutteslowe to the Wolvercote roundabout would have to cycle on the main road, which would be extremely unsafe. This flies in the face of national and local policies in favour of cycling -- particularly to and from school -- for health and environmental reasons.</p> <p>The proposal is poorly thought through and unnecessary. While there is a need to stop motor vehicles from speeding along Sunderland Avenue South slip road, this could be much more effectively achieved with speed bumps or chicanes that are cycle-friendly. Using traffic calming instead of access restrictions would also benefit residents of the slip road who use cars. Under the current proposals, they will be stuck in traffic on the main road while they wait to enter the slip road further west, rather than leaving the main road traffic jams in order to access their homes.</p>
(e17) Member of public, (Oxford, Davenant Road)	<p><b>Object</b> – there is insufficient parking along the road, not enough parking permits for residents, no provision for visitors parking. The road is wide and there is no standing traffic that requires any traffic calming measures to be taken.</p> <p>The suggestion that residents should swap to buses and bicycles is unreasonable. Fir example, I work for Thames Valley Police and use my car to attend emergencies and on call duties. Can you seriously consider it would be a suitable response for the Detective to attend the crime scene on a bus or a bicycle ? It is unreasonable as time is important factor when travelling to respond to emergencies. Fir our family house</p>

	<p>with three bedrooms, we have not a single parking permit allowed for the whole household!!!!And now you are suggesting removal of the parking outside of the house too!!!</p> <p>I strongly object</p>
(e7) Member of public, (Oxford, Sunderland Avenue)	<p><b>Concerns</b> – I am as convinced as anyone that something must be done to stop the large number of irresponsible drivers from using all three roads as rat-runs. The speed and frequency of the cars, vans and lorries along the southern slip road (of Sunderland Avenue) in particular will, at some point, lead to a death.</p> <p>I am not convinced, however, that the proposed scheme is the best or even the cheapest. From my understanding of your plans, direct access to Blandford Road from the main carriageway would be prevented and a whole swathe of residents along Sunderland Avenue seriously inconvenienced.</p> <p>The fundamental problem, of course, stems from the botched attempt to increase capacity along the ring road, between the two roundabouts (Woodstock Road and Cutteslowe). It has been exacerbated by the failure to prevent excessive speeding along the highway and, especially when queues build for west-bound traffic, along the slip road itself. Few drivers heed the 30 mile an hour limit on the carriageway and many ignore the 20 mile an hour limit on the slip road. It is clear that the relevant authorities do not see these problems as a priority. (The sporadic use of a police van, with camera, parked half way along on the eastbound grass border at the quietest times of day, shows lack of serious intent.)</p> <p>I believe that we should be focussing on traffic calming measures along the Sunderland Avenue slip road, in Blandford Avenue and in Davenant Road. Anything else will have hitherto unforeseen consequences. For example, to enter my frontage at 21 Sunderland Avenue I would have to take the following routes:</p> <ul style="list-style-type: none"> <li>• West-bound: I currently use the Blandford turn into the slip road.</li> </ul> <p>In the new scenario, I could join the traffic along Sunderland Avenue and turn left, opposite 27 Sunderland Avenue, and back on myself into my driveway. However, when the traffic builds up along the Avenue (which is increasingly frequent), I'd have to deviate from the Cutteslowe roundabout and take Davenant Road, join the Woodstock Road and turn right into Blandford Avenue.</p> <ul style="list-style-type: none"> <li>• East-bound: I currently follow Sunderland Avenue, move across into the right hand lane and turn into the Blandford junction into the slip road.</li> </ul> <p>In the new scenario, I would not be able to use any of the access routes to the slip road, unless the westbound traffic is exceptionally light. I would therefore only have the option to leave the Woodstock Road</p>

	<p>roundabout in the direction of the city and use Blandford Avenue to the end before turning into the Sunderland Avenue slip road.</p> <p>Both scenarios are likely to inconvenience other residents along the Sunderland Avenue slip road and add considerably to the through traffic in Blandford Avenue and possibly Davenant Road.</p> <p>It is for these reasons that I believe we should focus once again on the real causes of the problem and introduce traffic calming on all three roads. Beech Croft Road provides one such example. Another is the entrance to Waterperry Gardens. It also looks as if Five Mile Drive might be moving in this direction.</p>
(e8) Member of public, (Oxford, Davenant Road)	<p><b>Concerns</b> (with support) – I am all in favour of the traffic calming measures and extra protection for the trees as in your proposals.</p> <p>ne thing does puzzle me, however. I refer to section 5 of the Davenant Road proposals, on the side of the ride facing houses 2a to 14. I notice that in front of our house (no4) in both the existing and proposed layout, there is an error. Our house is faced with a solid red block allowing permit holders parking, and so not guaranteeing us exit from our driveway. I notice this is the same for house 6, but that the proposed layout does give house 2 a little orange 'no waiting' space to guarantee them vehicular access.</p> <p>At present it can be difficult to get in and out of house 4 (and I am sure house 6 also) due to the existing tree build outs in front of houses 3 and 8. We are entirely in favour of these tree buildouts. I wish to request that you reconsider the markings in front of houses 4 and 6. The difficulty of getting out of house 4 is in part due to the occasional parking of trucks and vans our side of the buildout at number 8 which can make sight lines difficult. So, please consider extending the orange line in front of house 2 to include all or part of the fronts of houses 4 and 6.</p> <p>Many thanks for the opportunity to comment on what I think are, in general, excellent proposals. I would be grateful if you would give my request your consideration,</p>
(e9) Member of public, (Oxford, Davenant Road)	<p><b>Concerns</b> (with support) – It seems that all visitors short term parking will be removed. 1 question is where workmen, delivery men, health visitors will be allowed to park.</p>

	<p>Preventing vehicles from turning S off Sunderland Ave is unhelpful. I regularly use that access since I live near Woodstock road and turn S from Blandford Ave.</p> <p>I am strongly in favour of traffic calming in Davenant Road. There is much traffic using the road as an alternative to the ring road. However sufficient parking must be available for those who require it.</p>
(e10) Member of public, (Oxford, Davenant Road)	<p><b>Concerns</b> – My comments and proposals are as follows:</p> <p>1 The impact of the changes already made, particularly in respect of number 34 is that on-street parking has already been much reduced through the development at 34A,B,C. The further removal of existing on-street parking outside no. 34 will through the implementation of a buildout reduce further the availability of on-street parking</p> <p>2 The implementation of a 2nd buildout opposite no.34, and adjacent to number 35 will also further reduce on-street parking</p> <p>3 I would propose that the buildout proposed adjacent to number 35 is quite sufficient for the overall purposes of traffic calming. If that was not sufficient, then please note that as part of the development of 34A,B and C, a new tree was planted. A small buildout positioned there would more than likely fulfill the objectives of traffic calming measures in the location if the measures outside number 35 were insufficient</p> <p>Given the above points I would urge the Traffic and Road Safety teams to re-assess the plans proposed for Davenant Road. There is a definite need for street parking, as there may be for street calming measures. However I believe both needs must be adequately assessed and the proposals balanced. In view that the drawings on which the proposals are based are out of date, I would ask that the process is re-started, the needs re-assessed and any updated plans re-submitted for comments before any decisions are made.</p>
(e14) Member of public, (Oxford, Blandford Avenue)	<p><b>Concerns</b> – In respect of these proposed traffic measures I would much prefer to see these roads as access only on the eastern sides and monitored by cameras to prevent (or fine) through traffic. This will avoid the need for residents to sit in polluting traffic congestion for longer to access their homes especially as the situation on the ring road will become even worse following the completion of the proposed developments in the area and the restrictions in the City which will force a lot more traffic onto the ring road increasing pollution in this area.</p>



	<p>Camera control will be necessary in any event as otherwise the restriction is likely to be widely ignored in the same way as the 20mph speed limit is utterly pointless as never enforced.</p> <p>This approach would also benefit Davenant Road as it is questionable whether the proposed measures will be sufficient to prevent through traffic including that diverted from Blandford Avenue.</p> <p>I would also question why the Council won't pay for these measures when they are spending so much on the rest of the City and the roads around the ring-road will be detrimentally impacted by their proposals?</p>
(e15) Member of public, (Oxford, Davenant Road)	<p><b>Concerns</b> – The problem of through traffic on Davenant Road is serious and will get worse. Many vehicles use the road as a rat-run and most travel much faster than the 20 mph speed limit which is signed. Heavy vehicles, including coaches, use the road especially during the rush hours and are notably cavalier about the speed limits.</p> <p>These proposals to reduce the volume and speed of traffic are therefore timely and generally to be welcomed. However, they are unlikely to be sufficient. They would leave long stretches of the road where there were no buildouts and where traffic could continue to drive fast. On other long stretches, the successive buildouts are on the same side of the road, also allowing traffic to speed up.</p> <p>Therefore, the proposals should please be revised and extra buildouts planned so that traffic is really forced to slow down by having to zig-zag and to stop for oncoming vehicles. There is no need to limit the construction of buildouts to the spots where there are existing mature trees. The objective must be to make it extremely inconvenient for vehicles, especially large ones, to cut through Davenant Road. The present proposals do not go far enough.</p>
(e16) Member of public, (Oxford, Davenant Road)	<p><b>Concerns</b> – I both support and have concerns about the proposal, it did NOT allow me to give my comments about my concerns.</p> <p>The proposal is to put "build-outs" onto Davenant Road in order to slow vehicular traffic. The location of the "build-outs" has not been thoroughly thought through. On the straight stretch of the road between house numbers 1A and 35 there are 6 "build-outs" on the north side of the road and NONE on the south side. This appears to be an oversight. There should be several on the south side so as to create chicanes in order to slow traffic.</p>

(94) Member of public, (Oxford, Squitchey Lane)	<p>Blandford Avenue – <b>Concerns</b> Concern about the impact on neighboring roads, specifically Squitchey Lane.</p> <p>Davenant Road – <b>Concerns</b> Concern about the impact on neighboring roads, specifically Squitchey Lane.</p>
(95) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – <b>Concerns</b>            * Sunderland Avenue (south) service road endures reckless speeding vehicles every day 7 days of the week. Some of these cut in from the A40, some are from Blandford Avenue.            * The proposed partial closure should discourage the A40 speeders, but will increase the traffic from Blandford Avenue.            There are presently no 20mph limit signs at the (East) entrance to the service road, only a very small sign some distance down which is very difficult to see.            * Clear 20mph entry signs are needed. 20mph are provided for most nearby residential roads including Blandford Avenue. Without clear signage some drivers seem to think there is no speed limit.            * A "residents access only" sign is needed at the (east) entrance to the Sunderland Avenue service road as well as clear and larger 20mph signs.            * 'Sleeping policemen' or other methods are urgently needed to slow the traffic down.            Local residents have had to endure years of demolition and rebuilding in this area. Many family houses have been demolished and replaced with 2 houses or blocks of flats. * The construction work and new residents have greatly increased the volume of traffic along the service road.            * The building work has damaged the road surface along the service road, in places the double yellow lines are dug up, obscured or worn away which leads to illegal and obstructive parking - a particular problem is the central access point halfway along Sunderland Avenue.            * What is the CIL money collected from all these local developments being used for? This money should be used to improve the safety and amenity of the local roads - including the neglected Sunderland Avenue service roads.            * As a local resident I strongly object to the suggestion made by a Blandford Avenue action group, that residents including Sunderland Avenue should pay for necessary infrastructure improvements. Road traffic measures in the rest of the city are not financed from the pockets of local residents why is an exception suggested in this area?</p>

	<p>* The junction between Blandford Avenue and Sunderland Avenue service road is a blind bend with restricted visibility. Vehicles career around this bend sometimes on the wrong side of the road. It is already hazardous for cyclists and pedestrians and this problem is likely to get worse with the proposed partial closure of traffic from Sunderland Avenue.</p> <p>* Traffic calming or planting boxes etc. are needed to slow the traffic down around this dangerous corner as has been implemented in other parts of the city.</p> <p>In summary, the proposed access restriction does not go far enough and fails to address the problem of reckless speeding down the Sunderland Avenue south service road. The closure will reduce speeding 'rat-runners' from the A40, but not other traffic. Please can something urgently be done about this?</p> <p>NOTE: photographs can be provided by email which illustrate the problems highlighted above on request.</p> <p><b>Davenant Road – Concerns</b></p> <p>* Sunderland Avenue (south) service road endures reckless speeding vehicles every day 7 days of the week. Some of these cut in from the A40, some are from Blandford Avenue.</p> <p>* The proposed partial closure should discourage the A40 speeders, but will increase the traffic from Blandford Avenue.</p> <p>There are presently no 20mph limit signs at the (East) entrance to the service road, only a very small sign some distance down which is very difficult to see.</p> <p>* Clear 20mph entry signs are needed. 20mph are provided for most nearby residential roads including Blandford Avenue. Without clear signage some drivers seem to think there is no speed limit.</p> <p>* A "residents access only" sign is needed at the (east) entrance to the Sunderland Avenue service road as well as clear and larger 20mph signs.</p> <p>* 'Sleeping policemen' or other methods are urgently needed to slow the traffic down.</p> <p>Local residents have had to endure years of demolition and rebuilding in this area. Many family houses have been demolished and replaced with 2 houses or blocks of flats. * The construction work and new residents have greatly increased the volume of traffic along the service road.</p> <p>* The building work has damaged the road surface along the service road, in places the double yellow lines are dug up, obscured or worn away which leads to illegal and obstructive parking - a particular problem is the central access point halfway along Sunderland Avenue.</p> <p>* What is the CIL money collected from all these local developments being used for? This money should be used to improve the safety and amenity of the local roads - including the neglected Sunderland Avenue service roads.</p> <p>* As a local resident I strongly object to the suggestion made by a Blandford Avenue action group, that residents including Sunderland Avenue should pay for necessary infrastructure improvements. Road traffic</p>
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	<p>measures in the rest of the city are not financed from the pockets of local residents why is an exception suggested in this area?</p> <p>* The junction between Blandford Avenue and Sunderland Avenue service road is a blind bend with restricted visibility. Vehicles career around this bend sometimes on the wrong side of the road. It is already hazardous for cyclists and pedestrians and this problem is likely to get worse with the proposed partial closure of traffic from Sunderland Avenue.</p> <p>* Traffic calming or planting boxes etc. are needed to slow the traffic down around this dangerous corner as has been implemented in other parts of the city.</p> <p>In summary, the proposed access restriction does not go far enough and fails to address the problem of reckless speeding down the Sunderland Avenue south service road. The closure will reduce speeding 'rat-runners' from the A40, but not other traffic. Please can something urgently be done about this?</p> <p>NOTE: photographs can be provided by email which illustrate the problems highlighted above on request.</p>
(96) Member of public, (Oxford, Davenant Road)	<p><b>Blandford Avenue – Concerns</b></p> <p>I support the restriction to prevent potential use of Blandford avenue as a rat run, however I am concerned that the measures proposed in Davenant Rd will not be sufficient to prevent it being used as an alternative route for traffic on the A40 wanting to get to Woodstock Rd. The changes to Blandford Ave should not be made without additional measures on Davenant Rd to prevent it being used as a cut-through.</p> <p><b>Davenant Road – Concerns</b></p> <p>I am concerned that these measures will not be sufficient to prevent Davenant Rd being used as an alternative route for traffic on the A40 wanting to get to Woodstock Rd. There needs to be a 'no right turn' onto Davenant Rd for traffic going south on Banbury Rd. If this is not possible there should be a 'no left turn' from Davenant Rd onto Woodstock Rd. In addition the proposed build-outs are not adequate as traffic calming measures. They are unlikely to have much effect in slowing traffic because of their position (several on the same side of the road) and their small size relative to the width of the road.</p>
(97) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Concerns</b></p> <p>I'm a resident of Blandford avenue moved here not long ago. I wouldn't like either of the road to become a through road for the A40 traffic. It is noisy enough in our house from one side(A40) and wouldn't like it to be noisy from both sides. Also, I have children using their bikes for school and wouldn't like to put them in danger when using tgeir bikes taken the road is narrow with cars parked both sides of Blandford avenue.</p>

	<p>Therefore would kindly insist on putting entrance restrictions for the cars avoiding A40 for both Davenant Rd and Blandford avenue.</p> <p>Davenant Road – <b>Concerns</b> None of the residential roads in Summertown should become ways through</p>
(98) Member of public, (Oxford, Squitchey Lane)	<p>Blandford Avenue – <b>Concerns</b> As a resident of Squitchey lane we are concerned that the changes north of us will lead to even greater traffic in our road. We already suffer from people cutting through from woodstock to Banbury roads as a way of avoiding congestion on the ring road, plus we have heavy rush hour traffic due to the private school children being delivered. Despite some speed bumps, still people come through at speed clearly using it as a "rat run", evidenced by the number of people who hit the bumps, and number of cars passing through the street.</p> <p>Davenant Road – <b>Concerns</b> as noted above the possible increase in traffic through Squitchey lane as one of the only other roads bridging Banbury and woodstock roads</p>
(99) Member of public, (Oxford, Squitchey Lane)	<p>Blandford Avenue – <b>Concerns</b> Squitchey Lane has large amounts of traffic during rush hour/school delivery-collection &amp; often cars don't observe speed limit. The Blandford Avenue measures are Ok, but traffic volume in Squitchey will increase markedly. i.e. the plan must be more holistic / take impact on traffic flow in other streets into account. Squitchey's sleeping policemen don't deter /slow traffic. Squitchey, not just Blandford also needs build-outs.</p> <p>Davenant Road – <b>Concerns</b> I live in Squitchey Lane, which has large amounts of traffic during rush hour/school delivery and collection times. Many cars do not observe the speed limit. The measures proposed for Blandford Avenue are Ok, but full consideration needs to be made of the impact of traffic volume on Squitchey, which they will cause to increase markedly. i.e. the plan must be more holistic / take the traffic flow in the area more generally into account. Squitchey's sleeping policemen don't deter /slow traffic. If there are to be build-outs in/restrictions on entering Blandford Avenue, there need to be build-outs in Squitchey.</p>

<p>(100) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – <b>Concerns</b> Restricted access to Sunderland Avenue (service road) causing problems for large vehicles/deliveries. Building work is often in progress and large lorries, etc already block accesses and drive up on the grass causing damage.</p> <p>Davenant Road – <b>No opinion</b> No opinion.</p>
<p>(101) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Concerns</b> I fully agree that heavy goods vehicles must be restricted and the 20pm speed limit needs to be enforced. However I disagree with the solution of there being No entry from the A40 as it's too inconvenient to the homeowners at the A 40 end of Blandford Ave</p> <p>Davenant Road – <b>No opinion</b> Do not live on Davenant</p>
<p>(102) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Concerns</b> I have concerns that the measures proposed are overelaborate and therefore will cost an extortionate amount. I would be keen supporter of measures that took a similar approach and met the needs of residents and were not so outrageously expensive.</p> <p>Davenant Road – <b>No opinion</b> I make no comment on these proposals which a are not in the road I live in.</p>
<p>(103) Member of public, (Wolvercote, Meadow Prospect)</p>	<p>Blandford Avenue – <b>Concerns</b> Difficult to go to work by car if this is the only option for some people</p> <p>Davenant Road – <b>Object</b> Difficult to get to places if only option is car for some people</p>

<p>(104) Member of public, (Oxford, Five Mile Drive)</p>	<p><b>Blandford Avenue – Concerns</b> Whenever I go along Blandford Avenue it is quiet so I don't see why traffic calming is needed. Blocking the road will increase pollution and traffic on Sunderland Avenue by making cars travel much further in already congested traffic. It's not easy turning right onto the Woodstock Road as it is and Blocking the Sunderland Avenue end will mean more people have to do this.</p> <p><b>Davenant Road – Object</b> Whenever I go along Blandford Avenue it is quiet so I don't see why traffic calming is needed. Blocking the road will increase pollution and traffic on Sunderland Avenue by making cars travel much further in already congested traffic. It's not easy turning right onto the Woodstock Road as it is and Blocking the Sunderland Avenue end will mean more people have to do this.</p>
<p>(105) Member of public, (Oxford, Sunderland Avenue)</p>	<p><b>Blandford Avenue – Concerns</b> This proposal does not go far enough. This route is well used by cyclists, commuters and school children to Cutteslowe and Wolvercote Primaries and to Cherwell schools along the OXC cycle route; as such we must take this opportunity to upgrade this critical junction to the benefit of active travel. Additional give way signs are needed at the Blandford Avenue before Sunderland Avenue and continuous and straight raised table across Blandford Avenue to get cyclists easily to Sunderland Avenue. PS I am resident of this side of Sunderland Avenue and have nearly been killed by a speeding rat runner!!!</p> <p><b>Davenant Road – Support</b> I support any measure to prevent rat running and encourage active travel</p>
<p>(106) Member of public, (Oxford, Davenant Road)</p>	<p><b>Blandford Avenue – Concerns</b> My concern is that as a Davenant Road resident, there are currently a couple of options of through road around the ring road. Blandford is one option, as is Sunderland Avenue. So if you close off two of the four options (FMD &amp; Davenant Road are the other two), will this just drive traffic through these remaining two options and significantly increase traffic through residential roads. If you believe that traffic calming measures work, why not implement them consistently across all four roads (or 3 that are being considered)?</p> <p><b>Davenant Road – Support</b></p>

	<p>The speeding of cars in this road has got to a ridiculous level - I would say the average speed is in excess of 30mph. Building out calming measures will have an impact, but cars approach too quickly from both ends of the road, so there needs to be a solution at the ends of the road also. Cars turning left into Davenant Road from the Banbury Road whizz around the corner. There is a school bus that drops off there and the speed is such a hazard, so I think the corner being built out would help. There is also not enough signage on the road - you have to look really hard for the 20mph signs and I think an improvement in signage (as in St Bernards Road) would help in addition to the scheme planned.</p>
(107) Member of public, (Oxford, Davenant Road)	<p><b>Blandford Avenue – Concerns</b>          Whilst we support the principle of this scheme to provide access restriction for the Blandford residents, we are very concerned that the proposal will push yet further traffic into Davenant Road which is already being used as a short-cut 'rat run' to avoid the traffic lights at the Woodstock and Banbury Road traffic lights.</p> <p><b>Davenant Road – Support</b>          We live in Davenant Road and fully support the proposal to reduce the speed of cars using Davenant Road. Since the introduction of the traffic lights at the Woodstock and Banbury Road roundabouts, Davenant Road has been increasingly used as a short cut to avoid waiting at these lights. But the number of cars using the road to gain access to other roads and schools has proliferated to the point that the road is now a major thoroughfare (rat-run) for cars and for delivery vans, coaches and lorries. The air quality is very poor and the noise levels have increased. Drivers are also doing excessive speeds (way over 20 mph) and do not obey the 20 mph signs (which are small) and easily missed when concentrating on turning into Davenant Road from both ends. These signs should be increased in size so as to make them more noticeable. Davenant Road is a very long and very straight road and consequently this encourages excessive speeding. The introduction of additional 'build-outs' should ensure drivers will reduce their speed. Sadly though, it is unlikely to address the road being used as a rat-run and the number vehicles using the road as a short cut.</p>
(108) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Concerns</b>          I don't think we have the right to restrict traffic - we live in a city and the traffic won't disappear. We will just force the problem elsewhere. Other traffic calming measures may be better - signage and speed bumps.</p> <p><b>Davenant Road – Support</b>          A better idea than restriction.</p>



(109) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>No opinion</b> I leave it to residents of Blandford Avenue to comment.</p> <p>Davenant Road – <b>Concerns</b> These proposals to reduce the volume and speed of traffic are timely and generally to be welcomed. However, they are unlikely to be sufficient. They would leave long stretches of the road where there were no buildouts and where traffic could continue to drive fast. On other long stretches, the successive buildouts are on the same side of the road, also allowing traffic to speed up. Therefore, the proposals should please be revised and extra buildouts planned so that traffic is really forced to slow down by having to zig-zag and to stop for oncoming vehicles. The objective must be to make it extremely inconvenient for vehicles, especially large ones, to cut through Davenant Road. The present proposals do not go far enough.</p>
(110) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>No opinion</b> I do not live in Blandford Avenue so have no opinion</p> <p>Davenant Road – <b>Object</b> I object because the drawings on which the proposals are based are out of date compared to the current layout of the road ie: since the drawings were made in 2019, new houses have been built at number 34A and this has changed the parking availability. Due to this, the proposals need to be re-assessed, and re-proposed</p>
(111) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> Too much traffic cutting through Blandford using it as a short cut to avoid the round about etc for A40</p> <p>Davenant Road – <b>Concerns</b> Generally I think the proposals are excellent as you will slow traffic down in a residential street as well as further protect some trees along the route which is vital. However</p>

	<p>1. You have mislabelled your plan. Number 4 on the plan is NOT number 4! Number 4 is next to House number 2. I believe your plan refers to flats which are further up the road beyond number 10 etc. This may cause confusion when others comment on the plan!</p> <p>2. The resident parking permit runs on the proposed plan runs along the side of the road with 2, 4, 6,8 houses. We live at number 4. We would prefer the section between Number 2 and 4 to say no waiting at any time as we find that large lorries park overnight in this space. It then makes it hard to get in and out of our drive early in the morning or at night as this is blocked and the outbuild on the other side of the road (which we support) makes it more difficult too.</p> <p>3. I assume that there will be clear road markings to stop the blocking of driveways along between houses 2, 4,6 and 8 etc so as to ensure we can access our properties easily.</p> <p>Thank you</p>
(112) Member of public, (Oxford, Howard)	<p>Blandford Avenue – <b>Support</b> This is not a street that should be carrying through traffic</p> <p>Davenant Road – <b>Concerns</b> If high volumes of traffic persist (perhaps displaced from Blandford) the road narrowings risk producing the same effect as in Rymer's Lane (East Oxford) pre-LTN - creating a kind of "mincing machine" for people cycling. (A modal filter would be cheaper and reduce traffic more, though there might be problems with turning on either side of it.)</p>
(113) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> I live in Davenant Road and would welcome a reduction in traffic using it as a short cut.</p> <p>Davenant Road – <b>Support</b> I live in Savenant Road and would welcome a reduction in traffic using it as a short cut</p>
(114) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> To reduce traffic in local streets.</p> <p>Davenant Road – <b>Support</b></p>

	To reduce its use as a rat run.
(115) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> Safety is key as is inhibiting traffic</p> <p>Davenant Road – <b>Support</b> The dangerous speeding of cars especially rat running plus overweight vehicles travelling at up to 50mph and completely ignoring 20mph limit must be addressed</p>
(116) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> Traffic cutting through to avoid A40 has become a serious problem</p> <p>Davenant Road – <b>Support</b> Significant use of the road as a cut through by cars, trucks and buses, often at excessive speed needs to be discouraged</p>
(117) Member of public, (Oxford, Blandford Ave)	<p>Blandford Avenue – <b>Support</b> Helpful to traffic calming</p> <p>Davenant Road – <b>Support</b> Helpful to traffic calming</p>
(118) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> This road is a dangerous rat run with no policing or traffic calming measures - it is a danger to pedestrians and cyclists.</p> <p>Davenant Road – <b>Support</b> All ratruns must be stopped.</p>

(119) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> Traffic in this road is getting worse</p> <p>Davenant Road – <b>Support</b> For years we have been plagued by speeding traffic in this road, being used as a cut through to Woodstock &amp; Banbury road. We also have a huge number of over sized vehicles using the road which shakes these houses and causes the break up of the road and paths making it even more dangerous for pedestrians &amp; cyclists.</p>
(120) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> To reduce cars speeding down this road and using as a cut through</p> <p>Davenant Road – <b>Support</b> Too many speeding cars, vans, coaches using it at a cut through</p>
(121) Member of public, (Oxford, Oatlands Road)	<p>Blandford Avenue – <b>Support</b> As a cyclist I strongly support this restriction on "rat-running" motorists.</p> <p>Davenant Road – <b>Support</b> As a cyclist I strongly support this restriction on rat-running motorists.</p>
(122) Member of public, (Oxford, Blandford Ave)	<p>Blandford Avenue – <b>Support</b> resident on Blandford Ave - extent, speed and size of through traffic is becoming increasingly bad</p> <p>Davenant Road – <b>Support</b> Both roads need calming measures - to do one only will increase the impact on the other</p>
(123) Member of public, (Oxford, Sunderland Ave)	<p>Blandford Avenue – <b>Support</b> Rat running traffic along Sunderland Avenue slip road - often doing 50 mph plus</p>

	<p>Davenant Road – <b>Support</b> Needs to prevent increase in traffic arising from closure of Blandford road access.</p>
(124) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> I support the traffic restrictions in Blandford Avenue primarily for the safety of the children who live in the road. I have personally observed a couple of near misses with cars driving at high speed not noticing the children cycling on the road. Non resident road users should not have access or limited access to ensure that there is a safe environment</p> <p>Davenant Road – <b>Support</b> I support the restrictions for the safety of children and families</p>
(125) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> There are occasional rat-runners and HGVs. Some drive at high speed. I support the measures but additional signage etc needed to remind drivers.</p> <p>Davenant Road – <b>Support</b> Speed reductions important here.</p>
(126) Member of public, (Oxford, Blandford ave)	<p>Blandford Avenue – <b>Support</b> Vital to limit and slow down traffic for safety reasons.</p> <p>Davenant Road – <b>Support</b> stop a rat run</p>
(127) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Blandford Avenue is currently used as a cut through and angry motorists who have been stuck in traffic, speed down our road, putting children and pets at risk. The councils proposal for filters in the city would probably increase this issue as well where Woodstock and Banbury road become the main arterial roads causing more congestion in this area.</p>

	<p>Davenant Road – <b>Support</b> Again, Davenant suffers from people using it as a cut through so I support the proposal</p>
(128) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> Reducing rat-running is important. But that you also need to reduce congestion on the Ring Road. Reviving the "tin hat" project from many years back could be worth consideration.</p> <p>Davenant Road – <b>Support</b> I live in Davenant Road and have experience of periods of excessive traffic, some of at travelling at much more than 20 mph. Reducing congestion on the Ring Road would tend to reduce this rat-running.</p>
(129) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Serious rat-running from East to West along Blandford Avenue, particularly of lorries. This seems to be driven by the new lights on the Woodstock Road roundabout and for lorries tips their satnav to take them down Blandford (to avoid the delay on the roundabout) for destinations on the Woodstock Road.</p> <p>Davenant Road – <b>Support</b> Rat-running needs to be addressed simultaneously on both roads.</p>
(130) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Blandford Avenue is frequently used as a short cut and vehicles are often speeding and of unsuitable size for the road</p> <p>Davenant Road – <b>Support</b> Don't live on Davenant Road, but it is also used as a shortcut and a combined response to the problems here and Blandford Avenue is required</p>
(131) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> Proposals will help calm traffic and help stop the avenue being used as a short cut</p> <p>Davenant Road – <b>Support</b></p>

	Excellent proposals, there are too many cars using Davenant Road as a short cut, very often at speed. The proposals will help slow down those that use the road, and should also reduce the number of users.
(132) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> Traffic enters from Sunderland Av, use it as a cut through, and very often speed down Blandford Ave at sometimes ridiculous speeds - completely ignoring the 20mph limit. Furthermore very heavy trucks use Blandford as a short-cut. If cars are parked on either side, the trucks have limited space and it's very dangerous. As the Wolvercote and Woodstock road roundabout get more and more and more congested, (ie with Northern Gate volumes) this will only become worse. There are now many small children live in the road and the volume, speed and size of the traffic is dangerous</p> <p><b>Davenant Road – Support</b> It is recognised that there is a strong link between the traffic flows and congestion in Davenant and Blandford, so ideally we need a scheme which does not just send the traffic from one street to another, and that Davenant and Blandford should be tackled conjointly , whihch this proposal does</p>
(133) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> Reduce traffic on the road</p> <p><b>Davenant Road – Support</b> Ease the noise and traffic on the road</p>
(134) Member of public, (Oxford, Blandford Ave)	<p><b>Blandford Avenue – Support</b> I live on Blandford Ave and observed very high volume of traffic using the road.</p> <p><b>Davenant Road – Support</b> High volume of traffic using the road.</p>
(135) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> Blandford Avenue is a residential street which suffers from commercial traffic such as coaches, very large lorries and vans as well as large numbers of private cars. These vehicles often break the speed limit,</p>

	<p>endangering cyclists, especially children and their carers travelling to and from Wolvercote School. Cycling and walking should of course be strongly encouraged for a wide variety of reasons, and the council should do everything possible to promote this and make it as safe as possible. Heavy traffic adversely affects air quality and spoils the residential character of the street.</p> <p>Whilst most of my local journeys are by bike, I do use the car for trips to other parts of the city and beyond. I strongly support the access restriction although it means that on occasion I will have to drive slightly further to reach my home.</p> <p>Davenant Road – <b>Support</b> New buildouts will assist traffic calming and help to protect street trees</p>
(136) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> I live in this area and know how badly these roads suffer from rat runners including HGVs yet there are no systems in place to control use and typically high speeds</p> <p>Davenant Road – <b>Support</b> Many of the cross roads between Woodstock and Banbury roads have some form of traffic calming measures yet these roads near the top of Woodstock road have been neglected in spite of the volume of traffic using them as rat runs</p>
(137) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> As a resident of Blandford Avenue, I regularly observe vehicles exceeding the 20 mph speed limit when travelling from the A40 towards Woodstock Rd. The proposed measures would prevent this, and also protect the many children passing through the area on the way to school.</p> <p>Davenant Road – <b>Support</b> These measures would help enforce the existing speed limit.</p>
(138) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Supporting the need for traffic calming measures in an area hit very badly by increasing numbers of speeding rat runners including HGVs that endanger people including young children going local schools</p>



	<p><b>Davenant Road – Support</b>  There is increasing pressure on these highly vulnerable roads yet they have so far been given no protection against rat runners in spite of the relatively high speeds seen in this area</p>
(139) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b>  The proposed traffic restriction will help ensure speed and weight restrictions are adhered to on a residential road. Currently, there are many times of day (ranging from very early morning to late at night) when these roads are used by ring road traffic to rat run down. This traffic includes car commuters, taxis and more worryingly, large and small heavy goods vehicles and even coaches. This traffic is often going faster than 20mph, resulting in noise, heavy vibrations and even damage to trees. Blandford Avenue is a road regularly used by children and families as part of a walking or cycling school route. Rat runner traffic is sent down here by traffic apps to save time by avoiding the traffic lights at wolvercote roundabout turning onto the Woodstock road.</p> <p><b>Davenant Road – Support</b>  I support this measure as these roads are affected by the same issue and so need to be dealt with together. The problem would just be pushed onto them if otherwise.</p>
(140) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b>  Resident on Blandford Avenue and want to minimise through traffic</p> <p><b>Davenant Road – Support</b>  Generally in favour of reducing rat runs between Banbury and Woodstock roads</p>
(141) Member of public, (Oxford, Blandford Ave)	<p><b>Blandford Avenue – Support</b>  I am resident in Blandford Ave. With the proposed restrictions planned all around the city, the flow of traffic along the ring road is certain to lead to gridlock. If Blandford Ave does not become restricted access, then the traffic will 100% push through our Avenue and increase the risk of serious injury or death to the large number of elderly and young people living on this Ave, my 4 children included. Secondly the pollutant resulting from the traffic will exacerbate our asthma and general health issues. Thirdly, the current use of the Avenue as a fast short cut for inconsiderate drivers is a nuisance with noise and danger to children. Lorries continue to use it at unsociable hours late at night and very early in the morning. I am certain that restrictions</p>

	<p>will be beneficial to all the residents of the Avenue with regards to this point. My only reservation is that Residents will not be able to access from the A40 which, when the other city proposed restrictions come into force, means we will have no means to exit the gridlock into our Avenue without sitting in the traffic along with those heading for the A34...</p> <p>Davenant Road – <b>Support</b> To minimise the impact on residents of Davenant Road of drivers using it as a cut through between Banbury and Woodstock Road, which will become much more prevalent once future restrictions on car movement in the city are enforced.</p>
(142) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Rat running by heavy lorries into Blandford Avenue following the reconfiguration of the two Sunderland Avenue roundabouts is very dangerous to property and people, they routinely speed, damage the round surface and houses when they brake, and must not continue. - Based on data from traffic surveys, polls of residents' preferences and discussions with the County Council over several years, consensus has emerged for a solution to limit nuisance traffic. It is based on a combination of measures to prohibit access (by westbound traffic to Blandford/Sunderland Ave) or to discourage access (by traffic in both directions in Davenant Rd), using chicanes.</p> <p>Davenant Road – <b>Support</b> To ensure speed is observed, and rat running discouraged.</p>
(143) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Essential to stop dangerous rat running by heavy lorries which are unacceptable and unnecessary. Long overdue.</p> <p>Davenant Road – <b>Support</b> To complement the Blandford Avenue changes.</p>
(144) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – <b>Support</b> The traffic has been increasingly using these streets as a rat run and I am concerned it will get worse as the local developments increase.</p>

	<p>Davenant Road – <b>Support</b> It is essential to slow the traffic which increasingly uses the road as a rat run and does not obey the speed limits</p>
<p>(145) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Support</b> reduce traffic / people bypassing</p> <p>Davenant Road – <b>Support</b> slow down the traffic</p>
<p>(146) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Support</b> To reduce traffic flows through Blandford Avenue</p> <p>Davenant Road – <b>Support</b> To slow down traffic and discourage it</p>
<p>(147) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Support</b> Reduce flow of southwest bound traffic through Blandford Avenue,</p> <p>Davenant Road – <b>Support</b> Reduce flow of traffic</p>
<p>(148) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – <b>Support</b> The use of the road by people cutting through is too high, and I believe likely to increase</p> <p>Davenant Road – <b>Support</b> The speed on the road is too high</p>
<p>(149) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – <b>Support</b></p>

	<p>I live in the area and see cars driving very fast to beat the A40 traffic They do not obey the 20mm h speed limit and it's dangerous for pedestrians and children walking to school in particular</p> <p>Davenant Road – <b>Support</b> I would like motorists to stop using these roads to avoid m40 traffic</p>
(150) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> I support the access restriction as this is causing lot of noise, air pollution effecting the healths of the families living in this areas.</p> <p>Davenant Road – <b>Support</b> I support the traffic calming and prking amendments as the traffic is causing the noise and air pollution which is creating health issues to all living in this areas.</p>
(151) Member of public, (Summertown, Davenant Road)	<p>Blandford Avenue – <b>Support</b> A local resident who supports traffic calming measures on residential streets</p> <p>Davenant Road – <b>Support</b> I am a local resident who supports traffic calming measures on residential streets. Davenant road in particular has become over-run with through traffic which do not obey the speed limit on this residential road and where the excess of traffic is unsustainable for a residential street. This traffic should be kept/localized onto the normal through roads of Woodstock and Banbury road and also onto the ring road. With the closure of of the Left Hand turn from the A40 onto Blandford road there is the concern that even more traffic will be funnelled down Davenant Road so this should be monitored.</p>
(152) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> The very heavy vehicles - many from the construction industry - that use Blandford Avenue as a rat Run go so fast and are so heavy that i have always worried that a child crossing the road or playing in the are may be killed by one of them.</p> <p>Davenant Road – <b>Support</b></p>

	They have the same problems we do in Blandford Avenue
(153) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b></p> <p>As a family living here for many years now, we have seen a change in the road usage in more recent years. There has been a significant rise in traffic using this road to cut off the A40 and the Wolvercote roundabout to access the Woodstock Road (and other roads beyond). It would appear to be time dependent and direction biased. It seems:</p> <ol style="list-style-type: none"> <li>1. Nearly all vehicles use a Google Maps based navigation system to favours using Blandford Ave to access the Woodstock Road rather than the Wolvercote roundabout route - note the more people that use this route, the more the system recommends it, so it is an increasing trend.</li> <li>2. There are noticeable number of HGVs that use the road, and nearly always entering from the A40 to access the Woodstock Road. They will nearly always exceed 30mph.</li> <li>3. During the mornings there are a significant number of private cars again using the road as in point 2 above.</li> <li>4. It would be a fair statement to say that vehicles using the road as a cut-through are saving time, and will almost never stay near the speed limit, in fact normally exceeding 30mph and even 40mph.</li> </ol> <p>Having dogs and children, the road no longer feels safe for pedestrians, and we have concerns when using the road, it really is primarily due to the traffic using the road as a short-cut. As they do not live on the road they are not thinking about residents or pedestrians while they use it, but are focused on saving time. We strongly support the closure of the entrance access on the A40 end of the road, as this will restrict the majority of the vehicles using the road to reduce their journey time by a very small amount.</p> <p><b>Davenant Road – Support</b></p> <p>We walk down this road daily when we walk our dogs, and it is easy to see people using this road as a quick cut-through from the Banbury Road to the Woodstock Road, and vice-versa, and many do seem to be completely ignoring the speed limit or taking account of the narrow nature of the road with parked cars.</p>
(154) Member of public, (North Oxford, Sunderland Ave)	<p><b>Blandford Avenue – Support</b></p> <p>I live on the south side of Sunderland Ave. and do not like the slip road being a rat run of cars trying to "beat" the traffic in front of them and driving too fast along the slip road.</p> <p><b>Davenant Road – Support</b></p> <p>It is not helpful to have Davenant as a rat run.</p>

(155) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> Because of the large number of vehicles using Blandford Avenue as a "rat run" to avoid traffic queues on the A40 Sunderland Avenue westbound. Not only HGVs, but also private cars travelling along what should be a quiet residential street at over 30mph.</p> <p><b>Davenant Road – Support</b> Because if the Blandford / Sunderland proposals are accepted, and the Davenant proposals are not, then Davenant will also become a rat run.</p>
(156) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> Blandford Avenue used as a rat run, cars turn in and drive at speed along residential street. Not safe for children and elderly residents especially during busy times. Coaches and lorries also use Blandford Avenue as a rat run and occasionally as a coach park</p> <p><b>Davenant Road – Support</b> If the traffic calming measures were applied to Blandford Avenue but not Davenant Road it would tend to divert more rat run traffic onto Davenant Road</p>
(157) Member of public, (North Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> I find the traffic inappropriate for a residential road</p> <p><b>Davenant Road – Support</b> Traffic too fast and heavy</p>
(158) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> I live at 5 Blandford Avenue - every morning from 6am or earlier we are woken up by at least one huge noisy lorry (often the same ones) using our road as a short cut; during the day lorries continue to use Blandford Avenue as a short cut as well as other traffic - usually exceeding the speed limit of 20 mph. There was a</p>

	<p>period before lockdown when the road was closed at the top for some road works - it made such a difference - children could even play on the road.</p> <p><b>Davenant Road – Support</b> I do not live on Davenant Road, but I imagine they have similar problems to us in that people use it as a short cut between Banbury and Woodstock Road.</p>
(159) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> Blandford Avenue has become a frequently-used through-route for HGVs, commercial vans, and cars, mainly in the east-west direction as a cut-through between the Banbury Road roundabout and Woodstock Road. It is a residential road with a large number of families and children of all ages and is entirely unsuited to that sort of traffic, which constitutes a considerable nuisance in terms of noise, exhaust pollution, and unsightliness, and also poses dangers to residents, because many of the vehicles are extremely large and very often exceed the speed limit. There has been a noticeable deterioration in the road surface, and this creates both nuisance and dangers, as residents find themselves forced to negotiate the hazards.</p> <p><b>Davenant Road – Support</b> Davenant Road suffers to some extent as a rat-run between Woodstock and Banbury Roads, and the problem is likely to get worse as levels of traffic and development of residential and commercial property in the area increases. This is a residential road and unsuitable for through traffic. It needs some sort of traffic calming and protection from speeding drivers .</p>
(160) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> I have lived on Blandford Avenue for over 20 years and am increasingly concerned by the increased use of the road as a way to bypass traffic. The speed with which drivers approach Blandford Avenue from Sunderland Avenue is often dangerous. ( My own dog was knocked down by one driver). The demographic of the Avenue has changed and has many more families and young children. My primary concern is safety.</p> <p><b>Davenant Road – Support</b> Reduction of unacceptable speed.</p>
(161) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b></p>

	<p>There are currently too many 'rat run' cars/vans/lorries that speed dangerously along Blandford Avenue in order to try and 'cut out' traffic. We live on Blandford Avenue and I am worried about the dangers that these speeding cars/vans/lorries pose to the safety of my two young children.</p> <p>Davenant Road – <b>Support</b> There are currently too many 'rat run' cars/vans/lorries that speed dangerously along Davenant Avenue in order to try and 'cut out' traffic.</p>
(162) Member of public, (Oxford, Richards Lane)	<p>Blandford Avenue – <b>Support</b> I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Davenant Road – <b>Support</b> I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>
(163) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> To stop the high level of heavy lorries using it as a shortcut.</p> <p>Davenant Road – <b>Support</b> To slow cars down</p>
(164) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> I strongly support this access restriction. Blandford Avenue has become increasingly dangerous because vans/cars/lorries try and 'rat run' away from traffic and speed dangerously down the road. I have 2 young children and am very concerned about number of wreckless/speeding drivers that drive dangerously on Blandford Avenue.</p> <p>Davenant Road – <b>Support</b> I support this proposal ONLY IF the access restriction on Blandford is approved. It will reduce the number of reckless 'rat run' drivers that speed along these two streets.</p>
(165) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b></p>



	<p>I am a resident of Blandford Avenue and am suffering from excessive traffic using our road at speed to avoid the Woodstock Road roundabout.</p> <p><b>Davenant Road – Support</b> This road is suffering from excessive traffic cutting through and very often travelling at high speed.</p>
(166) Member of public, (Oxford, Blandford Avenue)	<p><b>Blandford Avenue – Support</b> It will prevent the road being used as a rat run and speed limit breaches. At the moment cars drive way over the 20mph limit.</p> <p><b>Davenant Road – Support</b> Prevent road being used as rat run. If blandford avenue limits access then Davenant will be used instead. Both roads should have calming measures</p>
(167) Member of public, (Oxford, Davenant Road)	<p><b>Blandford Avenue – Support</b> To stop Blandford Avenue being used as a rat run for traffice using the ring road.</p> <p><b>Davenant Road – Support</b> To stop Davenant Road being used as a rat run for traffic using the ring road. And to stop all traffic, especially heavy vehicles, driving dangerously fast.</p>
(168) As part of a group/organisation, (Abingdon, Bostock Road)	<p><b>Blandford Avenue – Support</b> The proposal creates a safer streets in Blandford Avenue and Sunderland Avenue, both of which can become cut-throughs, Blandford Ave at an time and Sunderland Ave when the A40 North Way is congested. Sunderland Avenue is an important part of an East-West cycle route (OXC in the Oxford LCWIP). It is used by local residents and children going to/from the local schools. The plans should be developed slightly to allow continuous cycling between Sunderland Avenue and the cycle path on North Way to the east. Creating safer, quieter streets will support the Council's LTCP policy of prioritising walking and cycling, and increasing the share of these modes relative to private cars.</p> <p><b>Davenant Road – Support</b></p>

	<p>The traffic calming looks proportionate, increasing the number of build-outs to make the 20mph speed limit a 'speed by design' rather than 'by sign only'. Davenant Road is at less risk of becoming a cut-through, but there is a potential risk as it links Banbury Road with Woodstock Road. Occasional monitoring would be useful to assess if this is a problem.</p> <p>We support the minor adjustments to the parking controls, which seem essentially those necessary to accommodate the build-outs.</p>
(169) Member of public, (Oxford, Argyle Street)	<p>Blandford Avenue – <b>Support</b> Cycling and walking are safer and easier with the LTNs. It is great to have reduced numbers of cars on the road. As a parent of a young child it has made me feel much safer.</p> <p>Davenant Road – <b>Support</b> Cycling and walking are safer and easier with the LTNs. It is great to have reduced numbers of cars on the road. As a parent of a young child it has made me feel much safer.</p>
(170) Member of public, (Wolvercote, Godstow Road)	<p>Blandford Avenue – <b>Support</b> To prevent the road being used as rat run when the A40 gets busy</p> <p>Davenant Road – <b>Support</b> This road is often used as a cut through (I say this as someone who often uses it by bike). This should be discouraged, and if people still do it, traffic needs calming as it is a residential street</p>
(171) Member of public, (Oxford, Marston Road)	<p>Blandford Avenue – <b>Support</b> I support the proposal as I feel reducing traffic on Blandford Avenue would make it a safer place to live.</p> <p>Davenant Road – <b>Support</b> The houses along Blandford Avenue have plenty of space for multiple vehicle off road parking.</p>
(172) Member of public, (Oxford, Donnington Bridge Road)	<p>Blandford Avenue – <b>Support</b> his will improve to environment for the residents and reduce pollution.</p>

	<p>Davenant Road – <b>Support</b> this will improve the environment for the residents and reduce pollution.</p>
<p>(173) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – <b>Support</b> Safety. Cars drive too fast along Blandford Avenue and Davenant road</p> <p>Davenant Road – <b>Support</b> Traffic drives much too fast. Traffic calming is needed. The road is dangerous because of speed. Calming needed to protect lives</p>
<p>(174) Member of public, (Oxford, Hernes Road)</p>	<p>Blandford Avenue – <b>Support</b> More bikes fewer cars</p> <p>Davenant Road – <b>Support</b> Less pollution, better health outcomes</p>
<p>(175) Member of public, (Oxford, Norreys Avenue)</p>	<p>Blandford Avenue – <b>Support</b> I used to live in Summertown (now New Hinksey) and had noticed the use of Blandford Avenue as a cut through. This seems a good solution.</p> <p>Davenant Road – <b>Support</b> As before</p>
<p>(176) Member of public, (Headington, North Way)</p>	<p>Blandford Avenue – <b>Support</b> I support any restrictions which make driving harder. It has been too easy to just jump in the car and drive 1 mile to pop to the shops/get a takeaway/etc. We all know the shortcuts and how to cut through different residential areas to shorten the journey or avoid traffic. Too many people are using their car for short journeys which could be done by walking/cycling/bus. I support this for the future of my children.</p> <p>Davenant Road – <b>Support</b></p>

	<p>I support any restrictions which make driving harder. It has been too easy to just jump in the car and drive 1 mile to pop to the shops/get a takeaway/etc. We all know the shortcuts and how to cut through different residential areas to shorten the journey or avoid traffic. Too many people are using their car for short journeys which could be done by walking/cycling/bus.</p> <p>I support this for the future of my children.</p>
(177) Member of public, (Oxford, Southfield Park)	<p>Blandford Avenue – <b>Support</b> This is a modest and sensible measure in line with the County Council's general policy of preventing motorists from using residential streets as rat runs.</p> <p>Davenant Road – <b>Support</b> As above</p>
(178) Member of public, (Oxford, Monmouth Road)	<p>Blandford Avenue – <b>Support</b> This looks like it'll remove a rat run for motor vehicles.</p> <p>Davenant Road – <b>Support</b> Reducing traffic speeds is generally good.</p>
(179) Member of public, (Oxford, James St)	<p>Blandford Avenue – <b>Support</b> To keep the road safer, quieter and less polluted for the residents</p> <p>Davenant Road – <b>Support</b> To keep the speed of the traffic down so that the road is safer for the residents</p>
(180) Member of public, (Oxford)	<p>Blandford Avenue – <b>Support</b> Current arrangements are dangerous, especially vehicles accessing Blandford Avenue and using Sunderland Avenue as a cut through</p> <p>Davenant Road – <b>No opinion</b> nobe</p>

(181) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – <b>Support</b> I live on the south side of Sunderland Avenue and wish to stop the road being used as a rat run by non-residents.</p> <p>Davenant Road – <b>No opinion</b> I do not use this road.</p>
(182) Member of public, (Wolvercote, Home Close)	<p>Blandford Avenue – <b>Support</b> I support because Sunderland Avenue service road is used by vehicles avoiding the queue on Sunderland Avenue. They are often driven dangerously &amp; aggressively, and my bike has been forced off the road by oncoming vehicles.</p> <p>Davenant Road – <b>No opinion</b> no opinion</p>
(183) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – <b>Support</b> I live on Sunderland Avenue and find it fast passing cars concerning and dangerous. There are lots of cyclist (including children) on the service road and it is the only place to walk along the motorway. Houses are heavily hedged along the road, because of noise and pollution from the motorway. Each time I try to get out of my parking space behind a high hedge of the neighbour I feel at risk. Thank you for considering the application. I am strongly in support of it.</p> <p>Davenant Road – <b>No opinion</b> I understand this is part of our application, but I don</p>
(184) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> There are vehicles, especially trucks, driving over the limit (Weight and speed) at all times of night.</p> <p>Davenant Road – <b>No opinion</b></p>

	Its for the residents to decide, I have no issues.
(185) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – <b>Support</b> I have lived on Sunderland Avenue for 26 years and in that time have witnessed much dangerous driving along what is a neighbourhood access road, mostly it is cars trying to outrun the traffic on the big centre road and in the process endangering children, cyclists, and neighbourhood drivers. I know an elderly man who was knocked off his bike. I myself have been forced off the road more than once when on a bike in front of an impatient motorist.</p> <p>Davenant Road – <b>No opinion</b> none, rarely go onto Davenant</p>
(186) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> To prevent very large vehicles from using Blandford Avenue (which is a residential street) as a rat-run</p> <p>Davenant Road – <b>No opinion</b> I cannot comment on the situation in Davenant Road</p>
(187) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> I live on Blandford Avenue and witness HGVs and coaches on a daily basis using the road as a rat run, often at speed. The road isn't suitable for this traffic.</p> <p>Davenant Road – <b>No opinion</b> I don't use Davenant avenue so I have no opinion.</p>
(188) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> This is a screen with many families and small children, yet we often have cars speeding down the road to avoid the congestion on the Sunderland avenue. These cars often move very fast (30 mph or over) and this is unsafe for families.</p> <p>Davenant Road – <b>No opinion</b></p>

	I do not have a strong opinion on this, as I do not live on Davenant road and am not much affected by the traffic going through it.
(189) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – <b>Support</b> Too many cars and vans at times and speed limits are not observed.</p> <p>Davenant Road – <b>No opinion</b> I do not frequently pass through davenant Road</p>
(190) Member of public, (Oxford, Hill Top Road)	<p>Blandford Avenue – <b>Support</b> I use the A40 and am annoyed and frustrated by the misuse of adjoining service roads by queue jumping vehicles.</p> <p>Davenant Road – <b>No opinion</b> I do not use Davenant Road so have no opinion.</p>
(191) As part of a group/organisation, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – <b>Support</b> As a resident of Sunderland Avenue, the proposed measures should help to limit access to our service road being used as a short cut by through traffic from A40</p> <p>Davenant Road – <b>No opinion</b> no comment</p>
(e1) Member of public, (Oxford, Davenant Road)	<p><b>Support</b> – as long-term residents here that we are wholly supportive of the measures.</p> <p>We have had a number of near misses with our children and fast cars using Davenant Road as a cut through to avoid the A40. Speeding is frequent and has made the road unsafe. We wholly support traffic calming measures as detailed in the proposal.</p>
(e3) Member of public, (Oxford, Davenant Road)	

	<p><b>Support</b> – I know people tend to write when they have objections so for balance my husband and I wanted to express our support for the proposed traffic calming measures. We live near the middle of Davenant Road and having raised three children from babies to teenagers here I can confirm that people get to a significant speed, likely 40mph + past our front door. This makes the toddler on a scooter or skipping child on the pavement a nervous walk to school.</p> <p>Thank you for overseeing these changes, keeping our children safer and making our neighbourhoods quieter and less polluted.</p>
(e4) Member of public, (Oxford, Blandford Avenue)	<p><b>Support</b> – I have witnessed the increased traffic and dangerous driving on all 3 roads. I support any measures that could improve the situation in each road. Though I feel that less costly solutions should be possible.</p> <p>In Blandford Avenue I see the problem as mainly due to drivers totally ignoring the speed limit and often reaching as high a speed as they can to cut through. Much larger and clearer 20 mph signs might help as would sign that tells you current speed. How much these signs are obeyed I wouldn't know but I suspect that as with most rules people are increasingly inclined to break them when it suits them and when they don't expect to be caught.</p> <p>More effective enforcement is probably the only real answer. With the technology that is now available to enforce charging zones etc., It should be possible to have permanent speed traps, residents only streets, etc which could be self financing. I hope that politicians will not be afraid to bring such measures in when it is possible.</p>
(e5) Member of public, (Email response)	<p><b>Support</b> – Most of my journeys are by bicycle but if I am driving I am more likely to enter Blandford Avenue from Sunderland Avenue than Woodstock Rd. None the less I support the proposed restrictions to enter this way as it is frequently used as a cut-through by lorries, vans, coaches and no doubt cars.</p>
(e6) Member of public, (Oxford, Davenant Road)	<p><b>Support</b> – I thoroughly approve of the proposed traffic calming measures. Rat running along the road is a serious problem that endangers cyclists (like myself) and degrades the environment. My only comment is that a simple alternative would be to block one end of the road or the other.</p>



	Interestingly, I would contrast these proposals with the ridiculous "traffic filter" proposals to block six main highways in Oxford. The latter scheme will simply make journeys much longer and more polluting, and will do nothing to help neighbourhoods.
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Divisions affected: *Chalgrove & Watlington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **BRITWELL SALOME: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Britwell Salome as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Britwell Salome by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 06 October and 04 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Britwell Salome Parish

Meeting, Brightwell Baldwin Parish Meeting, and the local County Councillor representing the Chalgrove & Watlington division.

7. Five responses were received during the course of the formal consultation, and these are summarised below.

#### **Statutory Consultee Responses:**

8. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make, and the Local Member expressed support for the proposals.

#### **Other Responses:**

9. Responses were received from two Oxford-based members of the public. The supportive response merely stated a wish for Oxford to become car-free and the objection was generic with officers considering it irrelevant to this consultation (see para 12).
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

#### **Officer response to objections/concerns**

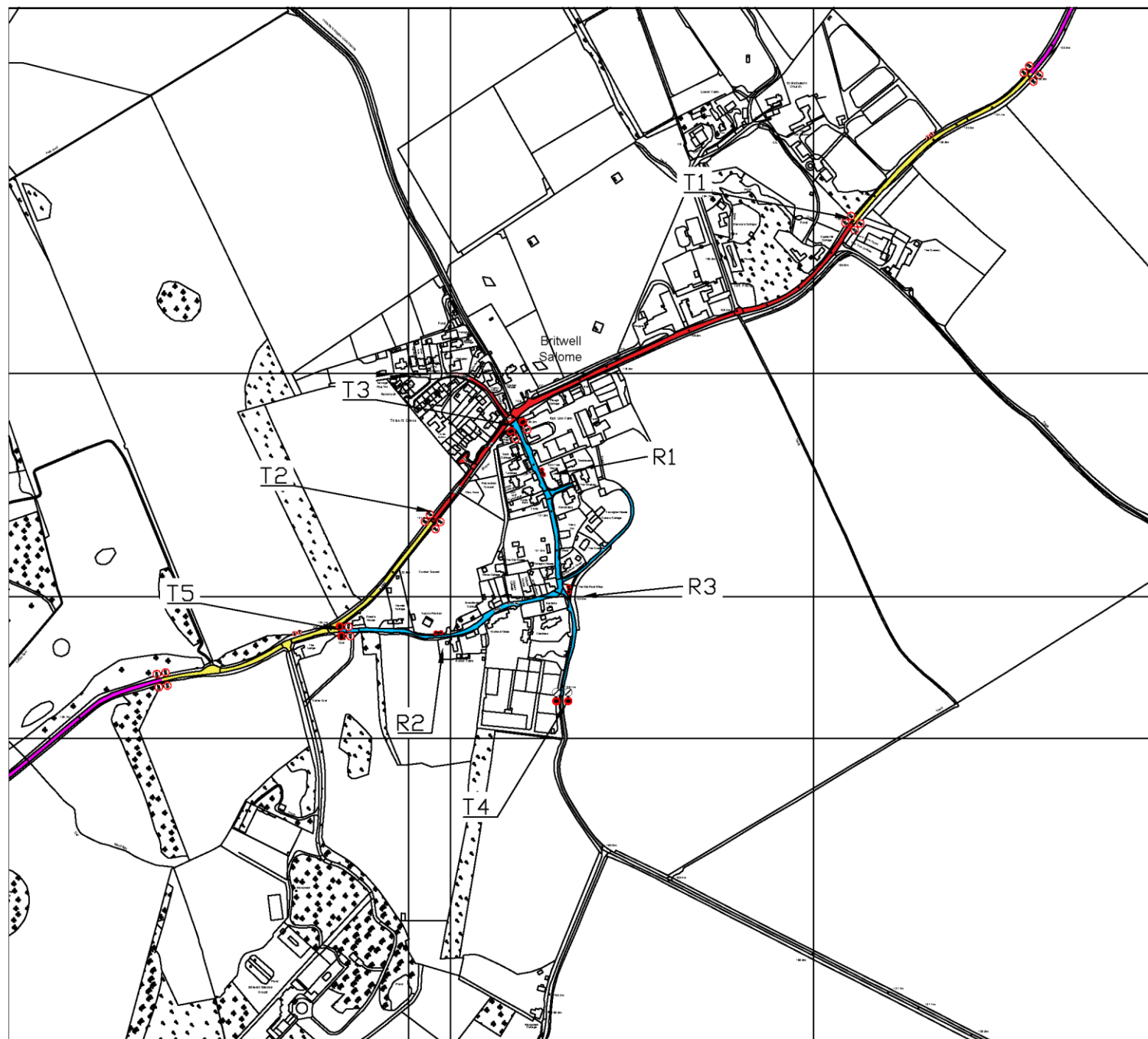
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.


Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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December 2022



Drawing No. Britwell Salome Overview		Revision 1.0																	
<table border="1"> <tr> <th colspan="2">Legend</th> </tr> <tr> <td>Proposed 20</td> <td>Blue</td> </tr> <tr> <td>Proposed 40</td> <td>Yellow</td> </tr> <tr> <td>Existing 30</td> <td>Red</td> </tr> <tr> <td>Existing 40</td> <td>Green</td> </tr> <tr> <td>Existing 50</td> <td>Magenta</td> </tr> <tr> <td>Existing NSL</td> <td>Grey</td> </tr> <tr> <td>Not Public Highway</td> <td>White</td> </tr> </table>				Legend		Proposed 20	Blue	Proposed 40	Yellow	Existing 30	Red	Existing 40	Green	Existing 50	Magenta	Existing NSL	Grey	Not Public Highway	White
Legend																			
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<small>© Crown Copyright and Database rights 10023943 2017</small>																			
Rev.	Date	Purpose of revision	Drawn	Checked	Approved														
1.0	06.06.22	First Draft	C.R																
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>																			
Project title: Britwell Salome 20mph Scheme																			
Drawing title: Britwell Salome 20mph Scheme																			
Sheets A2 to C1																			
Drawing Status																			
Scale @ A3	Drawn by: C.R	Checked by	Approved by																
	Date drawn: 06.06.22	Date checked	Date approved																
Oxfordshire Project No. & File Ref																			
Drawing No. 1.0					Revision 1.0														

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - This applies to both changes. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local County Cllr, (division)	<b>Support</b> – I welcome these changes for the village of Britwell Salome that has seen rises in traffic volumes and reports issues with speeding traffic. I continue to support parish efforts to increase safety and well-being in the village.
(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<b>No comments</b>
(4) Member of public, (Oxford, Banbury Road)	<p>20mph – <b>Object</b> 20mph speed limits are extremely slow and completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted.</p> <p>40mph – <b>Object</b> Completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted, therefore any proposals relating to traffic and driving and the road network must be rejected.</p>
(5) Member of public, (Oxford, Richards Lane)	<p>20mph – <b>Support</b> 40mph – <b>Support</b> I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>

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Divisions affected: *Goring*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **CHECKENDON: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Checkendon as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Checkendon by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 06 October and 04 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Checkendon, and Stoke

Row parish councils, and the local County Councillor representing the Goring division.

7. Five responses were received during the course of the formal consultation, and these are summarised below.

#### **Statutory Consultee Responses:**

8. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make. The Fire & Rescue Service responded in regard to emergency response times but, concluding it had no effect, gave no opinion

#### **Other Responses:**

9. Two other responses were received from Oxford-based members of the public. The supportive response merely stated a wish for Oxford to become car-free and the objection was generic with officers considering it irrelevant to this consultation (see para 12).
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

#### **Officer response to objections/concerns**

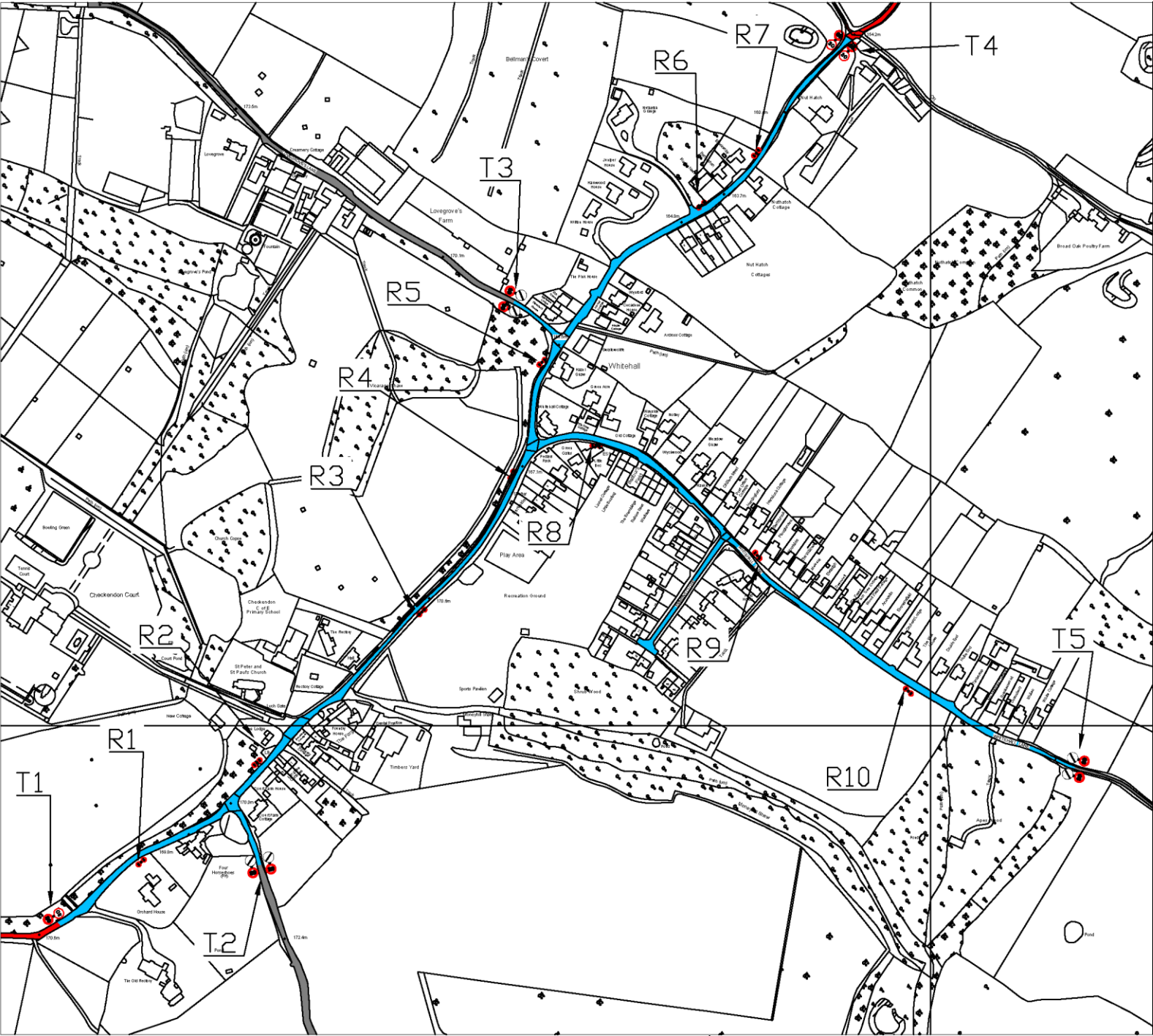
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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December 2022



Checkendon Overview

Revision 1.0

Legend

Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	07.09.22	First Draft	C.R.		

OXFORDSHIRE COUNTY COUNCIL

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Project title: Checkendon 20mph Scheme

Drawing title: Checkendon 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
	Date drawn 07.09.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	In line with our standard practice I can again confirm that this proposal presents no issues to operation of our bus services and we have no formal comments to make.
(3) Fire & Rescue Service	<b>No opinion</b> - Responding from an emergency response point of view - no immediately obvious affect to change in speed limit due to limited area affected and no access restrictions.
(4) Member of public, (Oxford, Botley Road)	<b>Object</b> – 20mph speed limits are extremely slow and completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted.
(5) Member of public, (Oxford, Richards Lane)	<b>Support</b> – I would like to see Oxford become a car free; and bike and pedestrian friendly city.

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Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **CHILDREY: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Childrey as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Childrey by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 05 October and 04 November 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White

Horse District Council, the local District Cllrs, Childrey parish council, and the local County Councillor representing the Shrivenham division.

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

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Childrey 20mph	3 (33%)	0	6 (67%)	0	9

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	1 (11%)
Yes - cycle more	2 (22%)
No	5 (56%)
Other	1 (11%)

9. Additionally, three emails were received from statutory consultees – and these are summarised below.

#### **Statutory Consultee Responses:**

10. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make. The Parish Council Clerk asked if consideration had been given to slowing fast traffic on The Holloway before it approached the 20mph limit.

#### **Other Responses:**

11. Of the other responses that were received, two were from Oxford-based members of the public, with the supportive response merely stated a wish for Oxford to become car-free and the objection was generic with officers considering it irrelevant to this consultation (see para 15). Remaining respondents were Childrey residents with five supporting and two objecting. Both objectors cited it as unnecessary with funds better used elsewhere. One suggested 20mph should be just at school journey times and the other expressed concern over additional signing clutter.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.



## **Officer response to objections/concerns**

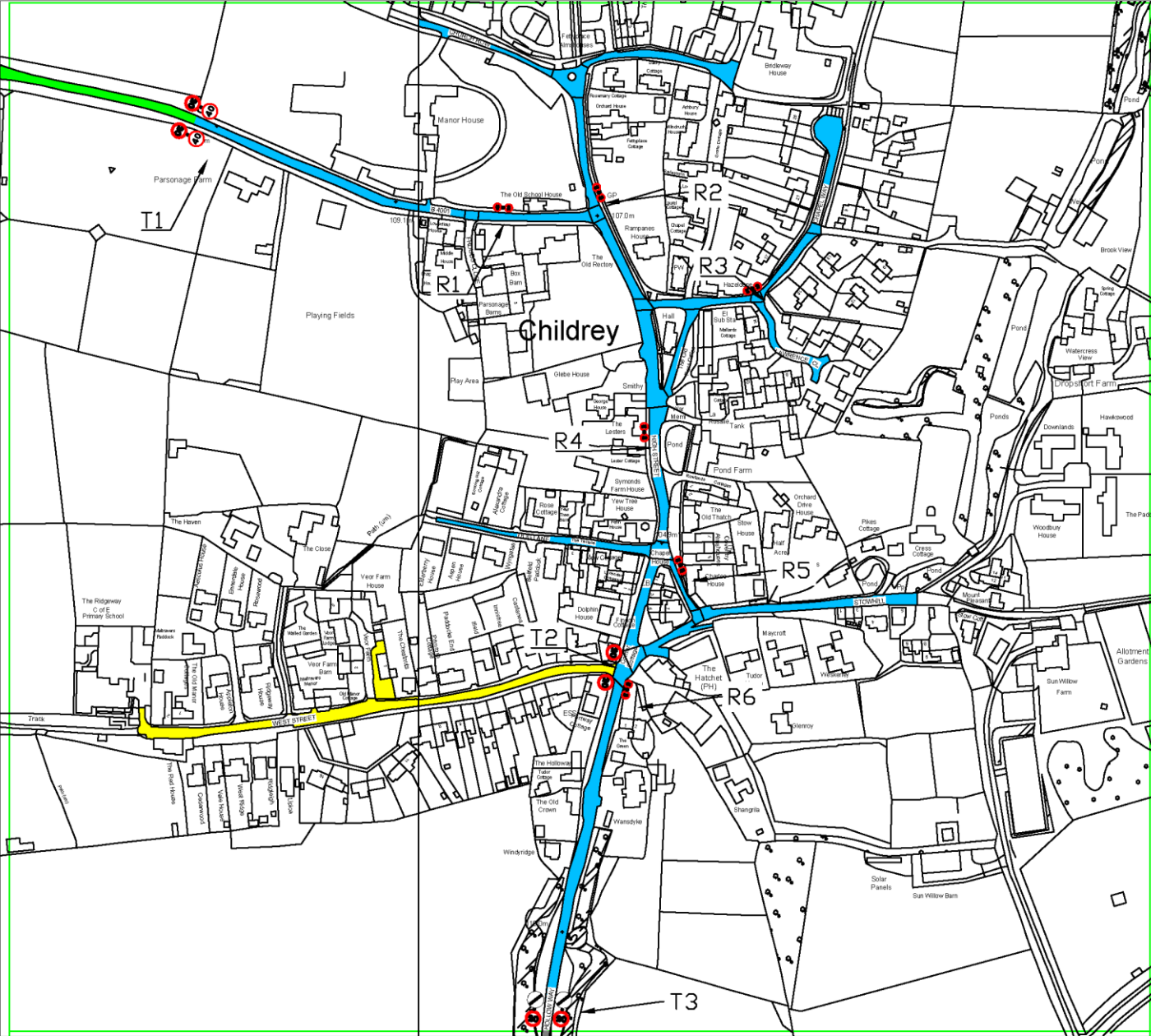
13. The Parish Council Clerk's concerns are generic to all speed limits where drivers can approach at high speed and additional measures would be deemed not provide any benefit in this location. The 2 objections from local residents are noted but not thought to merit a change to the proposals.
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                                      Annex 1: Consultation Plan  
    Annex 2: Consultation responses

Contact Officers:                      Tim Shickle 07920 591545  
   Geoff Barrell 07392 318869

December 2022



Childrey Sheet 1

Revision 1.0

Legend

Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	01.08.22	Final Draft	C.R		

Oxfordshire  
County Council

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Project title: Childrey 20mph Scheme

Drawing title: Childrey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn 01.08.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>

	<ul style="list-style-type: none"> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<b>No comments</b>
(3) Childrey Parish Council	<b>Comments</b> – Is there any thoughts about slowing down the traffic coming down the Holloway at 70mph suddenly hitting the 20 mph please? It is a dangerous crossroads and people do speed down there over 60mph.
(4) Member of public, (Childrey, Dog Lane)	<p><b>Object</b> - Childrey is a tiny village - it is quite hard to drive through the village at more than 20mph due to the small lanes, parked cars etc. West Street which is the street up to the local primary school is already 20mph (agree to this) but I see no real reason for implementing 20mph throughout the village - I can't see that this would change traffic speeds which remain low due to the tiny lanes, parked cars etc. In Dog Lane it is difficult to go more than 10mph.</p> <p>Has the traffic speed through the village been monitored? What are the statistics? It feels rather unnecessary to spend time &amp; money on new signs when I am not aware of traffic speed issues.</p> <p>If this motion gets passed, please take care not to 'litter' a small, pretty village with lots of speed signs.</p> <p>Travel change: <b>No</b></p>

(5) Member of public, (Childrey, Chapel Way)	<p><b>Object</b> - I think 30mph is perfectly reasonable. I can understand introducing 20mph during school open and closing times but not all the time. It is not actually possible to drive fast through the village anyway due to all the cars parked. I don't think anyone would obey the speed limit if it was introduced and I think money could be better spent elsewhere. There have been no accidents to my knowledge in the village so this feels unnecessary if it is a permanent limit and not just during peak school time.</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Oxford, Banbury Road)	<p><b>Object</b> - 20mph speed limits are extremely slow and completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted.</p> <p>Travel change: <b>No</b></p>
(7) Member of public, (Childrey, High Street)	<p><b>Support</b> - I live on High Street Childrey and have had a number of incidents with speeding vehicles, especially when riding a bicycle. It is also dangerous for horse riders.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(8) Member of public, (Childrey, High Street)	<p><b>Support</b> - I live on the B4001 - High Street Childrey and totally support the idea of a 20mph speed limit. The traffic frequently speeds through the village including many lorries and vans. It is particularly bad at school time, the speeding when there are a lot of children around.</p> <p>Travel change: <b>No</b></p>
(9) Member of public, (Childrey , Dog Lane)	<p><b>Support</b> - Poor visibility, narrow roads, parked cars and pedestrians make 30 mph unsafe</p> <p>Travel change: <b>Other</b> I already walk and cycle in the village and to Wantage. Reducing the speed limit wouldn't change that but would enhance safety.</p>

(10) Member of public, (Childrey , West Street)	<p><b>Support</b> - The road is narrow with almost blind entrances from side roads, the village shop parking is busy and there is generally quite a lot of pedestrian traffic, plus sunken road ironwork that causes considerable vibration, and parked cars and passengers of parents from the primary school need to be protected when they park in the High Street.</p> <p>Travel change: <b>No</b></p>
(11) Member of public, (Childrey , High Street )	<p><b>Support</b> - As the road through Childrey has become an unofficial bypass for Wantage, thereby increasing traffic, we need speed control. I live on the High Street so am well aware of how fast vehicles go through the village.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(12) Member of public, (Oxford, Richards Lane)	<p><b>Support</b> - I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: <b>Yes - cycle more</b></p>

Divisions affected: *Thame & Chinnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **CHINNOR: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Chinnor as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Chinnor by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 13 October and 11 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Chinnor parish council,

Crowell parish meeting, and the local County Councillor representing the Thame & Chinnor division.

7. 40 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Chinnor 20mph	21 (52.5%)	1 (2.5%)	18 (45%)	0	40

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	4 (10%)
Yes - cycle more	3 (7.5%)
No	32 (80%)
Other	1 (2.5%)

9. Additionally, two emails were received from statutory consultees – and these are summarised below.

#### **Statutory Consultee Responses:**

10. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an objection. The Parish Council Clerk sought the inclusion of the hamlet of Henton; this omission will be taken to formal consultation soon.

#### **Other Responses:**

11. 40 further responses were received, 18 expressed support, 1 expressed concern, and 21 objected.
12. Objectors were almost entirely from Chinnor with each providing an unusually comprehensive list of reasons. The table below totals the objections, most of which were cited by several objectors:



Reason	Number
Not Needed / A Waste of Money	17
Frustrate Drivers / Increase Congestion / Restrict Progress	16
Won't be Enforced or Effective	12
Will Increase Pollution	6
Will Increase Accidents	3
Alternative Public Transport Option is Poor	12

13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

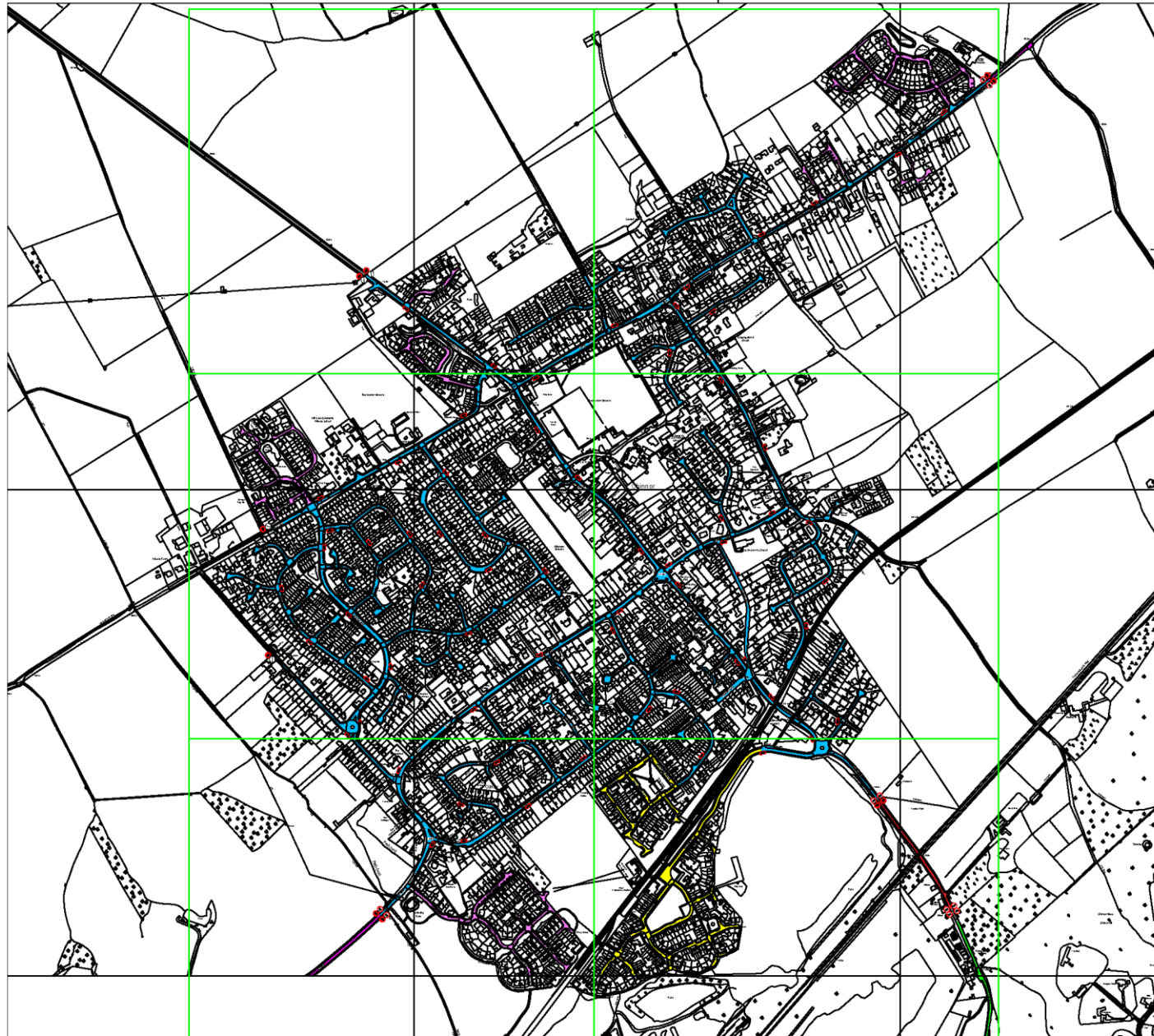
14. The objections, particularly that most objectors were residents and most cited several reasons, are noted but are not thought to merit a change to the proposals. The unexpected absence of an objection from bus operators is also noted.
15. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

Contact Officers:            Tim Shickle 07920 591545  
                                    Geoff Barrell 07392 318869

December 2022



Drawing No. Chinnor Overview					Revision 1.0																	
<div style="text-align: center;"><b>Legend</b></div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Proposed 20</td> <td style="width: 20%; background-color: blue;"></td> </tr> <tr> <td>Existing 20</td> <td style="background-color: yellow;"></td> </tr> <tr> <td>Private/Developer</td> <td style="background-color: magenta;"></td> </tr> <tr> <td>Existing 30</td> <td style="background-color: red;"></td> </tr> <tr> <td>Existing 40</td> <td style="background-color: green;"></td> </tr> <tr> <td>Existing 50</td> <td style="background-color: magenta;"></td> </tr> <tr> <td>Existing NSL</td> <td style="background-color: black;"></td> </tr> <tr> <td>Not Public Highway</td> <td style="background-color: white;"></td> </tr> </table>							Proposed 20		Existing 20		Private/Developer		Existing 30		Existing 40		Existing 50		Existing NSL		Not Public Highway	
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Chinnor Parish Council	<p><b>Comments</b> – Henton is also in the parish of Chinnor is it possible to include them in this scheme please.</p>
(3) Member of public, (Chinnor, Greenwood Meadow)	<p><b>Object</b> - There is no evidence of accidents to warrant the change. The only road where 30 m.p.h. can be reached is Oakley road, which has a speed camera, the rest of the roads are littered with parked cars which ensure low speeds are maintained, much below 30. The High Street is as good as a one lane road due to parked cars. The entrances to the village has just had chicanes installed which slow cars down as they enter the village. Policing the limits is impossible and costly if the limit is set when at a time finance is needed for far more crucial things. On street parking has been an unresolved issue in Chinnor for a very long time and can be seen when the initial transport documents were provided for the Chinnor Cement Works planning application for Old Kiln Lakes development (circa 1996) was proposed which pointed out the parking issues along Station Road which were never resolved and unlikely to be. It could also be said that pedestrians should not cross roads between parked cars, use smartphones while walking or listen to headphones while walking, each could be attributed to accidents with motor cars, however there is no evidence so as such leave this issue and concentrate on the councils finances.</p> <p>Travel change: <b>No</b></p>
(4) Member of public, (Chinnor, Hedgerley)	<p><b>Object</b> - Dropping it to 20mph won't stop speeding. It will increase because drivers will become impatient</p> <p>Travel change: No</p>

(5) Member of public, (Chinnor, Lower Road)	<p><b>Object</b> - The 30mph limit is neither observed or enforced, so neither would a 20mph limit (which would just anger road users). A bypass is the only good solution.</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Chinnor, Ashridge)	<p><b>Object</b> - I am strongly objecting on a number of points. Firstly the cost of consultation, changing signage and implementing this change when there is a 50 million pound black hole in the county council finances is extraordinary. Cutting services or putting up council tax to fund an anti-car policy seems misguided in its entirety. Secondly this will cause more congestion in an already congested village where increased housing numbers have not been met with an increase in facilities or alternative routes through the village. It will cause more traffic and more pollution. Also Chinnor no longer contributes to the police budget, there is currently no enforcement of current driving issues (as an example the constant daily parking on zigzag lines on the Thame Road. Introducing a speed limit change with no enforcement is completely meaningless so I would ask what other measures are in place to reduce speed if this is a reason for the proposal. Finally if the plan is to force people into alternative transport what is in place to increase the current bus numbers through chinnor, what is in place to allow more spaces for babies in prams on buses as currently there is no space when disabled people take priority. This issue needs to be addressed if you want to reduce overall car use. Also what measures are in place with regards public transport when strike action occurs and and how will the council make provisions for continuity during these periods as most working people will still expect to be able to go to work, are the council prepared to cover a loss in pay resulting in these issues?</p> <p>Travel change: <b>No</b></p>
(7) Member of public, (Chinnor, Red kite Road)	<p><b>Object</b> - Having plenty of hours using the other 20mph zone you have installed in Long Whittenham, I am deeply concerned, I have been overtaken there many many times whilst doing 20mph. Especially in the straight past the school.</p> <p>I have already tried to go round the village for a week at 20mph and have had road rage aimed at me, been overtaken many times, and nearly been in an accident with a lorry because it wanted to get through at 30.</p> <p>I also live on the Old kiln lakes estate where there is already a 20mph limit and not one resident takes note because it is too slow and never enforced.</p>

	<p>The only way I can see it working is if you implement the 20mph with a one way system round the village going clockwise from the crown roundabout, to lower ickniel way and back up the high street. You will not have anyone stick to 20mph unless you have daily police presence, and without it.. it is even more dangerous, as you have pedestrians expecting vehicles to be going 20mph but actually coming at at least 10mph faster. Absolute waste of time without one way system</p> <p>Travel change: <b>Other</b> As and when scooting becomes legal early next year I will naturally scoot more - but nothing to do with 20mph. No cyclists will stick to 20mph either (forgot to add to my last post)</p>
(8) Member of public, (Chinnor, Chiltern View)	<p><b>Object</b> - Traffic cannot move around Chinnor at speed due to the number of parked cars, speed humps, and the latest traffic calming measures. Reducing the speed will cause more hold ups as cars waiting to let other vehicles pass will have to wait even longer, and more queues, fumes etc will accumulate.</p> <p>Travel change: <b>No</b></p>
(9) Member of public, (Chinnor, Hedgerley)	<p><b>Object</b> - 20 miles an hour is so slow. 30 is much better</p> <p>Travel change: <b>No</b></p>
(10) Member of public, (Chinnor, Newton Close)	<p><b>Object</b> - 20mph will lead to more traffic and more pollution through the village. Besides that, it's a drive through village, and the size of the roads are more than adequate to 30mph.</p> <p>Travel change: <b>No</b></p>
(11) Member of public, (Chinnor, Chiltern View)	<p><b>Object</b> - Chinnor already has speed restrictions at every entrance to the village, plus speed humps and a speed camera. In addition most major roads have parked cars which also act as a speed limiter.</p> <p>There is no need for a 20mph limit on what are normal residential roads.</p>

	<p>Those limited numbers of drivers who significantly exceed the current 30mph limit would be no more likely to obey a 20 mph limit. More likely it would increase overall breaking of the new speed limit and therefore be a retrograde step.</p> <p>Please demonstrate the logic behind this proposal and the need for it.</p> <p>Travel change: <b>No</b></p>
(12) Member of public, (Chinnor, Rumpenny)	<p><b>Object</b> - As usual, the vocal minority dictate to the majority what we should be doing. 20mph does not cut pollution, it will not “encourage” people to walk and it bunches up traffic causing more congestion when trying to pass the many many cars parked on narrow roads leading to road rage, frustration and increased journey times.</p> <p>Travel change: <b>No</b></p>
(13) Member of public, (Chinnor, Mill Lane)	<p><b>Object</b> - The current speed limit isn’t enforced.</p> <p>Travel change: <b>No</b></p>
(14) Member of public, (Chinnor, Mill Lane)	<p><b>Object</b> - 30mph is a perfectly adequate speed for the rural roads around where I live. As far as I am aware having been a frequent visitor to Chinnor since 2010 and a resident since 2019, there have been no collisions resulting in death or serious/life changing injuries. The recent traffic/speed calming measures built on the major entry routes to the village have already proved a chronic waste of money as they are poorly designed and ineffective, not to mention wholly redundant as speed in the village is just not an issue.</p> <p>The funds required to implement a universal speed limit change (signage, paint etc) would be much better used to support the local community in other ways. Please do not spend my council tax money on something so wasteful</p> <p>Travel change: <b>No</b></p>
(15) Member of public, (Chinnor)	<p><b>Object</b> - People in Chinnor behave responsibly. More and more rules and regulations is not necessary. We already have traffic calming measures, some of which have been installed very recently, so adding additional controls on top now is unnecessary and disproportionate.</p>

	Travel change: <b>No</b>
(16) Member of public, (Chinnor, Lower Icknield Way)	<p><b>Object</b> - Without ongoing monitoring and punishing of 'offenders' 20mph limit will not be enforceable, will create frustrations with residents, and because of this is likely to cause additional accidents as it might reduce.</p> <p>Travel change: <b>No</b></p>
(17) Member of public, (Chinnor, Oak End Way)	<p><b>Object</b> - The current 30mph limit is not enforced so many exceed it. Reducing the limit to 20mph will not stop those same people still driving at over 30mph. I can understand 20mph past schools but to travel around a whole village the size of Chinnor at such a slow speed would be very frustrating. I don't know anyone in the village that thinks this is a good idea.</p> <p>Travel change: <b>No</b></p>
(18) Member of public, (Chinnor, Oakley Road)	<p><b>Object</b> - With the new 'traffic calming' around the village, we are already experiencing high congestion. If we lower the speeds further, it will extend travelling time and periods of vehicles idling. Currently the village has a 30mph limit which is sparsely enforced. If this change in limit is to reduce accidents/crashes it would be far more effective to introduce more speed cameras.</p> <p>Travel change: <b>No</b></p>
(19) Member of public, (Chinnor)	<p><b>Object</b> - There has been no accidents or deaths from any vehicles driving at 30mph in Chinnor. The council has wasted a lot of money putting in chicanes in every entry and exit to Chinnor which has made no difference whatsoever to how people drive. They only serve to cause queues and idling cars cause more pollution. Somebody hasn't thought any of this through very well. Nobody oversees the 30mph limit so who's going to oversee a 20mph one.</p> <p>Travel change: <b>No</b></p>
(20) Member of public, (Chinnor, Oakley Lane)	



	<p><b>Object</b> - The issue is non enforcement and the minority who ignore the current 30 limit. A new speed limit without enforcement is simply a set of road signs that will not resolve the issue</p> <p>Travel change: <b>No</b></p>
(21) Member of public, (Chinnor, Kiln Avenue)	<p><b>Object</b> - To many people drive to work. 20mph is waste of money!</p> <p>Travel change: <b>No</b></p>
(22) Member of public, (Chinnor, Cowleaze)	<p><b>Object</b> - Chinnor is an overgrown community with traffic issues. I dont believe the speed limit will improve safety. Anyone dricing over 30mph, will drive over 20mph.</p> <p>Might be worth considering speed lumit at school time term only e.g. 8am 9.30am and 2.30 to 3.30pm</p> <p>Travel change: <b>No</b></p>
(23) Member of public, unknown)	<p><b>Object</b> - These schemes should be kept to ordinary residential streets that already lend themselves naturally to lower speeds and not to higher standard and main roads, except outside schools, However School limits should still be part-time because limits should assume ideal conditions.</p> <p>For shop lined main roads, I think it would be a good idea to try 25mph limits. If you really want to change speeds on roads then you need to change the design of the road, not to stick signs up that make people think people are safer.</p> <p>The consultation document seems to imply that the speed limit should "encourage" something, that's kind of the problem if people think the road is safer, just because the council stuck some signs up. Speed limits should prohibit the behaviour of those who seek to drive in a manner that completely disregards their own and other people's safety, they don't generally dictate the speed of traffic.</p> <p>I fail to see how this applies to people going speeds right down into the low 20s if clearly safe to do so under the prevailing conditions. The speed limit of 30mph may not represent a safe speed under all conditions, this is why there are other laws such as careless, reckless and dangerous driving. Limits should exist to single out those who treat roads as race tracks. A properly set speed limit should be seen by the majority of road users as a maximum and not a</p>

	<p>target speed, it should especially not be set very low in the hope that a large number of drivers will only dare drive 5 or 10mph over the posted limit.</p> <p>You've claimed that it can reduce speeds by up to 4mph, I'm guessing that's your best result. In most areas it tends to hover around 1mph for example in Bath it was 0.9mph. This may help to give some of the most vulnerable road users a false indication of actual traffic speed and take less care when crossing. However, even with an average speed drop, it's the fastest 1-5% of drivers who are the least likely to slow down, the most likely to harm and the drivers properly set limits are more efficient at targeting.</p> <p>Travel change: <b>No</b></p>
(24) Member of public, (Chinnor, Glynswood)	<p><b>Concerns</b> - While the proposal is a good one in principle, the reality of the situation I think may negate any benefit from it and I am keen to understand how it is proposed that this is not going to be the case.</p> <p>Travel change: <b>No</b></p>
(25) Member of public, (Chinnor, Mill Lane)	<p><b>Support</b> - Drivers go too fast around the village, which is dangerous particularly with the number of parked cars on most of the main roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(26) Member of public, (Chinnor, Station Road)	<p><b>Support</b> - I live on the B4009 through Chinnor. There are regular near misses along the road.</p> <p>Travel change: <b>No</b></p>
(27) Member of public, (Chinnor, High Street)	<p><b>Support</b> - 30 mph is too fast on many of our village roads</p> <p>Travel change: <b>No</b></p>
(28) Member of public, (Chinnor, Hedgerley)	<p><b>Support</b> - Growing village, increasing number of children, schools full to capacity, B4009 is a rat run.</p>

	Travel change: <b>No</b>
(29) Member of public, (Chinnor, Cherry Tree Road)	<b>Support</b> - I live in Chinnor and believe it will making walking around the village safer, as long as the limit is monitored at certain places where people regularly exceed the limit.  Travel change: <b>No</b>
(30) Member of public, (Chinnor, Hedgerley)	<b>Support</b> - I believe that restricting speed to 20mph will make it safer for all, particularly pedestrians, cyclists and users of mobility scooters.  Travel change: <b>Yes – walk/wheel more</b>
(31) Member of public, (Chinnor, Chiltern View)	<b>Support</b> - Too many speeding drivers - 20mph is so much safer if an accident happens  Travel change: <b>No</b>
(32) Member of public, (Chinnor, Kiln Avenue)	<b>Support</b> - The number of cars using the village mean we need to slow the average speed to make it safer for pedestrians, especially children.  Travel change: <b>Yes – walk/wheel more</b>
(33) Member of public, (Chinnor, Lower Icknield Way)	<b>Support</b> - The current speed management measures aren't working very effectively. The chicanes recently built, slow traffic at the chicane, but within a couple of seconds are back to normal, and here on the Lower Icknield Way at excessive speed.  Travel change: <b>Yes – walk/wheel more</b>
(34) Member of public, (Chinnor, Elderdene)	<b>Support</b> - It's safer

	Travel change: <b>No</b>
(35) Member of public, (Chinnor, Greenwood Meadow)	<p><b>Support</b> - People drive too fast through the village currently a 20mph makes total and utter sense, ideally we Will get some double yellow lines placed by junctions also and perhaps some police traffic wardens to implement the poor Parking by junctions dishing out Tickets Would be awesome</p> <p>Travel change: <b>No</b></p>
(36) Member of public, (Chinnor, High Street)	<p><b>Support</b> - I have always felt that in a village with narrow road sand parked cars throughout, that 30 mph is too fast. I have been an advocate of a 20mph speed limit and made my thoughts clear to the local council.</p> <p>Travel change: <b>No</b></p>
(37) Member of public, (Chinnor, Oakley Road)	<p><b>Support</b> - Safety</p> <p>Travel change: <b>No</b></p>
(38) Member of public, (Chinnor, High Street)	<p><b>Support</b> - In my local village (Chinnor) this would make a major improvement to pedestrian safety, especially on the High Street. Many people use that road on foot, and cross it frequently. It would also make a major improvement to the comfort and feeling of safety for all road users.</p> <p>Also I know from living in, working in and travelling through 20 mph zones in previous years, this does not impact on me as a driver at all.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(39) Member of public, (Chinnor, Van Diemens Close)	<p><b>Support</b> - 3 cats this week alone have been killed on a main straight section of Station Road that has a primary school on it. In addition my own cat was killed on this road this year. It's only a matter of time before a child is injured.</p>

	Travel change: <b>No</b>
(40) Member of public, (Chinnor, Thame Road)	<p><b>Support</b> - Our son was hit by a car and two of our cats have been killed on Thame Rd where it is currently a 30. Thankfully our son only had minor injuries but the road is treacherous even with traffic calming</p> <p>Travel change: <b>Yes - cycle more</b></p>
(41) Member of public, (Chinnor, Lower Road)	<p><b>Support</b> - It will improve safety, noise and the environment</p> <p>Travel change: <b>No</b></p>
(42) Member of public, (Oxford, Richards Lane)	<p><b>Support</b> - I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: <b>Yes - cycle more</b></p>

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Divisions affected: *Witney West & Bampton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **CURBRIDGE & LEW: PROPOSED 20 MPH & 30 MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20 mph and 30 mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Curbridge and a 30mph speed limit in Lew as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Curbridge and Lew by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 13 October and 11 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Curbridge & Lew parish council, and the local County Councillor representing the Witney West & Bampton division.

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

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Curbridge 20mph	1 (20%)	0	3 (60%)	1 (20%)	5
Lew 30mph	0	2 (40%)	3 (60%)	0	5

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes - cycle more	2 (40%)
No	3 (60%)

9. Additionally, two emails were received from statutory consultees – and these are summarised below

#### **Statutory Consultee Responses:**

10. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. West Oxfordshire District Council raise no objection providing signing is kept to a minimum. The Local or County Councillor supports all proposals

#### **Other Responses:**

11. Five other responses were received, one from an Oxford-based member of the public whose supportive response merely stated a wish for Oxford to become car-free; the other positive response was from an Abingdon cycling organisation who support both proposals. A resident of a nearby village had no view regarding the 20mph proposals but was concerned at the effect the proposed 30mph limit in Lew may have on RAF Brize Norton emergency response times. The only stated objection was from a Witney resident who considered the 20 limit too low but did not elaborate and while only stating concern at the proposed 30mph in Lew made some derisive comments regarding the proposal suggesting an objection in principle.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.



## **Officer response to objections/concerns**

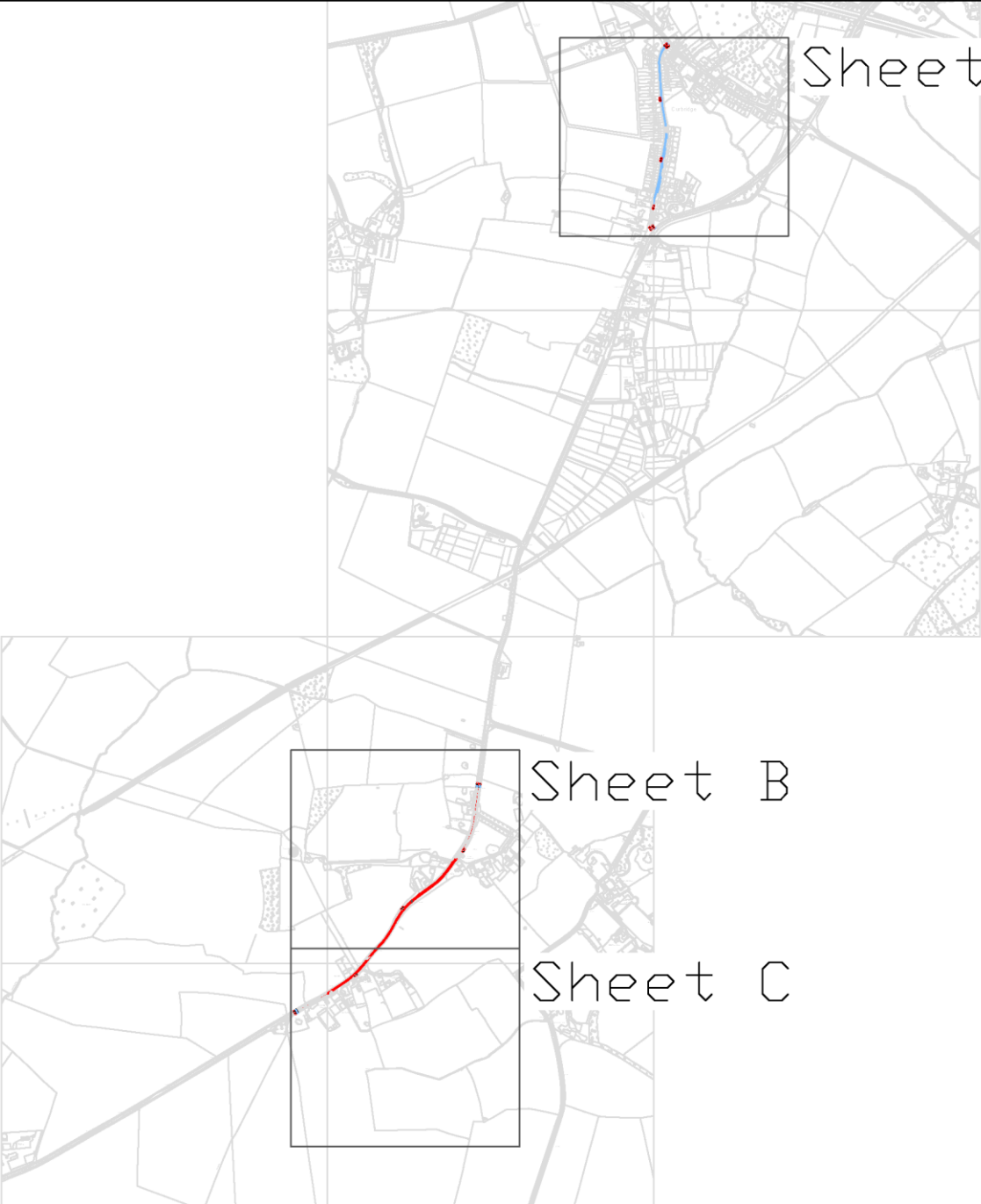
13. The sole objection is noted but not specific and therefore not considered to merit a change to the proposals.
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

Contact Officers:            Tim Shickle 07920 591545  
                                    Geoff Barrell 07392 318869




December 2022



Sheet A

Sheet B

Sheet C

Drawing No.		Revision			
Notes:					
		Proposed 20mph limit			
		Proposed 30mph limit			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
Curbridge and Lew 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>

	<ul style="list-style-type: none"> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>In relation to the A4095 at Lew reduction to 30 . This village has been subject of many complaints in recent years under the current limit of 40 . Reducing it now to 30 is likely to increase that , unless Engineering is included</p>
(2) West Oxfordshire District Council, (Principal Planning Policy Officer)	<b>No objection</b> - provided any signage and associated works are kept to a minimum.
(3) Member of public, (Witney, Woodstock Road)	<p>20mph - <b>Object</b> 20mph is too low</p> <p>30mph - <b>Concerns</b> Why are you keeping the limit at this location to 30mph when there are roads in Witney that have the same aspect and you have lowered these to 20mph?? Why don't you just lower this to 20mph and do what you have done to Witney and introduced an 'open season' for revenue collection on motorists.</p> <p>Travel change: <b>No</b></p>
(4) Member of public, (Brize Norton, Chichester Place)	20mph - <b>No opinion</b>

	<p>30mph - <b>Concerns</b>  This is one of the arterial routes for entry to both Bampton and Brize Norton. A 30 mph limit would lead to a delay in emergency service vehicles attending incidents in those areas. Whilst emergency services have “exemptions” for speed limits each of the services have a policy as to how much their drivers can exceed the speed limits. A 30 mph limit would lead to delays in emergency services attending incidents in those villages together with the RAF base.</p> <p>Travel change: <b>No</b></p>
(5) Local Cllr, (Curbridge, Main Road)	<p>20mph - <b>Support</b>  Safer road</p> <p>30mph - <b>Support</b>  Safer roads</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Oxford, Richards Lane)	<p>20mph - <b>Support</b>  I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>30mph - <b>Support</b>  I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(7) As part of a group/organisation, (Abingdon, Bostock Road)	<p>20mph - <b>Support</b>  We support the reduction of speed limits to 20mph in Curbridge.  20 limits are proven to reduce speeds and this improves safety for residents and road users. It creates a better environment for walking, wheeling and cycling, encouraging these healthy transport modes. This would also</p>

	<p>encourage less through traffic down Well Lane and more down Main Road, or just taking the A4095 and not going through the village at all.</p> <p>30mph - <b>Support</b> The reduction to 30 in Lew seems appropriate for the road environment there. This road does see a fair amount of leisure cycling, mostly at the weekend.</p> <p>Travel change: <b>Yes - cycle more</b></p>
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Divisions affected: *Didcot Ladygrove*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 8 DECEMBER 2022**

### **DIDCOT: LADGROVE AREA - PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit in the Ladygrove area at Didcot.

#### **Executive summary**

2. This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit throughout the Ladygrove part of Didcot, i.e. those roads lying north & east of the railway line, replacing the existing 30mph speed limits in their entirety. Additionally, the new roads within the Willowbrook Park residential development lying north of the A4130 perimeter road accessed via Franklin Gardens will also be included, along with both Copse View & Oakend Lea which form the new residential development south of the A4130 Hadden Hill, adjacent to the retail park. The proposal is shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the County Councils 20mph speed limit project.

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling within the local area and the safe movement of traffic.

## Consultation

6. Formal consultation was carried out between 31 August and 30 September 2022. A notice was published in the Oxford Times & the Oxfordshire Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Didcot Town council, and the local County Councillors representing the Didcot Ladygrove, Didcot East & Hagbourne, and Didcot West divisions.
7. 42 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Didcot Ladygrove 20mph	24 (57%)	4 (10%)	14 (33%)	0	42

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	3 (7%)
Yes - cycle more	1 (2.5%)
No	37 (88%)
Other	1 (2.5%)

9. Additionally, three emails were received, with Thames Valley Police (TVP) raising concerns, one member of the public objecting, and one member of the public supporting.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## Officer response to objections/concerns

11. Thames Valley Police expressed no objection to the proposals but confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed.



12. The objections received stated that the proposed changes were unnecessary - citing a lack of need, potential impacts on journey times, the low number of accidents in the area, existing calming measures that are already in place are effective and that speeds don't exceed 25mph already.
13. Whilst the number of objections outweigh the support on this proposal the scheme will fit in to the broader Didcot Town proposals due to be put forwards as part of phase 2 in 2023/24.
14. The existing traffic calming measures help support the 20mph restrictions as they ensure the routes are more self-enforcing than a simple sign only change
15. The county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
16. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the area.

**All as per original report except red font below**

17. ~~The Town Council are in full support of the proposals.~~ The Ladygrove Estate was deemed to be the first area in Didcot that was ready to amended to 20mph.

**Deferred Decision Required**

18. A decision was originally sought at Cabinet Member Decisions in October 2022 but was deferred following confusion over the views of Didcot Town Council and the local member. Both parties have now confirmed their support. There has been no further public consultation.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell 07789 926984

December 2022



Drawing No: Didcot, Ladygrove Overview Revision 1.0

Legend	
Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing 50	Purple
Existing NSL	Grey
Not Public Highway	Black

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.04.22	Final Draft	C.R.		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Didcot, Ladygrove 20mph Scheme

Drawing title: Didcot, Ladygrove Overview

Sheets A1 to C3

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
	Date drawn: 25.04.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No: 1.0  
 Drawing title: Didcot, Ladygrove Overview  
 Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>



	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Cllr, (Didcot, Tavy Close)	<p><b>Concerns</b> - I have concerns for the proposed 20mph on Didcot Ladygrove. I agree that 20pmh would be useful around the two primary school sites, however there are speedbumps throughout the Ladygrove already and I am concerned that by reducing the speed limit will promote nothing but dangerous tail-gating, and overtaking. I have seen this happen considerably when the speed limit is reduced.</p> <p>Travel change: <b>No</b></p>
(3) County Cllr, (Jericho & Osney division)	<p><b>Support</b> - I visit Didcot sometimes and far prefer the traffic to be slower.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(4) Member of public, (Didcot)	<p><b>Object</b> – The reasons given for this activity were based upon road safety concerns, noise reduction, the reduction of the carbon footprint and promotion of walking an cycling, but it seems like this projects may be better suited for other areas of Didcot/Oxfordshire where it is more required.</p> <p>Regarding Speeding/Noise reduction: Relative to other areas of Didcot/Oxfordshire Ladygrove actually has proportionally fewer places where there is an ability to reach 30 mph. A statement which I feel is backed up with 3 pieces of evidence.</p>

- 1) It has some of the largest and most prevalent traffic calming measures in Oxfordshire including speedbumps so large that they have 'beached' cars and damage the suspension of vehicles so badly that ice cream vans will not visit parts of ladygrove.
- 2) Because of the lack of offroad parking most of the streets are subject to significant congestion with cars waiting for the other lane to become available. This is also the cause of most of the carbon footprint and noise pollution, not the current 30mph speed limit.
- 3) Ladygrove was created with very few straight roads, most are heavily curved and when combined with the traffic calming measures/on road parking the likelihood of someone driving quickly is very limited.

Regarding encouragement of walking and cycling:

Ladygrove actually has a dedicated series of cycle friendly routes where there is very limited interaction with the roads. These are affectionately known as the yellow brick road/ladygrove loop.

Reducing the speed of road users to 20mph would therefore seem to have a limited impact on the pedestrians/cyclists when compared to other areas within Didcot.

Summary:

My question therefore would be why is Ladygrove being specifically singled out for this reduction in speed when the roads in the south of Didcot such as Wessex, Kynaston, Queensway, Mereland, Newlands, Sandringham are all areas where high speeds are seen more regularly and appear to be more easily achievable due to lack of traffic calming/prolonged distances without significant turns.

These as mentioned are also areas without the same pedestrian/cyclist infrastructure, where individuals regularly have to interact with rapidly moving motorised vehicles.

To be clear I am not refuting the need for lower speed in specific areas or whether it is a good idea I am questioning why one of the areas in Didcot that seems to least need this is the only one being highlighted.

'The remaining roads within Didcot lying south of the railway line will remain as existing, whilst having taken into account the current road environment, traffic usage, and their strategic importance the A4130 perimeter road (50mph) & A4130 Abingdon Road (30mph) will also remain unchanged as currently signed.'

Finally I would like the council to discuss how it will be enforced. There are no speed cameras and beyond specific incidents there is no police presence in Ladygrove. My concern is if it cannot or will not be enforced, then how at a time when people have no money and councils are all raising taxes can the cost associated with this activity be justified.

	My request would be to focus the cost and effort on areas where the 'most-good' could be achieved as resources are limited and Oxfordshire
(5) Member of public, (Didcot, Wantage Road)	<p><b>Object</b> - It is unnecessary and will cause additional delays. As always, ideology trumps practicality in the eyes of the council</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Didcot, Grange Beck)	<p><b>Object</b> - Yet again, another set of proposals based on green idealism rather than actual facts, leave the limits as they are. Produce actual stats on the safety issues, not generic ones, but real ones I.e. how many people have been injured on these roads rather than no facts at all, and maybe just make the immediate area by the schools 20mph or charge parents to park outside them which will cause a real difference and make it safer for other road users</p> <p>Travel change: <b>No</b></p>
(7) Member of public, (Didcot, North Bush Furlong)	<p><b>Object</b> - The Abingdon Road section (existing 30MPH) is a significant omission of concern. This residential Abingdon Road stretch was never intended to be part of the NPR. NPR3 has been in the adopted local plans for 30 years or so. The Abingdon Road section should be included in the 20MPH scheme regardless of any OCC Highways objections or policies. It is the failings OCC and central government that have led to non completion of NPR3. The residents have frequently objected to the volume, speed and heavy vehicles using this stretch of road. It is time to make it 20MPH.</p> <p>Travel change: <b>No</b></p>
(8) Member of public, (Didcot, Brunstock Beck)	<p><b>Object</b> - Due to the Ladygrove estate roads being built 25 years ago with traffic calming in place and residents can barely do 25mph anyway, why waste more money?</p> <p>Travel change: <b>No</b></p>

(9) Member of public, (Didcot, Orwell drive )	<p><b>Object</b> - Too slow</p> <p>Travel change: <b>No</b></p>
(10) Member of public, (Didcot, Prestwick Burn)	<p><b>Object</b> - Other roads that have been reduced to 20mph are so badly maintained they cause damage to vehicles. It will also not be policed so those who speed will do so regardless. I have no issue with 20mph near the schools when children are going / leaving, but would rather the money be spent on traffic light cameras, especially at Cow Lane / Station Road / Hitchcock Way.</p> <p>Travel change: <b>No</b></p>
(11) Member of public, (Didcot, Loddon Drive)	<p><b>Object</b> - The cost to change at a time where financial support can be given to those more needing. 30 is fine. As a driver I've had many other cars driving at insufficient distance behind and intimidate when in a 20 limit. Cyclist that can, will overtake in unsafe manner. No enforcement at 30 and will be the same at 20 so nothing will change.</p> <p>Would support 20 limit outside schools, nursery's and areas with high use by the public.</p> <p>Will also support an investment in noise limit / speed cameras around the ring road and calming measures on Abingdon road or a bypass from the ring road to the Wallingford road. Also the road going road towards Appleford could be reduced from 60.</p> <p>Travel change: <b>No</b></p>
(12) Member of public, (Didcot, Dagdale Drive)	<p><b>Object</b> – At 20mph cars produce greater emissions as they have to run in a lower gear meaning the engine fires more times burning more fuel, they wear faster and drive less smoothly</p> <p>Travel change: <b>No</b></p>
(13) Member of public, (Didcot, King Alfred Drive)	<p><b>Object</b> - There is no value in reducing limits. People ignore them now and 20mph is too slow. It won't start people using other transportation, we use cars because we need to! We don't have time or money to waste</p>

	Travel change: <b>No</b>
(14) Member of public, (Didcot, Darcey Lode)	<p><b>Object</b> - You are not fixing the fastest road which separates Didcot in 2 (the A4130) which you are not proposing to change yet people drive like hooligans yet in Ladygrove where I can't recall anyone going fast at all you want to waste money sticking a load of signs up. Who comes up with these plans! Please reconsider and slow down the roads where cars actually go fast then you will actually save lives!</p> <p>Travel change: <b>No</b></p>
(15) Member of public, (Didcot, Goldcrest Gardens)	<p><b>Object</b> - I don't believe that reducing the speed limit serves a useful purpose. The road design in most of the ladygrove estate precludes speeding anyway.</p> <p>Travel change: <b>No</b></p>
(16) Member of public, (Didcot, Dudcote Field)	<p><b>Object</b> - The current traffic calming measures in ladygrove are effective, I drive through every day on nursery pick up. I have never seen speeding or inappropriate speed for the roads. The current traffic calming measures are good. If someone will speed through a 30 - they will also speed through a 20. This seems like a complete waste of money in times when money is short in Didcot and we would rather see investment in new schools, gp services and childcare provision.</p> <p>Travel change: <b>No</b></p>
(17) Member of public, (Didcot, Dudcote Field)	<p><b>Object</b> - Drive through ladygrove everyday for nursery drop off and there is no need for 20mph limits everywhere; never seen any speeding or dangers that would be prevented by changing 30mph limits to 20mph. Instead of wasting money on this sort of nonsense it would be much preferred if infrastructure such as doctors, schools etc were funded.</p> <p>Travel change: <b>No</b></p>



<p>(18) Member of public, (Didcot, Loddon Drive)</p>	<p><b>Object</b> - It will not make any difference to the idiots who exceed the current 30mph speed limit. The monies would be better spent on repairing the roads, or placing speed cameras around the ladygrove perimeter roads - including the Abingdon road.</p> <p>Travel change: <b>No</b></p>
<p>(19) Member of public, (Didcot, Loddon Drive)</p>	<p><b>Object</b> - At 30mph there have been little to no crashes within the ladygrove estate as far as I am aware. As well as this due to the slower speeds it is more likely that there will be traffic build up on junctions and roundabouts causing more emissions. However I can understand a 20mph zone around schools and parks as this would have a higher risk than others for crashes. As a learner driver it was also important to be able to do 30mph in a safe area to build confidence, which would not have been built as quickly in a mainly 20mph zone.</p> <p>It also raises the concern of even less road upkeep as many of the roads are currently in need of a good quality level of work to replace warped roads and large potholes. This then raises the question that if these are the road conditions in a 30mph zone then would this deterioration continue as less road repair is needed in 20mph roads. Which would lead to an increase of burst tires and damage to private vehicles, where the cost could be claimed on the council. As well as this during the cost of living crisis would the money needed to carry out this change be better spent on those who need it most.</p> <p>In addition the current 30mph speed limit is not policed and many break it, so how would a 20mph zone be enforced, when the current one can't.</p> <p>Travel change: <b>No</b></p>
<p>(20) Member of public, (Didcot, Broadway)</p>	<p><b>Object</b> - There are enough traffic calming devices already in place to slow motorist down. Also good amount of pavements and walkways for public walking throughout ladygrove.</p> <p>I don't think putting more pressure on road users but putting more restrictions should be on the agenda. Better to focus on good quality roads, traffic and parking mess in the town.</p> <p>Travel change: <b>No</b></p>

(21) Member of public, (Didcot, Weavercroft)	<p><b>Object</b> - 30mph not an issue. Enforcement absent for violations anyway, so lowering the limit won't change anything</p> <p>Travel change: <b>No</b></p>
(22) Member of public, (Didcot, Oxford Crescent)	<p><b>Object</b> - Speed limit reduction not needed</p> <p>Travel change: <b>No</b></p>
(23) Member of public, (Witney, Alice Batt)	<p><b>Object</b> - Absolutely unnecessary, a total waste of funds.</p> <p>Travel change: <b>No</b></p>
(24) Member of public, (Didcot)	<p><b>Object</b> - Cow Lane/Mersey way should be left as 30mph. Houses roads are off this spine road and traffic exiting both directions should be at 30mph. traffic is forced to slow regardless for the cow lane bridge traffic lights anyway.</p> <p>However Avon Way, Tamar Way and Trent road are also potential Spine roads with the housing roads off them and should also be 30mph to keep the flow moving. All other parts of Ladygrove does has dense housing and 20mph is an acceptable limit.</p> <p>With the introduction of electric cars pollution will be zero. Bus service is poor out of this area and lets not pretend it good. Anyone heading for the train station is already likely to be walking or riding so the remaining car traffic is going further so no real gain in this area except causing congestion on to what will be a busy road A4130 perimeter road, which soon wont be a perimeter road leading to more misery trying to get out of Didcot!</p> <p>Travel change: <b>No</b></p>
(25) Member of public, (Didcot, St Hildas Close)	<p><b>Object</b> - Why are you focusing on this when you should be trying to fix all the congestion around Didcot. The road network needs an upgrade. the Money was there the plan was there and the council threw out the plan. The roads are so congested that there is no chance of anyone getting to 20MPH. Save the money on signage and actually build the infrastructure before building the houses next time.</p>

	Travel change: <b>No</b>
(26) Member of public, (Abingdon, Francis Little Drive)	<b>Object</b> - Because there is no need for it and it won't be enforced anyway.  Travel change: <b>No</b>
(27) Member of public, (Didcot, Brunstock Beck)	<b>Object</b> - A pointless waste of money that could be better spent. The Council are obsessed with getting us out of our cars at any cost.  Travel change: <b>No</b>
(28) Member of public, (Didcot, Cole Court)	<b>Object</b> - Low speed limits result in complacent drivers, prolonged emissions as cars pass through town, higher petrol use and greater wear and tear on vehicles.  Travel change: <b>No</b>
(29) Member of public, (Didcot, Blackthorn Road)	<b>Concerns</b> - I support this proposal almost entirely - it's not possible to actually drive safely around Ladygrove at 30MPH most of the time - there are too many parked cars and blind corners.  I would suggest that the main roads through Ladygrove that do not have schools on them (Mersey Way, Cow Lane, Avon Way) should remain at 30mph, as these are fairly straight, wide, have good visibility, and have existing traffic calming measures.  Travel change: <b>No</b>
(30) Member of public, (Didcot, Verlam Grove)	<b>Concerns</b> - Reducing traffic and encouraging walking, cycling, and public transport is good but this not the right way to do it. It should be done by providing segregated walkways and cycleways (e.g. like in the Netherlands), and regular (every 10 minutes) public transport provided that can be accessed from all areas of town and that go to all areas of

	<p>town. Roads should be designed so that the speed limit feels right for the road, as in you don't need to look at the speed to make sure you are going under the limit.</p> <p>Travel change: <b>No</b></p>
(31) Member of public, (Didcot, Great Western Drive)	<p><b>Concerns</b> - Generally people drive safely with the current speed limits, all these proposed traffic changes is unwarranted and not necessary. My home backs on to a VERY busy road, I do not want the change, as a driver, I do not want the change, as someone who walks 5k around Didcot daily, I do not feel the need for those changes, and my husband as a cyclist, does not see the need for change. It prolongs journeys for drivers who already drive safely. It messes up bus timetables, and makes bus journeys even longer tempting more people to use cars. Just stop! If there were accidents please review, there aren't any, so why????</p> <p>Travel change: No</p>
(32) Member of public, (Didcot, Usk Way)	<p><b>Support</b> - I live on Ladygrove and reducing speed has been long overdue.</p> <p>Travel change: <b>No</b></p>
(33) Member of public, (Didcot, Tamar Way)	<p><b>Support</b> - Cars drive too quickly on Ladygrove. Particularly on Tamar Way and other roads that adjoining faster roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(34) Member of public, (Didcot, Westwater Way)	<p><b>Support</b> - Hope that a 20mph limit will at least bring current speeders down a safer speed, even if it is more than 20.</p> <p>Travel change: <b>No</b></p>
(35) Member of public, (Didcot, Trent Road)	<p><b>Support</b> - Most of the roads on the estate are sufficiently narrow or winding to restrict drivers to 20mph any way but there are a few "rat-runs" where drivers can and do drive faster than the 30mph limit. Some of those are close to primary schools where it is even more important to limit the speeds. I personally can't think of any reason to object to this proposal.</p>

	Travel change: <b>No</b>
(36) Member of public, (Didcot, Don Close)	<b>Support</b> - I think it's a brilliant idea. Cars go too fast on the Ladygrove and this would help.  Travel change: <b>No</b>
(37) Member of public, (Didcot, Prestwick Burn)	<b>Support</b> - Due to the horrendous speeds that people drive on the Ladygrove Estate, including around school areas and around the shops.  Travel change: <b>No</b>
(38) Member of public, (Didcot, Plym Drive)	<b>Support</b> - All roads are residential. Main roads are already traffic calmed. It's a tiny step that makes the area safer for all, whatever their chosen means of transport at any specific time. Fully supportive and hopefully the remainder of Didcot will follow to 20mph throughout swiftly.  Travel change: <b>Other</b> Not immediately, I already cycle and walk short trips.
(39) Member of public, (Didcot, Tamar Way)	<b>Support</b> - Cars often drive quickly throughout the Ladygrove. Roads like Tamar Way have no calming measures, no speed bumps etc making it easy for vehicles to speed. With the addition of cars parked along the roads - restricting visibility, I feel the 20mph limit would make the Ladygrove safer.  Travel change: <b>No</b>
(40) Member of public, (Didcot, Edinburgh Drive)	<b>Support</b> - areas are already this slow due to traffic calming, but it doesn't stop people travelling very fast. The roads on ladygrove seem narrower than on other roads in Didcot, so a slower speed makes sense to stay safe.  Travel change: <b>Yes – walk/wheel more</b>

(41) Member of public, (Didcot, Tarret Burn)	<p><b>Support</b> - There are schools and playgrounds/open spaces dotted around the Ladygrove. In the absence of speed humps, vehicles drive currently in excess of 30mph in and around Avon Way and Tyne Avenue where there are schools and play areas. Hopefully a speed limit reduction will encourage drivers to be responsible to adhere to the limits.</p> <p>Travel change: <b>No</b></p>
(42) Member of public, (Milton, Willow Lane)	<p><b>Support</b> - We need to take practical steps to discourage avoidable car journeys and encourage cycling and walking where possible to save energy, limit the impacts of climate change and make roads safer - I want to relearn how to cycle as an adult and I want my child to be safe getting around.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(43) Member of public, (Didcot, Dart Drive)	<p><b>Support</b> - I live on the estate, the majority of the roads are narrow and windy. The lower limit will be safer. Policing this will be an issue</p> <p>Travel change: <b>No</b></p>
(44) Member of public, (Didcot, Orwell Drive)	<p><b>Support</b> - Make Ladygrove streets safer</p> <p>Travel change: <b>No</b></p>
(45) Member of public, (Didcot)	<p><b>Support</b> – I fully support the proposed 20mph on the Lady grove estate.</p> <p>I would ask that the 50mph in Schedule 4 is reconsidered to 40mph. The speeding along the a4130 outside Avon Way is horrendous. People regularly driving at 60-70 mph and our houses in Prestwick Burn are just metres from the road. We suffer from the boy racers using the new stretch of road for showing off their speed and engine noise. The bypass in Wallingford is 40 mph and those houses are set much further from the road.</p>

Divisions affected: *Hendreds & Harwell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **EAST HENDRED: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in East Hendred as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within East Hendred by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 26 October and 25 November 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White

Horse District Council, the local District Cllrs, East Hendred parish council, and the local County Councillor representing the Hendreds & Harwell division.

7. 13 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
East Hendred 20mph	1 (8%)	1 (%)	11 (84%)	0	13

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	2 (15%)
Yes – cycle more	3 (23%)
No	5 (39%)
Other	3 (23%)

9. Additionally, three emails were received from statutory consultees – and these are summarised below – and an email in support from a member of the public.

#### **Statutory Consultee Responses:**

10. Thames Valley Police re-iterated their views on OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an objection. Stagecoach and Oxford Bus Companies responded but neither had any comments. East Hendred Parish Council welcomed the proposals through East Hendred village, south of the A417, but requested that the 20mph be extended to include the adopted roads Portway Close & Ludbridge Close situated north of the A417

#### **Other Responses:**

11. 13 further responses were received with 10 expressions of support: eight from local residents, two from Steventon residents, and one from the Oxford Cycling Network. One resident sought lower limits on the A417 not related to this proposal, one respondent raised concerns that the section of the village north of A417 hadn't been included, querying if this could be implemented, and the single objector stated that the existing limit worked well.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.



## **Officer response to objections/concerns**

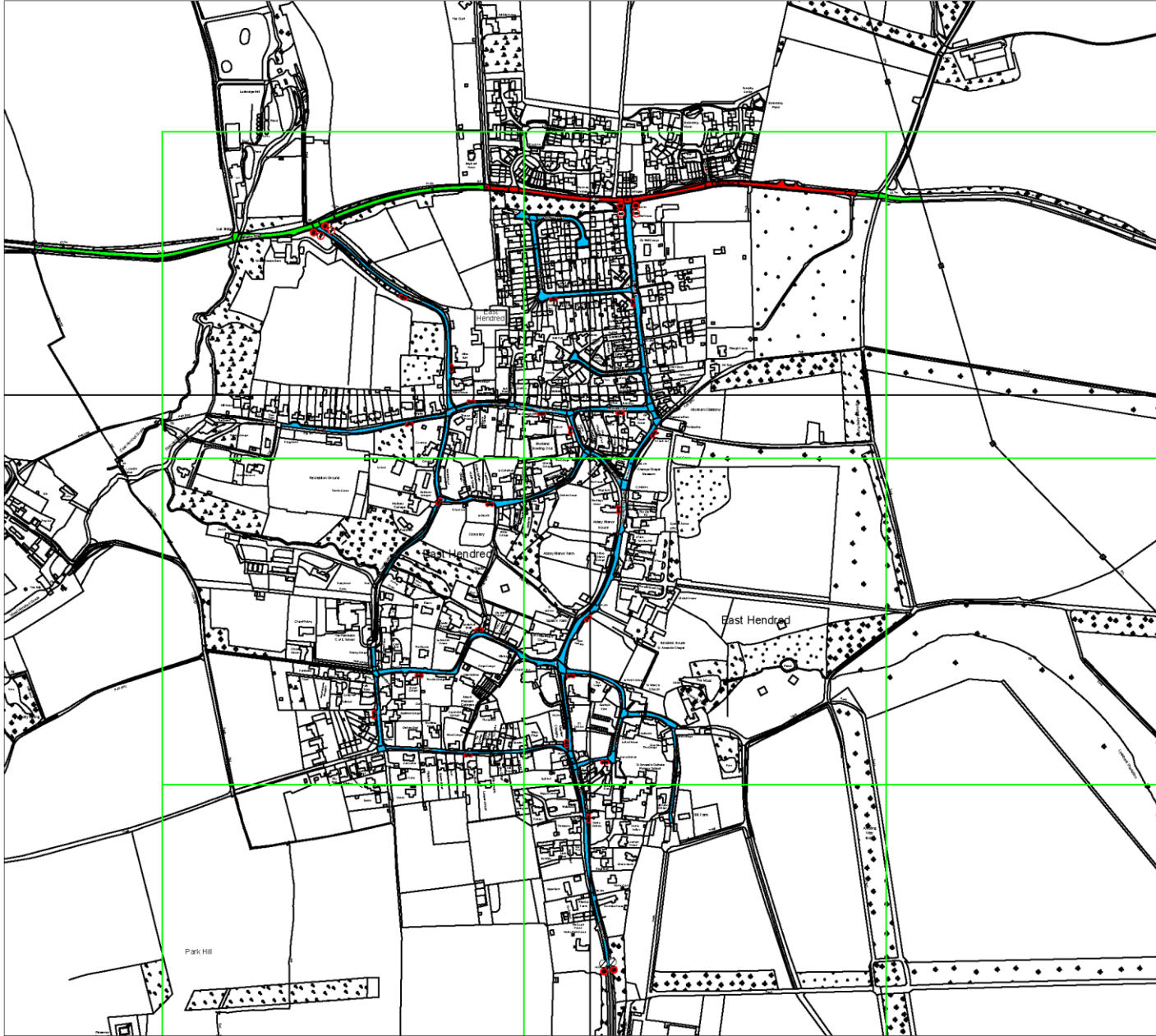
13. The single objection is noted but officers do not consider it merits a change to the proposals.
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell 07392 318869

December 2022



**Sunningwell & Bayworth Overview** Revision 1.0

**Legend**

Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing 50	Black
Existing NSL	Black
Not Public Highway	Grey

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	14.06.22	Final Draft	C.R.		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Sunningwell & Bayworth 20mph Scheme

Drawing title: Sunningwell & Bayworth 20mph Scheme  
Sheets A1 to B3

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
	Date drawn: 14.06.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) East Hendred Parish Council	<p><b>Support</b> – East Hendred Parish Council welcomes the proposals for 20mph through East Hendred village, south of the A417.</p> <p>We would like to request that the 20mph is also extended to the adopted roads Portway Close and Ludbridge Close that are north of the A417. These are residential cul-de-sacs and well suited to a 20mph limit. It's not clear why they are not included in the current plan, but it could be that the roads were only recently adopted. They are clearly included as adopted on the Oxfordshire County Council Publicly Maintained Highway map at <a href="https://oxfordshire.maps.arcgis.com/apps/webappviewer/index.html?id=2dd00a45438744f48aea8c73df1ad65c">https://oxfordshire.maps.arcgis.com/apps/webappviewer/index.html?id=2dd00a45438744f48aea8c73df1ad65c</a></p> <p>We would also like to see a 30 mph speed limit along the road from the south end of the village to the Ridgeway car park. This is currently 60 mph. It is mostly single track and very popular with walkers, horse-riders and cyclists. It is also straight, meaning that some vehicles do drive fast on it, despite its narrowness. Of particular concern is the slight bend that limits the view of people turning out of the group of houses including Skeats Bush, about 0.5 miles south of East Hendred.</p>
(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p><b>No objection</b> – I can confirm that Stagecoach no longer operates through the East Hendred village area.</p> <p>However, the A417 through the village performs a key role on the Science Vale bus network, linking Grove and Wantage with both Harwell Campus and Didcot. The routes in this case are operated by Thames Travel. They will no doubt make a response.</p>

	<p>Informally, I note that there is no plan to alter existing 30 and 40 mph speed limits on this road. This is in my view appropriate as there is very limited planned mixing of vulnerable road users, and no direct frontage access to most properties, north or south of the road. It represents an appropriate response to the context including the movement function of the road.</p> <p>Stagecoach has no further comments or observations to make.</p>
(4) Oxford Bus Company, (Interim Managing Director)	<b>No objection</b>
(5) Member of public, (East Hendred, Chapel Square)	<b>Object</b> – 30mph works fine
(6) Member of public, (East Hendred)	<p><b>Concerns</b> – Is it possible for the village north of A417 to also be part of this? The management committee have banned balls being used on the green. As a result the children play football on the street, making the street more dangerous and children more likely to be on the roads. Children also skateboard and cycle on the streets, which should be welcomed, but also poses a risk for them and drivers.</p> <p>How can we get the 20 mph speed limit added to Portway and Ludbridge Close?</p>
(7) Local group/organisation, (Cycling UK Oxfordshire)	<p><b>Support</b> – We support the reduction of speed limits to 20mph in East Hendred village off the A417. 20 limits are proven to reduce speeds and this improves safety for residents and road users. It creates a better environment for walking, wheeling and cycling, encouraging these healthy transport modes - particularly important when East Hendred is an important link to The Ridgeway National Trail with lots of walkers, cyclists and horse riders.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(8) Member of public, (Harwell, The Barrow)	<p><b>Support</b> – much welcomed introduction of a 20mph speed limit in part of East Hendred and with mention of speed limits on the A417.</p> <p>We have previously communicated our road safety concerns for the A417, in</p>

	<p>particular from Rowstock to Wantage, and those concerns equally apply along the A417 in Harwell Village where we live.</p> <p>The high speeds encountered and the volume of traffic on the A417, particularly around the West Hendred, Ardington, Lockinge and Lains Barn junctions, are dangerous for vehicles, cyclists and any pedestrian who might be brave enough to use the East Hendred, West Hendred and Ardington bus stops!!</p> <p>Safe pedestrian crossings should be provided at West Hendred and Ardington bus stops if the council is truly committed to encouraging safe public transport for both adults and children. There is very little roadside room for foot passengers to wait or alight safely from the bus at these stops when travelling in the direction of Wantage to Rowstock - the need to then cross the increasingly busy A417 on foot is treacherous and an accident waiting to happen.</p> <p>We strongly believe the current 50mph speed limit should be lowered in this increasingly urbanised area where much heavier traffic volumes are already being experienced due to wide scale development in Wantage and Grove. The soon to be opened Wantage Relief Road together with the Steventon/Featherbed Road improvements will no doubt result in increased traffic along this stretch of the A417.</p> <p>We have family with school children living in Ardington who experience these dangerous traffic issues on a daily basis when trying to access and exit the villages along the A417 and we believe these safety concerns are widely shared by local communities.</p>
(9) Member of public, (Harwell, Mill Lane)	<p><b>Support</b> – Roads have become busier with more traffic visiting, such as the sports club, Traffic already exceeds the existing speed limits</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(10) Member of public, (Harwell, White Road)	<p><b>Support</b> – I'm looking forward to the 20 mph limit. I live on White Road and the speeding traffic is horrendous.</p> <p>Travel change: <b>No</b></p>
(11) Member of public, (Harwell, Ludbridge Close)	<p><b>Support</b> – As a pedestrian in the village, cycling/ walking with my children or running, I support slowing down the traffic for safety reasons</p>

	Travel change: <b>Yes - cycle more</b>
(12) Member of public, (Harwell, Mill Lane)	<b>Support</b> – Driving generally too fast on narrow roads at 30mph. Often over speed limit Travel change: <b>Yes – walk/wheel more</b>
(13) Member of public, (Harwell, Horn Lane)	<b>Support</b> – Traffic drives too fast through the village, particularly delivery vans up Newbury Road Travel change: <b>No</b>
(14) Member of public, (Harwell, Newbury Road)	<b>Support</b> – Cars drive too fast in village and are threat to lives of pedestrians Travel change: <b>Yes - cycle more</b>
(15) Member of public, (Harwell, Newbury Road)	<b>Support</b> – Small village roads with a lot of roadside parking and two junior schools mean that lower speeds in the village would be much more pleasant and safer. Travel change: <b>No</b>
(16) Member of public, (Steventon, Milbank Way)	<b>Support</b> – road safety is so important Travel change: <b>No</b>
(17) Member of public, (Steventon)	<b>Support</b> – Most of the roads for which the new 20mph limit is proposed are unsafe for all road users at higher speeds anyway and formalising a lower limit is in everyone's interest. It is, however, essential to maintain the 30mph limit on the Reading Road to facilitate efficient passage of through traffic. Travel change: <b>No</b>

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Divisions affected: *Charlbury & Wychwood*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **FAWLER: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Fawler as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Fawler by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 27 October and 25 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West

Oxfordshire District Council, the local District Cllrs, Fawler parish meeting, and the local County Councillor representing the Charlbury & Wychwood division.

7. Eight responses were received during the course of the formal consultation, and these are summarised below.

#### **Statutory Consultee Responses:**

8. Thames Valley Police responded re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company stated it had no objection but recommends that the proposals be modified to reduce the extent of 20 limits where they are proposed beyond the built-up areas to help the timetable and viability of rural bus services currently running at narrow margins. The Parish Meeting sought a northwards extension to cover a junction perceived as hazardous, and to protect a single outlying dwelling (the residents submitted a similar request) so an opposing view to the bus operator; neither cited it as an objection. West Oxfordshire District Council raised no objections.

#### **Other Responses:**

9. Four further responses were received with 2 expressions of support from a resident and the Oxford Cycling Network. The residents cited above didn't object but requested an extension to cover their property and a Long Hanborough resident objected on the grounds that it was unnecessary.
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

#### **Officer response to objections/concerns**

11. Bus operator concerns are well-documented; however, the proposed limits only extend beyond the core village on the North approach; the proposal replicates the extent of the existing 30 limit and the Parish Meeting is very sensitive to any reduction in extent. However, there is no overriding justification for extending the current proposed North approach 20 limit. The single objection is noted but officers consider it irrelevant to this consultation (see para 13).
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments

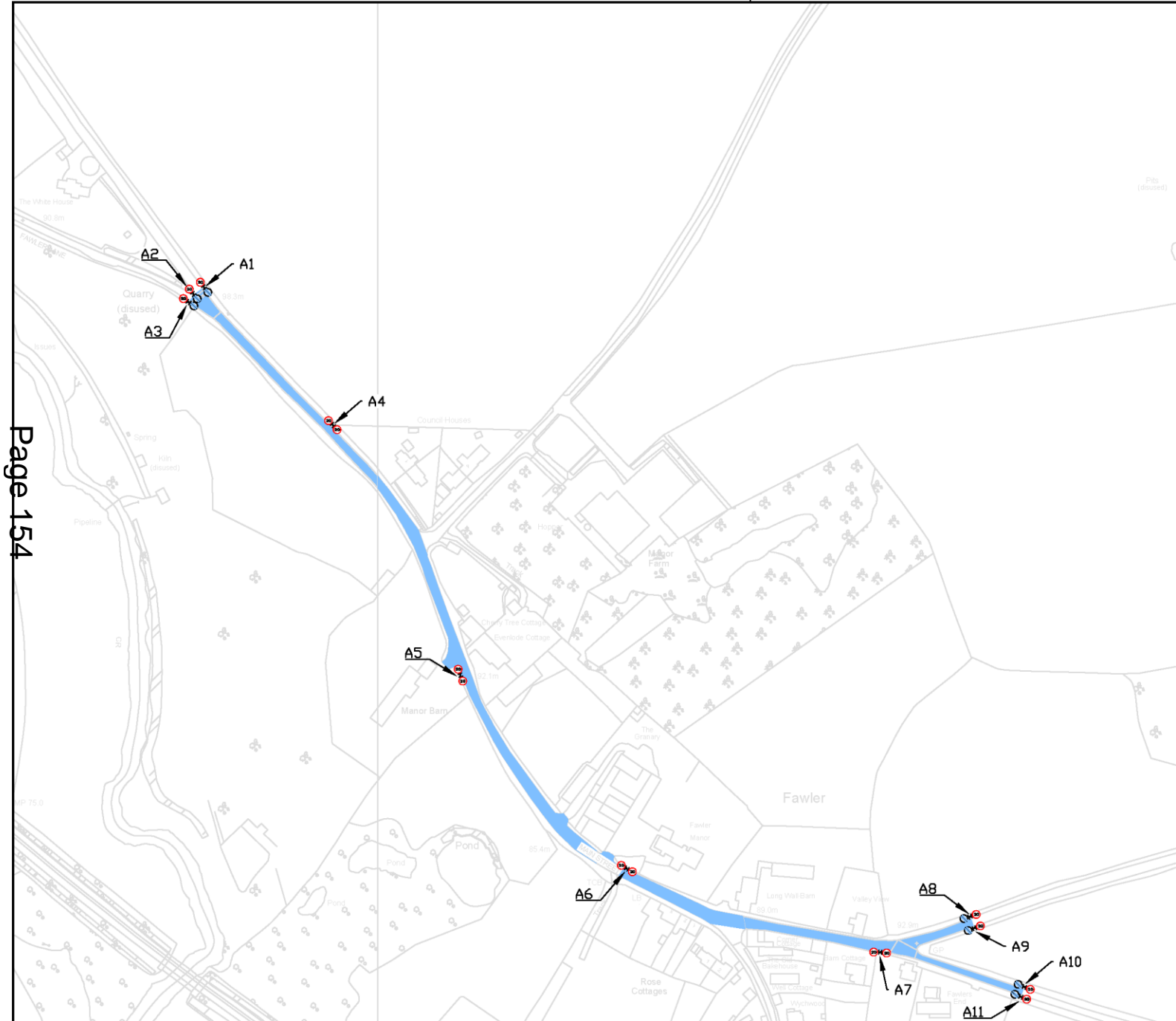
to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07392 318869
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December 2022



Drawing No.		Revision			
<b>Notes:</b>					
<div style="display: flex; align-items: center;"><div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div>Proposed new 20mph</div>					
<small>© Crown Copyright and Database rights 10023343 2017</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: flex; align-items: center;"><div style="margin-right: 10px;"></div><div><small>Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></div></div>					
Project title					
Fawler 20mph Limit					
Drawing title					
Sheet A					
Drawing Status					
Scale @ A3		Drawn by	Checked by	Approved by	
		ER			
Date drawn		Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p><b>No objection</b> – Thank you for notifying us of this proposal which affects a number of journeys on services 7 and S3 between Charlbury and Woodstock. These services have been run commercially for a number of years, but have always been extremely marginal. Since hourly service was put in place on the parallel rail service between Charlbury and Oxford there has been significant loss of patronage.</p> <p>We have considered the proposals in some detail. As you know we are very concerned to ensure that bus operating speeds and times are not unduly prejudiced to the point that services become impractical/uneconomic to operate.</p> <p>In this case, the nature of the hamlet, its form and the widths of the roads concerned make it practically impossible to operate above about 20mph in any case with the vehicles involved. There is a length of single track working and forward visibility is often limited. The principle of a 20 mph limit is considered to be appropriate and better indicates the level of caution required of all road users.</p> <p>However this sits between derestricted sections to the east and west. The self-enforceability of the limit approaching the village from either end is questionable. There is a case to create two buffer areas of 30mph either end of the village, or alternatively to reduce the speed limit to 40mph between Stonesfield and Fawler. In connection with the former, the 20mph zone might better be reduced slightly in length at either end, to extend the length of the transitional limit.</p> <p>Stagecoach has no objection to the proposal in principle. However, we recommend that the proposal is modified in some manner to better reflect the objectives that the scheme seeks within the national guidelines.</p>

(3) West Oxfordshire District Council, (Principal Planning Policy Officer)	<b>No objection</b> – provided any signage and associated works are kept to a minimum.
(4) Fawler Parish Meeting	<p><b>Comments</b> – Fawler Parish Meeting met to discussed your 20mph proposals on November 4th. It was decided that although residents would choose to have the 20mph zone start at the Fawler name sign which delineates the village to the west, they are so keen to have the new limit installed, they would give up this point if it meant that there would be a delay.</p> <p>We were advised by Councillor Liz Leffman at the Meeting that an extension along Charlbury Road even though it would be a matter of only about 50 yards would necessitate a delay. I therefore replied to your consultation letter on November 7th saying that we were happy to accept the proposals.</p> <p>Since then, Mr Geoff Barrell has kindly informed me that there should be no delay whether we choose the extension or stick to the present 30mph marking.</p> <p>I have written to the residents with this information asking them to give me their views by today and all who have replied have reiterated the wish that if it does not cause a delay , we would ask to have the 20mph zone start at the point where the sign indicates the beginning of the village at the west.</p> <p>The reasons, apart from it being the logical place, are as follows.</p> <p>The junction of Fawler Lane and Charlbury Road is extremely hazardous. Fawler Lane is single track and cars entering it cannot see whether there is traffic exiting it until they have committed themselves to entering. This often means having to reverse.</p> <p>The angle at which cars exit the lane means that they have to travel over the 'Stop/Slow' markings and stick out into the road in order to see whether the Charlbury Road to their left is clear. This is difficult for all vehicles but exceedingly so for vans. The result is that they are in the way of cars travelling along that road from their right who have to give way or drive into the righthand lane of Charlbury Road in order to pass. Minor collisions and near-misses are frequent.</p> <p>All drivers need to be extremely vigilant at this point and the added necessity of noting a change in speeds is often missed.</p>

	<p>Placing the 20mph sign at the Fawler village sign would give advance notice and cars would be able to slow down before reaching that nasty area.</p> <p>There is no pavement for pedestrians at this point, like elsewhere in Fawler. Residents wait for the bus between the houses and Fawler Lane and some walk down to the station.</p> <p>All this is hazardous and we believe that installing the 20mph limit at the beginning of the village, thus giving advance warning, would help.</p>
(5) Member of public, (Long Hanborough, Millwood End)	<b>Object</b> – 30mph limit is perfectly adequate.
(6) Member of public, (Fawler, Charlbury Road)	<p><b>Support</b> – We are very pleased that OCC are proposing to implement a 20mph speed limit in Fawler. However, we feel it would be a good opportunity to improve the safety at the junction of Main Street and the lane from Fawler Mill (Fawler Lane) by extending the 20mph limit to the Fawler entry sign, opposite The White House. Currently the 30mph limit sign is sited virtually on the junction of Main Street and Fawler Lane, so traffic quite legally meets this awkward junction at 60mph. This is a junction on a tight angle, on a slope and often with limited visibility due to irregularly cut verges.</p> <p>Siting the 20mph sign at the Fawler entry sign would give traffic a much better chance of slowing down to a safer speed by the time the junction is reached (hopefully 20mph).</p>
(7) Member of public, (Fawler, Main Road)	<b>Support</b> – The road is used as a cut through and is not safe as it is not wide enough, so people need to slowdown
(8) Local group/organisation, (Cycling UK Oxfordshire)	<b>Support</b> – We support the reduction of speed limits to 20mph in Fawler. 20 limits are proven to reduce speeds and this improves safety for residents and road users. It creates a better environment for walking, wheeling and cycling, encouraging these healthy transport modes.



Divisions affected: *Wheatley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **FOREST HILL WITH SHOTOVER: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Forest Hill with Shotover as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help encourage walking and cycling within Forest Hill with Shotover by making them safer and more attractive.

#### **Consultation**

6. Formal consultation was carried out between 27 October and 25 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Forest Hill with Shotover, Stanton St John, and Holton parish councils, and the local County Councillor representing the Wheatley division.

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

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Forest Hill 20mph	1 (14%)	0	6 (86%)	0	7

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	1 (14%)
Yes - cycle more	3 (43%)
No	3 (43%)

9. Additionally, three emails were received from statutory consultees – and these are summarised below

#### **Statutory Consultee Responses:**

10. Thames Valley Police re-iterated their views on OCC policy and practice regarding 20mph speed limits and consider their response as ‘having concerns’ rather than an objection; Stanton Road and Church Hill Road proposals raised particular concerns. Stagecoach Bus Company responded but had no observations. The Parish Council raised no objections.

#### **Other Responses:**

11. Seven further responses were received with 5 residents and the Oxford Cycling Network expressing support. One resident objected considering the proposals unnecessary, suggesting the environment largely restricted speeds to 20mph and where not it was a reasonable expectation to make progress.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

#### **Officer response to objections/concerns**

13. The single objection is noted but officers consider it does not merit a change to the proposal.

14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

Contact Officers:              Tim Shickle 07920 591545  
                                    Geoff Barrell 07392 318869

December 2022



Drawing No. Forrest Hill Overview

Revision 1.0

Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	19.07.22	First Draft	C.R.		



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Project title: Forest Hill 20mph Scheme

Drawing title: Forest Hill 20mph Scheme  
Sheets A1 to B1

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
	Date drawn 19.07.22	Date checked	Date approved

Oxfordshire Project No. &amp; File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – (especially Station Road and Church Hill Road)</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>

	<ul style="list-style-type: none"> <li>existing traffic speeds</li> <li>road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<b>No comments</b>
(3) Forest Hill with Shotover Parish Council	<b>No objection</b>
(4) Member of public, (Forest Hill, Main Street)	<b>Object</b> – The road naturally slows you down with speed humps, parked cars and twist and turns. Where these don't exist it's reasonable to drive at 30. it reasonable to want to make progress faster than 20 in some of the proposed areas. A blanket speed limit of 20 is unrequited.
(5) Local group/organisation, (Cycling UK Oxfordshire)	<b>Support</b> – We support the reduction of speed limits to 20mph in Forest Hill. 20 limits are proven to reduce speeds and this improves safety for residents and road users. It creates a better environment for walking, wheeling and cycling, encouraging these healthy transport modes.
(6) Member of public, (Forest Hill, Wheatley Road)	<b>Support</b> – I am supporting this as i have had my fence knocked down and my car crashed into by cars which have been speeding through the village. So has my neighbour. We live on Wheatley Road which is the B4027 east side section

	Also - as Church Hill/Main Street, road surface is so poor, many people drive on the A40, past the Church Hill turn, and take the next turn onto the B4027 to get back to Forest Hill/Stanton as quickly as they can.
(7) Member of public, (Forest Hill, Powell Close)	<b>Support</b> – Some vehicles are traveling too fast.
(8) Member of public, (Forest Hill, Wheatley Road)	<b>Support</b> – I daily see three hotspots in Forest Hill - Wheatley Road south towards A40, Stanton Road north and Main Street - that would benefit from a 20mph enforcement.  They are all regularly used by children and the elderly and make me fear that an accident at some point will occur. The speed reduction would mitigate any harm.
(9) Member of public, (Forest Hill, Wheatley Road)	<b>Support</b> – reducing the speed limit is safer for the village. The main road through the village is windy and narrow on the Wheatley side and parked cars make the road more dangerous on the Stanton side
(10) Member of public, (Forest Hill, Wheatley Road)	<b>Support</b> – As a Forest Hill resident, I witness many cars driving too fast through the village. Many use the road as a short cut to the A40, accelerating at both ends of the village. The speed is a potential threat to anyone attempting to cross Wheatley Road. Hopefully, the 20 mph would limit the potential danger plus inhibit traffic.

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Divisions affected: *Wallingford*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 8 DECEMBER 2022**

### **BRIGHTWELL CUM SOTWELL: HIGH ROAD PROPOSED PUFFIN CROSSING**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised a puffin crossing at High Road, Brightwell cum Sotwell.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed installation of a puffin crossing on High Road at Brightwell cum Sotwell, as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for the proposals, including consultation will be met from the Community Infrastructure Levy and from the County Council's Accessibility and Road Safety Programme.

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking, and the safety of pedestrians in the vicinity.

#### **Consultation**

6. Formal consultation was carried out between 20 October and 18 November 2022, with an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South

Oxfordshire District Council, and the local County Councillor representing the Wallingford division. Letters were also sent directly to approx. 15 adjacent properties in the immediate vicinity

7. 37 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Puffin crossing	3 (8%)	7 (19%)	27 (73%)	0	37

8. Additionally, two emails were received, comprising of a non-objection from Thames Valley Police, and one raising concerns over the reasoning – questioning the actual need for the crossing.
9. The full responses are shown at **Annex 2**, and copies of the original responses are also available for inspection by County Councillors.

## Response to Consultation

10. Thames Valley Police submitted a non-objection providing the necessary speed monitoring had taken place and supported a crossing at the proposed location, and that the crossing fully meets current design standards. Officers confirm that the scheme has been subject to full safety audit analysis and meets all current design standards.
11. The responses received via the online survey were all from members of the public, and all (except a single Oxford resident) from Brightwell cum Sotwell. Support was expressed by 27 respondents but concern from a further 7. The Oxford objector argued the crossing was unnecessary and strongly criticised OCC policy; officers consider this response to be irrelevant to the consultation.
12. The 2 residual objections and all concerns focussed on the proposed location. A location further west was favoured by 7 with 3 of those also citing greater traffic calming benefits in that location. 2 just stated the position as flawed suggesting they agreed with the others regarding the location.
13. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## Officer response to objections/concerns

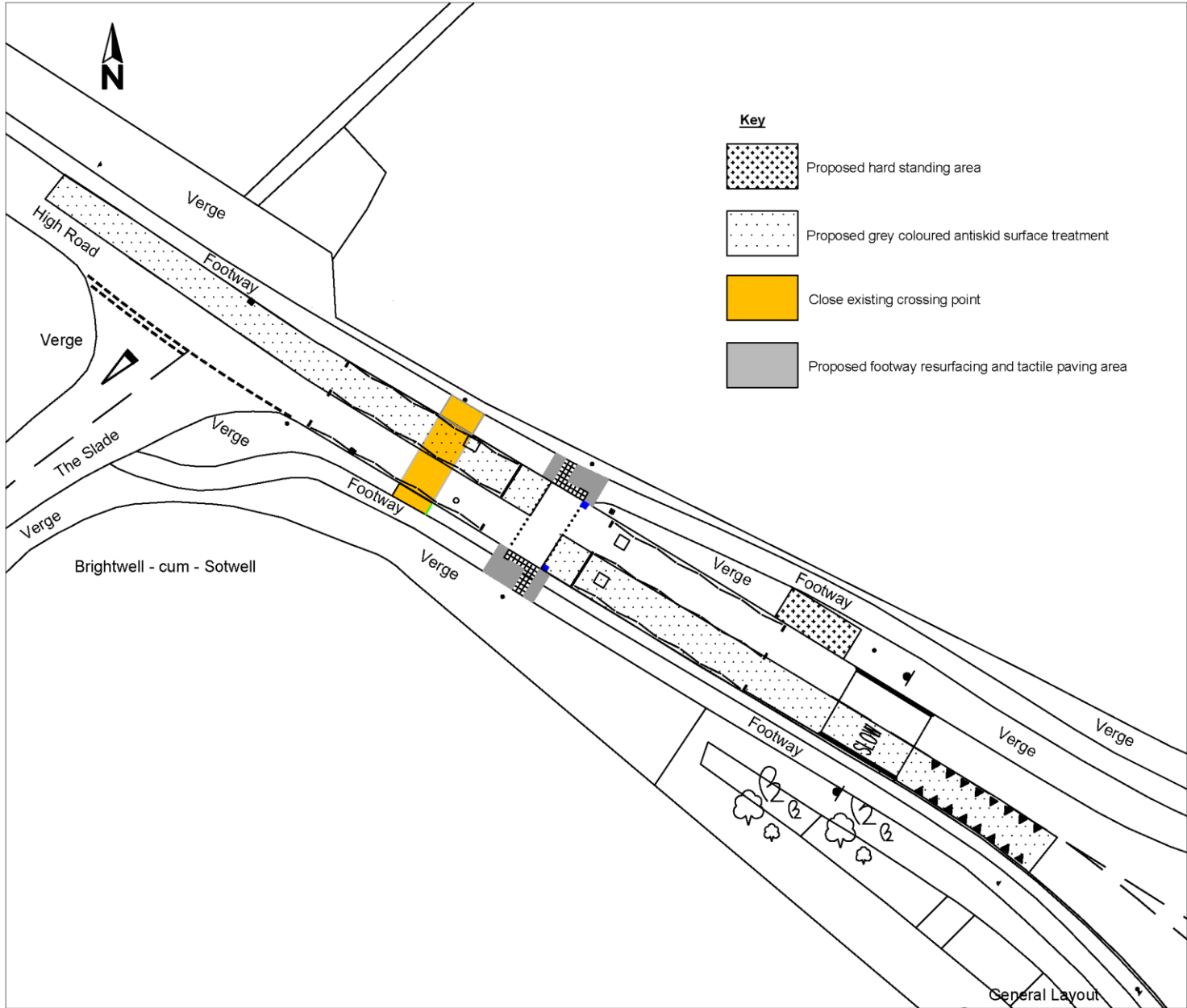
14. The proposed location formalises an existing unofficial crossing location on a strong desire line. Given all responses were from Brightwell cum Sotwell they may not realise that pedestrians on the western periphery of Wallingford are the chief users of the current informal crossing point.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

Contact Officers:            Tim Shickle 07920 591545  
                                    Geoff Barrell

December 2022



Drawing No.		Revision			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Oxfordshire County Council Dawn Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title Brightwell - cum - Sotwell High Road Proposed Puffin Crossing					
Drawing title General Layout					
Drawing Status Consultation					
Scale @ A3	Drawn by RGr	Checked by	Approved by		
	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – providing the necessary speed monitoring has taken place and the result support such a crossing at this location, and that the crossing fully meets current design standards .
(2) Member of public, (Brightwell-cum-Sotwell, Bakers Lane)	<b>Object</b> - The crossing should be further up the road closer to the garden centre.
(3) Member of public, (Brightwell-cum-Sotwell, Bakers Lane)	<b>Object</b> - The position of the proposed crossing does not serve the whole community, for example horse riders. It should be positioned further west closer to the garden centre Root One. This gives access to the footpath and bridleway. This will also reduce the speed on the A4130 past the village entrances.
(4) Member of public, (Oxford, Banbury Road)	<b>Object</b> - This council has introduced far too many new traffic light controlled crossings on major roads already, sadly drivers expect nothing less from this council now which has shown its bigotry and hate towards us for years and does everything to make driving less comfortable and efficient, their proposals and justifications cannot be trusted, nor even can their data, so all of their proposals regarding traffic should be rejected. This crossing has not been shown to be needed and will be expensive to install.
(5) Member of public, (Brightwell, Slade End)	<b>Concerns</b> - I would also like to know the reasoning behind this project. Why is it considered necessary?
(6) Member of public, (Brightwell, Church Lane)	<b>Concerns</b> - Support pedestrian crossing, but not at as designed close to a roundabout, access road from Brightwell and a bus stop.
(7) Member of public, (Brightwell cum Sotwell, Sotwell Street)	<b>Concerns</b> - Positioning is flawed

(8) Member of public, (Brightwell cum Sotwell, Sotwell Street)	<b>Concerns</b> - I would question the location chosen for the new crossing.
(9) Member of public, (Brightwell cum Sotwell, High Road)	<b>Concerns</b> - Should be further up the A4130 near Root One, where the bridle way crosses the road. Many people try to cross the road there, on foot, horse and bike. More useful than down by the Slade End roundabout .
(10) Member of public, (Brightwell-Cum-Sotwell, High Road)	<b>Concerns</b> - I totally agree with having it but think the location is wrong and it should be further up near root-one garden centre so that not only is it a crossing but it doubles up to additionally slow traffic as the speeds are awful.
(11) Member of public, (Brightwell-cum-Sotwell, High Road)	<b>Concerns</b> - I support the notion of a pedestrian crossing on this road however not the proposed location. The crossing should be situated further towards Route One Garden Centre, and ideally in the middle of the stretch of A4130 that runs past Brightwell village to benefit all the villagers and not just those living near or in Slade End.
(12) Member of public, (Brightwell-cum-Sotwell, Kings Orchard)	<b>Concerns</b> - I think the crossing needs to be further up, closer to Root One garden centre to be of use to villagers and to reduce traffic speeds. The area by the roundabout is already a 30 zone whereas further up is where the majority of residents live in Brightwell and cross the main road, and just where cars are reaching their top speeds in the 50 zone. Overall though a crossing is better than no crossing.
(13) Member of public, (Brightwell-cum-Sotwell, Sotwell Street)	<b>Support</b> - As a resident of Brightwell -cum -Sotwell I am increasingly concerned about the safety of myself and my 3 sons in our attempts to get to and from Wallingford (for school and other activities ) by foot or bicycle . The traffic is notably increasing and faster and really is a tragedy waiting to happen !
(14) Member of public, (Brightwell cum Sotwell, Bell Lane)	<b>Support</b> - I am supporting this proposal and believe even more safety features should be considered. This road has become increasingly dangerous and difficult to cross with increased population in local area. The new housing estate on neighbouring road has 40 mph speed limit, blocked overtaking and a central reservation for pedestrians and traffic to wait. Brightwell residents need to cross road to access church and Root One plus the pavement to walk to Wallingford. House access is also directly onto this road. Local walks involve crossing road with dogs and children who are not able to safely run across road. Leaving the village by car is also hazardous particularly if there is a need

	to turn right. A pedestrian crossing is necessary plus reduced speed limit. Traffic lights at village entrance would also make driving safer.
(15) Member of public, (Brightwell cum Sotwell, Brightwell Street)	<b>Support</b> - Tricky and dangerous point that has a lot of children crossing at peril
(16) Member of public, (Brightwell cum Sotwell, Greenmere)	<b>Support</b> - I support the need for a crossing on the A4130 High Road, but I have concerns in regard to the location. I feel the location would better serve the community if it was more central to the village. i.e. opposite Root one entrance
(17) Member of public, (Brightwell cum Sotwell, High Road)	<b>Support</b> - I live near this area and the speed at which people drive is scary and makes it impossible for those of us wishing to cross over to walk dogs or enjoy the countryside
(18) Member of public, (Brightwell cum Sotwell, Kings Orchard)	<b>Support</b> - The road is fast and dangerous to cross on foot when walking to Wallingford
(19) Member of public, (Brightwell cum Sotwell, Monks Mead)	<b>Support</b> - I have lived in Brightwell for 8 yrs. and the A4130 is very dangerous to try and cross it is for some reason still 50mph where other roads in Hadden hill and by the new house have been reduced to 40mph. With Children needing to go to Wallingford school with no crossing it is and accident waiting to happen. It is difficult to even pull out of Brightwell junctions at peak times as the road is so busy.
(20) Member of public, (Brightwell cum Sotwell, Old Didcot Road)	<b>Support</b> - It is dangerous crossing the road with my children and my dog, even on my own is a challenge. Cars do not adhere to the speed limit and there is a lot more traffic on the roads
(21) Member of public, (Brightwell cum Sotwell, Sotwell Street)	<b>Support</b> - This is a busy road, which will only continue to get busier with the number of houses being built in the local area. Installing a puffin crossing will ensure a safer crossing of this road.
(22) Member of public, (Brightwell cum Sotwell, Kings orchard)	<b>Support</b> - Brightwell villager with 2 children who walk to Wallingford. The current ways of crossing are not safe - this would provide a safe way to cross.
(23) Member of public, (Brightwell-Cum-Sotwell, Greenmere)	<b>Support</b> - Due to recent developments the A4130 has become extremely busy with traffic at all times of the day and is dangerous to cross on foot for an able person, but for those with children or a disability, it is almost impossible. School

	transport is not always affordable for most families in the village and so students of Wallingford school should be able to walk in if their families have no other way to get them to school.
(24) Member of public, (Brightwell-cum-Sotwell, Kings Orchard)	<b>Support</b> - A safe crossing point is important for the village.
(25) Member of public, (Brightwell-cum-Sotwell, Sotwell Street)	<b>Support</b> - Cars will naturally be slowed by the positioning of the crossing when coming off Wallingford roundabout. This will make access to Slade end safer for pedestrians and vehicles. It covers pedestrian access to Wallingford for the entire village of Brightwell via Slade end
(26) Member of public, (Brightwell-cum-Sotwell, Sotwell Street)	<b>Support</b> - As a father of 3 young boys, I've found it increasingly more difficult to cross the main road to get to/from Wallingford, and feel the crossing is long overdue.  We've noticed an increase in the volume of traffic with the housing development as well, making it even more dangerous for young children get to school, town, parks in Wallingford. I look forward to seeing the crossing in place before an accident occurs.
(27) Member of public, (Brightwell-cum-Sotwell, Greenmere)	<b>Support</b> - I live in Brightwell and the road is very hard and frightening to cross because of the spreading traffic.
(28) Member of public, (Brightwell-cum-Sotwell, Greenmere)	<b>Support</b> - I live in Brightwell-cum-Sotwell
(29) Member of public, (Oxford, Richards Lane)	<b>Support</b> - We should prioritise Bikers and Pedestrians over cars
(30) Member of public, (Wallingford, Mackney Lane)	<b>Support</b> - Children have great difficulty cross this fast road.
(31) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - My children cross this road regularly to go to school and visit friends in Brightwell cum Sotwell



(32) Member of public, (Wallingford, Wantage road)	<b>Support</b> - The crossing point is very busy with pedestrians and as cars come off the roundabout very quickly making it currently a very dangerous place to cross
(33) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - I strongly support the crossing to help people cross this fast-moving road between Brightwell and Wallingford. I have seen several near misses recently and am aware of a severe accident in the last year or two. The signage needs to be right to ensure cars coming from the Wallingford ring road are aware of it.
(34) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - A crossing will improve safety for pedestrians enroute between Brightwell-cum- Sotwell and Wallingford - especially important for Brightwell children attending Wallingford School. Enhanced safety measures will encourage parents to allow their children to travel independently, thus reducing car journeys. I personally would appreciate the use of a crossing for when I walk to Brightwell. Trying to cross the A4130 has become increasingly hazardous, as the recent accident involving a child unfortunately demonstrated.
(35) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - It is a very busy road with school children crossing to catch the school bus. There has been RTA's in this part of the road already.
(36) Member of public, (Wallingford, Fir tree Avenue )	<b>Support</b> - It creates a much needed safe crossing space from Brightwell to route 1 garden centre and the footpath to Wallingford
(37) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - Child and pedestrian safety
(38) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - Cars do not currently adhere to the 30mph limit and I regularly cross this road with my young son to get to Brightwell from my house. It is a difficult road to cross without restrictions and I have witnessed accidents here.
(39) Member of public, (Wallingford, Wantage Road)	<b>Support</b> - We live near here and my children have to cross this river get to school. It is an extremely dangerous stretch of road to cross, lots of fast traffic and blind spots. A crossing would make it a lot safer for motorists and pedestrians.



Divisions affected: *University Parks*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **OXFORD: NORTH PARADE AVENUE – PROPOSED PERMANENT TRAFFIC MANAGEMENT MEASURES TO ENABLE USE OF ROAD BY HOSPITALITY BUSINESSES**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
  - a) the 'safe zone' in North Parade Avenue (the Restricted Road) between Banbury Road & Winchester Road, from November to March between 10am & 6.30pm, and from April to October between 10am & 9pm,
  - b) the 'Restricted Road' which will be signed as Prohibition of Vehicles (cycles/scooters must be pushed through the closed/gated area),
  - c) the removal of the One-Way traffic restriction,
  - d) the prohibition of loading & unloading restriction during the closure hours,
  - e) the two Loading bays on; i) Winchester Road, west side (in place of a previously removed Disabled Persons Parking place) and on ii) Banbury Road within the Bus Lane,
  - f) the disabled Persons Parking Place (DPPP) on Winchester Road, on the east side in place of a Residents Parking place.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposal - as shown in **Annex 1** - to make additional amendments to the existing part-pedestrianisation scheme, which will help further provide a safe pedestrian area, and to help improve the environment for residents & visitors to the local retail premises.
3. The scheme is supported by the North Parade Residents and Traders Association who have collaborated with the councils during the period of the order.

#### **Financial Implications**

4. Funding for consultation on the proposal has been provided by Oxford City Council, who will also contribute around £10,000 from their remaining budget

to final minor amendments, once agreed, to address concerns identified in the consultation. This budget needs to be spent by March 2023.

## Equality and Inclusion Implications

- As noted below in further detail, one objection was received in respect of the accessibility of the street for wheelchair and mobility scooter users, and amendments to the scheme are proposed to take account of these concerns.

## Sustainability Implications

- The proposals would help facilitate access to local amenities by pedestrians, improve air quality/reduce pollution, the effective and safe movement of traffic, and help ensure that danger to road users is minimised.

## Consultation

- Formal consultation was carried out between 20 October and 11 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillors representing the St Margaret's, and University Parks divisions. Letters were also sent directly to approx. 115 adjacent properties, and street notices placed on site in the immediate vicinity.
- Four responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Extension of 'No Vehicle prohibition' North Parade	1	-	3	-	4
Disabled Persons Parking Place Winchester Road	1	-	2	1	4
Loading-bay Banbury Road	-	-	4	-	4
Loading-bay Winchester Road	-	-	4	-	4

- Additionally, four emails were received, comprising of a non-objection from Thames Valley Police, two raising queries, and one objecting to the removal of the One-Way traffic restriction.

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

### **Officer response to objections/concerns**

11. The objection and queries over the proposed removal of the one-way restriction are noted; however this proposal is required to correct an anomaly in the current order (and previous experimental order) as national regulations do not permit exemptions to be made for one-way restrictions. This change is therefore required to lawfully continue the current arrangements for vehicles requiring access to premises to the west of the gated length to do so from Winchester Road when the gates are closed, (and similarly at the eastern end for permitted vehicles requiring access to the Banbury Road from east of the gated section) . The no-entry signs at the Winchester Road junction will be replaced by prohibition of vehicles signs and while accepting that the latter may not be regarded as having the same weight as no-entry signs they do permit us to have the necessary exemptions for access and it is considered very unlikely that this will be subject to abuse mindful that Winchester Road is a quiet residential road and that there would be very little if any benefit to vehicles to use it to gain access to Banbury Road. Additionally, the permitted users will be very aware of character of the road and the inadvisability of turning from the relevant premises to travel east at the times the road is open to through traffic. It should also be noted that such provision is made in other roads in the city and has been found to operate acceptably.
12. The proposed DPPP is to ensure there is a space kept available should it be required. Consideration could be given to placing the bay within the public parking bays opposite instead on within the parking permit bays, but it is recommended that the current proposal is retained, noting also that there are no dropped kerbs in the vicinity of the suggested alternative site, and that the DPPP is intended primarily for visitors to North Parade.
13. Concerns regarding the enforcement plan for the restriction are noted, but some of these might arise due to the mistaken belief that the current controls apply to the entire road rather than just the gated area. Consequently, with the no vehicle prohibition extension as proposed, any confusion would be resolved and would enable more effective enforcement, as it provides additional powers to the Civil Parking Enforcement team to ticket vehicles that are waiting within North Parade. Officers suggest close liaison is maintained between the City Council & the County Council parking team when the changes are made and some routine attention thereafter.
14. Officers agree that issues such as moving house cannot be restricted to the evening or off-peak times, however it should be noted that the road is open until 10am every day, and if necessary, arrangements can also be made via the County Councils Highway team to allow access during closure times if additional time is required if the new loading bays prove to be too far away. The proposed loading bays should provide adequate provision for day to day loading requirements.

15. In respect of the concern over access for permitted vehicles in the street, it is confirmed that drivers will not be committing any offence as their vehicle waits in the road while the gates etc. to their premises are being opened or closed.
16. The query regarding whether cycling should be permitted is noted, but there are two parallel alternative cycling options nearby which are two-way (North Parade Avenue is one-way), with Canterbury Road being the nearest. Officers consider that the available carriageway is currently not wide enough to allow sufficient space for both a cycle lane and the outdoor seating areas.
17. With regards to tables not being in clearly allocated spaces, adjacent hospitality businesses have a plan of their seating area agreed via Oxford City Council Licensing team and are instructed to leave a minimum 1.5 metre gap adjacent to seating along the length of the carriageway. Checks to date indicate they are adhering to this agreement. Any issues in this regard can be reported directly to the Licensing team.
18. In terms of the concern that the Banbury Road loading bay should be closer to the junction – the greater distance needed between North Parade and the loading bay in Banbury Road, when compared to that in Winchester Road, is required to meet the minimum visibility requirements for the higher vehicle speeds associated with Banbury Road.

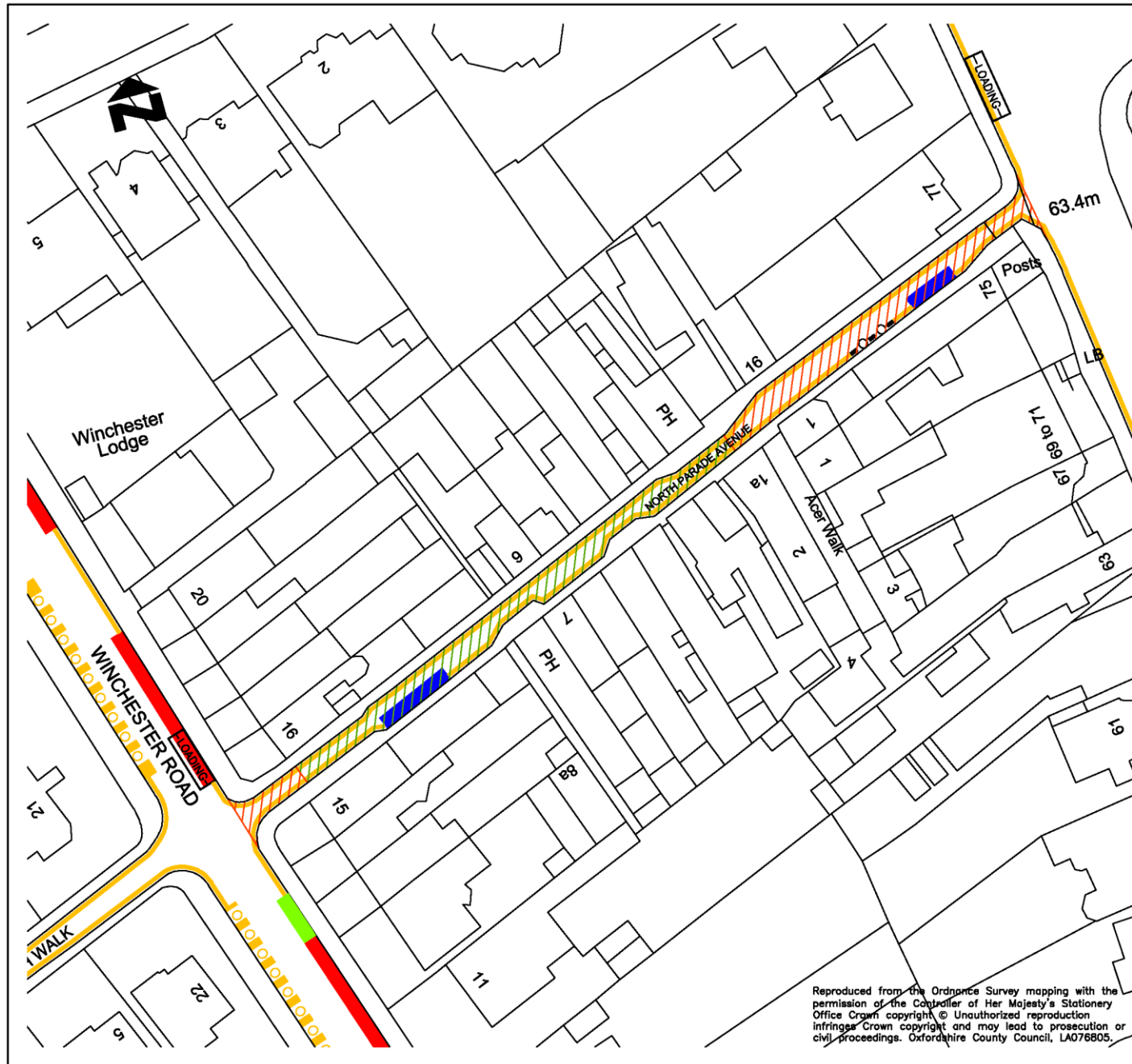
Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annexe 1: Consultation Plan
	Annexe 2: Consultation responses

Contact Officer: Anthony Kirkwood 07392 318871

December 2022

Enter drawing file path name here



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**Notes**

- Existing No Waiting at any time.
- Existing 2 hor Parking Place
- 8am-6.30pm Mon-Sat no return within 2 hours to remain.
- Existing Permit Holders' Only Parking Place.
- Existing Cycle Parking to remain.
- Existing No vehicle prohibition
- November-March 10am-6.30pm & April-October 10am-9pm to remain.
- Existing No Waiting hours to change from
- 8am-6.30pm Mon-Sat to
- November-March 10am-6.30pm & April-October 10am-9pm.
- Proposed No loading
- November-March 10am-6.30pm & April-October 10am-9pm.
- Proposed 30 minute loading bay.
- Proposed Disabled Persons' Parking Place to replace Permit Holders' only.
- Proposed extension of the existing
- No Vehicle prohibition
- November-March 10am-6.30pm & April-October 10am-9pm.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
A	Amendments to key		SMAD3.10.22		

**OXFORDSHIRE COUNTY COUNCIL**  
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Corporate Director for  
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Client:

Project:

**North Parade  
Prohibition of Motor Vehicles**

Title:

**Layout of  
Traffic Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 18.09.22	Date	Date

Drawing Number **320-A3-00001** Rev **A**

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) North Parade Residents and Traders Association	<p><b>Queries</b></p> <p>What is the rationale for opening North Parade to two-way traffic during non-pedestrianised periods? Can you provide a list of the benefits and costs of such a change? Would keeping the road one-way only but reversing the direction of traffic flow be a potential alternative?</p> <p>Why is the loading zone on Banbury road so far north of North Parade? If it were closer to North Parade, wouldn't this promote compliance with traffic rules?</p>
(3) Member of public, (Oxford, North Parade Avenue)	<p><b>Query</b> – To access my garage when the North Parade gates are closed, I have to drive against the current one-way restrictions by entering North Parade from Winchester Road. As a resident with an exemption in the traffic order I was told that this was fine. Richard's email below suggests it is not.</p> <p>Could you confirm that I can legally get to my garage during the hours the gates are closed, please?</p>
(4) Member of public, (Oxford, North Parade Avenue)	<p>Having the restrictions in place does increase the noise during the day and evening due to people sitting at tables directly outside our apartment. The noise level is just about acceptable and I do appreciate it is beneficial to the cafes/traders in the street.</p> <p>Regarding the new proposals.</p> <p>The change in time limits probably makes sense although I do not have a strong view on them. Blocking off the road at the top (Banbury end) makes sense as it will stop cars turning down NP and subsequently having to reverse back out.</p>



	<p>It does say that exemptions will be in place for residents access. How does this work? If I want to bring my car down to load something how do I unlock the gates?</p> <p>I would be very much against the One-Way traffic restriction being removed. It needs to stay one way. I can see all sorts of blockages happening if it is made 2 way.</p> <p>Regarding loading bays. Wherever you put them vans/lorries will just park at the bottom on the hatched lines (on Winchester) and walk up. I don't see this as a problem. We have a lot pf parcels delivered and the van drivers need to be in and out as quick as possible and don't have time to start looking for other loading areas if one is full. The person living in the house at the end of NP may disagree with this!!</p>
(5) Member of public, (Oxford, Kingston Road)	<p>Extension of 'No Vehicle prohibition' North Parade – <b>Object</b> Residents should have access with permission as and when required - for example they cannot move house in the middle of the evening. Cyclists should be permitted to cycle through on one side of the street - when the street is closed at present and the tables are dispersed it is not even possible to walk through at any speed - tables are not in clearly allocated spaces simply taking up the whole street - which means we only go along the street to eat and no longer to buy from the shops - hence I guess the reason the retail outlets are struggling?</p> <p>Disabled Persons Parking Place Winchester Road – <b>No opinion</b> Resident who used to wander along the street previously or cycle through - now only go occasionally to specific event there.</p> <p>Loading-bay Banbury Road – <b>Support</b> Loading-bay Winchester Road – <b>Support</b> Logical</p>
(6) Member of public, (Oxford, Winchester Road)	<p>Extension of 'No Vehicle prohibition' North Parade – <b>Support</b> I support the proposal, however, without an adequate plan for effective enforcement of the restrictions, it will be a pointless waste of money. Is there a plan for effective enforcement?</p> <p>Disabled Persons Parking Place Winchester Road – <b>Object</b> There are limited WM residents zone parking places and the existing ones are already abused by non-resident parkers. There is no effective enforcement. Please place the disabled zone in one of the public parking zones.</p>

	<p>Loading-bay Banbury Road – <b>Support</b>  Loading-bay Winchester Road – <b>Support</b>  I support the proposal, however, without an adequate plan for effective enforcement of the restrictions, it will be a pointless waste of money. Is there a plan for effective enforcement?</p>
(7) Member of public, (Oxford, Richards Lane)	<p>Extension of 'No Vehicle prohibition' North Parade – <b>Support</b>  I support making Oxford a car free and walking and biking friendly city; to improve the quality of life in the city.</p> <p>Disabled Persons Parking Place Winchester Road – <b>Support</b>  I like the idea</p> <p>Loading-bay Banbury Road – <b>Support</b>  Loading-bay Winchester Road – <b>Support</b>  Manage the loading in the city</p>
(8) Member of public, (Oxford, Winchester Road)	<p>Extension of 'No Vehicle prohibition' North Parade – <b>Support</b>  I believe the proposed changes will help to make traffic regulations on North Parade clearer, more easily enforceable, and better adapted to the circumstances of the road.</p> <p>Disabled Persons Parking Place Winchester Road – <b>Support</b>  However, I have noticed that people with a disabled badge park anywhere they like for as long as they like without issue -- so I wonder whether a dedicated bay is needed.</p> <p>Loading-bay Banbury Road – <b>Support</b>  Loading-bay Winchester Road – <b>Support</b>  Hopefully these will reduce the delivery vehicles that drive into the ends of North Parade to make deliveries when the gates are closed. However, the Banbury Road bay should be closer to the intersection with North Parade. If it isn't, delivery vehicles will stop there anyway!</p>

Divisions affected: *Jericho & Osney*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022**

### **OXFORD: WALTON STREET – PROPOSED AMENDMENTS TO PARKING RESTRICTIONS TO ENABLE PERMANENT ‘SAFE SEATING’ AREAS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the permanent suspension of waiting, parking and loading restrictions on Walton Street at the following locations in order to accommodate outdoor seating areas adjacent to current hospitality businesses, but with the arrangements being periodically reviewed taking account of any changes in use of the adjacent premises.
  - a) northeast side - from a point 90 metres southeast of the south-eastern kerblines of St Bernard's Road south-eastwards for a distance of 16 metres, in place of the existing 1-hour parking places – permit holders exempt,
  - b) northeast side - from a point 30 metres southeast of the south-eastern kerb line of Observatory Street, south-eastwards for a distance of 7 metres, in place of the existing 1-hour parking places.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposal - as shown in **Annex 1** - to make permanent the provisions of a current Temporary Traffic Regulation Order, which was made under the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020 which suspended waiting, parking and loading on Walton Street, to help facilitate the continued safe use in part of the road, of tables and chairs by the adjacent retail hospitality businesses.

#### **Financial Implications**

3. Funding for consultation on the proposal has been provided by Oxford City Council; if approved no additional works will be required as the measures are currently in place under the provisions of the current Temporary Traffic Regulation Order.

## Equality and Inclusion Implications

4. No specific equality and inclusion implications have been identified. A consultation response noted that for one of the hospitality business, customers standing on the footway were served directly from the premises, leading to occasional congestion of the footway. It should however be noted that this situation would arise irrespective of a decision on the proposals.

## Sustainability Implications

5. While the proposals have no direct sustainability implications, as noted by several respondents the current outdoor seating areas are judged to help place making of the street, encouraging local residents to enjoy nearby amenities.

## Consultation

6. Formal consultation was carried out between 20 October and 18 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillors representing the St Margaret's, University Parks, and the Jericho & Osney divisions. Letters were also sent directly to approx. 235 adjacent properties, and street notices placed on site in the immediate vicinity.
7. Thirty two responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Parking amendments to facilitate 'safe' seating	12 (38%)	2 (6%)	18 (56%)	0	32

8. Additionally, five emails were received, comprising of a non-objection from Thames Valley Police, two objections, one raising concerns, and one City Cllr supporting.
9. The full responses are shown at **Annex 2**, and copies of the original responses are also available for inspection by County Councillors.

## Officer response to objections/concerns

10. The main ground for objection was the loss of parking places (a total of 4) that were previously available for short stay waiting , with three of the places also being available at all times for resident permit holders to park for any length of time in an area that has significant parking pressures, with it being noted that the use of the outdoor seating areas in the winter is low, and that the arrangements also have led to increased levels of illegal parking and loading resulting in obstruction and hazard to other road suers including pedal cyclists.
11. Noting these concerns it is accepted that the use of the outdoor seating is lower in the autumn and winter months but it is not considered viable taking account of costs to both the county council and the hospitality businesses to make the current arrangements operate only seasonally.
12. Balancing the competing considerations of providing parking places for residents, the businesses and their customers, and the benefits of the current arrangements to the users of the hospitality business and the wider street environment is not straightforward but noting the overall majority of responses are in favour of the proposals, and that the experience of the current temporary arrangements has not pointed to any specific issues that likely be very materially affected by the relatively small number of parking places now occupied by the seating, it is recommended that the proposals are approved as advertised, but that the arrangements are monitored taking account of any changes in the use of adjacent premises.


Bill Cotton  
Corporate Director, Environment and Place

Annexes                                      Annexe 1: Consultation Plan  
    Annexe 2: Consultation responses

Contact Officer:                      Anthony Kirkwood 07392 318871

December 2022



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - but ask as this is to become a permanent measure what level of mitigation is going to be included to stop motorist from deliberately driving into this area.
(2) Local City Cllr	<b>Support</b> – the seating areas have had a hugely positive impact on the local area and community, and it would be brilliant for it to remain permanent.
(3) Local City Cllr	<b>Support</b> – I live just around the corner from these areas. We regularly have a coffee in the Mamma Mia area. It makes the street much more "people friendly" and I am sure must be an encouragement to people to come to the area.
(4) Member of public, (Oxford, St Bernard's Road)	<p><b>Object</b> – It is abundantly clear that these proposals have little to do with the safe use of the road. They are an element of the implementation of an ideologically driven policy to ban motor vehicles as creators of CO2, as quickly as possible, by whatever means and regardless of the human and social consequences.</p> <p>There is little point in my observing that the physical layout of Walton Street is significantly different from that of a Parisian Boulevard. The narrow pavements with uneven paving already present serious challenges of convenience and safety to those pedestrians who are encumbered or incapacitated. Adding a few tables, either on the pavement or on the road, does not transform Walton Street as a leisure location, but seriously reduces its usefulness as a walkway.</p> <p>If there is a serious wish on the part of planners to increase the attractiveness of Walton Street in this respect, I suggest that they consider the plaza in front of the Blavatnick School.</p>
(5) Local group/organisation, (Oxford, Plantation Road)	<p><b>Object</b> - It provides a small benefit to a few outlets at the cost of parking - which does greater harm to other businesses and residents/visitors.</p> <p>Pavements are for pedestrians, roads are for transport. Neither are appropriate locations for seating for businesses.</p>

(6) Member of public, (Oxford, Walton Street)	<b>Object</b> - As a resident of Walton Street, I noticed an increased litter as well as noise as a result of these outdoor seating arrangement and would like to see them gone sooner rather than later. JC seems to handle the litter quite well but frequently their costumers place themselves on the pavement rather than the designated outdoor seating bay. If you try to tell them the customers turn aggressive and rude, JC staff again is however very good and apologetic if you instead ask them to ensure their customers are not blocking the pavement.
(7) Member of public, (Oxford, Rutherway)	<b>Object</b> - The tables and chairs should go and the parking should be reinstated. The tables and chairs down observatory road are often hardly used, especially in the evening, like the ones outside the Standard - they are taking up valuable, already limited parking in Jericho.
(8) Member of public, (Oxford, Merrivale Square)	<b>Object</b> - During the Autumn and Winter months these outdoor areas are not required or desirable, while the need to park cars is increased as older people and sick/disabled persons are less able to walk to the local facilities. These parking bays should be Summer only.
(9) Member of public, (Oxford, Albert Street)	<b>Object</b> - As a Jericho resident who pays an ever increasing annual fee for a Resident parking permit, which includes guest permits, the decrease in the number of parking spaces available impacts on the social and economic life on me and others in the area. IF there were also a propionate reduction in the Resident Parking Permit fee, then I might consider this proposal more favourably. In addition, I have noticed an increase in the amount of litter and broken bottles on Walton Street as a result of the cafe tables.
(10) Member of public, (Oxford, Merrivale Square)	<b>Object</b> - It takes away safe parking and encourages illegal parking on double yellow lines.
(11) Member of public, (Oxford, Farndon)	<b>Object</b> - Parking to take my aging & frail family members to Jerricho (cinema or chemist or doctors) is already hard enough.



(12) Member of public, (Oxford, Godstow)	<b>Object</b> - Restrictions will further harm access and reduce customers to the existing businesses and have a significant impact for visiting the GO surgery etc.
(13) Member of public, (Oxford, Plantation Road)	<b>Object</b> - Generally speaking I can see the benefit to local businesses, and the changes mostly do not impinge on local residents, with one exception. This is the coffee shop next to Mamma Mia pizzeria. The pavement here is very narrow, and unlike all the other businesses who serve their customers at tables that do not obstruct the pavement, the coffee shop serves all its customers at the door. The customers gather, talk, generally mill around both while ordering their coffee and often while drinking it as well. As a result the pavement is often blocked and passers by find themselves obliged to step into the road. This does not seem acceptable to me.
(14) Local business, (Oxford, Warnborough)	<b>Object</b> - Mama Mia Pizza have taken up all the parking for seating along the stretch near to their premises. As a result delivery vehicles are forced to park on the double yellow lines blocking the visibility for vehicles coming out of Adelaide street. On quite a few occasions I've seen cyclists come close to being knocked off their bikes and vehicles collide with other vehicles as a result of the reduced visibility.
(15) Member of public, (Oxford, Walton Street)	<b>Object</b> - There has always been an issue with non residents using the residents spaces outside our block of 4 terraced houses when using the shop, restaurant or take away opposite. The loss of the other nearby parking spaces to restaurant seating has made matters more difficult and we frequently have to drive around for ten minutes or more to find parking. Sometimes in the evening this is impossible and we are forced to leave car temporarily on double yellow lines until a space appears. This is particularly galling when in cooler or wet weather no-one is sitting at the tables.
(16) Member of public, (Oxford, Walton Street)	<b>Object</b> – 1 Residents parking is severely limited already and a constant problem when we wish park. 2 Sometimes we have no option but to park illegally on double yellow lines.

	<p>3 It is very frustrating to see that the outdoor seating is often not used.</p> <p>4 For those, like us who are retired and now experiencing mobility issues it is only going to get more difficult to park near to our property.</p> <p>5 Whilst we understood the rationale in the covid period to help hospitality businesses, it does not seem reasonable now to continue</p>
(37) Member of public, (Oxford, Walton Street)	<p><b>Object</b> - I strongly object to the seating in the parking bays outside the restaurant. The tables take up limited parking spaces, especially in the evenings when usually no one is seated in these seats. We often have to drive around for 15 minutes looking for Resident parking spaces. They are also a bit of an eye sore. These seats are not used very much except in the good summer weather, and I would have thought, not very pleasant to sit at on a busy road like Walton Street.</p> <p>I hope that this seating area will be removed as soon as possible.</p>
(36) Member of public, (Oxford, Observatory Street)	<p><b>Concerns</b> – As a resident of the south side of Observatory Street I am concerned about the tables and chairs in my street. Will there be a consultation process for that area?</p>
(17) Member of public, (Oxford, Rutherway)	<p><b>Concerns</b> - Fine in the summer when people want to sit outside but a waste of very limited parking space in the winter when no-one uses the seats.</p>
(18) Local business, (Oxford, Walton Street)	<p><b>Concerns</b> - Parking is too expensive and there are not enough spaces. I have a business right on walton street but have no space to have outdoor seating.</p>
(19) Local business, (Oxford, Walton Street)	<p><b>Support</b> - A survey of 54 Jericho businesses was carried out earlier this year which said, "Year round outdoor seating had an overall negative sentiment across all groups of just over 50% and a 35% agreement sentiment. The most likely beneficiaries of this - the hospitality sector - were broadly in line with this, with a disagreement sentiment of 44% and an agreement sentiment of 34%.</p>

	However, when this question was asked about outdoor seating during the warmer months, sentiment changed, overall disagreement sentiments fell to 29%, with the hospitality sector agreement sentiment remaining broadly the same with more moving into neither agree nor disagree. Looking at this it may be this is a 'good neighbour' feeling with those unable to benefit directly feeling more neutral for themselves but supportive for others, but preferring the spaces were better used for parking".
(20) Local business, (Oxford, Walton Street)	<b>Support</b> - Fantastic for local area
(21) Member of public, (Oxford, Plater Drive)	<b>Support</b> - The replacement of a few parking spots with additional outdoor seating has brought such a wonderful beneficial atmosphere to this section of Walton Street. It shows in a very clear way that the streets are for people to enjoy safely and encourages more use of the businesses they're near. This fits exactly with the county council mandates for livable streets, and to do anything else that returns prioritization to cars would run completely counter to that. It's unthinkable.
(22) Member of public, (Oxford)	<b>Support</b> - Tables are good to eat with friends and socialise
(23) Member of public, (Oxford, Plater Drive)	<b>Support</b> - The outside dining space is a nice addition to the amenity of Walton Street
(24) Member of public, (Oxford, Plater Drive)	<b>Support</b> - Restaurants have complied with government mandated shutdowns over the past two years and should be allowed to make up for lost business.
(25) Member of public, (Oxford, Merton Court)	<b>Support</b> - It's been lovely having the seating - much more of a social atmosphere and good to sit outside with people .... Gives a buzz to Jericho
(26) Member of public, (Oxford, St Bernard's Road)	<b>Support</b> - we desperately need the whole area round where these chairs are to become a pedestrian only area. north Walton street was awful during the period of the south Walton street closure, when all 2500 extra cars per day left Jericho via north Walton street, and perhaps 1000 extra cars per day came in... south Walton street is the arterial highway for Jericho, and shutting it displaces traffic north... any measures (eg bus gates/zez) that decreases the

	outflow of traffic from south Walton street increases the traffic in north Walton street and south Walton manor... so I would like the safe seating to extend all the way across the north Walton street, so creating a pedestrian zone.. this would secure the economic future of the area, especially the restaurants, which are going to be massively threatened by the pedestrianisation of broad street.. so please, pedestrianise the whole of north Walton street
(27) Member of public, (Oxford , Squitchey Lane)	<b>Support</b> - I think it's a great idea for local businesses to have extra seating it will create a brilliant community vibe
(28) Member of public, (Oxford, Richards Lane)	<b>Support</b> - I would like to see Oxford become a car free; and bike and pedestrian friendly city.
(29) Member of public, (Oxford, St Bernard's Road)	<b>Support</b> - Tables and outdoor seating have been a great change to the local provision. I am a resident in the area and support this provision, as well as better air quality which is made possible by the proposals. The proposal is also necessary to ensure the safety and air quality for users of the outdoor seating.
(30) Member of public, (Oxford, Observatory Street)	<b>Support</b> - I support the amendments as they make Walton Street a better place to enjoy, shop and meet others. I also strongly object to the amount of traffic that flows through the side streets to Walton Street without controls as anti-social, environmentally damaging and incompatible with plans to make Oxford a more pedestrian/cyclist friendly place by reducing car and van movements. You should now take this further and make Walton Street traffic free by introducing blocks to restrict North-south traffic and to stop the continuous rat-running down Observatory and St Bernard's and other east-west streets.
(31) Member of public, (Oxford, Walton Street)	<b>Support</b> - I live on Walton Street and encourage footfall but not heavy traffic. I want to see small business thrive and in Covid world think outdoor seating would be great.
(32) Rather not say, (Oxford, Walton Street)	<b>Support</b> - Support local businesses along this stretch on Walton Street. Make this part of the road more pedestrian friendly

(33) Member of public, (Oxford, Walton Street)	<b>Support</b> - As a close neighbour to one of the schemes I would like to SUPPORT MAKING THE SCHEME PERMANENT. The proposal enhances the area and creates a good amenity for the community.
(34) Member of public, (Oxford, Kingston Road)	<b>Support</b> - As a resident, I have thoroughly enjoyed the new outdoor areas of restaurants on Walton Street.
(35) Member of public, (Oxford, Kingston Road)	<b>Support</b> - I like the way it has been working as a temporary arrangement and think it would be beneficial to continue.

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