



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

***Thursday, 21 March 2024 at 10.00 am***

***Room 2&3 - County Hall, New Road, Oxford OX1 1ND***

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

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

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 28 March 2024 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

Martin Reeves  
Chief Executive

March 2024

Committee Officer: **Democratic Services**  
email: [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

Note: Date of next meeting: 25 April 2024

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

## Items for Decision

### 1. Declarations of Interest

See guidance below.

### 2. Questions from County Councillors

### 3. Petitions & Public Address

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

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to [committeesdemocraticservices@oxfordshire.gov.uk](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 the Previous Meeting (Pages 1 - 6)

To confirm the minutes of the meeting held on 22 February 2024 to be signed by the Chair as a correct record.

### 5. School Streets Phase 2 Programme (Pages 7 - 20)

*Cabinet Member:* Cabinet Member for Transport Management

*Forward Plan Ref:* 2024/023

*Contact:* Caroline Coyne, Project Manager (BPSI Team)  
([Caroline.Coyne@oxfordshire.gov.uk](mailto:Caroline.Coyne@oxfordshire.gov.uk))

Report by Corporate Director for Environment and Place (**CMDTMT5**).

**The Cabinet Member is RECOMMENDED to:**

- a) to approve the introduction of Experimental Traffic Regulation Orders (ETROs) to facilitate the introduction of 'school streets' for the following schools:

- St Mary and St John Church of England Primary School, Oxford,
- Sandhills Community Primary School, Oxford,
- Tyndale Community School, Oxford,
- New Hinksey Church of England Primary School, Oxford, and
- Manor Primary School, Didcot.

## **6. Market Street, Oxford: temporary public realm enhancement** (Pages 21 - 42)

*Cabinet Member:* Cabinet Member for Transport Management.

*Forward Plan Ref:* 2023/321

*Contact:* Craig Rossington, Technical Lead (Transport Planning),  
(craig.rossington@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTMT6**).

Ahead of a comprehensive enhancement of the Covered Market, the City Council wants to improve Market Street to make it more welcoming for existing and potential new visitors. The proposal is to create additional space for pedestrians and public realm enhancements (seating, planting etc) by rearranging loading and parking in the street.

**The Cabinet Member for Transport Management is RECOMMENDED to:**

- a) approve the changes to parking and loading on Market Street in Oxford city centre (using an ETRO) to facilitate the introduction of an experimental pedestrian and cycle zone. This will allow operational and public realm enhancements to Market Street.**

## **7. Bicester - Proposed Parking Restrictions 2023** (Pages 43 - 122)

*Cabinet Member:* Cabinet Member for Transport Management

*Forward Plan Ref:* 2024/015

*Contact:* David Catling, Technical Officer – Traffic and Road Safety  
(David.Catling@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT7**).

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

- a) the introduction of new & amendment of existing ‘No Waiting at Any Time’ (double yellow lines) parking prohibitions on the following roads: Beckdale Close, Wansbeck Drive, Brashfield Road, Bunyan Road, Wordsworth Close, Bucknell Road, Hudson Street, Cemetery Road, Arkwright Road, Churchill Road, Cranesbill Drive, Graham Road, Medina Gardens, Tay Gardens, Victoria Road, and Victoria Court as advertised,**
- b) proceed with amended ‘No Waiting at Any Time’ (double yellow lines) parking prohibitions on Browning Drive, and**
- c) not proceed with the proposed ‘No Waiting at Any Time’ (double yellow lines) parking prohibitions for Kipling Close.**

## **8. Oxford: Howard Street - proposed amendment to a residents parking place to accommodate cycle access** (Pages 123 - 170)

*Cabinet Member:* Cabinet Member for Transport Management.

*Forward Plan Ref:* 2024/006

*Contact:* Anthony Kirkwood, Team Leader (Vision Zero)

[Anthony.kirkwood@oxfordshire.gov.uk](mailto:Anthony.kirkwood@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTMT8**).

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

- a) New 'No Waiting at Any Time' (double yellow lines) parking restrictions on Howard Street in place of existing 'Permit Holders only' parking places,
- b) the removal of the existing pedestrian guard railing adjacent to the dropped kerb by Flower Lane, with appropriate measures (including signing & lining) introduced to help mitigate the risk of conflicts between pedestrians and pedal cyclists, and a dropped kerb to be installed on the north side of Howard Street in line with the one on the south side, and
- c) new 'on-carriageway' cycle parking places on the northeast side of Silver Road, by its junction with Barnet Street.

## **9. Cowley Centre East CPZ amendments - 2023** (Pages 171 - 198)

*Cabinet Member:* Cabinet Member for Transport Management

*Forward Plan Ref:* 2023/341

*Contact:* Vicki Neville, Senior Officer - Schemes and TROs

[Vicki.neville@oxfordshire.gov.uk](mailto:Vicki.neville@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTMT9**).

To seek approval for minor changes to the permit scheme implemented in 2021.

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

- a) On Barns Road introduce new 'No Waiting at Any Time' parking restrictions (double yellow lines),
- b) on Boswell Road introduce a new two-hour permitted waiting parking bay 'Monday to Saturday 8am-6.30pm with no return within two hours',
- c) and additional 'No Waiting at Any Time' parking restrictions,
- d) on Frederick Road introduce new 'No Waiting at Any Time' parking restrictions



- e) on Bailey Road introduce new 'No Waiting at Any Time' parking restrictions, and
- f) on St Lukes Road change the existing one-hour parking bays on either side of the carriageway (adjacent to the Telephone Exchange) to become shared-use 'Permit holders' or 'two-hour, no return within two hours' Monday to Saturday 8am-6.30pm, and new sections of 'No Waiting at Any Time' parking restrictions.

## **10. Eynsham - Old Witney Road - Traffic Calming Scheme** (Pages 199 - 218)

*Cabinet Member:* Cabinet Member for Transport Management

*Forward Plan Ref:* 2024/016

*Contact:* James Wright, Senior Officer (Traffic and Road Safety)  
(James.Wright@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT10**).

**The Cabinet Member for Transport Management is RECOMMENDED to:**

- a) approve the traffic calming speed cushions along the Old Witney Road in Eynsham, as advertised.

## **11. Proposed 20mph Speed Limits - Harwell** (Pages 219 - 242)

*Cabinet Member:* Cabinet Member for Transport Management

*Forward Plan Ref:* 2024/010

*Contact:* Ryan Moore, Lead TDM Engineer (ryan.moore@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT11**).

**The Cabinet Member for Transport Management is RECOMMENDED to:**

- a) approve as advertised the proposed 20mph speed limit zone in Harwell.

## **12. Oddington: 20mph Speed Limit Proposals** (Pages 243 - 252)

*Cabinet Member:* Cabinet Member for Transport Management

*Forward Plan Ref:* 2024/012

*Contact:* Geoff Barrell, 20 Limits Project Manager (Geoff.Barrell@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT12**).

**The Cabinet Member for Transport Management is RECOMMENDED to:**

- a) approve the introduction of 20mph speed limits in Oddington as advertised.

## **Councillors declaring interests**

### **General duty**

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

### **What is a disclosable pecuniary interest?**

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

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

### **Declaring an interest**

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

### **Members' Code of Conduct and public perception**

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

### **Members Code – Other registrable interests**

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

### **Members Code – Non-registrable interests**

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

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

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

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

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

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## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

**MINUTES** of the meeting held on Thursday, 22 February 2024 commencing at 10.00 am and finishing at 12.25 pm

**Present:**

**Voting Members:** – in the Chair

Councillor Andrew Gant – in the Chair.

**Other Members in Attendance:** Councillor Brad Baines (Agenda Item 5)  
Councillor Alison Rooke (Agenda Item 7)  
Councillor Nathan Ley (Agenda Item 7)

**By Invitation:**

**Officers:**

Whole of meeting Jack Ahier (Democratic Services Officer), Sharon Keenlyside (Senior Democratic Services Officer), Cathy Champion (Operations Manager – Civil Enforcement), Vikki Neville (Senior Officer – TRO and Schemes), Rosie Wood (Senior Engineer Ext Con), Paul Fermer (Director of Highways and Operations).

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
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*The Scrutiny Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.*

**1/24 DECLARATION OF INTEREST**  
(Agenda No. 1)

There were none.

**2/24 QUESTIONS FROM COUNTY COUNCILLORS**  
(Agenda No. 2)

See published addenda – Questions from County Councillors.

**3/24 PETITIONS AND PUBLIC ADDRESS**  
(Agenda No. 3)

The following speakers addressed the meeting:

Item 5	Parking review of South Oxford (extension) CPZ Dec 2023	<ul style="list-style-type: none"><li>• Katriona Bingham-Hall</li><li>• Danny Yee (Oxfordshire Liveable Streets)</li><li>• Richard Shallard</li><li>• Cllr Brad Baines</li></ul>
Item 6	Cowley Centre West CPZ amendments – 2023	<ul style="list-style-type: none"><li>• John Center</li><li>• Danny Yee (Oxfordshire Liveable Streets)</li></ul>
Item 7	Abingdon – B4017 Bath Street – proposed no waiting at any time restrictions and cycle lane	<ul style="list-style-type: none"><li>• Robin Tucker (Co-Chair CoSAT)</li><li>• Cllr Nathan Ley</li><li>• Cllr Alison Rooke</li></ul>
Item 8	Alvescot: Main Road – proposed traffic calming	<ul style="list-style-type: none"><li>• Robin Tucker (Co-Chair CoSAT)</li></ul>

#### **4/24 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

The minutes of the meeting held on 25 January 2024 to be signed by the Chair as a correct record.

#### **5/24 PARKING REVIEW OF SOUTH OXFORD (EXTENSION) CPZ DEC 2023**

(Agenda No. 5)

The report presented responses to the statutory consultation on the proposed amendment to times of operation of the Controlled Parking Zone (CPZ) in various locations in South Oxford.

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

The Chair commented that this proposal was complex as it covered various streets, each with their own individual issues. It was a balancing act to meet all the requirements. The proposal was to help facilitate the use of sustainable transport modes and alleviate parking stress.

The Chair wanted to give assurance to businesses that loading and unloading on a double yellow line is permitted.

The Chair clarified with officers, details of the changed operational hours and use of visitor permits.

In reference to the bus company's request for an uplift in enforcement, officers explained that enforcement officers visit the areas regularly. The Chair commented that there was more money in the budget for enforcement.

The Chair asked officers to keep the parking at the health centre under review.

The Chair thanked the speakers and everyone who had responded to the consultation.

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

- a) **Change of times of operation to '8am to 8pm Monday to Saturday (two hours waiting - no return in two hours for non-permit holders)' on: Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, John Towle Close, Lincoln Road, Monmouth Road, Norreys Avenue, Northampton Road, Oswestry Road, Peel Place, Sunningwell Road, Weirs Lane, and Wytham Street.**
- b) **Change of times of operation to '8am to 8pm Monday to Sunday (one hour waiting - no return in one hour for non-permit holders)' on: Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road.**
- c) **Introduction of new 'No Waiting at Any Time' (double yellow lines) restrictions on: Abingdon Road, Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, Green Place, Lake Street, Northampton Road, Stewart Street, Vicarage Lane, Vicarage Road, Weirs Lane, and Wytham Street.**

## **6/24 COWLEY CENTRE WEST CPZ AMENDMENTS - 2023** (Agenda No. 6)

The report presented responses to a statutory consultation on a proposal to introduce new and amend existing 'No Waiting at Any Time' restrictions on parts of Crowell Road and Rahere Road and to remove an existing 2-hour parking place for non-permit holders in Crowell Road.

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

The Chair indicated his gratitude for the responses in the consultation and noted that the majority of respondents to the consultation objected to the proposals.

The Chair noted issues were raised regarding dropping-off and loading on double yellow lines. The Chair referred to the answer he gave in the previous item regarding dropping-off on double yellow lines.

The Chair referenced partial support from respondents in terms of this scheme not going far enough and stated that, whilst outside of the scope of this particular proposal, if there was a case, it would be heard.

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

- d) Replace the various lengths of existing 'No Waiting 8am to 6.30pm Monday to Saturday' (single yellow lines) parking restrictions & the two-hour shared use parking bay opposite the junction with Hockmore Street with new 'No Waiting at Any Time' (double yellow lines) on Crowell Road.**
- e) Extend the existing double yellow lines on Rahere Road, southwards from Bartholomew Road for 30 metres on the eastern side, and 27 metres on the western side.**

**7/24 ABINGDON - B4017 BATH STREET - PROPOSED NO WAITING AT ANY TIME RESTRICTIONS AND CYCLE LANE**  
(Agenda No. 7)

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

The Chair stressed the need to find balance between safety and amenities for cyclists alongside the need for residents to have parking.

The Chair noted the support the proposals had in previous consultations.

The Chair referenced his concern for the loss of amenities for the residents of Bath Street and invited officers to provide further information.

Officers reflected that a wider review of the CPZ and parking in the area needed to be undertaken more generally. The Chair responded that the clear impact of the proposals on Bath Street residential parking needed to be understood.

Officers explained the loss of amenity for residents that would arise from these proposals.

The Chair made an amendment to recommendation b) to add 'including the residents of Bath Street' at the end of the sentence, and added another recommendation, recommendation c), which stated 'to instruct officers to expedite the review of the impact of the proposed changes in parking and to defer the implementation of recommendation a) until this has been completed'.

The Chair thanked the officers and speakers for their contributions.

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

- a) As advertised, the extension of the existing 'No Waiting at Any Time' parking restriction (double yellow lines) on the east side of Bath Street, south of the Fitzharry's Road link footpath.**



- b) To instruct officers to review and agree the proposed advisory cycle provision in consultation with local cycling groups, local member and other local stakeholders including the residents of Bath Street.
- c) To instruct officers to expedite the review of the impact of the proposed changes in parking and to defer the implementation of recommendation a) until this has been completed.

**8/24 ALVESCOT: MAIN ROAD - PROPOSED TRAFFIC CALMING**  
(Agenda No. 8)

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

The Chair stated that the objections largely make the case for greater traffic-calming measures.

The Chair noted the good level of response from the consultation and thanked them for their time in responding.

**The Cabinet Member for Transport Management APPROVED**

- a) As advertised, the traffic calming carriageway narrowing feature on the B4020 Main Road, Alvescot.

..... in the Chair

Date of signing ..... 21/03/2024

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Divisions affected: Barton, Sandhills & Risinghurst, Cowley, Didcot West, Iffley Fields & St Mary's, Isis

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

## **OXFORD & DIDCOT – EXPERIMENTAL SCHOOL STREETS ACTIVE TRAVEL MEASURES**

Report by Corporate Director: Environment and Place

### **RECOMMENDATION**

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of Experimental Traffic Regulation Orders (ETROs) to facilitate the introduction of 'school streets' for the following schools:
  - St Mary and St John Church of England Primary School, Oxford,
  - Sandhills Community Primary School, Oxford,
  - Tyndale Community School, Oxford,
  - New Hinksey Church of England Primary School, Oxford, and
  - Manor Primary School, Didcot.

### **Executive Summary**

2. This report sets out the proposal to trial temporary school streets for five schools in Oxford & Didcot, under an Experimental Traffic Regulation Order (ETRO). The proposals would see the school streets introduced during the school week (Monday to Friday) during the morning 'drop-off' & afternoon 'pick-up' peak periods within term time only (i.e. not during school holidays). Plans outlining the roads covered by the proposals can be found in **Annexes 1 to 5**.
3. A school street is an active travel initiative to create a safer and more welcoming environment around the school gate, and encourage walking, wheeling, cycling and scooting to schools, while reducing the level of motor vehicle traffic around the school gate during the morning drop off and the afternoon pick up times.
4. School streets help create places where children can thrive, be healthier and happier because they are: being more active, enjoying improved air quality, getting a boost to confidence from active travel, and getting more chances to be sociable.

5. During the school street operational times, the roads around the school sites would only be open to people walking, wheeling, scooting and cycling, and anyone in a vehicle who is exempt. Exempt motorists include the school street residents with vehicles registered to an address on the school street, blue badge holders, any businesses located on the school street, emergency vehicles, and council organised home to school transport for students with additional needs.
6. For the school streets trials, there will be trained volunteers from the school and local community to help operate the school street during the agreed school street trial time periods. They will do this by manually putting out temporary school street barriers and opening them for all exempt vehicles.
7. During the school street trials there will be no requirement for school street residents and their visitors, delivery drivers, any businesses located on the school street, and any other exempt vehicles to apply for a school street exemption, as the trial school street is manually operated.
8. During the school street trials there will be ongoing traffic and parking monitoring, and a full public consultation will be held to gather views and feedback on whether the school streets should become permanent school streets managed via Automatic Number Plate Recognition (ANPR) Cameras.

## **Financial Implications**

9. If the trial school street proposal is approved, and the ETRO introduced, funding will come from school streets Phase 2 capital funding. The school streets Phase 2 Capital Business Case has been approved, and capital funding has been made available to support the delivery of the phase 2 school street trials.

## **Equality Implications**

10. This proposal is not expected to disproportionately impact, discriminate or unfairly disadvantage individuals or groups within the community.
11. School street trial exempted motorists will include school street residents and their visitors, delivery drivers, local businesses, blue badge holders, emergency vehicles, and council organised home to school transport for students with additional needs. Officers will also continue to work with the schools and residents to ensure that anyone with specific needs is not adversely impacted by the school street trial measures. This will ensure that these needs can be considered with the residents and schools and accommodated appropriately.

## **Legal Implications**

12. The school street trial scheme will be introduced using an Experimental Traffic Regulation Order (ETRO) in accordance with the powers and duties set out in the Road Traffic Regulation Act 1984. Some, or all of the school street changes may be made permanent following the experimental trial phase, subject to a follow up full public Traffic Regulation Order (TRO) consultation, and the ongoing monitoring of the scheme's impacts.

## **Sustainability Implications**

13. The school street trial scheme seeks to encourage higher levels of walking, wheeling, cycling and scooting, whilst simultaneously reducing the level of motor vehicle traffic in the vicinity of the schools during the morning drop off and afternoon pick up peak periods. The sustainability implications are improved air quality due to the reduced carbon emissions and reduced road safety risks due to the reduction in vehicles.
14. The school street trial scheme will be supported by school and parent volunteers and local stakeholders. There are sustainability implications on this limited resource, and officers will work closely with schools to support volunteers.

## **Pre-ETRO Consultation**

15. The school streets Pre-ETRO Consultation was carried out with local residents, the schools' parent groups, the schools and local residents, businesses and stakeholders between 2 February and 1 March 2024. An email was sent to statutory consultees and key stakeholders, including (but not exclusively) Thames Valley Police, Oxfordshire Fire & Rescue Service, South Central Ambulance Service, local bus operators, countywide transport/access and disabled persons user groups, Oxford City Council, South Oxfordshire District Council, local city & district councillors, county councillors representing Barton, Sandhills & Risinghurst, Cowley, Didcot West, Iffley Fields & St Mary's, and Isis wards, Didcot Town Council, Risinghurst & Sandhills Parish Council, the Oxford Preservation Trust, and other local interest and advocacy groups.
16. Letters were also sent to addresses in the immediate vicinity of each proposed school street trial (1368 in total), complemented by the school's circulating information to their school communities (in particular parents/carers of pupils attending the respective schools).
17. As this has been an informal, preliminary ETRO engagement focused specifically on small groups of streets, and it has not made use of a wider public formal survey structure (although wider public formal surveys on the school street proposals will be conducted at the appropriate stages).

18. 109 responses were received during the consultation period. These responses have been reviewed, with the overarching general themes identified. These themes, and the officer responses, and any mitigations required as a result of the general themes raised are detailed below.

## Consultation Feedback & Key Themes

19. School communities, local residents and businesses adjacent or near to the school street, and key stakeholders were written to with provisional details of the school street trial proposals. They were invited to email and write back with any comments they had on the school street trial proposals.

20. The comments received have ranged from those who are fully supportive of the school street trial proposals, to those who oppose the school street trial. The responses have ranged in length depending on the level of context provided in a response.

21. Every response has been reviewed to capture the key themes raised by each respondent. The analysis of the key themes is listed below, in table 1, accompanied by the overall level of support or opposition indicated by the respondent to the trial school street proposal. Where respondents have not clearly indicated if they support or oppose the proposals, they have been listed as 'neither' i.e: not supporting or opposing. Some responses have cited multiple key themes and so the total numbers of key themes shown below is higher than the individual number of responses received.

Table 1: Table of general themes raised by consultation respondents.

Theme category heading	Fully Support	Partially support with some concerns	Neither	Partially oppose with some concerns but I support some elements	Fully Oppose	Total
Traffic displacement / issues		16	7	1	13	37
Parking displacement	1	15			14	33
Safer	14					14
Excessive / unnecessary scheme		1			12	13
Expand the scheme	1	6	3		1	11
Access for tradespeople / deliveries		2	2		3	9
Access for residents / their visitors		3	2		4	9
No feedback reason given	6					6
reduces congestion / Traffic Volume / Speed / Rat running	4					4
Aids Active Travel / promotes health	3					3
Civil liberties concerns					3	3
Park and Stride needed		2				2
Increased journey time / will be late					2	2
Use of ANPR / ANPR concerns			1			1
Access for carers			1			1
Need for non-electronic/internet exemption applications				1		1
Access for taxis /issue that taxi may abuse system		1				1
TOTALS	29	46	16	7	52	150

## Summary of Key Themes and Concerns

22. Traffic and parking displacement are the two main concerns raised by respondents, both for those opposing and those partially supporting the school street trial proposals. Concerns have also been raised that the school street proposals are unnecessary / excessive schemes compared to the number of children affected, and access for residents and tradespeople and deliveries have also been raised as concerns.
23. There are also a high number of respondents who support the school street trial proposals, stating it will be safer for their school, and believe it will help reduce congestion and support active travel. A number of those in support of the proposals did not give a key theme or give further narrative to their support in general.

## Officer Response

24. The consultation was sent to residents and parents for each individual school, so it has been possible to identify which trial school street proposal each respondent was commenting on. The main items raised by respondents for each school are detailed below, and this allows for more detailed officer responses.
25. It is important to note that each of the school street proposals is different, due to the geographical positioning of the school and its local surrounding areas. As a result, the officer responses to the consultation feedback have been set out below specifically to address items raised for each school.

### St Mary and St John Church of England Primary School:

26. Use of the Falcon Boat Club car park, as a potential park & stride location.

Officer response: Falcon Boat Club car park is an Oxford City Council owned car park. We are continuing to work with our Oxford City Council colleagues regarding the potential use of the Falcon Boat Club car park as a park and stride location and will liaise directly with the school on any further developments.

27. Parking difficulties for residents on adjacent streets who use Bedford Street,

Officer response: The school street trial will be monitored to capture any parking or traffic displacement, and we will work with our parking and highways colleagues to ensure any illegal parking or traffic displacement is managed. All vehicles can leave and drive out of the school street area at any time during the school street operational times. We will be asking for resident's feedback during the trial period to understand the scheme impacts.

28. The proposed school street area is too small and should include all of Iffley Fields.

Officer response: The school street trial will be monitored to understand whether the expansion of the geographic area is necessary to the effectiveness of the scheme. This will be reviewed at the end of the school street trial and analysed as part of the TRO consultation for a permanent school street.

29. The narrowness of roads due to existing residents parking.

Officer response: The school street trial will be monitored to capture any parking or traffic displacement, and we will work with our parking colleagues to ensure any illegal parking is managed.

30. Concern of taxi's accessing the school street for private trips.

Officer response: The school street trial will be monitored to capture any taxi use that is not permitted and steps taken to address this if it is identified.

Sandhills Community Primary School:

31. Traffic and parking displacement (particularly onto Delbush Avenue)

Officer response: The school street trial will be monitored to capture any parking or traffic displacement, and we will work with our parking and highways colleagues to ensure any displaced parking or traffic displacement is managed.

32. Access for residents, carers, deliveries, hire vehicles.

Officer response: The school street trial will be allowing full access for all residents, their carers, deliveries, hire vehicles. The trial will be monitored to capture any access issues for residents, carers deliveries, and / or hire vehicles. We will be sending out surveys to all residents as part of the school street trial to capture their experience of the trial period and ask for their feedback and comments.

33. Need to promote/ incentivise use of park and ride better.

Officer response: As part of the school street trial, we will be working with the school and parents to support and encourage park and stride from Thornhill Park and Ride, and are currently exploring options for re-painting the underpass entrances so that they are more appealing to walk through.

Tyndale Community School:

34. Access for residents, carers, deliveries, hire vehicles



Officer response: The school street trial will be allowing full access for all residents, their carers, deliveries, hire vehicles. The trial will be monitored to capture any access issues for residents, carers deliveries, and / or hire vehicles. We will be sending out surveys to all residents as part of the school street trial to capture their experience of the trial period and ask for their feedback and comments.

35. Displacement (particularly onto Horspath Road)

Officer response: The school street trial will be monitored to capture any parking or traffic displacement, and we will work with our parking and highway colleagues to ensure any displaced parking or traffic is managed.

36. Wide catchment area – distance some parents travel it is not possible to travel actively, especially with additional time pressures such as getting to work.

Officer response: We are working with the school to develop their travel planning and will work with the school to support parents who may have to travel longer distances. Any issues such as these that are raised during the trial will be addressed to find workable solutions. They will need to be addressed on a case-by-case basis.

Manor Primary School:

37. Displacement (particularly onto Manor Road and sections of Lydalls Close not included in scheme plan,

Officer response: The school street trial will be monitored to capture any parking or traffic displacement, and we will work with our parking and highway colleagues to ensure any displaced parking or traffic is managed.

38. Adverse impact on Foxhall Road (congestion, road safety issues, verge / pavement parking)

Officer response: The school street trial will be monitored to capture any parking or traffic displacement, and we will work with our parking and highway colleagues to ensure any displaced parking or traffic is managed.

39. Unrealistic / unfeasible option for parents/ carers who drive onto work after dropping children off.

Officer response: We are working with the school to develop their travel planning and will work with the school to support parents who may have to travel to work after dropping of children to school. Any issues such as these that are raised during the trial will be addressed to find workable solutions. They will need to be addressed on a case-by-case basis.

New Hinksey Church of England Primary School:

40. Concerns raised regarding traffic displacement and adverse impacts (particularly in relation to road safety) on Lake Street and Summerfield Road (with access and turning concerns raised also).

Officer response: Following the road safety concerns raised regarding Lake Street and Summerfield, the New Hinksey School Street layout is currently being reviewed to see if these additional roads can also be included within the school street layout. Officers are recommending as part of this CMD report, the possible expansion of the New Hinksey School Street to include Lake Street and Summerfield. Officers will separately contact residents and local businesses regarding this.

41. Concerns raised regarding traffic displacement and subsequently increased road safety risk on Wytham Street and Norreys Avenue (a key walking/ cycling corridor) with calls to expand the school street to cover these areas.

Officer response: The school street trial will be monitored to capture any parking or traffic displacement in the surrounding areas, and we will review the school street layout as part of the trial.

42. Concerns raised regarding access for delivery drivers, carers, and trades people.

Officer response: The school street trial will be allowing full access for all residents, delivery drivers, carers, and trades people. The trial will be monitored to capture any access issues for residents. We will be sending out surveys to all residents as part of the school street trial to capture their experience of the trial period and ask for their feedback and comments.

43. The scheme is excessive for a small issue / volume of children.

Officer response: The purpose of a school street is to encourage active travel choices for children, regardless of the size of their school.

## **Next steps**

44. If the recommendation is approved, officers will arrange the Phase 2 trial School Street ETRO implementation – currently planned for early April 2024.
45. Following trial scheme implementation, stakeholders and members of the public under the ETRO will then have a minimum six-month statutory consultation period to comment on the school street trial proposal. Within this period, the trial scheme can be modified or changed to take account of any issues raised or alterations required.
46. Within the 18-month period of the ETRO, a decision on whether to make some or all of the school streets permanent will be taken, following a statutory permanent school street TRO Consultation. In light of responses to this consultation, and depending on funding available, and the results of the

monitoring and evaluation of the trial school street scheme, the schemes may be changed or modified.



Bill Cotton  
Corporate Director: Environment and Place



Annexes                      Annex 1-5: Plans showing proposed changes.

Contact Officers:	Caroline Coyne	(Project Manager)
	Mark Gregory	(Team Leader - Behavioural Change & Travel Planning)

March 2024





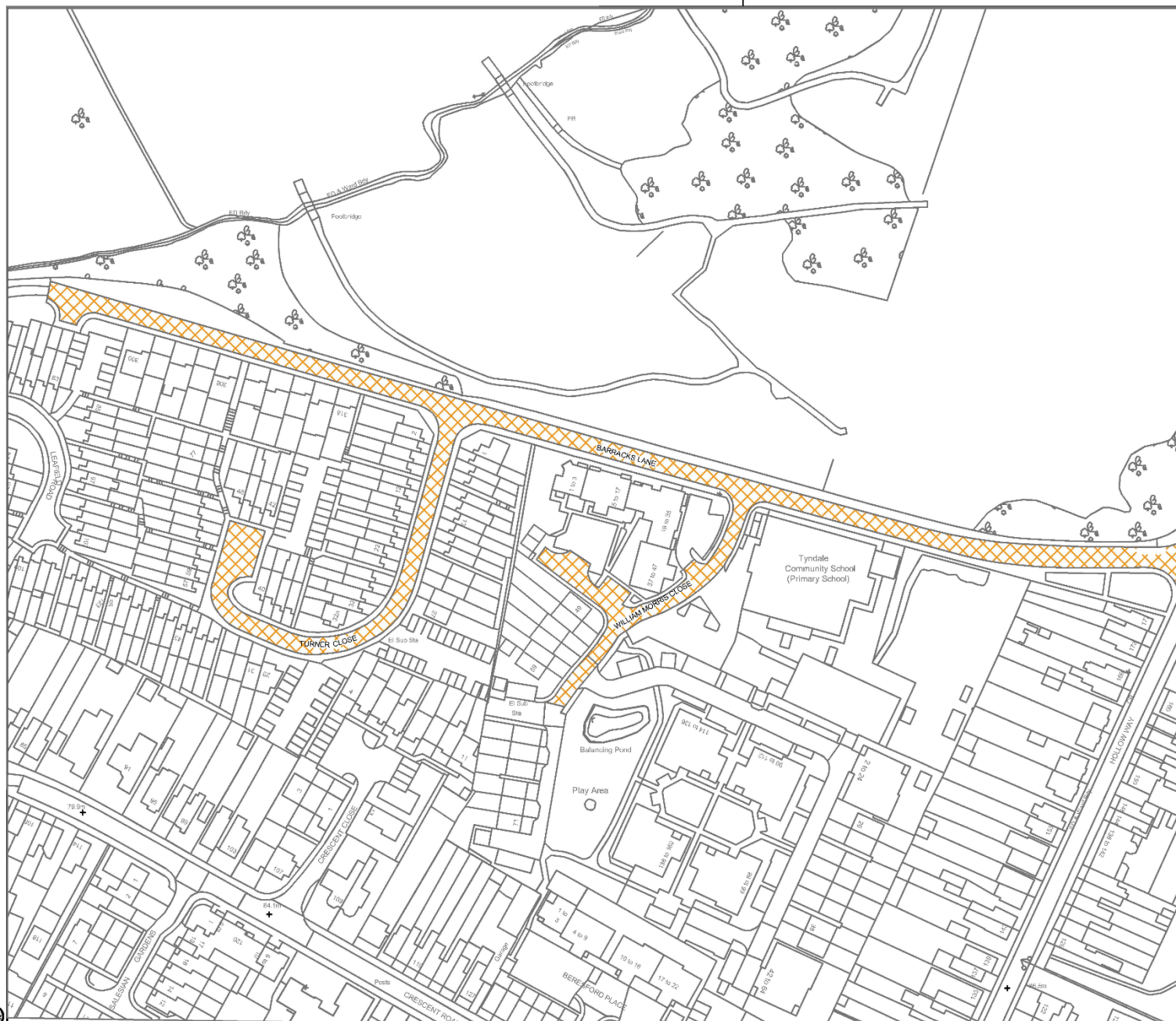
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Project title <b>ANPR School Street Enforcement</b> <b>St Mary &amp; St John Primary</b>					
Drawing title <b>School Streets</b> <b>Bedford Street</b> <b>Oxford</b>					
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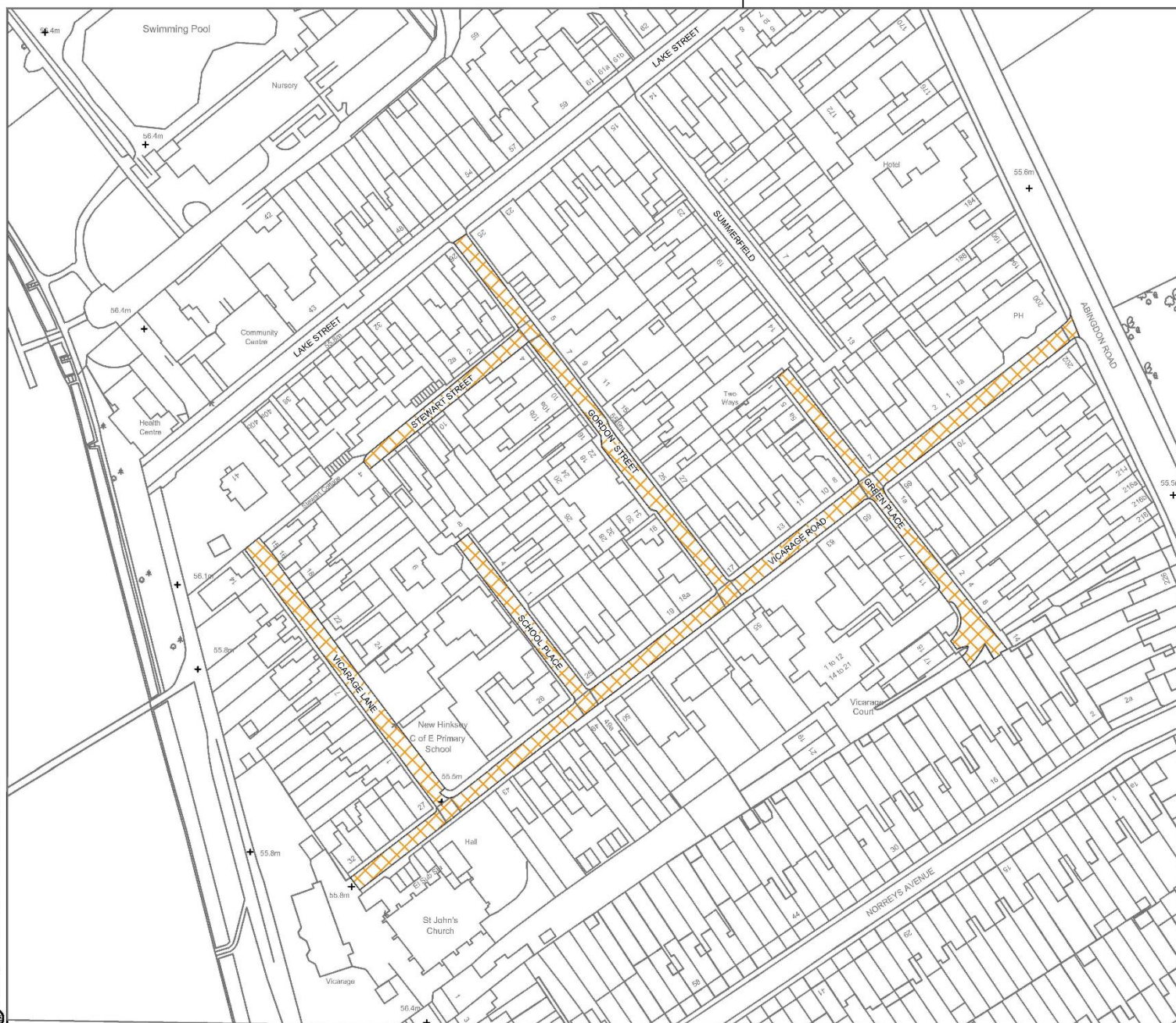


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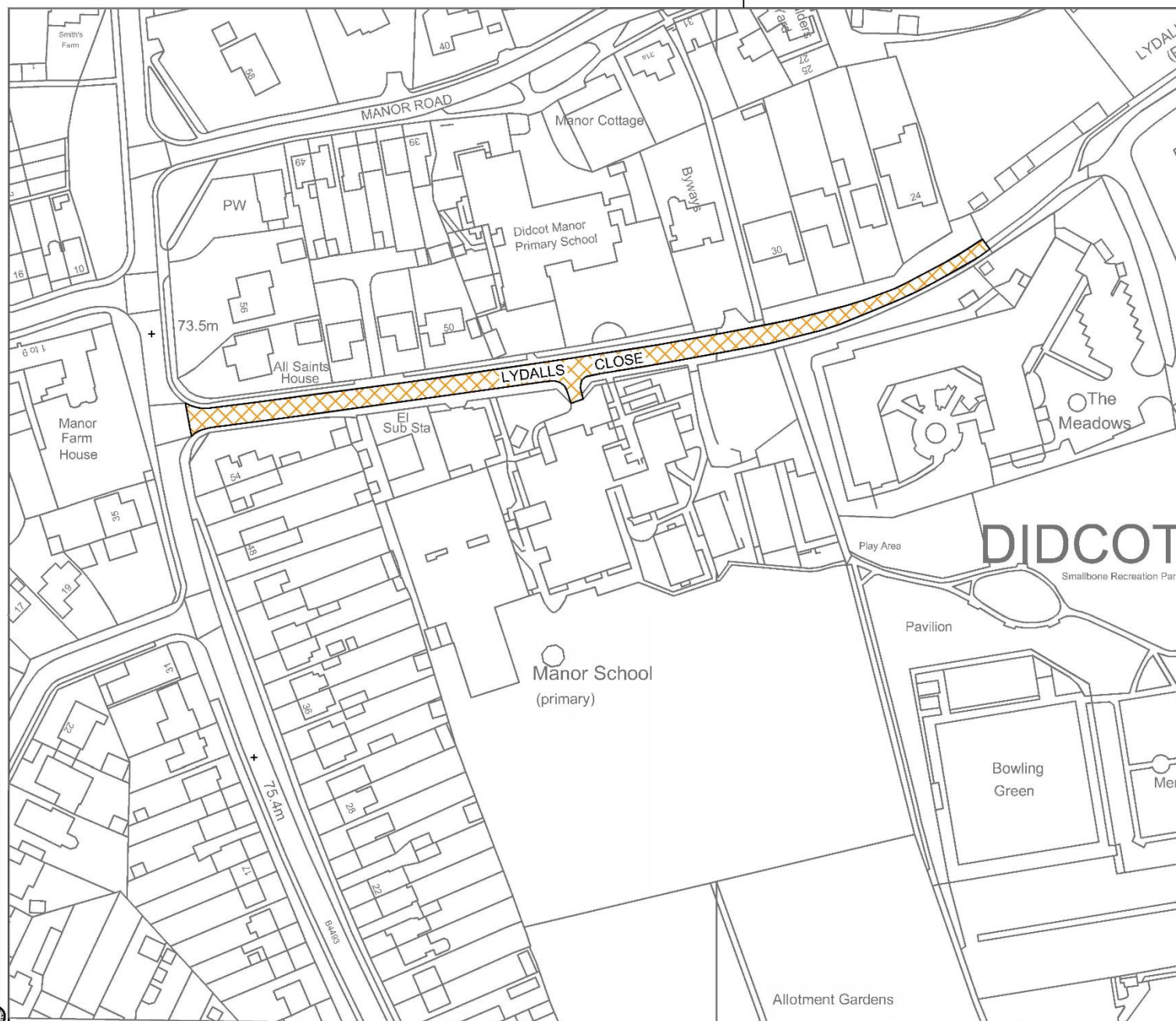


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Project title <b>ANPR School Street Enforcement</b> <b>New Hinksey C of E School</b>										
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Divisions affected: *University Parks*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **OXFORD: MARKET STREET – EXPERIMENTAL PEDESTRIAN & PEDAL CYCLE ZONE (**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the changes to parking and loading on Market Street in Oxford city centre (using an ETRO) to facilitate the introduction of an experimental pedestrian and cycle zone. This will allow operational and public realm enhancements to Market Street.

#### **Executive Summary**

1. This report sets out the proposal to introduce changes to parking and loading on Market Street in Oxford city centre under an Experimental Traffic Regulation Order (ETRO). The proposals will include the introduction of a pedestrian and cycle zone with the retention of (a reduced number of) loading bays for the Covered Market and other businesses in the vicinity. A plan summarising the proposals is at **Annex 1**.
2. The changes are being proposed because the city council is seeking to support the Covered Market by transforming Market Street into a pedestrian friendly zone, with the aim being to improve footfall to the market and trial changes ahead of the wider permanent regeneration and refurbishment works to the Covered Market.
3. The trial will help create a more inclusive and welcoming public 'dwell' space with improved surfacing, wider footways, cycle racks and the addition of outdoor seating and planting. It will also highlight the northern entrances to the Covered Market and provide valuable learning on traffic measures to be considered when planning for permanent changes in the future.
4. Feedback from a period of stakeholder engagement in August to October 2023 fed into the design process for the scheme. This engagement involved councillors, council officers, a range of transport and civic stakeholders, Covered Market traders, Market Street frontagers and the city council's Inclusive Transport & Movement Focus Group.

## Financial implications

5. The current city council budget estimate for the introduction of the changes to Market Street, if the ETRO is approved, is £353,686. This covers construction costs including contingency (physical works to the street to include changes to road layout, signage, surfacing and introduction of new street furniture and planting), design team, legal fees, surveys and city officer costs. This would be fully funded as follows:
  - £100k – city council held S106 developer funding,
  - £50k – Central Oxfordshire Movement and Place Framework (COMPF) funding,
  - £170k – Shared Prosperity Fund (city council),
  - £34k – Community Infrastructure Levy (city council).
6. COMPF is currently under development and will be a joint county and city council blueprint for public realm and transport transformations. The Market Street experimental scheme allows COMPF principles to be tested and learning from the scheme can be applied to other similar changes which might be proposed as part of COMPF.
7. Legal costs associated with the ETRO are also being paid for by the city council.
8. If elements of the scheme need to be amended during the ETRO period and/or the scheme is made permanent, additional funding will need to be found for this by the city council.

## Equalities implications

9. An Equalities Impact Assessment is at **Annex 2**. The proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
10. The Equalities Impact Assessment will be reviewed as the construction design is finalised and will be monitored as part of the six-month consultation at the start of the ETRO period.

## Legal implications

11. The scheme will be introduced using an Experimental Traffic Regulation Order (ETRO) in accordance with the powers and duties set out in the Road Traffic Regulation Act 1984. Some or all of the changes may be made permanent following the experimental phase, subject to the six-month consultation, and monitoring of the scheme's impacts.

12. Because the city council will deliver the improvements to Market Street if the use of an ETRO is approved, a S278 legal agreement will need to be entered into between the city council and the county council. Work on this is well advanced.

## **Sustainability implications**

13. The proposals would support Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

## **Informal pre-ETRO Consultation**

14. Consultation on the intention to use an ETRO to deliver the scheme was carried out with stakeholders between 23 January and 16 February 2024. An email was sent to statutory consultees & key stakeholders, including (but not exclusively) Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Councillors, the local County Councillors representing the University Parks & Jericho & Osney divisions, Oxford Preservation Trust, Oxford Colleges, local interest & advocacy groups, and local businesses.
15. Emails with information about the consultation were sent directly to nearby premises including on Market Street and within the Covered Market.
16. 41 responses were received via the online survey during the course of the consultation, comprising of: 30 in support, seven partially supporting, two objections, and two non-objections.
17. Additionally, a further nine emails were received.
18. Full details of the responses received during the informal consultation period have been made available to the Cabinet Member for Transport Management ahead of this meeting.

## **Consultation feedback and officer responses**

### Concerns about Loading Capacity/Displacement:

19. Transport surveys carried out during the development of the scheme design indicate that a reduction in the number of loading bays from 12 to 7 should provide sufficient capacity for legitimate loading. Illegal parking which reduces available spaces has been highlighted by stakeholders and confirmed by surveys during the scheme design development process as an

issue and Market Street is now subject to increased parking enforcement attention. Further transport surveys will be commissioned to review bay use and vehicle numbers during the trial.

Concerns about Lack of Parking Enforcement:

20. Parking Enforcement activity has recently been increased in the area in response to concerns raised by market traders and others and this will continue to be kept under review throughout the trial.

Concerns about Lack of Cycle Parking:

21. The scheme design includes seven new Sheffield type cycle stands at the western end of the scheme outside Boots – this provides space to park fourteen bicycles securely. Further cycle parking would of course be welcome, although it is very challenging to achieve this in Market Street given the physical constraints and the need to balance this with the requirements of all street users.
22. Further cycle parking will be considered as part of the main Covered Market Regeneration works. Also, the two councils are actively considering the possibility of providing additional cycle parking provision in Brasenose Lane, Ship Street and Cornmarket Street.

Preference for Full Closure to Vehicles or Restricted Loading Times:

23. The access exemptions proposed in the form of the pedestrian and cycle zone with loading only in marked bays etc are all considered necessary to meet the current requirements of the street.
24. Access to the Northgate Surgery entrance supports Blue Badge Holder visitors i.e. patients with mobility restrictions that cannot walk even a short distance. Also for taxis carrying Blue Badge Holder passengers.
25. It is proposed that loading is permitted in marked bays in the street to enable servicing for Covered Market traders and other local retailers and to avoid displacement of vehicles onto adjacent streets. The transport surveys carried out during the development of the scheme design established that loading capacity is currently required throughout the day, albeit that a reduced number of loading bays should provide sufficient capacity for legitimate loading.

Concerns about Mixing Pedestrians with Cyclists:

26. Footway widths in Market Street have been increased to a minimum of 1.8m and delineation between the footways and carriageway will be provided using a tactile paving strip and planters. This will help pedestrians with mobility and visual impairments to be able to understand when they are transitioning from footway to carriageway. This aspect of the design will also encourage cyclists to use the central carriageway rather than the footways. If the

scheme is made permanent, higher quality, visually appealing materials which still ensure clear delineation can be considered as this delineator strip, subject to funding being available.

27. Accident data suggests that pedestrian and cyclist collisions are rare, although it is appreciated that pedestrians can feel nervous around cyclists, especially if cycles are ridden inconsiderately/at speed. The design of the wider delineated footways will provide an area that pedestrians can move safely in and that cyclists are encouraged to avoid. Feedback will be actively encouraged from all users of the scheme once it is operational. Further changes to the design may need to be considered – if this is the case, this can be done during the trial.

*Various detailed design elements:*

28. A number of other detailed comments and suggestions (rather than explicit concerns) about various design elements were raised in some responses. For example detailed location and orientation of planter benches, how the transition from existing surfaces and the enhanced materials would be delivered, how vehicles will or will not stay within loading bays and not encroach on pedestrian space/public realm. These comments will be carefully considered by the design team as the construction details are finalised if the ETRO is approved.

## Next steps

29. If the recommendation is approved, officers will work with the city council project team to arrange implementation – currently planned for early April 2024.
30. Following scheme implementation, stakeholders and members of the public will then have a minimum six-month statutory consultation period to comment on the experiment. Within this period, the scheme can be modified to take account of any issues or alterations required.
31. Before the end of the 18-month period of the ETRO, a decision on whether to make some or all of the scheme permanent will be taken in light of responses to the statutory consultation, funding availability, and monitoring and evaluation of the scheme.

Bill Cotton  
Corporate Director for Environment and Place

Annexes

Annex 1: Plan showing proposed changes.  
Annex 2: Equalities Impact Assessment

Contact Officers: Craig Rossington  
(Technical Lead - Transport Planning Central)

March 2024

Drawing No.

KEY

**PROPOSED PEDESTRIAN & CYCLE ZONE**  
Operational at all times, no loading permitted except in signed bays.

- Exempt vehicles include:
- blue badge holders
  - taxi and private hire vehicles
  - for loading in signed bays
  - for access to off-street premises

**EXISTING PEDESTRIAN ZONE**  
No vehicles - between 10am - 6pm

**MARKED LOADING BAYS**  
Max stay 1 hour, no return within 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**

Owen Jenkins  
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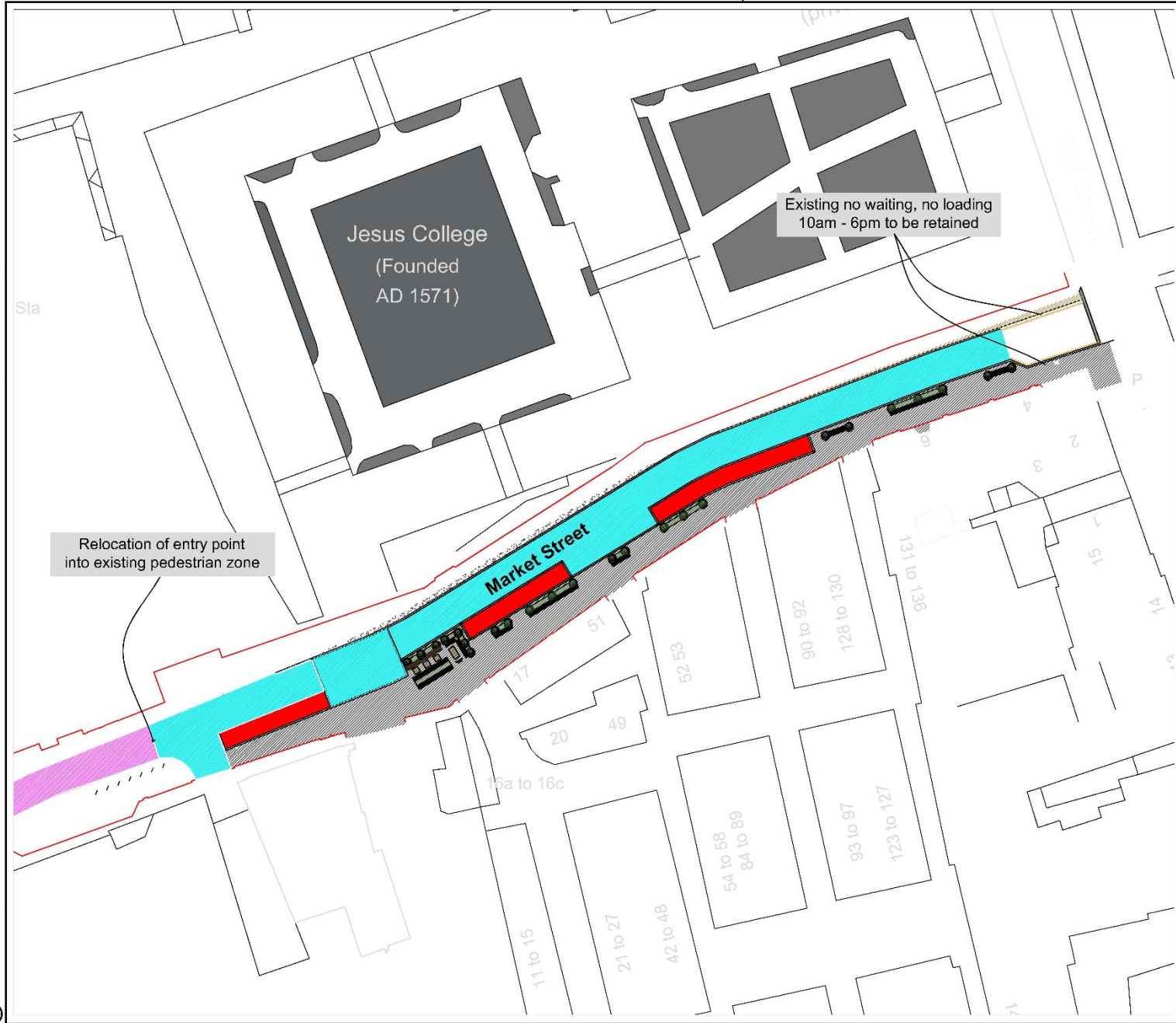
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**Market Street, Oxford  
Public Realm Improvement Scheme**

Drawing title  
**Proposed pedestrian and cycle zone  
Consultation drawing**

Drawing Status			
Consultation			
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Oxfordshire Project No. & File Ref  
**E0005/2024/01**

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# **Oxfordshire County Council**

## **Equalities Impact Assessment**

**Market Street, Oxford – temporary public realm enhancement. Introduction of a pedestrian and cycle zone using an experimental traffic regulation order (ETRO)**

February 2024

Contents

[Section 1: Summary details](#) .....10

[Section 2: Detail of proposal](#).....11

[Section 3: Impact Assessment - Protected Characteristics](#) .....13

[Section 3: Impact Assessment - Additional Community Impacts](#).....18

[Section 3: Impact Assessment - Additional Wider Impacts](#).....19

[Section 4: Review](#) .....21

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	<p>A proposal to introduce a pedestrian and cycle zone in Market Street, Oxford with accompanying enhancement so street furniture, footway/carriageway surfaces and planting which, if approved, will initially be introduced as an experiment.</p> <p>Should the experiment be approved, this Equality Impact Assessment (EIA) will be updated as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.</p>
<b>Is this a new or existing function or policy?</b>	The enhancements to Market Street is a new scheme. Improving conditions for walkers and cyclists at the same time as delivering efficient movement of goods and services in Oxford city centre aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan. The proposal also supports Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	<p>The proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>The pedestrian and cycle zone will reduce access for motor vehicles. However, Blue badge holders as well as taxis and private hire vehicles are proposed to be exempt vehicles in the pedestrian and cycle zone and as such will still be able to access the street. This will allow access to the Covered Market and other frontages including the GP surgery recently opened in the redeveloped Northgate House.</p> <p>The enhancement of the street will see the removal of level differences between the footway and the carriageway. This will help those with mobility and visual impairments – removing a trip hazard. A tactile paving strip on the footway where it is adjacent to the carriageway surfacing will help blind and partially sighted pedestrians to know when they are entering/leaving space where there will be moving vehicles. The nature of the street design should mean that any moving vehicles will be doing so very slowly. The number of vehicles using the street is expected to be reduced compared to the current situation.</p>
<b>Completed By</b>	Craig Rossington

<b>Authorised By</b>	
<b>Date of Assessment</b>	29 February 2024

## Section 2: Detail of proposal

<b>Context / Background</b>  Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	<p>Improving conditions for walkers and cyclists at the same time as delivering efficient movement of goods and services in Oxford city centre aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan. The proposal also supports Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>The scheme will be introduced using an Experimental Traffic Regulation Order. Some or all parts of the scheme may be made permanent following the experimental phase, subject to the six-month consultation, monitoring of the scheme's impacts and consideration of the effects of the Oxford trial traffic filters.</p> <p>The decision whether to approve the experiment will be made at a Cabinet Member Decisions meeting in March 2024.</p>
<b>Proposals</b>  Explain the detail of the proposals, including why this has been decided as the best course of action.	<p>The scheme will provide a pedestrian and cycle zone in Market Street in Oxford city centre with exemptions for blue badge holders, taxis and private hire vehicles and for loading in bays and for accessing off street premises in the street. The zone will be accompanied by changes to street surfaces, and new street furniture and planting in order to make the street a more attractive place to visit and spend time in.</p> <p>The scheme will reduce the number of vehicles using the street for dropping off and picking up as well as parking and should make use by legitimate loading activity by premises in the Covered Market and other frontages more. The zone will make walking and cycling more attractive including for people with mobility and visual impairments.</p>
<b>Evidence / Intelligence</b>	<p>To inform the scheme design, preliminary engagement by city council officers with stakeholders took place from August to October in 2023. This involved emailing and providing online engagement sessions for councillors at Oxfordshire County and</p>

<p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Oxford City Councils, county and city officers, bus operators, emergency services, Oxford Preservation Trust, Historic England, University of Oxford Colleges, delivery companies, local interest and advocacy groups and local businesses.</p> <p>Feedback received during the preliminary engagement stage of the project primarily included some concerns about loading capacity/displacement, and lack of cycle parking. The design of the scheme was adjusted accordingly.</p> <p>Plans were presented at the Oxford City Council Inclusive Transport &amp; Movement Focus Group on 20th September 2023, followed by a site visit with representatives of Unlimited Oxfordshire on 10<sup>th</sup> October 2023 and with MyVision Oxfordshire, 23<sup>rd</sup> January 2024. Following these visits, upgrades to the accessible toilet have been delivered and the proposed approach to the use of tactile hazard paving to delineate the footway from carriageway areas was confirmed as acceptable.</p> <p>During the informal consultation about the ETRO in January and February 2024, a total of 50 responses were received. Feedback received primarily included concerns about the impact on loading activity, the adequacy of parking enforcement activity, the lack of cycle parking, the limited impact on vehicular activity of the scheme and the negative effects of mixing cyclists with pedestrians. Officer responses to these concerns are set out in the Cabinet Member Decision's report.</p> <p>As it is intended to introduce the scheme as an experiment, proposals will also be subject to a consultation as part of the Experimental Traffic Regulation Order process.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Full closure to vehicles for a core part of the day was considered in order to improve the quality of the street for pedestrians and cyclists and the businesses situated there. However, for the time being at least this was felt to impact too negatively on legitimate access to the street for frontagers/businesses e.g. Covered market and the GP Surgery. The full-time pedestrian and cycle zone will limit access to the street but allow legitimate users to reach their destination.</p> <p>The scheme, if approved, will be implemented as an experiment so the impacts can be monitored and changes to the scheme can be made if necessary.</p>

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their age.</p> <p>Reducing vehicle volumes will make the street more attractive to visit for older people who may be more easily intimidated/affected by moving vehicles.</p> <p>Removing level difference between footway and carriageway will reduce likelihood of tripping but could prevent visually impaired people from knowing when they are in live carriageway</p>	<p>Blue badge holders can be driven to the GP surgery to access care.</p> <p>A tactile strip along the edge of the footway will allow visually impaired people to know when entering the carriageway</p>	OCC/city council Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved



<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their disability.</p> <p>Reducing vehicle volumes will make the street more attractive to visit for people with visual impairments who may be more easily intimidated/affected by moving vehicles.</p> <p>Removing level difference between footway and carriageway will reduce likelihood of tripping but could prevent visually impaired people from knowing when they are in live carriageway.</p>	A tactile strip along the edge of the footway will allow visually impaired people to know when entering the carriageway	OCC/city council Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and parents with infants/young children are unlikely to be disproportionately impacted by the scheme.</p> <p>These groups should find that the reduced volumes of motor vehicles in the street will make visiting and spending time there a safer and more attractive experience.</p>	No actions/mitigations needed.	OCC/city council Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their race.	Not applicable	Not applicable.	Not applicable.
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sex.	Not applicable	Not applicable.	Not applicable.
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sexual orientation.	Not applicable	Not applicable.	Not applicable.

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their religion or belief.	Not applicable	Not applicable	Not applicable
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### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who live in rural areas are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable	Not applicable
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Armed forces are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Carers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who live in areas of deprivation are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable	Not applicable

### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Council staff are unlikely to be disproportionately impacted by the scheme.</p> <p>The street will be more attractive for spending time in during breaks from work in city centre office buildings</p>	Not applicable	Not applicable	Not applicable
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other council services are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OCC providers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Social Value<sup>1</sup></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Whilst the car parking bay will be lost, the number of spaces affected is small, and the bus lanes will provide wider	Not applicable.	Not applicable	Not applicable

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area



## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	If the proposals if approved, this Equality Impact Assessment will be updated as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
<b>Person Responsible for Review</b>	<b>OCC Project Team</b>
<b>Authorised By</b>	



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Divisions affected: Bicester North, Bicester West, Bicester Town

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **BICESTER: VARIOUS LOCATIONS – PROPOSED AMENDMENTS TO PARKING & WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following:
  - a) the introduction of new & amendment of existing 'No Waiting at Any Time' (double yellow lines) parking prohibitions on the following roads: Beckdale Close, Wansbeck Drive, Brashfield Road, Bunyan Road, Wordsworth Close, Bucknell Road, Hudson Street, Cemetery Road, Arkwright Road, Churchill Road, Cranesbill Drive, Graham Road, Medina Gardens, Tay Gardens, Victoria Road, and Victoria Court as advertised,
  - b) proceed with amended 'No Waiting at Any Time' (double yellow lines) parking prohibitions on Browning Drive, and
  - c) not proceed with the proposed 'No Waiting at Any Time' (double yellow lines) parking prohibitions for Kipling Close.

#### **Executive Summary**

2. This report presents responses received to a statutory consultation on proposals to introduce new, and amend existing 'No Waiting at Any Time' (double yellow lines) restrictions in some residential streets within the Bure Park & Bucknell Road areas of Bicester, as shown in **Annexes 1 to 12**.
3. The proposals have been put forward as a result of concerns being raised over dangerous and inappropriate parking within Bicester. As a result further restrictions that prohibit parking at any time (double yellow lines) in some residential streets within the Bure Park & Bucknell Road areas were considered a suitable approach.
4. The proposals seek to address road safety problems and the obstruction of traffic, particularly where parking currently is too close to junctions or bends,

and thereby not in accordance with the Highway Code. Also, at such locations where parked cars obstruct safe access to or egress from off-road parking places, and therefore improving the passage of traffic, as well as improving safety for more vulnerable road users in the area.

5. In addition, the proposals incorporated the addition of additional parking spaces for approximately 6 to 7 resident permit holders in Victoria Road and Victoria Court through the removal of existing yellow lines, and the extension of existing marked parking bays.

## **Financial Implications**

6. Funding for consultation on the proposals has been provided from the County Council's Priority Fund with implementation from an OCC budget.

## **Equality and Inclusion Implications**

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
8. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

## **Sustainability Implications**

9. The proposals would help ensure that danger is minimised whilst facilitating the effective and safe passage of traffic, and the provision & consideration of appropriate on-street parking facilities for local residents.

## **Formal Consultation**

10. Formal consultation was carried out between 28 September and 27 October 2023. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, local District Cllr's, and the local County Councillors representing the Bicester North, Bicester West, and Bicester Town divisions.
11. A letter was sent directly to approx. 525 properties in the area, and street notices were also placed on site adjacent to the proposed changes.

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

<b>Proposal</b>	<b>Support</b>	<b>Concerns</b>	<b>Object</b>	<b>No objection / opinion</b>	<b>Total</b>
Beckdale Close	18	7	10	84	119
Brashfield Road	16	6	10	87	119
Browning Drive	15	7	41	56	119
Bucknell Road	25	8	15	71	119
Cemetery Road	10	7	10	92	119
Churchill Road	23	9	13	74	119
Cranesbill Road	17	5	21	76	119
Graham Road	15	6	10	88	119
Medina Gardens	14	10	9	86	119
Tay Gardens	15	5	8	91	119
Victoria Road / Victoria Court	21	6	12	80	119
Wansbeck Drive	16	10	8	85	119
Wordsworth Close	13	7	17	82	119

13. Additionally, a further 16 emails were received from local residents, comprising of five objections, seven raising concerns, three in support & one non-objection. Thames Valley Police also submitted a non-objection.

14. The responses are shown at **Annex 13** and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

15. Thames Valley Police expressed no objections to the proposed amendments.

16. In response to the more generic objection listed below, the measures are being introduced on safety grounds, and all measures will be monitored after introduction.

17. Permit holder parking may be considered at a later time, when resources permit.

Cranesbill Drive:

18. This proposal was initiated by another councillor after numerous representations from residents opposite who claim to have difficulty accessing or leaving their driveways. There are clearly divided opinions about the introduction of the proposed measures on those grounds and it does appear that another resident on that side does not support the proposal. However, various concerns have been raised by other residents on safety grounds.
19. It is true that to date double yellows have generally not been used to moderate parking in Bure Park and given the strength of feeling it may be appropriate to defer and monitor, notwithstanding the support/concerns expressed by several correspondents. We do have the option of informal markings which may be less contentious.

Churchill Drive:

20. Shortening the extent of the lines would risk pushing problem parking closer to the narrowing near the Boston Road junction, which would potentially create an even more serious safety problem than currently exists. As it is, nose-to-tail parking on the north side of Churchill Road is affecting traffic flows and often leads to opposing drivers racing one another to pass the parked vehicles. Where cars are parked the road is not wide enough for two vehicles to pass one another safely and the number of parked cars has increased significantly since the recent opening of college facilities on the south side.
21. The proposed lines are on both sides to prevent people simply parking on the other side. We acknowledge the possibility of displacement of parking into adjacent roads and this will need to be monitored with a view to considering further restrictions (possibly permit-holder parking) in due course.

Bucknell Road:

22. The proposals are designed as a minimal measure to improve safety at busy times ie principally during school drop-off and pick-up times when currently northbound traffic is forced onto the wrong side of the road to pass a long stretch of uninterrupted parking, with no refuge to pull into when faced with oncoming vehicles.
23. There are also measures to prevent unsafe parking at the junction with Hudson Street. Any further change to the restrictions would be subject to a safety review and local consultation in the first instance.
24. The proposals should not affect any residential on-street parking. Whilst still providing enough on-street parking to provide an element of traffic calming. (This stretch of road will likely be reduced to 20mph as part of the Bicester speed limit review).

Graham Road:

25. The problem being addressed here is that of parking on the north side on the bend and the approaches to it, which is more of a hazard than the DPPP close to the inside of the bend. Traffic speeds are already very low and in any case the road will be reduced to 20mph as part of the Bicester speed limit review.

Victoria Road:

26. The removal of the short section of double yellow lines outside Bath Terrace is considered acceptable as drivers do behave in a give-and-take fashion from either end of the parking bays and the short gap is in any case barely long enough to act as a refuge for a medium-sized car. Given the pressure on residents' parking it has been proposed that removal of the lines serves a more useful purpose as it will provide much-needed additional parking.
27. The proposed double yellow lines on Victoria Road are on one side only and are effectively to emphasise the fact that it is only practicable to have parking on one side of the road, whatever the time of day, as road widths are insufficient for parking on both sides. Currently all parking is on the north-east and north-west sides of the road, including the Pay and Display area where vehicles often need to reverse across the road to exit the parking space. Double yellows still provide for short-term loading/unloading.

Wordsworth Close:

28. The proposals have been designed to keep all vehicles well away from the junction of Wordsworth Close and Bunyan Drive. In addition we are adding double yellow lines to shorten the available parking in the layby opposite Kingsley Road which should make it impracticable for DPD drivers to continue to park there in an unsafe fashion.

Stoneburge Crescent:

29. The proposals are largely to improve safety at school run times and are considered to be a minimum measure. Parking on the single yellow line on the other side is a separate enforcement issue that will be raised with the parking team.

Cemetery Road:

30. Cemetery Road is so narrow at this point that unless any vehicle parked there is partly on the footway, access to the churchyard by maintenance or emergency vehicles would be obstructed. This would also make the location unsuitable for a permit parking scheme. The proposal is a continuation of the existing No waiting at any time restrictions in the preceding part of Cemetery Road.

Browning Drive:

31. The proposals for Browning Drive have been reviewed and the extents drastically reduced following previous representations to the local councillor at the beginning of the consultation period. A description of these alterations have been submitted for inclusion in the committee agenda. Residents' concerns about displacement are acknowledged but the resulting scheme is now purely focused on prevention of unsafe parking in the vicinity of the veterinary surgery, which often results in unsafe conditions for buses negotiating the Bunyan Drive/Browning Drive/Kingsley Road junction and obstructs sight lines for traffic leaving the surgery car park and users in both directions on Browning Drive itself. (It is acknowledged that the parking issues largely relate to the location of the veterinary practice but OCC has no influence in that regard.)
32. Only Browning Drive and Wordsworth Close are affected by veterinary practice parking. The other streets are far removed from that location.
33. The proposal is now entirely focused on improving safety in the vicinity of the veterinary surgery – any displaced parking will be reviewed from a safety and accessibility perspective.
34. In consultation with Cllr Sibley – following concerns raised by local residents – amendments are suggested to reduce the impact & extent of some of the restrictions as follows:
- on the south side to extend the restrictions south of its junction with Bunyan Road south-eastwards by approx. 39 metres, as opposed to extending for 96 metres as originally proposed,
  - on the north side to extend the restrictions from the access to No. 13, south-eastwards by approx. 26 metres, as opposed to the originally proposed 85 metres, and finally,
  - no longer introduce the proposed restrictions extending into Kipling Close.

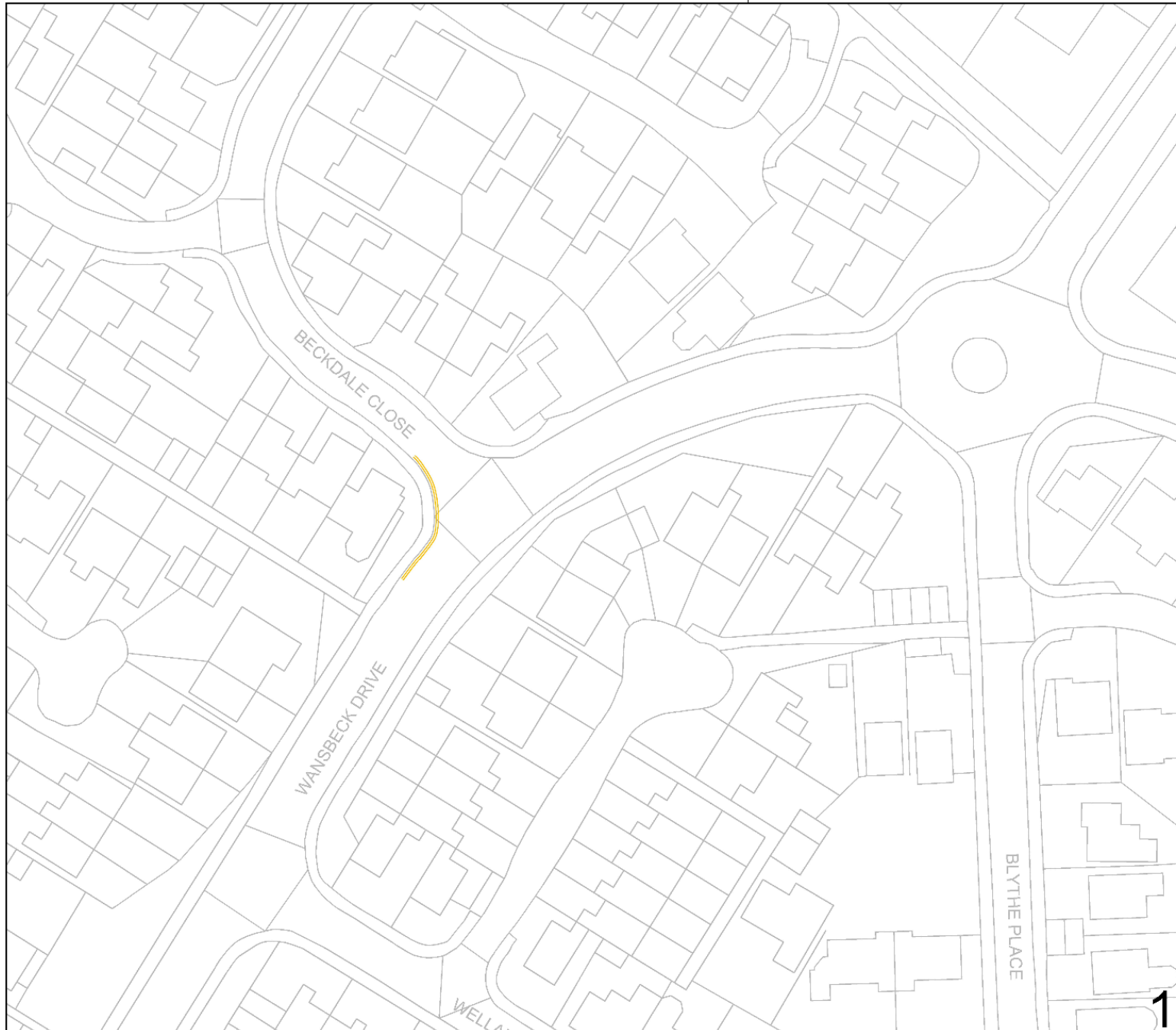
Bill Cotton  
Corporate Director, Environment and Place

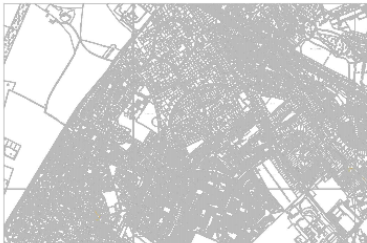

Annexes	Annex 1-12: Consultation plans Annex 13: Consultation responses
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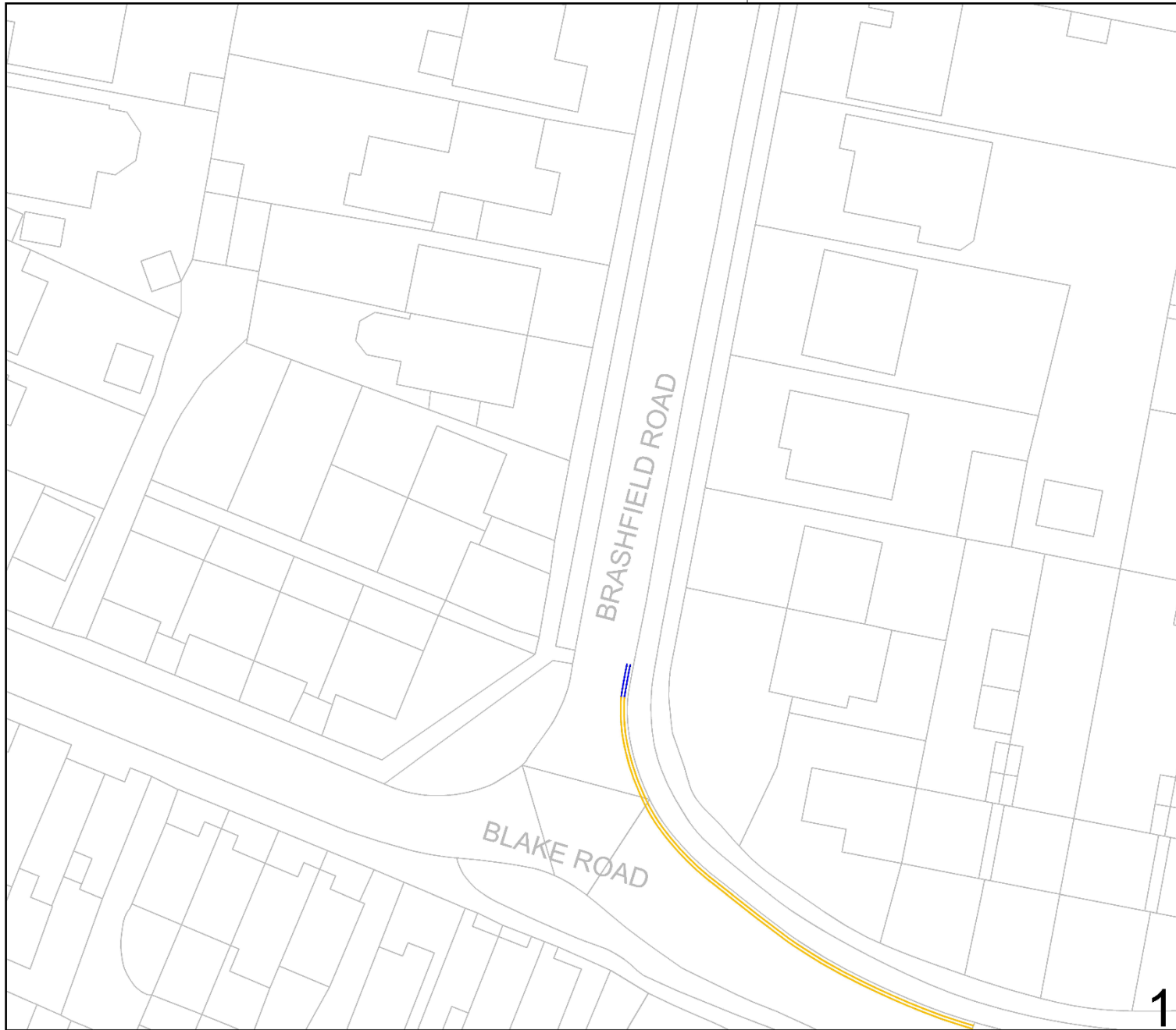
Contact Officers:	Dave Catling (Senior Officer - Traffic and Road Safety) Lee Turner (Team Leader – Traffic and Road Safety)
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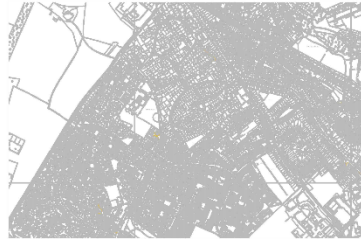

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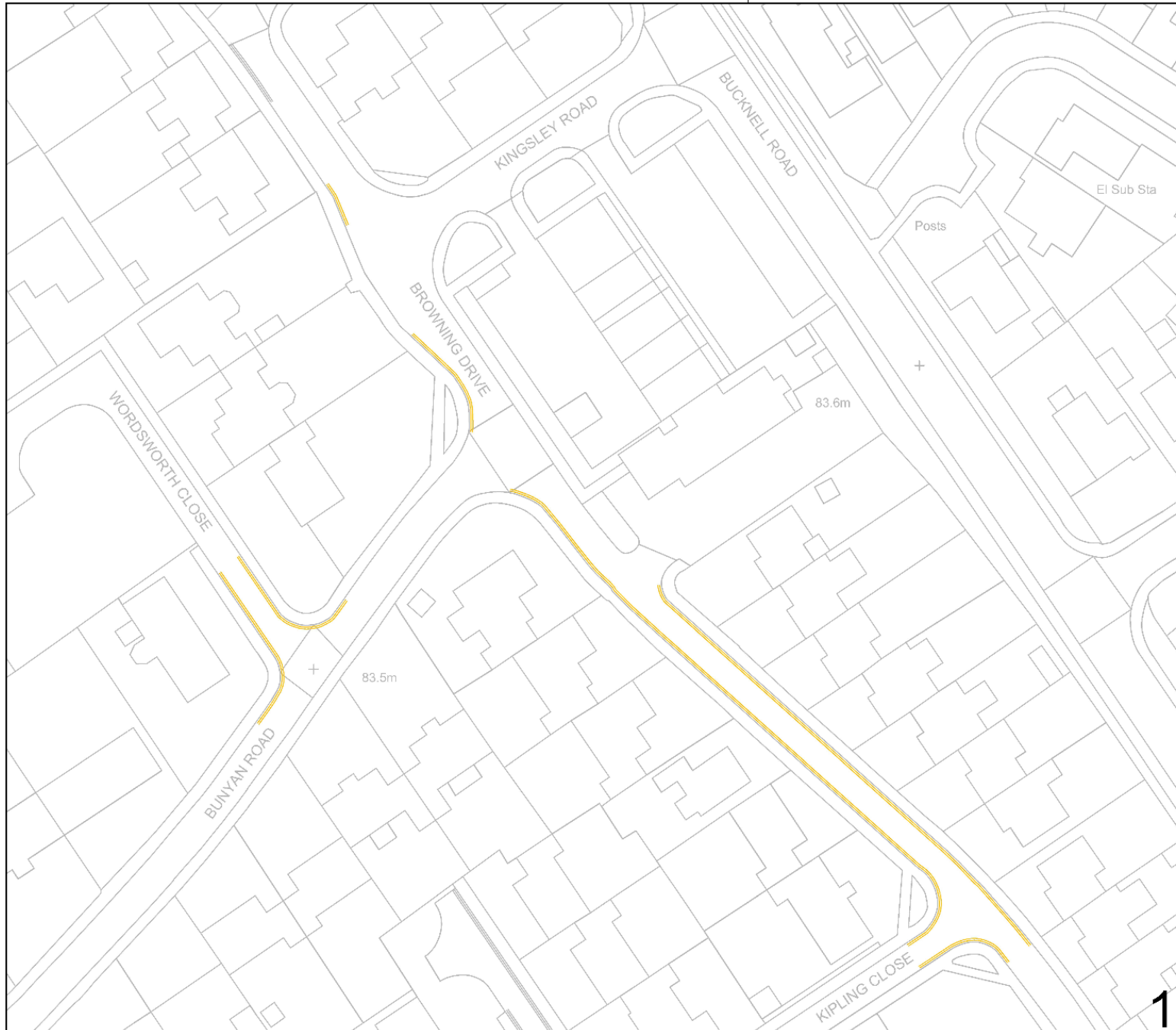


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 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins          Director of          Communities Operations          Oxfordshire County Council          County Hall          100, Abingdon Road          Oxford OX1 1HJ          Tel: 01865 311111</small>					
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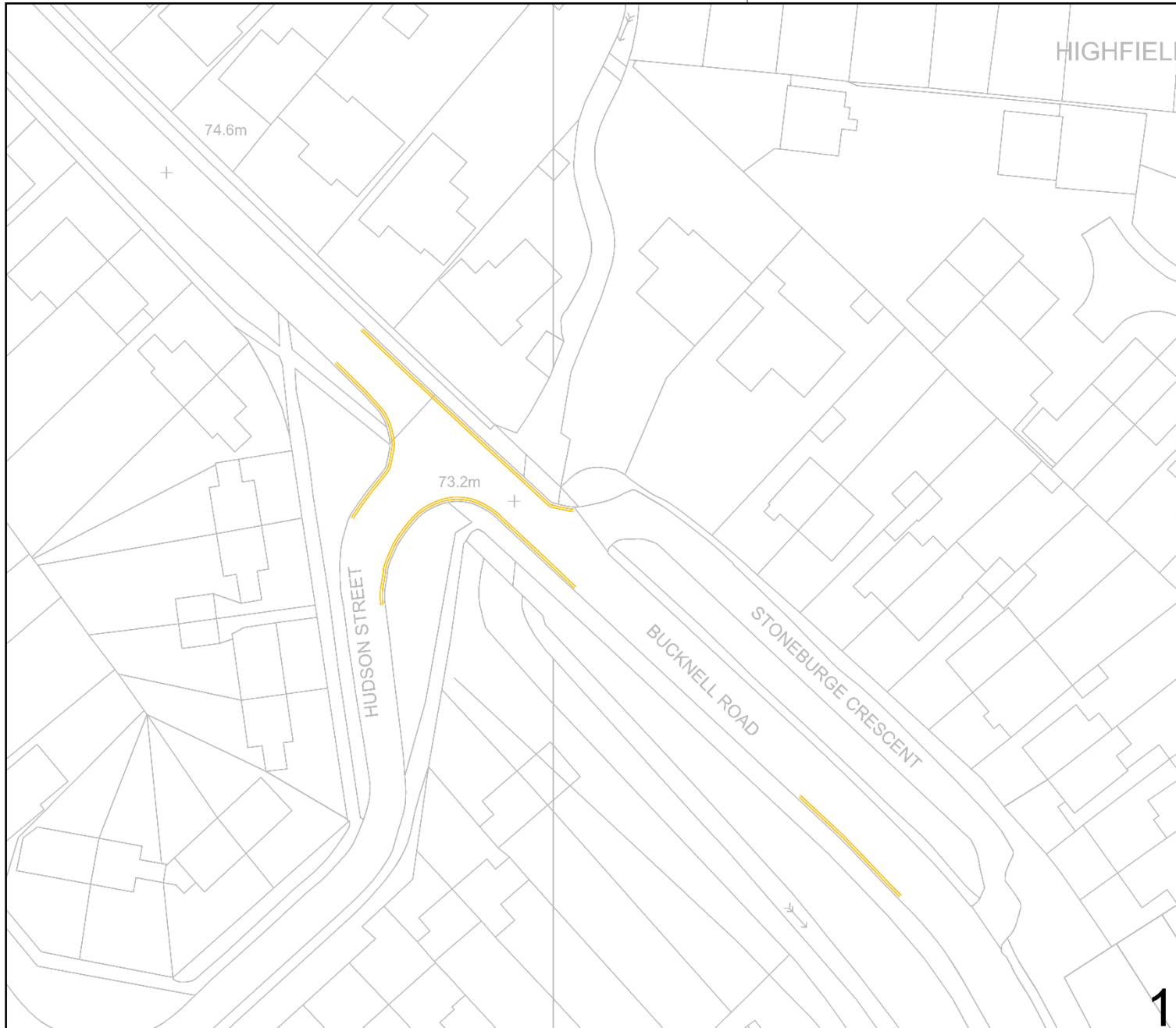



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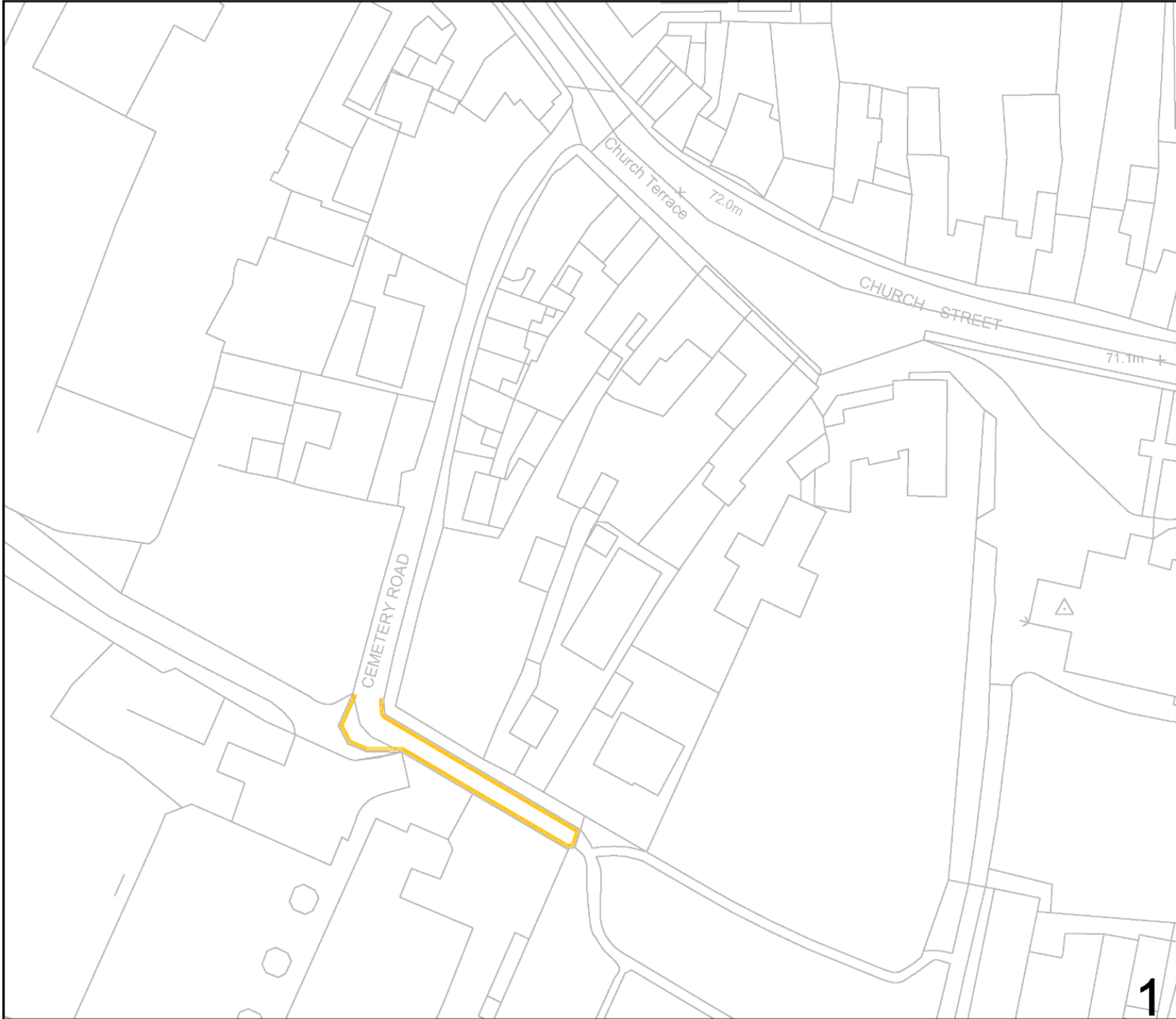


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<b>NOTES</b> 1. DO NOT SCALE FROM THIS DRAWING. 2. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. 3. REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY. 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXXXX" AND STANDARD DRAWINGS "XXXXXXXXXX".					
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<b>LOCATION PLAN</b> NTS					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div> <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111</small></div>					
Project title <b>Proposed Double Yellows</b>					
Drawing title <b>Bucknell road Proposed Double Yellows</b>					
Drawing Status <b>Consultation</b>					
Scale @ A3 <b>NTS</b>	Drawn by <b>GG</b> Date drawn <b>XXXXXXXXXX</b>	Checked by <b>DC</b> Date checked <b>XXXXXXXXXX</b>	Approved by <b>XXXXXXXXXX</b> Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	





Drawing No.

Revision

NOTES

1 DO NOT SCALE FROM THIS DRAWING

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3 REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY

4 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXX" AND STANDARD DRAWINGS "000000000"

KEY

Proposed Double Yellows

LOCATION PLAN

NTS

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OXFORDSHIRE  
COUNTY COUNCIL

Owen Jenkins

Director of

Communities Operations

Oxfordshire County Council

County Hall

New Road

Oxford

OX1 1NE

Tel: 01865 310 1111

Project title

Proposed Double Yellows

Drawing title

Cemetery Road Proposed Double Yellows

Drawing Status

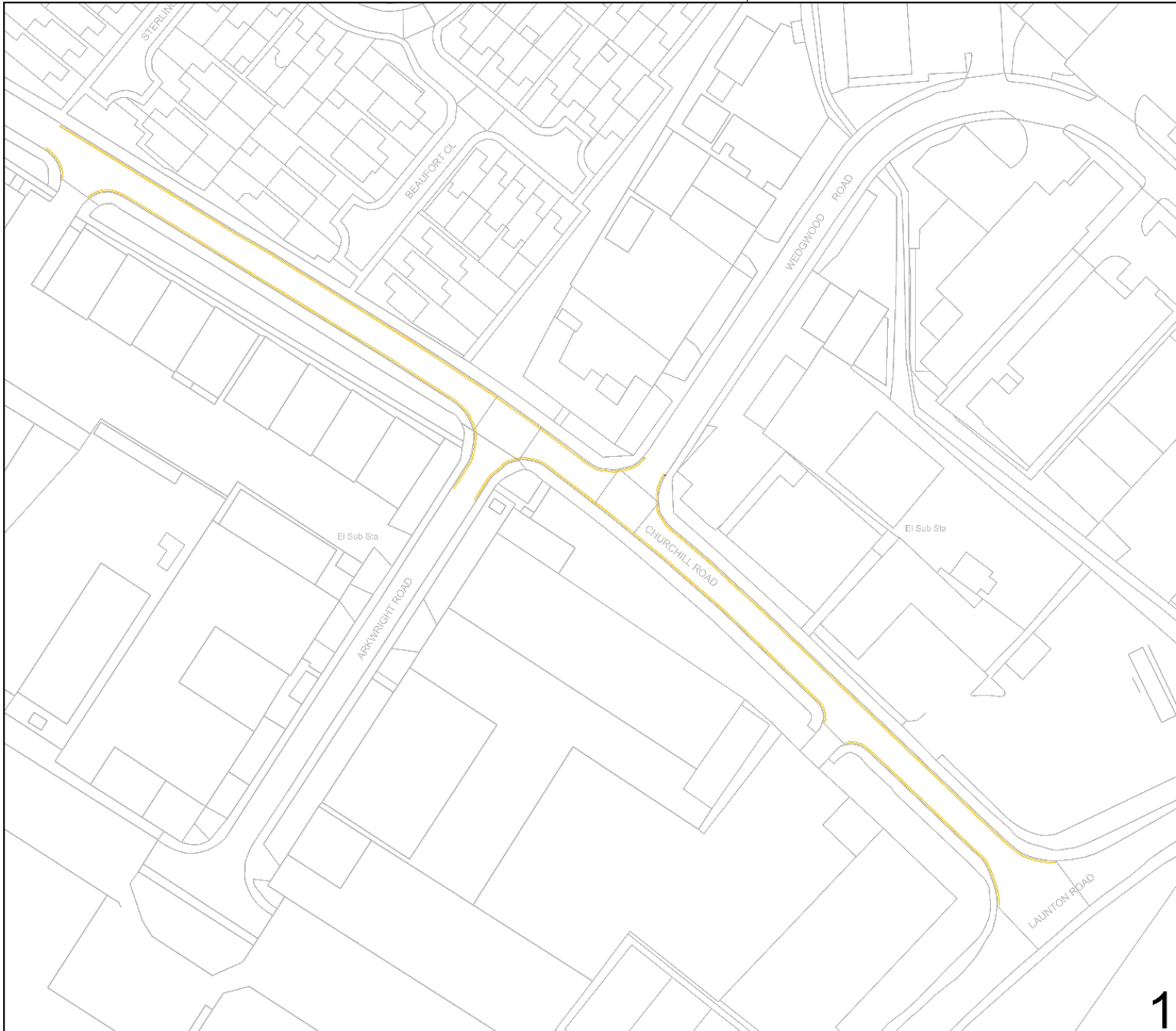
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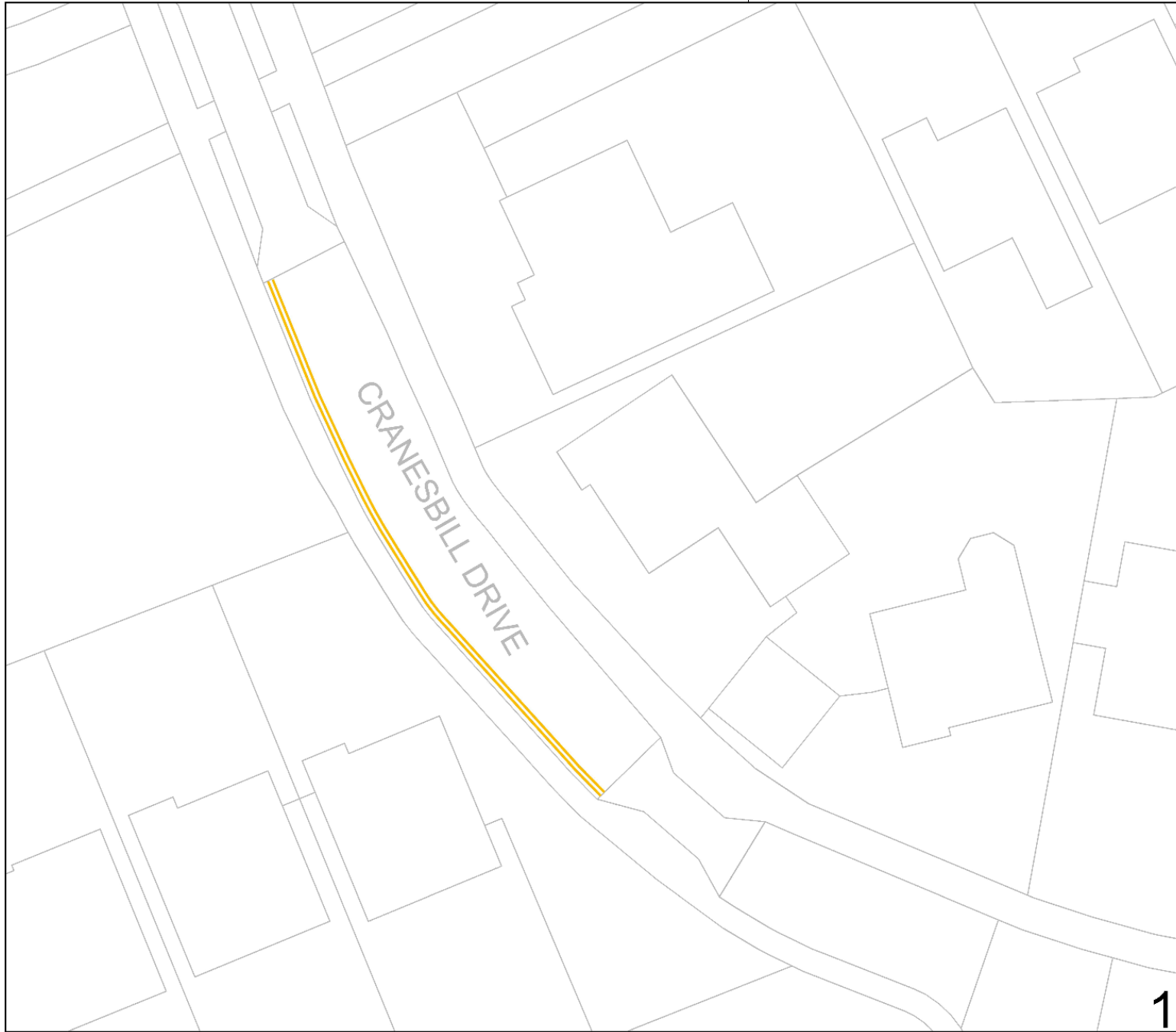
Oxfordshire Project No. & File Ref

Drawing No.

Revision




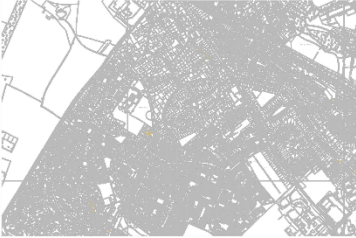

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Project title					
<b>Proposed Double Yellows</b>					
Drawing title					
<b>Churchill Road Proposed Double Yellows</b>					
Drawing Status					
<b>Consultation</b>					
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NTS	GG	DC	XXXXXXX		
	Date drawn	Date checked	Date approved		
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Oxfordshire Project No. & File Ref					
Drawing No.					Revision



Drawing No.		Revision	
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<b>KEY</b>			
Proposed Double Yellows opposite No. 25-27			
<b>LOCATION PLAN</b> NTS			
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Rev.	Date	Purpose of revision	Drawn
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Drawing title <div style="text-align: center; padding: 5px;"><b>Cranesbill drive Close Proposed Double Yellows</b></div>			
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Drawing No.		Revision	

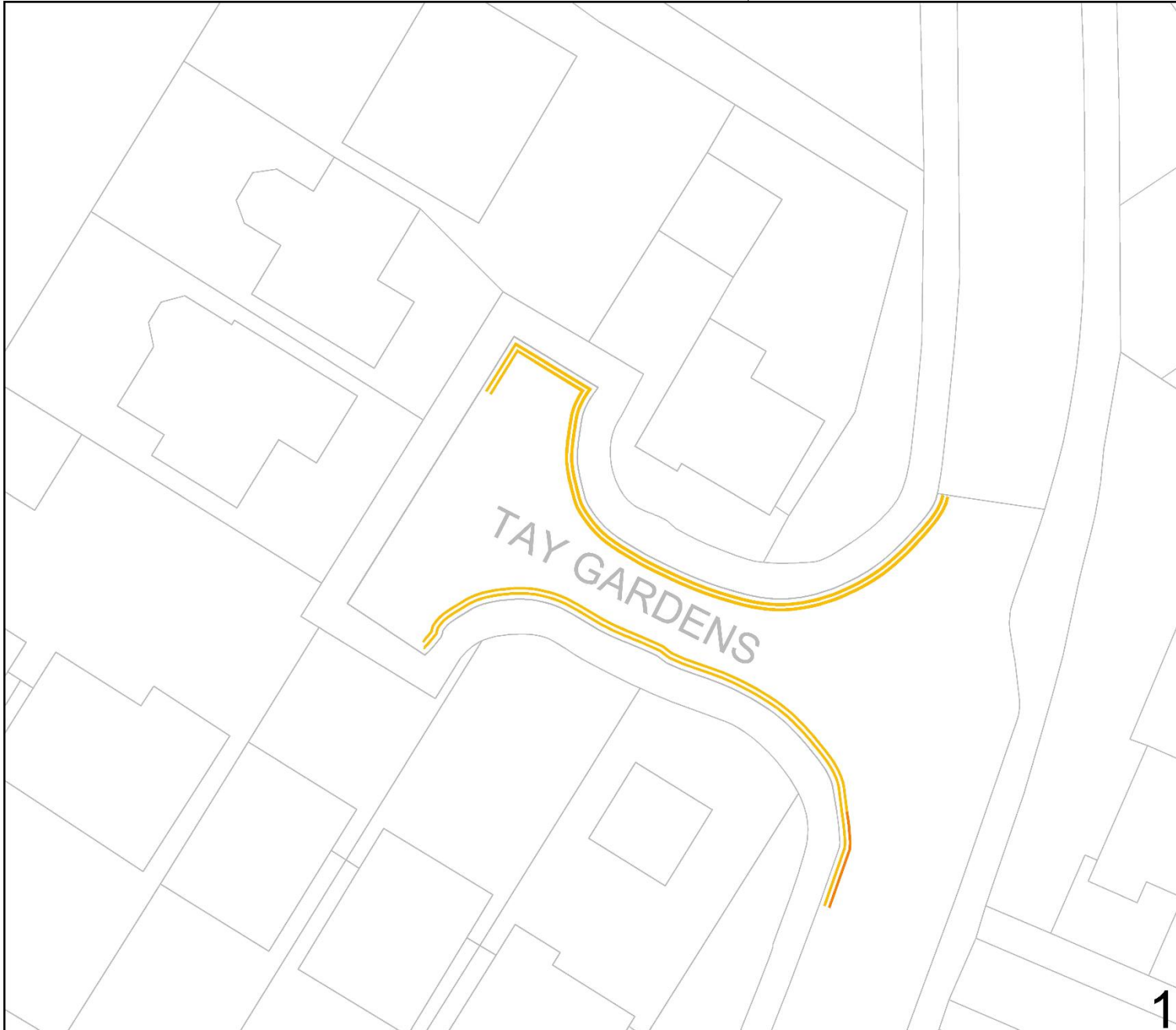



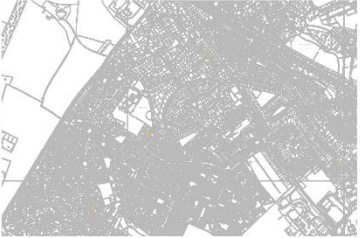



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LOCATION PLAN NTS					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111</small>					
Project title					
Proposed Double Yellows					
Drawing title					
Graham Road Proposed Double Yellows					
Drawing Status					
Consultation					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	GG	DC	XXXXXXX		
Date drawn	Date checked	Date approved			
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Oxfordshire Project No. & File Ref					
Drawing No.					
Revision					



Drawing No.		Revision	
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<b>KEY</b>			
- Proposed Double Yellows			
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Rev.	Date	Purpose of revision	Drawn
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<b>Project title</b>  <div style="text-align: center;"><b>Proposed Double Yellows</b></div>			
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Date drawn	Date checked	Date approved	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

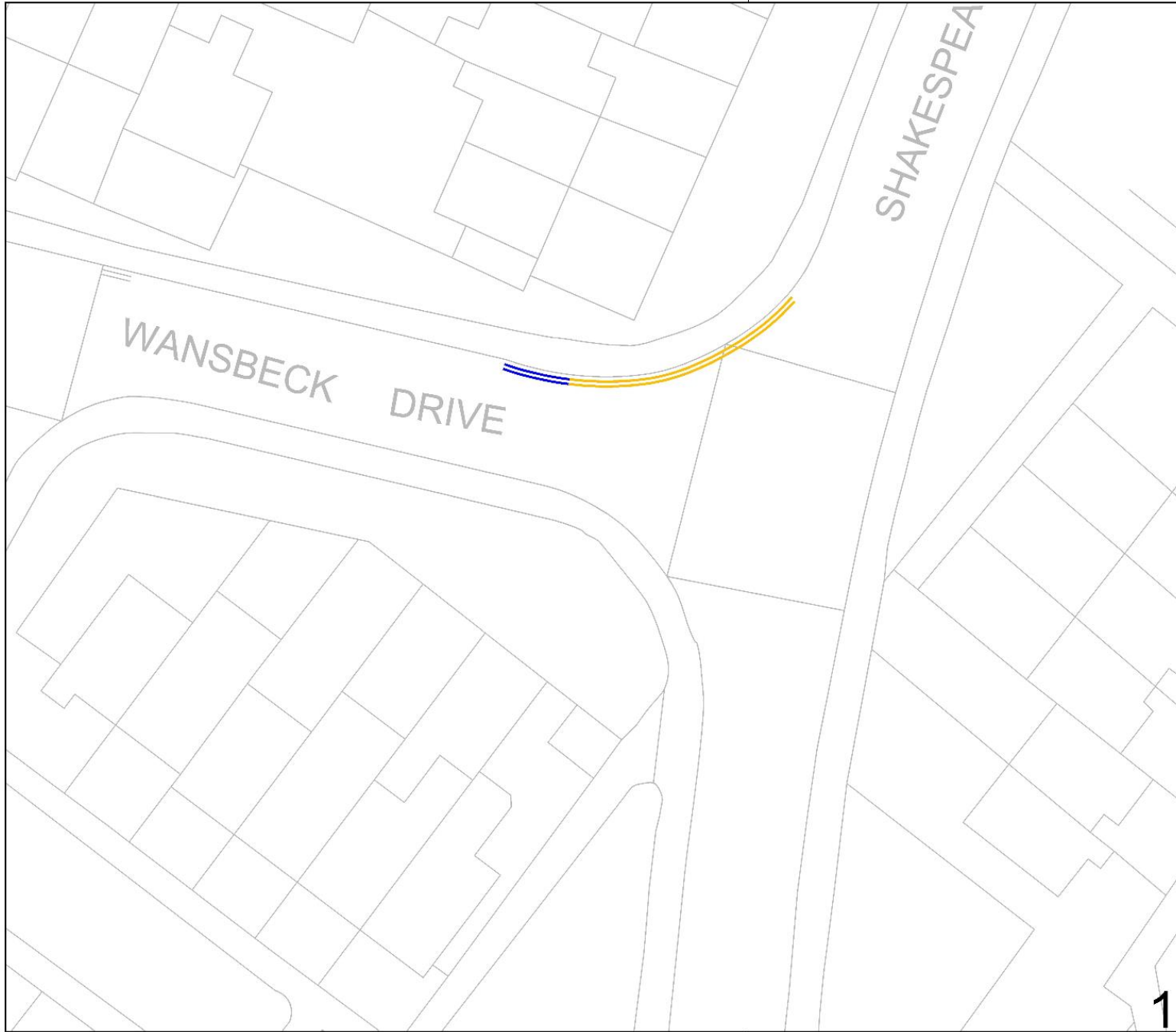


Drawing No.			Revision		
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Project title <b>Proposed Double Yellows</b>					
Drawing title <b>Tay Gardens Proposed Double Yellows</b>					
Drawing Status <b>Consultation</b>					
Scale @ A3 <b>NTS</b>	Drawn by <b>GG</b> Date drawn <b>XXXXXXXXXX</b>	Checked by <b>DC</b> Date checked <b>XXXXXXXXXX</b>	Approved by <b>XXXXXXXXXX</b> Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.			Revision		





Drawing No.		Revision			
<b>NOTES</b>					
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<b>KEY</b>					
• Proposed Double Yellows					
• Proposed 25 M Permit holder parking and 5m permit parking on Victoria Road					
• Removal of 9m of double Yellow on Victoria road Outside Bath Terrace					
<b>LOCATION PLAN</b> NTS					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall Nine Wood Oxford OX1 1HJ Tel: 01865 312 1111					
Project title					
<b>Proposed Double Yellows</b>					
Drawing title					
<b>Victoria Road Proposed Double Yellows</b>					
Drawing Status					
<b>Consultation</b>					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	GG	DC	XXXXXXX		
Date drawn	XXXXXXXXXX	Date checked	XXXXXXXXXX		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision



Drawing No.		Revision			
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<b>KEY</b>					
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<small>© Crown Copyright and Database rights 10023343 2017</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Date drawn	Date checked	Date approved			
<b>XXXXXXXXXX</b>	<b>XXXXXXXXXX</b>	<b>XXXXXXXXXX</b>			
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

RESPONDENT	COMMENTS ( <i>officer comments below in italics, are in the main replicated in the main body of the report above</i> )
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local Cllr, (Bicester)	<p>Cranesbill Drive – <b>Object</b></p> <p>I object, as I do not feel these parking restrictions are in the best interests of the residents or users of Cranesbill Drive. Those who need to park on Cranesbill Drive - such as visitors or tradesmen - will not vanish. They will just be forced to park further up, or on the inside of the bend. Narrowing the number of viable parking spaces on Cranesbill Drive will make problem parking more likely, not less. There is implicit encouragement to park on the inside of the bend, which obstructs the forward view of a driver or cyclist approaching from either direction. This location is part of the ward I serve as a district councillor. I have spoken with a number of residents in the immediate vicinity of the proposed restrictions, and others have contacted me by email. I am confident that the prevailing opinion of local residents is against this proposal. I hope that those processing the consultation responses will see that weight of opposition to the proposal, and recognize that those who live on Cranesbill Drive know it best of all.</p> <p><i>This proposal was initiated by another councillor after numerous representations from residents opposite who claim to have difficulty accessing or leaving their driveways. There are clearly divided opinions about the introduction of the proposed measures on those grounds and it does appear that another resident on that side does not support the proposal. However, various concerns have been raised by other residents on safety grounds. It is true that to date double yellows have generally not been used to moderate parking in Bure Park and given the strength of feeling it may be appropriate to defer and monitor, notwithstanding the support/concerns expressed by several correspondents. We do have the option of informal markings which may be less contentious.</i></p>
(3) Local resident, (Ambrosden, Ploughley)	<p>Beckdale Close – <b>Concerns</b>          Brashfield Road – <b>Concerns</b>          Browning Drive – <b>Concerns</b>          Bucknell Road – <b>Concerns</b>          Cemetery Road – <b>Concerns</b>          Churchill Road – <b>Concerns</b></p>

	<p>Cranesbill Road – <b>Concerns</b>  Graham Road – <b>Concerns</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Concerns</b>  Wansbeck Drive – <b>Concerns</b>  Wordsworth Close – <b>Concerns</b></p> <p>Because there is no reasonable costing long term parking for people who work in the town.</p>
<p>(4) Local resident,  (Bicester, Acon Crescent)</p>	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>When cars are poorly parked, it makes the roadways more hazardous for all users - drivers, cyclists and pedestrians, due to restricted visibility. Therefore I support all the proposals</p>
<p>(5) Local resident,  (Bicester, Beaufort Close)</p>	<p>Churchill Road – <b>Object</b></p> <p>I am objecting to the proposal to restrict parking on Churchill Road. I Live at 14 Beaufort Close, which is directly adjacent to Churchill Road. I understand that people parallel park along Churchill road during the day. This has been happening for many years without much disruption at all. However, on my road, there is a parking issue. Cars are parked on the road and as I live at the end of the road, I am often finding my driveway blocked by cars parking in the turning area at the end of the close because there is no more space. I have many pictures to back this up but I'm not</p>

	<p>sure they can be uploaded here. My concern is that if the restrictions come all the way up Churchill road, there will be nowhere for the cars to park, which usually park along the road during the day. The likelihood of them parking down the side roads like mine is very high, which will exacerbate the existing issue I have just mentioned. Therefore I would like you to consider the issue for the local residents residing in the adjacent streets where parking is only just manageable as it is. How about possibly reducing the length of the restriction along the road so it wouldn't come up as far as the residential houses? Thank you for taking the time to acknowledge my objection.</p> <p><i>Shortening the extent of the lines would risk pushing problem parking closer to the narrowing near the Boston Road junction, which would potentially create an even more serious safety problem than currently exists. As it is, nose-to-tail parking on the north side of Churchill Road is affecting traffic flows and often leads to opposing drivers racing one another to pass the parked vehicles. Where cars are parked the road is not wide enough for two vehicles to pass one another safely and the number of parked cars has increased significantly since the recent opening of college facilities on the south side. The proposed lines are on both sides to prevent people simply parking on the other side. We acknowledge the possibility of displacement of parking into adjacent roads and this will need to be monitored with a view to considering further restrictions (possibly permit-holder parking) in due course.</i></p>
(6) Local resident, (Bicester, Beckdale)	<p>Beckdale Close – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>People park completely blocking pavement on corner of Beckdale pushing pedestrians onto road on a junction</p>
(7) Local resident, (Bicester, Blythe Place)	<p>Beckdale Close – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Wansbeck Drive – <b>Support</b></p>



	<p>The way people park in these areas is of concern. No notice is taken of the highway code where you should not park close to junctions. People seem not to care when parking that they are restricting the view of other road users.</p>
<p>(8) Local resident, (Bicester, Brashfield Road)</p>	<p><b>Brashfield Road – Support</b></p> <p>I live on the corner at 31 Brashfield road Blake road , its great that the Double yellow line are being extended on east side , my only concern is that this should also be on the west side of this corner, the vehicle approaching from Blake road cannot see whats coming down Brashfield road , the vehicle on Blake road have committed them selves so have no option but to continue , this has resulted in accidents and near misses which is a concern and a large number of school children use this route to walk to school ,</p>
<p>(9) Local resident, (Bicester, Browning Drive)</p>	<p><b>Browning Drive – Object</b> <b>Wordsworth Close – Object</b></p> <p>I am a resident of Browning Drive. The double yellow line proposal along Browning Drive is an unnecessary and frankly ridiculous proposal. Why is it fair that one business (Harts Vet's) and the idiotic parking of the some of their customers is going to cause so much misery to so many homeowners?! Surely the restrictions should be aimed at Harts vets and not the residents. The parking caused by customers at the Vets is temporary, 30mins or less - the parking restrictions will be PERMANENT.</p> <p>Nearly all residents in Browning Drive are able to park their cars on their own driveways, and they do. If you drive along Browning drive in the evening (after Hart's Vets is closed) the road is completely clear of any vehicles. The parking restrictions will mean that visitors/Contractors/Carers/Nurses/cleaners who regularly visit residents AND have to park outside on the road - will no longer be able to park legally. The parking restrictions are so vast, that my parents for example, will now need to travel further down Browning Drive and further into Kipling Close and park their car directly outside SOMEBODY ELSE'S HOUSE - potentially for the whole day!</p> <p>The double yellow lines will not solve the parking issue caused by the customers of Harts Vets - it will just push the parking problem further down Browning Drive and beyond. The Issue here is a large and busy business operating in a residential area and this needs to be addressed.</p> <p><i>The proposals for Browning Drive have been reviewed and the extents drastically reduced following previous representations to the local councillor at the beginning of the consultation period. A description of these alterations have been submitted for inclusion in the committee agenda. Residents' concerns about displacement are acknowledged but the resulting scheme is now purely focused on prevention of unsafe parking in the vicinity of the</i></p>

	<i>veterinary surgery, which often results in unsafe conditions for buses negotiating the Bunyan Drive/Browning Drive/Kingsley Road junction and obstructs sight lines for traffic leaving the surgery car park and users in both directions on Browning Drive itself. (It is acknowledged that the parking issues largely relate to the location of the veterinary practice but OCC has no influence in that regard.)</i>
(10) Local resident, (Bicester, Browning Drive)	<p>Browning Drive – <b>Object</b> Wordsworth Close – <b>Object</b></p> <p>I am a local resident and live on Browning Drive and I object to the unnecessary parking restrictions that are being proposed for Browning Drive.</p> <p>We have only lived on this road for 2 years, and there have been many times when people have parked directly opposite our driveway making it difficult for us to get in and out of our property. However - on most occasions this is caused by staff who work at Harts Vets and not customers. Hart's Vets have a carpark which is not big enough for all their staff and customers and this is a big problem. It is also staff cars which park illegally and irresponsibly in the layby opposite the end of Kingsley Road.</p> <p>Double yellow lines outside our house is going to cause many problems for us when our family and friends come to visit. We already park both of our vehicles on our drive and there is no room for any more cars. Where are our visitors meant to park? Do they need to park in the vets carpark instead?</p> <p>The easiest way to solve the parking issue, would be for the council to issue parking tickets to the vehicles which have park carelessly. This would soon encourage the customers and staff to think more carefully.</p>
(11) Local resident, (Bicester, Browning Drive)	<p>Browning Drive – <b>Object</b> Wordsworth Close – <b>Object</b></p> <p>I am a local resident and live on Browning Drive and I object to the unnecessary parking restrictions that are being proposed for Browning Drive. We have only lived on this road for 2 years, and there have been many times when people have parked directly opposite our driveway making it difficult for us to get in and out of our property. However - on most occasions this is caused by staff who work at Harts Vets and not customers. Hart's Vets have a carpark which is not big enough for all their staff and customers and this is a big problem. It is also staff cars which park illegally and irresponsibly in the layby opposite the end of Kingsley Road. Double yellow lines outside our house is going to cause many problems for us when our family and friends come to visit. We already park both of our vehicles on our drive and</p>

	<p>there is no room for any more cars. Where are our visitors meant to park? Do they need to park in the vets carpark instead? The easiest way to solve the parking issue, would be for the council to issue parking tickets to the vehicles which have park carelessly. This would soon encourage the customers and staff to think more carefully.</p>
<p>(12) Local resident, (Bicester, Browning Drive)</p>	<p><b>Browning Drive – Object</b></p> <p>As a resident of Browning Drive for over 20 years I am shocked and dismayed at the proposal to put double yellow lines outside my property/along the street... this will cause problems for visitors and my family who would then have to park outside other people's houses much further away which seems a pointless exercise.... particularly elderly visitors with limited mobility. I cannot see why we need double yellow lines down Browning Drive at all... a residential street where no obstructions are being caused by local parking. I feel very strongly about this. If any changes need to be made at least consider resident permit parking so family could at least park outside our own homes.</p>
<p>(13) Local resident, (Bicester, Browning Drive)</p>	<p><b>Browning Drive – Support</b></p> <p>Even when their carpark is half empty Harts veterinary surgery customers (mainly the larger vehicles) constantly park along the road and opposite our property making it hazardous to drive off or onto our driveway. The vets employee's also park on the road , sometimes from early morning until late at night.</p>
<p>(14) Local resident, (Bicester, Browning Drive)</p>	<p><b>Browning Drive – Object</b></p> <p>I am objecting to the yellow lines in and around the Hart Veterinary Centre as a local resident of Browning drive. The positioning of the yellow lines suggested will simply push the traffic further down the road, blocking parking access in front of homes and potentially drive ways.</p> <p>The demographic of the local population requires parking as close as possible to housing due to accessibility requirements. This access will be impacted by the introduction of double yellow lines in front of homes as visitors and residents will be required to park further away.</p> <p>One of the features of the local area that attracted me to my home was the access and local parking for relatives and friends to easily visit. The introduction of these lines will remove this and in my view devalue my home.</p> <p>If you want to help the traffic on the veterinary corner it would be more helpful to address the swath of DPD vans that use the inlet on the corner of Bunyan road and browning drive regularly and block the junction.</p>

<p>(15) Local resident, (Bicester, Browning Drive)</p>	<p>Browning Drive – <b>Concerns</b> Bucknell Road – <b>Support</b></p> <p>While I accept there are issues with cars parked for Harts vets I think you will be shifting the problem further down the road where I live at number 31. I am not aware of any safety issues which have been caused by the parked cars. I see the layby close to the vets being the biggest issue. Cars are parked there close the 2 junctions often half out into the main road and I think its staff. I see the need for some yellow lines around the vets and by the junctions but not extended as far out as you suggest.</p>
<p>(16) Local resident, (Bicester, Browning Drive)</p>	<p>Browning Drive – <b>No opinion</b></p> <p>In this section of browning drive only two people put theircars in their garages if the rest did the sameit wouldfreeup theirdrives for vistitors etc.</p>
<p>(17) Local resident, (Bicester, Browning Drive)</p>	<p>Browning Drive – <b>Object</b></p> <p>I live in browning drive my wife and I are in our seventies and we drive and have no problem with the parked vehicles that park along by Harts We have not had anyone who lives along Browning Drive complain about parking. There is NOT a parking problem in Browning Drive you are going to create a problem because cars will spread along Browning drive as they do early morning and evening when the road is clear and Harts has closed someone will get hurt one day. The problem is Harts there customer base has grown dramatically since lockdown. so if you think there is a problem get Harts to MOVE as a business of that size should not be in a residential area</p>
<p>(18) Local resident, (Bicester, Browning Drive)</p>	<p>Browning Drive – <b>Object</b></p> <p>As an elderly and disabled resident of Browning Drive I am mortified at the prospect of double yellow lines to be put outside my bungalow. It will cause significant problems for my family, visitors and in particular my carers that I rely on several times daily. My driveway isn't long enough for them to park on and they have a short time to visit so if they then have to park much further away it will be very difficult and significantly reduce their visits/quality of care. We don't live near a junction so I can't understand why Browning drive needs the lines... it will cause many people significant</p>

	<p>problems. The only problems I can see are people from the vet parking but this is very short term and doesn't cause any real problems... definitely better than the permanent disruption caused by double yellow lines on a quiet residential street. I'm guessing it has been one or two selfish people complaining of problems while trying to get their very large (ugly) camper vans and cars off their extra large driveways very occasionally... absolutely disgraceful to cause problems for the many residents of Browning Drive. Where do you think these people will then park... they will merely park further up the street outside other people's homes... so what is the difference? Apologies but I really am quite upset at this.</p>
<p>(19) Local resident, (Bicester, Browning Drive)</p>	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>This issue is caused by the customers of the veterinary clinic. A parking restriction will negatively affect us residents and our visitors and employees (cleaners). This will also put extra strain on nearby residential streets where parking is already scarce.</p> <p><i>Only Browning Drive and Wordsworth Close are affected by veterinary practice parking. The other streets are far removed from that location.</i></p>
<p>(20) Local resident, (Bicester, Browning Drive)</p>	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b></p>

	<p>Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>If double yellows were put in place, we would not be able to drop off our children at childcare. We are only parked there for minutes. This would add at least 5 minutes to our commute time. This would make it horrendous for a toddler and a newborn</p>
(21) Local resident, (Bicester, Browning Drive)	<p>Browning Drive – <b>Object</b></p> <p>Whilst the existing parking in the immediate vicinity of the vets is sometimes inconvenient for passing motorists, the proposal to extend the yellow lines further down Browning Drive will not solve this problem but will cause more inconvenience for local residents. The number of cars being parked for the vets will remain the same, they will just be pushed further along the roads, simply moving the problem not solving it.</p> <p><i>The proposal is now entirely focused on improving safety in the vicinity of the veterinary surgery – any displaced parking will be reviewed from a safety and accessibility perspective.</i></p> <p>The existing parking restrictions need to be more rigorously enforced as people already park on the existing yellow lines (probably on the assumption that they never see anyone enforcing them!). Therefore more yellow lines may be similarly abused.</p> <p>The lay-by opposite Kingsley Road needs the yellow lines on the two edges extending to stop (hopefully) the parking of cars at the extreme ends, jutting into the road.</p> <p><i>These measures are part of the advertised proposal.</i></p>

<p>(22) Local resident, (Bicester, Browning Drive)</p>	<p>Browning Drive – <b>Object</b></p> <p>I object to the proposal of DYLS in my region of Browning drive. Not only will it inconvenience any traders I may employ, but also family and friends who visit me. I fully understand the need for road safety but this IS a residential area. This seems to be a bit of 'overkill', (or perhaps a way of the council collecting funds for 'illegal parking'!!) I've lived in my house for forty-three years and never saw the need for DYLS, what has occurred to warrant them now? I hope the council has a rethink on this proposal. Many Thanks.</p> <p><i>See Item 9 above</i></p>
<p>(23) Local resident, (Bicester, Bucknell Road)</p>	<p>Bucknell Road – <b>Support</b></p> <p>I support the restrictions but on the Bucknell Road would ask that the double yellow lines continue passed Brookside school on both sides of the road up to the junction with Field Street. Unless this happens then the cars will simply park on this part of the road that is only Single Yellow Lines. Also this section of the road is very dangerous to children crossing from parent's cars to the school opposite. It is an accident waiting to happen. Also the congestion here is sometimes sooo bad that neither emergency or policy vehicles can get through. All residents have drives to park their cars in including ours.</p> <p><i>The proposals are designed as a minimal measure to improve safety at busy times ie principally during school drop-off and pick-up times when currently northbound traffic is forced onto the wrong side of the road to pass a long stretch of uninterrupted parking, with no refuge to pull into when faced with oncoming vehicles. There are also measures to prevent unsafe parking at the junction with Hudson Street. Any further change to the restrictions would be subject to a safety review and local consultation in the first instance.</i></p>
<p>(24) Local resident, (Bicester, Bucknell Road)</p>	<p>Beckdale Close – <b>Support</b> Brashfield Road – <b>Support</b> Browning Drive – <b>Support</b> Bucknell Road – <b>Support</b> Cemetery Road – <b>Support</b></p>

	<p>Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>In full support of the proposals as the junction between Bucknell Road and Hudson Street has over the past 10 years had a parking issue. Cars park right around the junction and causes vision issues as well as traffic congestion. This is compounded at school times and an accident is waiting to happen. Only hope that the new restrictions will be policed and enforced, as currently the single yellow lines restrictions by the school are completely ignored. Parents of children at Brookside School also need to be educated on highway safety and regulations as they cause many of the issues and compound the safety for children.</p> <p>I think also that perhaps the extent of lines be extended further to enhance vision displays.  In addition, this will have an impact on local residents who do not have off road parking. Perhaps a permit system and bays should be implemented or create off street bays in the grass areas at the junction.</p> <p>To add to my comments, at school times, this will only push the traffic/parking issue further up Bucknell Road, making it a larger issue for residents who do not have off-street parking.</p> <p>I also reiterate my comments that the distance for double yellow lines should be increased, or create resident only permit parking bays for those in close proximity to the Hudson Street junction who do not have off road parking.</p> <p><i>The location will be monitored following implementation of the current proposals and further measures such as permit-holder parking may be considered at a later date.</i></p>
(25) Local resident, (Bicester, Bucknell Road)	<p>Bucknell Road – <b>Object</b></p> <p>I live at on Bucknell Road and am disabled, blue badge holder. I'm concerned I won't be able to park outside my house. Will I be able to?</p>



	<p><i>The proposals should not affect any residential on-street parking.</i></p> <p>Also, I feel that restricting parking on Bucknell Road will make way for people speeding as they won't have any parked cars to negotiate.</p> <p><i>There will still be enough on-street parking to provide an element of traffic calming. (This stretch of road will be reduced to 20mph as part of the Bicester speed limit review.)</i></p>
(26) Local resident, (Bicester, Chester Road)	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>Developers should be made to allow sufficient parking and driveway space, parking restrictions have no place in residential areas.</p> <p><i>(Except where parked cars present a hazard to other road users.)</i></p>
(27) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>On-street parking is necessary, as there are more cars owned by the households in the adjacent properties than there is space on driveways (Numbers 41-44 have a shared road "spur" with two spaces each and no room to park). Numbers 27 and 29 Cranesbill drive face directly onto this stretch of road and both have adequate room to manoeuvre vehicles off their respective driveways.</p>

	<p>During the 24 years that this road has been open, there have been no accidents along this stretch.</p> <p><i>See item 2 above</i></p>
(28) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>A number of houses on cranesbill drive, in the suggested yellow line area, are multi vehicle properties. They do not have sufficient space on their drive ways and therefore use the road to safely park their vehicles. If this became a yellow lined area, residents would have to park further away from their own homes, therefore taking spaces away from other residents on those streets. There is no reason for this section to be yellow lined. It would be inconvenient for the residents within this area and inconsiderate of the council to force these cars to park on alternative streets.</p> <p><i>See item 2 above</i></p>
(29) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Support</b></p> <p>I strongly support the proposal for double yellow lines on Cranesbill Drive between the road narrowing crossings. I feel these measures are necessary to stop dangerous and inappropriate parking. Parking between the road narrow crossings hinders access to/from off-road parking and causes safety concerns for pedestrians due to unsafe passage of traffic. There have been numerous occasions when parking on pavement have caused obstruction to people with pushchairs and mobility scooters.</p>
(30) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Support</b></p> <p>I strongly support the proposals as they address the following Access to property in breach of the Highway Code with regards to inappropriate road parking, Safety concerns where vehicles are dangerously driving down pavements to avoid parked cars and knocking over safety bollards at pedestrian crossings, Passage of traffic where parked cars combined with narrowed road features create excess obstacles to traffic flow, Blockages of the road where vehicles parked on the pavement obstruct pedestrians, push chairs and mobility scooters.</p>

(31) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>I strongly oppose the proposal for double yellow line restrictions in Cranesbill Drive, Bicester.</p> <p>I live opposite the proposed site of these lines. If imposed, the result would be that visitors to our house and the three other houses that share our driveway (just off Cranesbill Drive) would have no nearby parking. Parked cars would be displaced further down Cranesbill Drive where there are tight corners which are already made dangerous by parking congestion. It would also displace parking outside other houses in the street where the road is no wider than the site of the proposed lines and where there are already significant numbers of regularly parked cars.</p> <p>Furthermore delivery vans serving all four houses in our drive would no longer be able to stop on the road and would instead be forced to stop on the small driveway outside our house, which would be both inconvenient and, more worryingly, dangerous for our young children.</p> <p>I understand these lines have been proposed due to concerns about access to a neighbouring house. I also understand that the county council's own policy states (in relation to private access issues) that: "Yellow lines are seldom the answer as they involve long and expensive legal procedures, advertising, and consultation as well as the cost of the lines themselves. We will not justify this expense for individual houses." (see page here: <a href="https://www.oxfordshire.gov.uk/residents/roads-and-transport/street-maintenance-z/private-access-markings">https://www.oxfordshire.gov.uk/residents/roads-and-transport/street-maintenance-z/private-access-markings</a>) If there is strong evidence that access is an issue (which I have not seen myself to date) then the council would need to consider that yellow lines in this location would simply displace parking further up the road, where the width is exactly the same, and cause further problems to other residents.</p> <p>If the lines are installed, we may need to consider removing our hedge and grassed area to the front to provide off-road visitor parking, which would destroy habitats for wildlife and damage the visual amenity of the street.</p> <p>In summary, I have seen no evidence that double yellow lines are needed at this location, they have been proposed contrary to the council's own policy and would be a draconian response that would only increase parking issues and congestion further down the road. There are few other yellow lines across the whole of the Bure Park estate and this site cannot be a priority for such an expensive and heavy-handed measure.</p> <p><i>See Item 2 above</i></p>
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(32) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>I am a resident and homeowner on Cranesbill Drive who will be significantly impacted by the proposed double yellow lines on this section of the road. My house immediately borders the road with our access from a private driveway servicing four properties. The public highway serves an important role in providing visitor parking for all four of these properties for short durations, as well as other neighbouring properties on Cranesbill Drive. This includes parking for my own and my wife's elderly parents when they visit, including to support us with childcare. Both my mother and my wife's mother suffer hip related mobility issues, with my mother being on a NHS waiting list for hip replacement. Parking on a public road in a safe manner is a necessity and a right for many in modern estate locations. The application of parking restrictions will in no way remove the necessity to park but will simply shift this need to other locations down the road, providing competition for places and possible tension with other neighbours.</p> <p>Issue of parking at this location has been raised by one local neighbour in one of the properties immediately opposite the area being suggested for double yellow lines. The other neighbour with a house in this aspect appears to have no issue with the current arrangement (indeed road parking immediately adjacent to the side of our house is often used by that family's grown up children, without any tension). I believe that the complaint raised to the council has come from the firstly mentioned property. The occupants of that property have previously raised their issues around cars parked on the road opposite their three space driveway which they occupy with typically two cars. Several years ago this came to a head with a confrontation in the street with one of our elderly visitors. At the time, I felt the need to challenge this behaviour, received assurances it would not be repeated and agreed in good faith that parking would be limited at this location as much as feasibly possible, whilst pointing out there is a clear right to park on that stretch of road. I had believed this issue had passed.</p> <p>My understanding of the present situation is that a resident has made a complaint and that this has been acted on by a proposal from a district/county councillor. I understand that this complaint relates to issues with ease of access to that driveway, when cars are parked opposite their house. I would strongly refute that there are any access restrictions posed by the presence of parked cars on the relatively few occasions when cars are parked there. I have witnessed on multiple occasions the occupants of the house reversing from their drive onto the road, and driving onto their drive, and it is wholly achievable. It is my belief that there is no issue with parking at this location, and certainly none greater than at many other locations on Cranesbill Drive, road width being consistent along the road, other than at designated crossing points and traffic calming architecture. I believe that any difficulty in access perceived by the complainants is unfounded, or minor and no different from any other in a densely built suburban estate (none of these properties have sweeping drives that we can pull onto or from without some care and consideration) and if the case then the home owners could simply reverse their cars onto their drive as the majority of those in the neighbourhood do. This has</p>
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	<p>previously been suggested to them but they seem unwilling to consider this. I would note that the complainants (if whom I believe) seem to have no problem with visitors to their house utilising this road parking.</p> <p>I would add that the nature of how these restrictions are being pushed through is of particular concern. The county council's own guidance appears to be that such restrictions are a final resort, not taken lightly and, where other residents object are not taken forward. I understand that the councillor to have proposed these restrictions has done so with little wider consideration, without approaching or considering the views of other local residents and has been swayed by 'those who shout the loudest'.</p> <p>I trust that my strong objections to these proposals are listened to, and that based on the council's own published guidance, this proposal will be denied. If it is not then I am prepared to seek legal judgement on why the council is not following its own guidelines.</p> <p><i>See Item 2 above</i></p>
(33) Local resident, (Bicester, Cranesbill Drive)	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>Will cause inconvenience to visitors and residents parking</p>
(34) Local resident, (Bicester, Fluellen Place)	<p>Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b></p>

	<p>Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Victoria Road/Victoria Court – <b>Concerns</b></p> <p>This will impact parking in side, other surrounding streets which are already struggling. This is just moving the problem and creating an even bigger one in the surrounding streets, area. I object to these proposals. It is just not viable options and should not proceed. It is false economy. Also there are more security risks for females, disabled people (incl. long Covid) mobility issues and young persons having to travel from car parked further away from properties. Security of vehicles not parked near resident increasing theft opportunities. We are an aging society with elderly living longer and will likely have mobility issues. Discriminating against parts of society and adding burden to carers and independent living. The list for against is endless and far outweighs limited benefits if any.</p>
(35) Local resident, (Bicester, Graham Road)	<p>Bucknell Road – <b>Concerns</b>  Graham Road – <b>Support</b></p> <p>Please could you consider yellow lines on the junction of Graham road and Bucknell road. This will stop people parking on this junction making it hard/dangerous to exit Graham road onto Bucknell road as the view is blocked.</p>
(36) Local resident, (Bicester, Graham Road)	<p>Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Graham Road – <b>Support</b></p> <p>While I fully back and am in favour of the requirement for these lines, I'm afraid it does now open up and show the utter contradiction of the most useless 'disabled' parking bay ever granted, being slap-bang in the middle of the southern section of this location and is positioned in exact contradiction of where the yellow lines - if being administered correctly and evenly, now need to be.</p> <p>This parking bay has been the bone of contention for many residents here given that it was never publicly advertised or offered up for residents to view opinion when it was installed, and also because it's blatantly dangerous location on a blind bend, and also given that the resident this is supposed to be for already has a horse-shoe driveway running</p>

	<p>directly past their front door, meaning this designated bay is actually further away than their own property. A screen shot is below clearly showing this parking at the property.</p> <p><i>This DPPP was advertised, and no objections were raised. This area will be looked at again as part of a future review of TROs.</i></p> <p>I trust now that Oxon County Council readily, publicly agrees this corner to be dangerous due to the parking of vehicles, that this particular aspect will now also be removed to allow the proper placement of the proposed parking restrictions? Failure to do so renders this entire practice futile if otherwise.</p> <p><i>The problem being addressed is that of parking on the north side on the bend and the approaches to it, which is more of a hazard than the DPPP close to the inside of the bend. Traffic speeds are already very low and in any case the road will be reduced to 20mph as part of the Bicester speed limit review.</i></p> <p>On a slightly different note, is there also any chance that double-yellow lines can be added to the staggered-junction across Barry Avenue as we're finding ourselves having to pull out of this junction on the wrong side of the road far more often than not?</p> <p><i>This area will be looked at as part of the next batch of TROs.</i></p>
(37) Local resident, (Bicester, Kingsmere)	<p>Brashfield Road – <b>Support</b>  Browning Drive – <b>Concerns</b>  Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b></p> <p>Brahfield Road, Bucknell Road, Churchill Road &amp; Victoria Road are a nightmare to drive down, especially when Cars are constantly parked near junctions or on bends etc.</p>
(38) Local resident, (Bicester, Kipling Close)	<p>Beckdale Close – <b>Concerns</b>  Brashfield Road – <b>Concerns</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b></p>

	<p>Cemetery Road – <b>Concerns</b>  Churchill Road – <b>Concerns</b>  Cranesbill Road – <b>Concerns</b>  Graham Road – <b>Concerns</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Concerns</b>  Victoria Road/Victoria Court – <b>Concerns</b>  Wansbeck Drive – <b>Concerns</b>  Wordsworth Close – <b>Concerns</b></p> <p>hello I am objecting to the double yellow lines being proposed down Browning Drive and into Kipling Close . i would like to know why this is happening because as a resident of Kipling Close i am aware that only very occasionally are there cars parked on the road between the Vets and Kipling Close (this being an over spill from the Vets) and on the occasion when there are cars parked they dont seem to cause an obstruction ( there aren't any buses that go down past Kipling close) I understand why lines were needed where the buses travel from Bunyan road to Kingsley road but not where they are now being proposed. Has there been a proper traffic survey ?. Thanks I have put concerns for all the other areas as i dont know them and it is for the local residents to express their concerns</p> <p><i>See Item 9 above</i></p>
<p>(39) Local resident, (Bicester, Kipling Close)</p>	<p>Beckdale Close – <b>Object</b></p> <p>I oppose the planned double yellow lines as, in my opinion, it will only move the problem parking , caused mainly by clients of Harts Veterinary practise, into the side streets, ie Kipling Close. An additional problem is the double jct of Kingsley Rd and Bunyan Rd, plus the adjacent lay-by which is often used by one or two more vehicles than meant for, which then protrude into the carriage way. This poor parking causes problems for drivers from both jcts and especially for the local buses.</p> <p>May I add that I believe this to be a sticking plaster solution and is not one I would expect from qualified planners. Everyone in the neighbourhood would tell you, that the overriding cause of the parking problem is Harts Vets, which has clearly out grown its current premises. The authorities attention should be centred on helping the business relocate.</p> <p><i>See Item 9 above</i></p>



(40) Local resident, (Bicester, Lime Crescent)	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>All of these proposals are punitive and will cause many issues for residents to these locations.</p> <p><i>The proposals are specifically designed to deal with parking issues that residents are already experiencing.</i></p>
(41) Local resident, (Bicester, Lucerne Avenue)	<p>Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Drive – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b></p> <p>Trying to drive through is dangerous with the parked cars, esp the ones near schools and footpaths.</p>

<p>(42) Local resident, (Bicester, Lucerne Avenue)</p>	<p>Cranesbill Drive – <b>Object</b></p> <p>The proposed location of the double yellows does is not a problematic location for parking. Placing double yellows here will simply move the cars closer to the playing area where they will be more of a hazard.</p> <p><i>See Item 2 above</i></p>
<p>(43) Local resident, (Bicester, Medina Gardens)</p>	<p>Beckdale Close – <b>Concerns</b>  Brashfield Road – <b>Concerns</b>  Browning Drive – <b>Concerns</b>  Bucknell Road – <b>Concerns</b>  Cemetery Road – <b>Concerns</b>  Churchill Road – <b>Concerns</b>  Cranesbill Drive – <b>Concerns</b>  Graham Road – <b>Concerns</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Concerns</b>  Victoria Road/Victoria Court – <b>Concerns</b>  Wansbeck Drive – <b>Concerns</b>  Wordsworth Close – <b>Concerns</b></p> <p>Although I agree with the double yellow lines at the bottom of our road (because it's dangerous), all this will do is push these vehicles up the street and will make it unbearable for the residents that live at the top of this road. What I would like to know is why have the council granted permission for number 3 Medina Gardens to be a HMO property? This one house has 6 cars, then there is number 54 that has a vehicle business run from his home and there is at least 6 cars always parked outside this property. Why is this allowed?</p> <p><i>These concerns would need to be addressed by the district council. Once implemented the efficacy of the proposed lines will be monitored and any suitable amendments considered.</i></p>
<p>(44) Local resident, (Bicester, Medina Gardens)</p>	<p>Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b></p>

	<p>Wansbeck Drive – <b>Support</b></p> <p>The yellow lines should be extended on Wansbeck drive, to include more of the road. The same grey car parks there everyday and it is a danger to cars coming down Wansbeck onto Shakespere Drive and vice versa. Yellow lines should also be installed opposite the Medina Gardens junction as this has cars parked very often and makes in dangerous for cars to pull out.</p>
(45) Local resident, (Bicester, Medina Gardens)	<p>Bucknell Road – <b>Support</b> Medina Gardens – <b>Concerns</b></p> <p>My reasons for concern about the double yellows on Medina are the welfare of the green areas. I am in full support of the lines being painted however the green area opposite number 58 will become a parking area, something needs to be done to prevent people parking on this grass before the double yellows are in place. Large decorative stones/boulders, raised plant beds, more bushes. As soon as the lines go down this will be filled with vehicles.</p> <p><i>Once the new lines are implemented parking behaviours will be monitored and any appropriate additional measures considered, subject to funding.</i></p>
(46) Local resident, (Bicester, Medina Gardens)	<p>Medina Gardens – <b>Concerns</b> Wansbeck Drive – <b>Concerns</b></p> <p>Medina Gardens, the dog leg junction is dangerous and needs yellows both sides not one side. It will only cause people to park on green area which happens all the time.</p>
(47) Local resident, (Bicester, Medina Gardens)	<p>Beckdale Close – <b>Support</b> Brashfield Road – <b>Support</b> Browning Drive – <b>Support</b> Bucknell Road – <b>Support</b> Cemetery Road – <b>Support</b> Churchill Road – <b>Support</b> Cranesbill Road – <b>Support</b></p>

	<p>Graham Road – <b>Support</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Concerns</b>  Wordsworth Close – <b>Support</b></p> <p>I have studied the proposal for Wansbeck drive and have to say that I feel this is moving the road parking problem towards the junction of Medina Gardens. There is a safety barrier on the south side of wansbeck to prevent children running off of the footpath into traffic, this is not achieving the desired effect as there is a large van which parks on that side of the road obscuring any view for pedestrians. This is also counterproductive as getting out of Medina is hampered because traffic travelling west on Wansbeck are on the wrong side of the road. Therefore I believe that the yellow parking restrictions need to be both sides of Wansbeck at the junction with Medina.</p>
(48) Local resident, (Bicester, Queens Court)	<p><b>No opinion</b></p> <p>Add Queens Court to this list as 33 flat are seeking planning permission opposite and only 9 parking places will be provided there.</p>
(49) Local resident, (Bicester, Swallow Close)	<p>Browning Drive – <b>Object</b></p> <p>A frequent visitor. Small young children and need to be able to park close to the house. Parking further away will be incredibly dangerous and a massive inconvenience with a newborn and toddler.</p> <p><i>See Item 9 above</i></p>
(50) Local resident, (Bicester, Tay Gardens)	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b></p>

	<p>Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>100% support as some people do not park sensibly.</p>
(51) Local resident, (Bicester, Tay Gardens)	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>We need addition restrictions as people park on pavements. Kerbs etc. dangerous as children come into close after school</p>
(52) Local resident, (Bicester, Thames Avenue)	<p>Beckdale Close – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b></p>

	<p>Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>As an early riser &amp; driving pass, through these areas is delaying my journey due to viewing access being blocked by parked cars. I'd like to see this on Greenwood Drive as well.</p>
<p>(53) Local resident,  (Bicester, Victoria Road)</p>	<p>Beckdale Close – <b>Concerns</b>  Brashfield Road – <b>Concerns</b>  Browning Drive – <b>Concerns</b>  Bucknell Road – <b>Concerns</b>  Cemetery Road – <b>Concerns</b>  Churchill Road – <b>Concerns</b>  Cranesbill Road – <b>Concerns</b>  Graham Road – <b>Concerns</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Concerns</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Concerns</b>  Wordsworth Close – <b>Concerns</b></p> <p>My family has been resident in Victoria Road since before 1946. Over time there has been significant reduction in access and various restrictions added. This form does not enable serious issues to be raised very easily. Bath Terrace should turn the grass areas to parking or leave as is. The space in the middle gives wriggle room and a refuge should there be challenges coming from either of the blind corners that approach the parking spaces. Even with the present refuge, the blind access by drivers already causes major hold ups on occasions. My husband is a Blue Badge Holder and has carers calling at the house daily. Double Yellow lines will seriously inhibit parking outside of 6pm-8am. Those of us who live between Victoria Court and Launton Road do not have adequate off-road parking and many are without driveways. Clearly there is no need to change the current situation. It will only attract additional cost as well as making access burdensome. This kind of decision needs much further consultation than has already been given. With both my husband and I having to use mobility scooters as well, there is a serious need to create dropped-curve facilities to enable safe access across the road already. Double yellow lines will help nothing at this end of Victoria Road. Extending further resident parking at the terraces in the opposite direction, beyond Victoria Court will only cause further hold-ups. I don't know about other roads, this planning, however, has been poorly thought out.</p>

	<p>Officers Comments</p> <p><i>The removal of the short section of double yellow lines outside Bath Terrace is considered acceptable as drivers do behave in a give-and-take fashion from either end of the parking bays and the short gap is in any case barely long enough to act as a refuge for a medium-sized car. Given the pressure on residents' parking it has been proposed that removal of the lines serves a more useful purpose as it will provide much-needed additional parking. The proposed double yellow lines on Victoria Road are on one side only and are effectively to emphasise the fact that it is only practicable to have parking on one side of the road, whatever the time of day, as road widths are insufficient for parking on both sides. Currently all parking is on the north-east and north-west sides of the road, including the Pay and Display area where vehicles often need to reverse across the road to exit the parking space. Double yellows still provide for short-term loading/unloading.</i></p>
(54) Local resident, (Bicester, Victoria Road)	<p>Victoria Road/Victoria Court – <b>Support</b></p> <p>Parking restrictions are needed on Victoria Road to stop people parking on the pavement and obstructing traffic flow.</p>
(55) Local resident, (Bicester, Victoria Road)	<p>Victoria Road/Victoria Court – <b>Support</b></p> <p>I support the proposal because I do not have a designated parking spot for my home.</p>
(56) Local resident, (Bicester, Victoria Road)	<p>Bucknell Road – <b>Concerns</b> Victoria Road/Victoria Court – <b>Object</b></p> <p>I have been a resident of Victoria Road for approximately 40 years and already find the parking restrictions seriously obstructive. Being a disabled driver, I already find matters challenging.</p> <p>I have a great deal of knowledge of the road in which the proposals would obstruct even further. The end of Victoria Road approaching Launton Road has adequate restrictions already. Anything else will be at additional cost and will benefit no-one.</p> <p><i>See Item 53 above</i></p>

(57) Local resident, (Bicester, Wensum Crescent)	<p>Beckdale Close – <b>Concerns</b>  Bucknell Road – <b>Concerns</b>  Churchill Road – <b>Support</b>  Wansbeck Drive – <b>Concerns</b></p> <p>Beckdale Close  I support the proposals for Beckdale Close, but the concern that I have is that the lines should go to at least Welland Croft as it is still a bit of a blind corner coming both ways from Wansbeck Drive.  In addition to Beckdale, I would like to highlight concerns of Wensum Crescent as well. There are cars and vans which park on both corners which makes it dangerous leaving and coming into the close. When leaving the close, you have to pull out halfway onto Wansbeck Drive to see if there is anything coming from both sides of the road. When coming out of the close, there is a bus stop on the right which is fine, but it is on a slight blind bend where the cars and vans park, (just after the bus stop,) which then makes it dangerous. When you want to turn left, sometimes you have to swing out to the opposite side of the road just to leave the close because of how close the cars and vans are on the corner and I feel that is also dangerous because you can't see any on coming traffic, even cars and vans parked a bit further near Welland Croft as well can cause issues with observation, leaving the close as you can't see clearly up the road. There is also an issue in the close as well as some cars will park on the pavement just before the exit of Wensum Crescent which again means you have to try and manoeuvre around them, while trying to avoid someone coming into the close.</p> <p><i>Wensum Crescent will be looked at as part of the next round of TRO proposals.</i></p> <p>Wansbeck Drive  I support the proposal for Wansbeck, but the concern that I have is the line isn't going far enough. Before the first set the lines went in opposite the proposed ones, a car used to park on the opposite side of the road, since the lines have gone in, a car has now parked on the other side. I have seen a few near misses because of a car parked there as it is parked in the middle of 2 exits/on coming roads, IE Shakespeare Drive &amp; Shannon Road. When driving from Wansbeck Drive to enter Shakespeare Drive, you need to drive on the other side of the road to then quickly swing back in again to avoid traffic coming from Shakespeare Drive onto Wansbeck Drive. When leaving Shannon, you come out and have to drive on the opposite site of the road right away when the car is there, just to get passed it. I feel the parking of this car this is very dangerous and is needlessly putting other people at risk of an accident.</p>



*The solitary car normally parked on the approach to Shakespeare Drive is considered to be parked at a safe distance from the junction. The proposal is designed to stop other drivers from occupying the space between that vehicle and the junction, which does create a hazard.*

#### Bucknell Road

I support the proposal for Bucknell Road, but the concern that I have is the gap that is proposed, should be filled in as well. With it being part of a bus route, the road is and can be quite tight, and having cars parked there has in the past caused issues. Sometimes you see cars parked there all day so I am guessing that some people are using that road to park up and walk into work or are using it instead of using the train car park.

#### Churchill Road

I support the proposal for this as this has been a big issue in the town for years. The road can be dangerous as the cars are parked on one side of the road, so when you are driving from mini roundabout from Launton Road to Glory Farm mini roundabout, people from the opposite way, have to drive into your lane, and near enough force you to drive into or onto the kerb. The only question that I would raise is with Travis Perkins and Enterprise. They normally have to park on the edge of the road to unload or wait to be let into the yard, will that change or will this be an exception of the yellow lines?

The last thing I would like to raise as a whole is who will enforce this. When the last set of lines went down, it just seemed to move the problem elsewhere and I personally feel that there isn't enough enforcement of the lines which we have in place now. I would like to point towards Sheep St, where more people seem to be parking up and down the road at all times of the day, which makes it difficult to drive through even though there are signs saying not to park there. Longfields is another place, specially with school leaving times. I understand there is signage to stop people from parking for an hour, but when the school finishes, you have cars parked all up and down the road which makes it difficult for local residents and people who need to use that road for work purposes. I have had instances where cars are parked on and in the corner of Moor Pond Close as well as parking on the corner of Withington Road as well, which causes issues if one car tries to get past another, it can cause a blockage, which people then struggle to get around because no one has left any space for anyone to go, so it can come to a standstill, especially if a local resident has a delivery which a lorry or something similar is doing a drop off or loading.

Another place this happens as well is Keble Road, cars will park up and wait on the school run, which again causes issues because cars are parking in all sorts of places, which can cause queues and stopping traffic entering Keble Road and also leaving and entering Nuffield Close.

	<p>Thank you for taking time to read this and I hope that all of the suggestions I have provided, help shape in making the town safer.</p> <p><i>Concerns expressed regarding the various locations are noted and will be looked at as part of a future TRO review.</i></p>
(58) Local resident, (Bicester, Whitley)	<p>Churchill Road – <b>Concerns</b></p> <p>If all the cars go from the main road they will all park down where we live ..... Whitley crescent,sterling,battle close,...unless your willing to put double yellows for us too and have residents parking only 🇬🇧 which could stop the problem</p> <p><i>See Item 5 above</i></p>
(59) Local resident, (Bicester, Wordsworth Close)	<p>Browning Drive – <b>Object</b> Wordsworth Close – <b>Object</b></p> <p>I object for the following reasons: where the yellow lines end in Wordsworth Close will cause a problem if a vehicle is parked at the end of the yellow lines for the resident of No1 Wordsworth close due to limited access to their garage. When vehicles larger than cars ie, DPD courier vans that have parked in Wordsworth Close have caused a problem for access to the close causing the dustcart to drive on the green to get by. In addition 5 ambulances were called out on 999. Alls this year and 2 ambulances could not pass the DPD courier vans, causing the emergency vehicles to drive over the green. Also, if vehicles are park too close to the bungalow drives this will cause further problems in trying to swing out round these vehicles. All you are doing is creating further problems down the line. The council did not listen to the objects in the first place when the put yellow lines in Bunyan Rd.</p> <p>This problem of parking is easy to solve. The main cause of parking is the 3 extra long DPD Courier vehicles who do not park where they live over the shops in the Buckner Rd. They park within 10feet of the junction of Wordsworth Close and Bunyan Rd, they are in breach of the lighting regulations at night as they are much bigger than a transit van, and park the wrong way against traffic. The council should use enforcement of these regulations. Some of the vehicles are 6.3 metres long.hence parking parolees, why do they not park their vehicles at the company depot.</p>

	<p><i>The proposals have been designed to keep all vehicles well away from the junction of Wordsworth Close and Bunyan Drive. In addition we are adding double yellow lines to shorten the available parking in the layby opposite Kingsley Road which should make it impracticable for DPD drivers to continue to park there in an unsafe fashion.</i></p>
<p>(60) Local resident, (Bicester, Beckdale Close)</p>	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Concerns</b>  Browning Drive – <b>Concerns</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Concerns</b>  Churchill Road – <b>Concerns</b>  Cranesbill Road – <b>Concerns</b>  Graham Road – <b>Concerns</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Concerns</b>  Victoria Road/Victoria Court – <b>Concerns</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Concerns</b></p> <p>On many occasions we find it very difficult to get out of our drive due to cars from other houses in the Close parking opposite our house</p>
<p>(61) Local resident, (Bicester, Blenheim Drive)</p>	<p>Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Graham Road – <b>Support</b></p> <p>Get up Blenheim drive area cars parking on footpath on corners people have to walk in the rd wot us the law ? As no one cares the law is no parking on foot paths so get yellow lines up here</p>
<p>(62) Local resident, (Bicester, Browing Drive)</p>	<p>Browning Drive – <b>Object</b></p> <p>My childminder is on Browning Drive. Having to park further away with two small children could be dangerous</p>

	See Item 9 above
(63) Local resident, (Bicester, Browning Drive)	<p>Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Graham Road – <b>Support</b></p> <p>We live on Browning Drive. We struggle to get our vehicles on and off our drive due to inconsiderate parking outside our property and across the other side of the road opposite our drive. The inconsiderate parking is caused by vet staff who often park there for the whole of their day shift early morning until evening. But also clients attending the vets. There can be 5 or more cars parked along the road. Vision up and down the road is restricted and driving is often hazardous especially if a zig zag route is the only way to get through. Residents rarely park in the road but if they do at least we can ask them to move if we can't get off our drive. The entrance to the vets is 2 properties on from us but clients leaving the site cannot see clearly down the road towards us when vehicles are parked in the road so they commit and pull out and it's hazardous we've seen near misses. The lay-by opposite Kingsley road is meant for temporary parking for 3/4 cars but by 8.30 daily is packed by 5/6 vet staff cars and the end cars protrude into the road and they are there till the end of their shift often all day. This hazardous parking means to pass through this area all traffic has to use one side of the road. Two way traffic in this area is no longer possible. This inconsiderate and dangerous hazardous lay by parking is all in an area of two junctions, a bus route, the back of shops, the entrance to the vets and the traffic negotiating Browning Drive the main road through the estate. When and if the supermarket ever opens again the lay by parking is a necessity for people using the shops when the shop front car park is full. Clients leaving the We've lived here since 1996 and knew when we moved here that there was a vets and that that property was given permission for a change of use from residential to business use based on the understanding that it wouldn't impact on the residents in the area. This is no longer the case. Over the last few years the number of staff cars and vet clients has increased dramatically. We believe the vets has outgrown the site. They do not provide sufficient parking spaces for their staff or their clients. We watch people drive past the entrance without even looking in to see if there's a space and park in the road opposite our property. We've asked these people why they aren't parking in the vets especially when we can see the front space free. They tell us it's awkward to park in there due to the angle of the parking spaces, the spaces are tight they don't want to get their vehicle scratched. We've also seen clients reversing out of the car park into Browning Drive! Basically the roadway in Browning Drive near to the vets has become a car park for vets staff and their clients as insufficient parking is not provided. It's not illegal parking but it's inconsiderate parking causing hazardous conditions and inconvenience to us at number 34 and 34A. We went to considerable expense to widen our drive and get a dropped kerb put in so we could park our vehicles off road. But</p>

	<p>even now this has been done there are times when we just can't get the angle to get off our drive we've been over to the vets and asked them to ask their clients to move. They've come back to us waiting at there reception desk and said it's not any of their clients cars. We've gone back to our property and then watched one of their clients come out of the vets and get into the car that's stopping us get the angle off our drive. So we don't feel the vets are in the least bit concerned about their lack of parking provision or the impact their business footfall is having on the nearby local residents. When we speak to the staff who park outside our house all day they say they are not parking illegally and they'd park in the vets if they could. We've asked if a polite notice could be put up in the vets waiting room asking clients not to park in Browning Drive but they've declined to do so. They don't basically want to know. This is why we support yellow lines outside our property no 34 and also on the opposite side of the road, so that we can safely get our vehicles on and off our drive without the inconvenience and hazardous negotiation we experience on a daily basis.</p>
(64) Local resident, (Bicester, Browning Drive)	<p>Beckdale Close – <b>Concerns</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Concerns</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Concerns</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Concerns</b>  Wordsworth Close – <b>Concerns</b></p> <p>We live on Browning Drive and if double yellow lines are put here this will cause house prices to be lower and our visitors who occasionally park outside our own houses will not be able to.</p> <p>this will cause them to move further along the road causing a nuisance to other residents creating the same issues, we as residents do not feel a need for yellow lines. And strongly object</p> <p>Also with many residents being Registered disabled, they will need Disabled parking bays outside every house that has a blue badge</p>

	<p>This situation has only come around since permission was granted to Hearts Vets for a temporary building in the rear of their car park and their own staff now have nowhere to park as the extra bays they asked permission for are usually empty, please note that since being sold I am told the new owners have increased there client base and simply outgrown the site they occupy hence a situation caused by the council decision to grant such permission removing the temporary building would create the spaces that were intended to be there and give there staff and clients back parking spaces on their own site</p> <p><i>See Item 9 above</i></p>
(65) Local resident, (Bicester, Browning Drive)	<p>Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>Where I have objected are all roads I either use regularly or, in the case of Browning Drive, live. I know these roads exceptionally well. Many have been subjected to poorly thought out previous restrictions which are now potentially to be compounded by an even worse one. Resorting to double yellow lines in a residential area should be the last resort of lots of other efforts to correct any issues. We are nowhere near that point, especially in Browning Drive. This would be ruinous to the family feel of the area. Do not compound bad decisions with an even worse one. It is absolutely, completely unnecessary and unjustified.</p> <p><i>See Item 9 above</i></p>
(66) Local resident, (Bicester, Browning Drive)	<p>Browning Drive – <b>Concerns</b></p> <p>I do support that something is done about the parking almost our drives etc, as it's been a nightmare for access etc. I'm also unhappy, as my mother &amp; brothers visit a lot, they wouldn't be able to park outside our house, they'd have to park way down the road. I'd like to know what can be done for local residents who have people visiting etc? As we pay for our council tax etc, we should be able to park outside our own house. Is there any parking permit we can put on the windscreen or something similar, that obviously doesn't cost us.</p> <p>Many thanks</p>

	See Item 9 above. Residents' permit holder parking will be looked at when resources allow.
(67) Local resident, (Bicester, Browning Drive)	<p><b>Browning Drive – Object</b></p> <p>I am a resident of Browning Drive and I have lived here for many years the parking along Browning Drive is and has never been an issue as daily and at night very few cars park along the road ,occasionally we get visitors to the vets practice but they are gone within 30 minuets usually and cause no problems to residents</p> <p>My main concern is the small layby at the junction of Kingsley road that is always used by staff from Hearts vets and they park not in the layby but sticking out at the ends causing issues may i suggest a 30 minute wait with no return with 2 hours is employed in the layby and that the vets remove the temporary building and reinstate the parking for there staff this would cost far less to the council who would be upsetting residents and causing visitor and district nurses from parking restrictions they don't have now disabled bays would also be needed as many residents have blue badge permits and also their visitor who have blue badges</p> <p>See Item 9 above</p>
(68) Local resident, (Bicester, Browning Drive)	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p>

	<p>I object to the fact that the double yellow lines are far too long for the problem that sometimes occurs in the vicinity of the vets.i feel that the problem that should be looked at is the parking in the lay-by opposite Kingsley road.this causes problems for traffic turning left out of Bunyan road.especially the local buses.which could lead to a collision with traffic turning onto browning drive from Kingsley road.</p> <p><i>See Item 9 above</i></p>
(69) Local resident, (Bicester, Browning Drive)	<p><b>Browning Drive – Object</b></p> <p>Browning drive, I am a regular visitor to a house in browning drive 4 times a week as she is my childminder. I have very small children so am concerned about the safety of my small children and others having to lug bags and multiple children on their own. It would impact on time as what is a 1 min exchange would become 10-15min. Driveways are not big enough for visitors. The problem as we know would not stop it would just move it to somewhere else as these houses need to have visitors and the businesses need to have spaces from drop offs.</p> <p><i>See Item 9 above</i></p>
(70) Local resident, (Bicester, Browning Drive)	<p><b>Browning Drive – Object</b></p> <p>As a resident of Browning Drive I have serious concerns on double yellow lines. There are many childminders who live on this road, how will parents be able to drop off and pick up children? There are many elderly people who require carers, where will they be able to park as there is not enough driveway parking at many of the houses. When we have visitors there is no nearby parking for them- completely unfair.</p> <p><i>See Item 9 above</i></p>
(71) Local resident, (Bicester, Buckingham Road)	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b></p>



	<p>Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>Bicester is getting harder and harder to navigate due to poorly parked vehicles. All amendments look sensible and sympathetic to local residents so I support all proposed amendments.</p>
(72) Local resident, (Bicester, Bucknell Road)	<p>Bucknell Road – <b>Object</b>  Victoria Road/Victoria Court – <b>Concerns</b></p> <p>Having lived on this road for many years the Bucknell road only seems to be a problem down near the school with obstructing and safety. The rest of Bucknell road isn't a problem By placing double yellow lines all along Bucknell road this will impact the small business along there especially the one next to the one stop. Where it is very limited parking. So it is not a good idea for the whole of the road.</p> <p><i>The current proposals do not extend further than the junction with Hudson Street</i></p>
(73) Local resident, (Bicester, Churchill Road)	<p>Bucknell Road – <b>Support</b>  Churchill Road – <b>Concerns</b></p> <p>My concerns will be that that the cars will only move up further along Churchill Road. Yellow lines should be painted all along the Churchill Road as it is such an extremely busy road.</p>
(74) Local resident, (Bicester, Churchill Road)	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b></p>

	<p>Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>It's an absolute disgrace wasting taxpayers' money on introducing new restrictions when current ones have no meaning to anyone whatsoever!. Sort out Sheep Street/North Street double yellow notorious parking! Then we can talk about new restrictions.</p>
(75) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>As a resident of cranesbill drive, yellow lines will prevent myself and many others from parking in the road. Parking on cranesbill drive creates no issues and has never been a problem for residents. There is ample space for all cars currently and yellow lines would create havoc for the road, meaning other roads would get congested with cars parking on them. Yellow lines anywhere in bure park are highly illogical. It would be better to spend money on driving and parking lessons for residents who don't know how to drive and manoeuvre their own cars.</p> <p><i>See Item 2 above</i></p>
(76) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>This is a normal residential street . There is no need for any yellow lines in the middle of a residential street. There is easy access to the houses and driveways within the suggested area. Any yellow lines would severely affect the ability of visitors to these houses to park close and restrictions would just push any parking by visitors or house occupants further along the road which makes no sense</p> <p><i>See Item 2 above</i></p>

(77) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Support</b></p> <p>Inconsiderate parking often blocking the flow of traffic through the traffic calming measures.</p>
(78) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Support</b></p> <p>I support parking restrictions on Cranesbill Drive. Cars parked on the road obstruct traffic and present a danger to pedestrians with visibility impeded when trying to cross.</p>
(79) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>The proposed area for double yellow lines on Cranesbill Drive will make the road more dangerous. It would mean more cars parked further down the road close to the corner between 19 and 17 Cranesbill Drive, where parking on the road is already a problem for access and visibility around the corner. It would also mean more cars parking in front of the park therefore making it more dangerous for children accessing and playing in the park. There is absolutely no need for double yellow lines in the proposed area.</p> <p><i>See Item 2 above</i></p>
(80) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p> <p>It does not make sense to have double yellow lines in this stretch. Here visitors to residents and any road workers, can park safely without causing an obstruction to residents or road users. They should be on the corners, so you don't have to be on the wrong side of the road when you come around them. Having no parking here, will push more cars into these unsafe areas and make this problem significantly worse!</p> <p><i>See Item 2 above</i></p>
(81) Local resident, (Bicester, Cranesbill Drive)	<p>Cranesbill Drive – <b>Object</b></p>

	<p>There should not be double yellow lines in this stretch. Occasional parking is required for visitors to residents (particularly the houses along the private drive in the centre of this proposed area). It is also needed for any workers in the local vicinity, post vans, road workers. This is a safe place for them to leave their vehicle, without causing an obstruction to residents or road users. They should be on the corners, so you don't have to be on the wrong side of the road when you come around them. This is a problem, and having no parking here, in this straight stretch, away from corners, will push more cars into these unsafe areas and make this problem significantly worse!</p> <p><i>See Item 2 above</i></p>
(82) Local resident, (Bicester, Derwent Tiad)	<p>Beckdale Close – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Wansbeck Drive – <b>Support</b></p> <p>These roads particularly are affected by parents parking for the local school and inconsiderate parking</p>
(83) Local resident, (Bicester, Dickens Close)	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Drive – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p>

	<p>I don't feel they cause a major problem. I think it will cause more problems with parking elsewhere when there is already a lack of parking.</p> <p><i>These proposals are all on safety grounds – and none of them near Dickens Close...</i></p>
(84) Local resident, (Bicester, Graham Road)	<p>Brashfield Road – <b>Concerns</b> Cemetery Road – <b>Concerns</b> Graham Road – <b>Concerns</b></p> <p>Re Graham Road The information which has been posted is incorrect and will have confused some people. You cannot mean South side - opposite the play area adjacent to no.12. It must be 21 - nothing else makes sense. Firstly 12 is on the North side and has off-road parking in place. It is not relevant to the play area on the corner. Therefore the error must be a typo. For 12 read 21. Please amend your records and the signs which have been posted. My husband rang in 10+ days ago to highlight the error. Nothing has been done so far. Please take action sooner rather than later.</p>
(85) Local resident, (Bicester, Hemingway Drive)	<p>Browning Drive – <b>Object</b></p> <p>I am a regular visitor to a house down browning drive; childminder lives there. I need to be able to park close to the house as i have young children, having to park much further away will be dangerous for the children and will cause more hazards to the drivers. It also majorly inconveniences me and takes time away from my day. The drop off and collection are literally a few minutes so doesnt inconvenience anyone when I drop my children off. I dont understand why people and their visitors would not be allowed to park outside their own properties.</p> <p><i>See Item 9 above</i></p>
(86) Local resident, (Bicester, Kipling Close)	<p>Browning Drive – <b>Object</b></p> <p>Restricting parking on Browning drive would tempt drivers to park in Kipling close where I live. I never see any real issues with cars parked in Browning Drive.</p> <p><i>See Item 9 above</i></p>

(87) Local resident, (Bicester, Lily Close)	<p>Cranesbill Drive – <b>Object</b></p> <p>I object the addition of double yellow lines and parking restrictions on the particular stretch of Cranesbill Drive. That area is wide enough for single cars to pass a parked car and I do not believe that parked cars cause any obstruction. I do however believe that the introduction of parking restrictions will push those who use that area to park into parking along the fields of the play park on Cranesbill Drive. Parked cars there create a hazard to those children who regularly play on the area.</p> <p>See Item 2 above</p>
(88) Local resident, (Bicester, Medina Gardens)	<p>Medina Gardens – <b>Object</b> Wansbeck Drive – <b>Concerns</b></p> <p>With regards Medina gardens. This is not thought out. There are a number of premises opposite these lines that have multiple cars and vans. Whilst it is already congested at this point with parked vehicles. I can say it is more than manageable for safe and competent driver to navigate. And remains safe for pedestrians, such as myself and the children. Placing these lines here will push these vehicles away from the owners and further up Medina gardens where there is no restrictions and will begin to impact other sections of the road.</p> <p>This is quite clear when you review the impacts of other yellows line placed in the area, especially around the local school. Yellows line have created more dangerous parking with vehicles now zig zagged across the roads and as opposed to being parked on one side of a road. They are using corners and residential side streets more. And overall more it has become more hazardous to pedestrians and school children. My view is unless it is a busy junction all the yellow lines in the Kings End area should be removed for safety. But please do not add any further lines as it reduces space to park and creates more dangerous parking not safer parking!</p> <p>Has anyone actually reviewed the impact of yellow lines in and around these areas? I certainly have not been surveyed.</p>

	<p>Regards Wansbeck, again the lines that were put in recently on the oopisute side of the road and further up the road near to Hambleside have caused more hazardous parking. In fact I would argue there never was hazard parking in that area until after the lines were in place. Vehicles now park zig zagged on opposite sides near to junctions. This cannot be a safer position to be in? Please consider with all of these proposals, where are you pushing the cars towards? Is it really going to produce safer parking or push the issue to elsewhere? I think its safe to say the answer is the latter. Please, no more yellow lines.</p> <p><i>Once implemented the efficacy of the proposed lines in Medina Gardens will be monitored and any suitable amendments/additions considered.</i></p>
(89) Local resident, (Bicester, Newport Terrace)	<p>Victoria Road/Victoria Court – <b>Support</b></p> <p>I welcome the proposals to provide additional residents parking bays on Victoria Road and Victoria Road. This extra capacity is much needed by those who live on Victoria Road and an improvement on the current situation.</p>
(90) Local resident, (Bicester, Poppylands)	<p>Brashfield Road – <b>Support</b>  Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b></p> <p>Cars mount the path to get round the parked cars - close to a crossing , hard to get round the narrow roads</p>
(91) Local resident, (Bicester, Selby Drive)	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b></p>

	<p>Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>Parking on road affect the safety of driving, and the design of most road is not for car parking, they are not wide enough for parking purpose, so more restrictions can reduce chance of accidents</p>
(92) Local resident, (Bicester, Shannon Road)	<p>Beckdale Close – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b></p> <p>Dangerous for residents to cross roads, pedestrians in general. Dangerous parking obstructing views when coming out of junctions such as Shannon road onto wansbeck</p>
(93) Local resident, (Bicester, Spitfire Close)	<p>Beckdale Close – <b>Concerns</b>  Churchill Road – <b>Support</b></p> <p>Can you please look at Whitley crescent Especially coming out of spitfire close It's impossible to see wats coming along Whitley crescent because to van constantly block our view This is mainly and evening issue</p>
(94) Local resident, (Bicester, Stoneburge Crescent)	<p>Bucknell Road – <b>Concerns</b></p> <p>I am a resident of Stoneburge Crescent and I was made aware that there was going to be a yellow line proposal as discussed with Councillor Sibley. We have not seen any notice in the area advertising the consultation! And only found out by accident.</p> <p>I will still have issues leaving Stoneburge Crescent as the small run of yellow line starts past the junction to the east and will just push the parking to the opposite carriage way which will block my view turning right out of the junction! There is also a bus stop with no road markers there which will need addressing. The current proposal seems unthought through to solve the issue and will endanger the safety of us as residents and children attending the</p>



	<p>Brookside School. It will also need to be policed afterwards as the single lines in Bucknell Road are disregarded at school drop off collecting time.</p> <p><i>The proposals are largely to improve safety at school run times and are considered to be a minimum measure. Parking on the single yellow line on the other side is a separate enforcement issue that will be raised with the parking team.</i></p>
(95) Local resident, (Bicester, Victoria Road)	<p>Victoria Road/Victoria Court – <b>Support</b></p> <p>Safety of all. The removal of vehicles parked half on the pavement and half on the road obstructing pedestrians and other vehicles. Increased traffic flow without parked vehicles.</p>
(96) Local resident, (Bicester, Victoria Road)	<p>Victoria Road/Victoria Court – <b>Concerns</b></p> <p>Support the change on Victoria Road of additional permit parking bays. Object to removal of "No Waiting Mon-Sat 8am-6pm" on the south side of Victoria Court as has been regularly useful on Saturday evening and Sunday.</p> <p><i>Unfortunately new permit holder bays cannot be introduced without the removal of part of the single yellow line.</i></p>
(97) Local resident, (Bicester, Victoria Road)	<p>Victoria Road/Victoria Court – <b>Support</b></p> <p>The extra permit parking spaces are definitely needed and will help ease parking pressures on residents that live on Victoria Road.</p>
(98) Local resident, (Bicester, Victoria Road)	<p>Victoria Road/Victoria Court – <b>Support</b></p> <p>Sensible proposal to increase permit parking for residents.</p>
(99) Local resident, (Bicester, Windmill Avenue)	<p>Beckdale Close – <b>Support</b> Brashfield Road – <b>Support</b></p>

	<p> Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Cemetery Road – <b>Support</b>  Churchill Road – <b>Support</b>  Cranesbill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Victoria Road/Victoria Court – <b>Support</b>  Wansbeck Drive – <b>Support</b>  Wordsworth Close – <b>Support</b> </p> <p>We have too many incidents of poor parking. Specifically Churchill and brashfield. We do need enforcement to be done more regularly</p>
(100) Local resident, (Bicester, Wordsworth Close)	<p> Browning Drive – <b>Object</b>  Wordsworth Close – <b>Concerns</b> </p> <p>The vehicles causing problems in our vicinity are DPD couriers, these 3 vehicles do not park in their own parking bays where they live. So by the council putting double yellow lines in Bunyon Road and Wordsworth Close the parking issues will be pushed up further into our close, Wordsworth. If any vehicles then park in Wordsworth, as each home has a drive this will cause problems with people exiting their homes, as to swing out of your drive you need the whole width of the road and big vehicles coming into Wordsworth close. For example, dust carts cannot get by, ambulances and fire engines. In Wordsworth there are about 4 parking spaces, which are regularly used by residents, and guests. Even that cause problems with delivery people trying to turn.</p> <p>I don't really know what the solution is but I am very unhappy with double yellow lines restricting parking in a very residential area. Especially our close, Wordsworth as it is very small, only 8 bungalows.</p> <p><i>See Item 9 above</i></p>
(101) Local resident, (Bicester, Wordsworth Close)	<p> Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b> </p>

	<p>Browning Drive – <b>Object</b> Wordsworth Close – <b>Object</b></p> <p>This will cause great difficulty to my Family, Doctors and Medical Services that we need to live our life. After living in this close for over 20 years it has only been recently been problems with mainly DPD delivery drivers parking large vans on corners of the junctions. We strongly feel that if the Police were to get involved it would save a lot of expense to the council painting horrible yellow lines round my house. As an older resident of Kings Meadow it now means that my Family and Carer's who come to visit/helps us now will have to park further up the close and cause harassment to my neighbours my making it hard for them to reverse of there own drives.</p> <p><i>The proposed restrictions stop short of any residential accesses.</i></p>
(102) Local resident, (Bicester, York Close)	<p>Churchill Road – <b>Concerns</b></p> <p>All this will do is push them into the side roads like Boston rd Whitley Crescent . As some off them already do blocking drives &amp; makes it harder for the residents to get out off there driveways</p>
(103) Local resident, (Tackley, St John's Road)	<p>Cranesbill Drive – <b>Support</b></p> <p>Inconsiderate road parking has blocked access to my family's property and I have been unable to get my car off of the property without assistance. Flow of traffic through this section of road is interrupted when opposing traffic meets and is often hazardous.</p>
(104) Local resident, (unknown)	<p>Beckdale Close – <b>Support</b> Wansbeck Drive – <b>Support</b></p> <p>Parking has been dangerous on wansbeck drive for a long time now.</p>
(105) As a business, (Bicester, Churchill Road)	<p>Churchill Road – <b>Support</b></p>

	<p>My business is in Churchill Road.          We are constantly held up by a lot of cars parking on the road all day long.          Cars, lorries and vans accessing our business are held up in queues in Churchill constantly.          This is a very busy road, to be constrained to a single lane all day long.</p>
<p>(106) As a business,          (Bicester, Churchill Road)</p>	<p>Churchill Road – <b>Support</b>          Victoria Road/Victoria Court – <b>Support</b></p> <p>Parking along Churchill Road during business hours is causing traffic flow problems. Motorists are parking on Churchill Road while attending or working at businesses in Wedgwood Road.</p>
<p>(107) As a business,          (Bicester, Churchill Road)</p>	<p>Churchill Road – <b>Object</b></p> <p>As a business located on the corner of Churchill Road and Wedgwood Road we object to the proposed parking restrictions. The problem with numerous vehicles parking along Churchill Road has come about by the rental of a unit in Wedgwood Road by the Heritage Centre. They obviously do not have enough parking for all their students which should have been considered. It has impacted our staff as they have struggled to park daily and we are concerned that if the yellow lines are implemented these students will take to parking in our car parks and around our building thus causing us further problems.</p> <p><i>See Item 5 Businesses parking on Churchill Road are part of the problem.</i></p>
<p>(108) Member of public,          (Bicester, Heather Road)</p>	<p>Churchill Road – <b>Support</b></p> <p>Work in Arkwright road and so dangerous trying to turn out of it due to all cars parked along Churchill road/arkwright road junction (outside inside out)</p>
<p>(109) Member of public,          (Bicester, Shannon Road)</p>	<p>Browning Drive – <b>Object</b></p>

	<p>I have to drop my child off to the childminder who lives on Browning Drive and this will cause a danger to park further away. Crossing the road which is unnecessary. Parking is legal on the location of the parking for the childminder and doesn't cause an obstruction to road users.</p> <p><i>See Item 9 above</i></p>
<p>(110) Member of public, (Bicester, Southwold)</p>	<p>Beckdale Close – <b>Object</b>  Brashfield Road – <b>Object</b>  Browning Drive – <b>Object</b>  Bucknell Road – <b>Object</b>  Cemetery Road – <b>Object</b>  Churchill Road – <b>Object</b>  Cranesbill Road – <b>Object</b>  Graham Road – <b>Object</b>  Medina Gardens – <b>Object</b>  Tay Gardens – <b>Object</b>  Victoria Road/Victoria Court – <b>Object</b>  Wansbeck Drive – <b>Object</b>  Wordsworth Close – <b>Object</b></p> <p>Removing parking from residential areas will negatively impact the people living/visiting there. Households have more cars than when the houses were originally built and not all properties have enough off-road parking to accommodate their current needs. Residents have a right to park outside/near their property - any restriction could severely penalise disabled and the elderly, families with small children to name a few if they are unable to park near their own home. Local businesses will be affected because if people can't park, they will go elsewhere - not everyone lives within walking distance or is able to walk far. Where are visitors to park? By putting parking restrictions on certain roads, you just move the problem somewhere else. If vehicles are parked on the road, that is because there is a need for it. An project that is not wanted, not needed; just OCC wasting money penalising the car owner when there are other things that the money could be better spent on, like the appalling state of the roads.</p> <p><i>That there is pressure on residential parking is acknowledged, however that does not justify parking in an unsafe or inconsiderate way, which these measures are designed to address.</i></p>

<p>(111) Member of public, (Bicester, Victoria Road)</p>	<p>Bucknell Road – <b>Object</b> Victoria Road/Victoria Court – <b>Object</b></p> <p>I object because I don't think 7 more parking places would be enough and people would struggle to get parking permit.</p> <p><i>7 spaces is the maximum we can achieve at the present time without negotiating more spaces from CDC car parks, which are currently not available.</i></p>
<p>(112) Member of public, (Bicester, Browning Drive)</p>	<p>Browning Drive – <b>Object</b></p> <p>I object to parking restrictions on Browning Drive, I regularly drop my 1 yr old off, it would be very dangerous and inconvenient for me to walk him.</p> <p><i>See Item 9 above</i></p>
<p>(113) Member of public, (Bicester, Eden Way)</p>	<p>Beckdale Close – <b>Support</b> Brashfield Road – <b>Support</b> Browning Drive – <b>Object</b> Medina Gardens – <b>Concerns</b> Wansbeck Drive – <b>Concerns</b> Wordsworth Close – <b>Object</b></p> <p>Browning drive: The parking restrictions proposed for this area will have a detrimental knock on effect of all surrounding roads and side Roads. I regularly visit a house that will be impacted gravely by these parking restrictions. It will become dangerous for me to drop my child off at the childminders house by having to park so far away. The issue here lies with the vets practice and the lack of parking that they are able to provide which causes issues for the whole street. The resolution should therefore lie with them to provide adequate parking for all its clients and not have a detrimental effect on all surrounding areas.</p> <p><i>See Item 9 above</i></p>

	<p>Medina Gardens: I am in support of these restrictions but believe that the lines should not be limited to one side of the road. The parking issue is as you come around this bend on the left hand side and therefore the lines should be extended to that side too.</p> <p><i>Once implemented the efficacy of the proposed lines will be monitored and any suitable amendments considered.</i></p> <p>Wansbeck Drive: these lines need to run down the whole of Wansbeck! After the last set of double yellows were installed near the Shakespeare drive/Shannon Road junction the same car just started parking on the other side of the road. Still causing an issue to all passing.</p>
(114) Member of public, (Bicester, Thompson Drive)	<p>Browning Drive – <b>Object</b> Bucknell Road – <b>Concerns</b> Churchill Road – <b>Concerns</b></p> <p>I object to Browning drive as my childminder lives there. As I have a child with additional needs I needs to park right outside her house to minimise the dangers of getting him to her house.</p> <p><i>See Item 9 above</i></p>
(115) Member of public, (Bicester, Wetherby Road)	<p>Browning Drive – <b>Object</b></p> <p>I have a small child that I take to the childminder on Browning... restrictions would be ver dangerous for us both.</p> <p><i>See Item 9 above</i></p>
(116) Member of public, (Kidlington, Webbs Way)	<p>Browning Drive – <b>Object</b> Wordsworth Close – <b>Object</b></p> <p>Browning Drive has very little regular parking and is not used by commuters. Occasionally customers/staff of the vets practice park in the road but this does not constitute a problem severe enough for double yellow lines. The problems caused to residents will be considerable. Where are we supposed to park when visiting or are people living here to now be denied visitors/carers etc? Those of us who come to visit will need to park outside other peoples houses</p>

	<p>further away along with the customers/staff of the vets. The parking will then be much more problematic than it is now. As there are currently no parking problems in this street double yellow lines are neither wanted or needed.</p> <p><i>See Item 9 above</i></p>
(117) Member of public, (Kidlington, Webbs Way)	<p>Browning Drive – <b>Object</b> Wordsworth Close – <b>Object</b></p> <p>I am astounded at this proposal. I am a regular visitor to my daughters house (no 21) and on about 90% of occasions I am the ONLY car parked in the road. I would really like to see the data you have collected to support this very unnecessary heavy handed reaction.</p> <p>I know on a few occasions customers of the vets have parked a little inconsiderately but they are only there for 20minutes or so and this is VERY rare.</p> <p>I am aware that one resident has bought an oversized motor home which he wishes to park on his drive. This is too big for the road and he is clearly not adept at manoeuvring it. He also needs all the road to be clear so he can park this large vehicle in the road (blocking other peoples access!) and then attach another vehicle to be towed behind. This only happens a few times when he goes away and the other residents of this section of the road are tolerant of his actions. OCC should not be imposing double yellow lines to facilitate one residents needs. I am aware when driving around Bicester that there are many many more streets with more congested parking. My daughter and son in law have always been able to access and leave their properties as have their neighbours.</p> <p>One or two cars parked in a street slow traffic making it much safer for pedestrians and children. This part of Browning Drive has very little traffic not being a through route to anywhere. The points of obstruction already have double yellows.</p> <p>When I visit I am careful to park outside my daughters house which does not block anyone else's drive. If double yellow lines are imposed I along with any other visitors will be forced to park further down the road outside other peoples homes causing unnecessary aggravation and the overflow vet parking is still going to happen somewhere. If preventing occasional daytime parking is desired then single yellows with short time restrictions should be considered first before you unnecessarily complicate residents lives.</p> <p><i>See Item 9 above</i></p>



(118) Member of public, (Sheffield)	<p>Browning Drive – <b>Object</b></p> <p>Not being able to park there will mean having to park on other, busier roads, bad for those residents, worsens congestion.</p> <p><i>See Item 9 above</i></p>
(119) Member of public, (Stockton on Tees)	<p>Browning Drive – <b>Object</b></p> <p>I am putting in an OBJECTION for the parking restrictions proposed for Browning Drive.</p> <p>I am a close relative of a resident who lives in Browning Drive. We live in the North East of the country, so when we visit, we often stay for the whole weekend. During this time, we need to park our car outside the house on the road. The new double yellow lines will mean that I will not be able to park outside the house of the person I am visiting, and will need to find somewhere else on either Browning Drive, Bunyan Road or Kipling Close to park for the duration of our stay. This will mean that I may need to park outside someone else's property for a couple of days at a time. I also have a newborn baby, and a young toddler. I do not think it is a responsible or safe decision to force me to carry my newborn and toddler for some 100m or so along the road to where my car will need to be parked (not on the double yellow lines), each time i wish to go out. When I would have been able to park directly outside the front door of the house I was visiting previously.</p> <p><i>See Item 9 above</i></p>
(120) Member of public, (Weston on the Green)	<p>Beckdale Close – <b>Support</b>  Brashfield Road – <b>Support</b>  Browning Drive – <b>Support</b>  Bucknell Road – <b>Support</b>  Churchill Road – <b>Support</b>  Graham Road – <b>Support</b>  Medina Gardens – <b>Support</b>  Tay Gardens – <b>Support</b>  Wordsworth Close – <b>Support</b></p>

	<p>I do a lot of walking around greenwood homes and cannot walk on path as drivers are parking in the path unnecessarily. It's dangerous</p>
<p>(121) Local resident, (Bicester, Lucerne Avenue)</p>	<p><b>Object</b></p> <p>My concerns are as follows:</p> <ul style="list-style-type: none"> <li>• As a resident of Lucerne Avenue my children utilise the play ground on cranesbill regularly. I believe these restrictions will simply push parked cars closer to the play park and create a hazard.</li> <li>• Cars parking in the area proposed to be restricted do not block visibility for pedestrians or motorists. Implementing these restrictions will push the parked cars further along Cranesbill or into Bure Park in general potentially creating hazards in an area that forms a part of the school run for large numbers of local children.</li> <li>• It is my belief that cars parked in that stretch actually assist in slowing the traffic as they approach the crossing of the footpath keeping the area safer for children and other pedestrians.</li> </ul> <p><i>See Item 2 above.</i></p>
<p>(122) Local resident, (Bicester, Lucerne Avenue)</p>	<p><b>Object</b></p> <p>We live on Browning Drive Bicester and would like to OBJECT to the council proposal Of putting double yellow line along the road outside our house on Browning Drive</p> <p>This will cause untold problems for visitors to our houses who will no doubt park further along the road causing other streets and neighbour parking issues just to visit relatives and friends</p> <p>This is also going to cause house prices to be lower because of this .</p> <p>The issue really comes from Hearts Vets Who applied for council permission and was granted Permission for the temporary building removal of the temporary building would give them more spaces onsite to park ,this would stop there staff who are the culprits of parking at the junction in the layby and causing blockages to be able to park onsite</p>

	<p>We feel that we are being punished for Hearts Vets negligence to priorities there clients visits with spacing of times that would accommodate the parking of those clients and limit the number of clients attending site daily</p> <p><i>See Item 9 above</i></p>
(123) Local resident, (Bicester, Withington Road)	<p><b>Object</b></p> <p>I live on Withington Road At about 18.15 7 October these vehicles parked up and went into town at weekends outside the Bell pub cars are parked up on double yellows can you please tell me why a traffic warden is not patrolling the area what is the point of writing letters about parking restrictions when no one is around to enforce this also there are no give way signs no speed limit signs on this road i have been at my address for 14 years and i have seen no change i will not be voting for any parking restrictions to me it seems pointless the time now is 19.00 the cars are still parked</p>
(124) Local resident, (Bicester, Hudson Street)	<p><b>Object</b></p> <p>I feel having 36 m and 22m of yellow lines will 1. Allow cars to speed more up the Bucknell road as they will have no reason to slow down as they have now. 2. This will push more cars into the side street of Hudson Street, causing our drive to be blocked with parents dropping off their children and picking them up, also residents who park their vehicles on Bucknell Rd as there already shortage of parking on Bucknell Rd. There is a proposal already in place for a double drop curb to be put in place on Hudson st next to my entrance to my drive.</p> <p><i>There will still be a considerable amount of parking available on Bucknell Road which will act as a traffic-calming measure and the yellow lines will be wrapped into the Hudson Street junction.</i></p>
(125) Local resident, (Bicester, Graham Road)	<p><b>Object</b></p> <p>We are writing express my strong objection to the proposed changes to the configuration of the road between 14 and 16 Graham Road.</p> <p>We originally objected to the proposed site of disabled parking on the south side of Graham Road due to the potential for injury to children leaving the playground. However, our objections were not recognised, and our previous</p>

	<p>suggestion was ignored. We are now being asked to agree to a proposal that does not include the site of the inappropriate disabled parking space.</p> <p>I strongly urge you to reassess the placement of the disabled parking space and consider alternative locations that do not compromise the safety of children crossing the road. It is crucial to prioritize the well-being and protection of our communities' children by ensuring unobstructed visibility for drivers in areas surrounding the playground.</p> <p>I kindly request that you take immediate action to rectify this situation and find a safer alternative for the disabled parking space if the double yellow lines are indeed to go ahead.</p> <p>We believe that a speed bump or some other traffic calming measures would be of more value than just painting yellow lines.</p> <p>I am confident that with consideration and collaboration we can identify a solution that meets the needs of individuals requiring accessible parking while also ensuring the safety of our community's children.</p> <p><i>See comments at Item 36 above. This location will be re-visited as part of a future TRO review.</i></p>
(126) Local resident, (Bicester, Stoneburge Crescent)	<p><b>Concerns</b></p> <p>I feel the proposal will make matters worse – I will still have issues leaving Stoneburge Crescent as the small run of yellow line starts past the junction to the east and will just push the parking to the opposite carriage way which will block my view turning right out of the junction! There is also a bus stop with no road markers there! The current proposal seems unthought through to solve the issue and will endanger the safety of us as residents and children attending the Brookside School.</p> <p><i>Once the new measures are in place parking behaviours will be monitored and further restrictions considered in a future review if deemed necessary. Parking on the single yellow line in the daytime is illegal and this will be monitored by the civil enforcement team.</i></p>
(127) Local resident, (Bicester, Medina Gardens)	<p><b>Concerns</b></p>

	<p>1. We agree entirely there is a problem of cars parking on the bend. I have seen several near misses with children on bikes and foot shooting over from the alley at the end of our neighbour's bungalow at no 57. Delivery drivers go at speed up the road several times a day.</p> <p>2. Our concerns are that this will just move the problem elsewhere. Opposite our bungalow is a straight portion of road where visitors on occasion have parked opposite and made it very difficult to get our cars off the drive. We even had a large coach parked there in the summer. Will they just move some of their cars to this area?</p> <p>3. Or, which happened last year - park on the grass section and made a terrible mess of the grass.</p> <p><i>Once implemented the efficacy of the proposed lines will be monitored and any suitable amendments/mitigations considered.</i></p>
(128) Local resident, (Bicester, Medina Gardens)	<p><b>Concerns</b></p> <p>I agree the parking has been and is a continued issue in our road. People park in the road for the Shakespeare pub, to use Tesco's, the betting shop and a young man parks sometimes two cars in the road and he lives in the flats above the shops. The lady next door now runs a business and her clients will at times park in front of my house. Some residents, most, have more than one vehicle.</p> <p>Would it not be more sensible for residents to apply for parking permits?</p> <p>Parking restrictions will only make parking in front of my home more difficult because more people will choose to park there! As it is it drives me crazy not being able to park at times in front of my house!</p> <p>Permits will also stop anyone who does not live here parking at all if they get a fine. Your true consideration in this matter would be appreciated by us all.</p> <p><i>Once implemented the efficacy of the proposed lines will be monitored and any suitable amendments/mitigations considered. It is possible that the introduction of a permit parking scheme may be considered at a later date if resources allow.</i></p>

<p>(129) Local resident, (Bicester, Medina Gardens)</p>	<p><b>Concerns</b></p> <p>Whilst I totally agree with your proposals in Medina Gardens, the thing that is worrying myself and my neighbours is that the parkers who will be displaced from the highlighted designated area will simply move to the area between 76 and 78 on the E side and 57 and higher on the other.</p> <p>This is a not a wide road and they are concerned about being able to access their drives. If the planned line painting does not include these sections we feel it should be included.</p> <p><i>See Item 45 above</i></p>
<p>(130) Local resident, (Bicester, Medina Gardens)</p>	<p><b>Concerns</b></p> <p>While I'm delighted that you are looking at this with the idea of helping with parked cars causing obstruction because of bad parking.</p> <p>I'm afraid where you're suggesting putting the yellow lines isn't currently where anyone parks. You are going to put it 76 metres from the property boundary east and north of number 55. The inconsiderate/obstructive parking is on the opposite corner beside my house (number 11).</p> <p>Unfortunately the majority of inconsiderate parking is done by non residents of Medina gardens, either from the occupants of the flats above the shops, or people who park here to go to the pub, Tesco or the betting shop, instead of using the car park provided for those premises.</p> <p>There is also a couple of businesses being run from the properties at 58 &amp; 60 Medina gardens which occasions extra parking spaces getting taken up.</p> <p>Can I ask how you're planning on policing these yellow lines? Will there be traffic wardens patrolling or is it the expectation that the residents of Medina Gardens will let you know if anyone parks on the yellow lines?</p> <p>Depending on the answer to the question above, would you consider issuing residents parking permits? Having signs up that say these are needed to park, would be a good deterrent to the non residents of Medina Gardens.</p> <p><i>See Item 45 above. It is possible that Medina Gardens will be included in a future permit parking proposal.</i></p>

(131) Local resident, (Bicester, Cemetery Road)	<p><b>Concerns</b></p> <p>I live near to the Cemetery gates, which is a single-track road. I am concerned that if double yellow lines are painted outside my property, then it will prevent people from visiting me (either elderly relatives or tradesmen working at my property, etc.).</p> <p>Could this part of Cemetery Road be restricted to allow resident parking only? In essence, the road only leads to the Cemetery and to my property, so I really feel that double-yellow lines will be 'overkill' and cause more problems here than it would solve.</p> <p>I would therefore ask you to reconsider this planned action. Please could you get back to me with your findings.</p> <p><i>Cemetery Road is so narrow at this point that unless any vehicle parked there is partly on the footway, access to the churchyard by maintenance or emergency vehicles would be obstructed. This would also make the location unsuitable for a permit parking scheme. The proposal is a continuation of the existing No waiting at any time restrictions in the preceding part of Cemetery Road.</i></p>
(132) Local resident, (Bicester)	<p><b>Concerns</b></p> <p>I do support that something is being done about the parking, almost all our drives has been a nightmare for access etc. This has been an issue for years with being next to the vets.</p> <p>I'm also unhappy, as my mother &amp; brothers visit a lot, they wouldn't be able to park outside our house, they'd have to park way down the road, my mother has health issues. I'd like to know what can be done for residents who have people visiting etc? As we pay for our council tax etc, we should be able to park outside our own house. Plus, myself &amp; my daughter both have health issues, we need to have certain visitors etc. Is there any parking permit we can put on the windscreen or something similar, that obviously doesn't cost us. Or couldn't you put up signs that say permit holders only &amp; give us all something to put in whoever is visiting us or even when we are having our handy man etc come. This will be very difficult, if we cannot have visitors park outside our own home.</p>

	See Item 9 above
(133) Local resident, (Bicester, Cranesbill Drive)	<p><b>Support</b></p> <p>We fully endorse the proposal for double yellow lines to be implemented on Cranesbill Drive between the road narrowing features and have had discussions with Bicester Council on this subject. Thank you for acknowledging the parking issues.</p> <p>The double yellow lines are necessary for the following reasons:-</p> <ol style="list-style-type: none"> <li>1. Access to our property</li> <li>2. Safety concerns</li> <li>3. Passage of traffic</li> <li>4. Road blockages</li> </ol> <p>Expansion of the above points</p> <ol style="list-style-type: none"> <li>1. Access to our property</li> </ol> <p>The current road narrowing features steer overspill parking for the relevant 6 properties into the road between the road crossings, with the overwhelming majority choosing to park directly opposite our drive.</p> <p>Our drive is the length of a car. When cars are parked adjacent to each other on our drive and with a car parked opposite in the road, access is severely limited to manoeuvre onto and off the highway.</p> <p>Under these circumstances the end of our drive to the centre line of the road is much less than a car length, making it extremely difficult to reverse onto the highway and needing to drive along the pavement against the raised kerb stone.</p> <p>The Department for Transport's "The Official Highway Code"</p> <p>Point 242 states:-</p> <p>"You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road".</p> <p>Point 243 states:-</p> <p>States "DO NOT stop or park"...</p> <p>..."opposite a traffic island or (if this would cause an obstruction) another parked vehicle"...</p>



	<p>..."in front of an entrance to a property"</p> <p>The Highway Code is not being followed otherwise we would not have difficulty accessing parking on our property.</p> <p>2. Safety concerns Parking near the crossings has led to a vehicle dangerously mounting the kerb and smashing off one of the safety bollards. (See attached photo of missing bollard). Parked vehicles often force road users to change direction abruptly often mounting pedestrian areas when meeting oncoming traffic to avoid collision. Additionally, parked vehicles reduce visibility of the pedestrian crossings.</p> <p>3. Passage of traffic When vehicles are parked in between the road narrowing features, this causes 3 or more single file obstructions within the 38m stretch of the proposal. This has led oncoming traffic to pass each other by driving along the pavement at speed or needing to reverse back into pavement crossing areas.</p> <p>4. Blockage of the road With vehicles parked in between the road narrowing features this often causes the road to be blocked when delivery drivers need to stop. Parking on the pavement in this area has also caused obstruction to pedestrians and people with push chairs and mobility scooters.</p> <p>We would like to thank Bicester Council for raising this proposal.</p> <p><i>See Item 2 above</i></p>
(134) Local resident, (Bicester, Bucknell Road)	<p><b>Support</b></p> <p>I write to you specifically about the proposed restrictions along Bucknell Road (CU78).</p> <p>First of all I support the proposal. The road is becoming dangerous with cars being parked on the East and West sides as noted.</p> <p>I would like to suggest that in addition to these proposals, double yellow lines should also be introduced to replace the existing single yellow lines from Stoneburgh Crescent towards Field street on the opposite side to Brookside Primary School.</p>

	<p>The reason I request consideration is given to this, is that I predict cars will avoid the new double yellow lines (as proposed) and, instead, park on the single yellow lines.</p> <p>At the moment there are regular occasions when the single yellow lines are ignored and enforcement is very ad hoc.</p> <p>The section of the road opposite Brookside School is narrow and dangerous for children. This should also be prioritised for double yellow lines in my view.</p> <p><i>See Item 126 above</i></p>
(135) Local resident, (Bicester, Victoria Court)	<p><b>Support</b></p> <p>I agree that the changes will improve safety and remove obstructions especially near the junction with Victoria Road. I think it is also important that further resident permit spaces are provided, as proposed.</p> <p>As a resident of Victoria Court, who doesn't currently have a driveway, allocated parking space or permit, will these proposed changes allow me to get a permit for on-street parking?</p>
(136) Local business, (Bicester)	<p><b>No objection</b></p> <p>It is hazardous when cars are parked opposite Arkwright Road along the Churchill Road. There have been several occasions that accidents have occurred.</p>

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Divisions affected: Iffley Fields and St Mary's

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **OXFORD: HOWARD STREET & SILVER ROAD – PROPOSED AMENDMENT TO RESIDENTS PARKING PLACES TO ACCOMMODATE CYCLE ACCESS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following proposals as advertised:
  - a) New 'No Waiting at Any Time' (double yellow lines) parking restrictions on Howard Street in place of existing 'Permit Holders only' parking places,
  - b) the removal of the existing pedestrian guard railing adjacent to the dropped kerb by Flower Lane, with appropriate measures (including signing & lining) introduced to help mitigate the risk of conflicts between pedestrians and pedal cyclists, and a dropped kerb to be installed on the north side of Howard Street in line with the one on the south side, and
  - c) new 'on-carriageway' cycle parking places on the northeast side of Silver Road, by its junction with Barnet Street.

#### **Executive summary**

2. This report presents responses to a consultation on two proposals to facilitate active travel in the Howard Street area.
3. Firstly, at Howard Street to facilitate access cycle and pedestrian access between the Boundary Brook Road area and Howard Street (and the wider road network within the East Oxford LTN area) it is proposed to remove the pedestrian guard railing by the existing dropped kerb on Howard Street at Flower Lane, and also to introduce no waiting at any time restrictions as shown in **Annex 1**.
4. The guard railing was installed following safety concerns that child pedestrians sometimes ran from Flower Lane into Howard Street. A search of the collision

database back to 1980 shows the following two incidents in the vicinity – though in neither case was it confirmed the pedestrian had entered Howard Street from Flower Lane:

- *17/05/2002 – child pedestrian ran into road from south side of Howard Street from between parked cars and was struck by a car. Slight injury sustained by pedestrian.*
  - *13/07/2011 – pedestrian crossed road from south side and was struck by a car. Slight injury sustained by pedestrian.*
5. Although the installation date for the guard railing is unknown it may well be that it was installed following the pedestrian collision in 2002 [Google 'street view' imagery confirms it was in place by 2008].
  6. Secondly it is proposed to introduce new 'on-carriageway' cycle parking places for 5 metres on the northeast side of Silver Road by its junction with Barnet Street, as shown in **Annex 2**. The position of the parking will also serve to help prevent motor vehicles illegally driving on the footway at this location.
  7. The final design of the cycle parking infrastructure will be confirmed should approval be given following completion of the consultation process.

## **Financial Implications**

8. Funding for the proposals, including consultation will be met from the Accessibility and Road Safety Fund.

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

10. The proposals seek to facilitate safe and convenient walking and cycling.

## **Formal Consultation**

11. Formal consultation was carried out between 01 February and 01 March 2024. A notice was published in the Oxford Times Newspaper and street notices paced on site. Emails were 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, , and the local County Councillor representing the Iffley Fields and St Mary's division.

12. 129 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Howard Street	25 (19%)	6 (5%)	92 (71%)	6 (5%)	129
Silver Road	7 (5%)	7 (5%)	86 (67%)	29 (23%)	129

13. Additionally, a further eight emails were received, comprising of three objections, three raising concerns, one in support, and one non-objection from Thames Valley Police.
14. The full responses are shown at **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

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

15. Thames Valley Police did not object to the proposals.
16. Expressions of support for both proposals were received from a local Oxford City Councillor and Cyclox and another local group representing cyclists; in expressing support both groups also requested that a dropped kerb was provided on the north side of Howard Street opposite the existing one on the south side to facilitate access for pedestrians.
17. The remaining responses (125) were from members of the public, the majority being local residents. While a clear majority of these responses were supportive of both proposals, 25 objections were received in respect of the proposals for Howard Street and 7 in respect of those for Silver Road.
18. The objections to the Howard Street proposals focussed firstly on the loss of two residents parking places given the parking pressure in the area and secondly safety concerns in respect of the proposed removal of the guard railing and the risk that pedal cyclists might travel at speed both along Flower Lane and also across the Howard Street footway and into Howard Street, posing a risk to pedestrians in particular but also leading to a risk of collisions between cyclists and motor vehicles.
19. In respect of the loss of parking, the proposed no waiting at any time restrictions will both ensure that access to the dropped kerb by Flower Lane is not obstructed by a parked vehicle, and also provide adequate visibility of vehicles travelling along Howard Street. While acknowledging that there are still parking pressures, the CPZ introduced in 2019 significantly addressed these in the overall CPZ area to the benefit of residents.

20. On the safety concerns, the removal of the guard railing will of course (as this is one of the prime objectives of the scheme) allow cyclists to move considerably more freely to and from Howard Street and Flower Lane than at present. Although this is unlikely to appreciably affect their speed on Flower Lane itself (which it should be noted is not formally a cycle track but has long established use by cyclists) it is accepted that in the absence of mitigating measures the potential for conflict with pedestrians walking on the southern footway of Howard Street could increase.
21. Signing and lining to be introduced to mitigate these risks, noting that there is a reasonably good view available between cyclists crossing the footway from Flower Lane and pedestrians using the footway. It is also worth noting that the current guard railing itself introduces a degree of conflict between pedestrians and pedal cyclists manoeuvring around it.
22. In addition to allowing both pedestrians and pedal cyclists to make use of the existing dropped kerb, the proposed waiting restrictions will also help ensure adequate visibility for cyclists entering Howard Street of motor vehicles – noting that the Low Traffic Neighbourhood (LTN) scheme while traffic is now two-way, the overall volume of traffic is considerably reduced as compared to before the LTN.
23. The objections to the proposed on-carriageway cycle parking at Silver Road were primarily on the grounds of the loss of parking places for residents, with one response also stating that the provision was a waste of money and would be prone to vandalism and theft.
24. Noting these comments, the cycle parking is located on existing 'No Waiting at Any Time' restrictions (double yellow lines), and therefore does not result in the loss of any designated parking places, and while accepting the places may not be attractive for longer term cycle parking, if approved they will provide a useful amenity for shorter duration cycle parking, by visitors to adjacent properties for example.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1 and 2; Consultation plan Annex 3: Consultation responses
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Contact Officers:	Anthony Kirkwood (Team Leader – Vision Zero)
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March 2024

Drawing No.

U

**Key**

-  Proposed No Waiting at Any Time parking restriction in place of existing residents only parking places
-  Proposed removal of existing pedestrian barrier
-  Existing residents only parking places to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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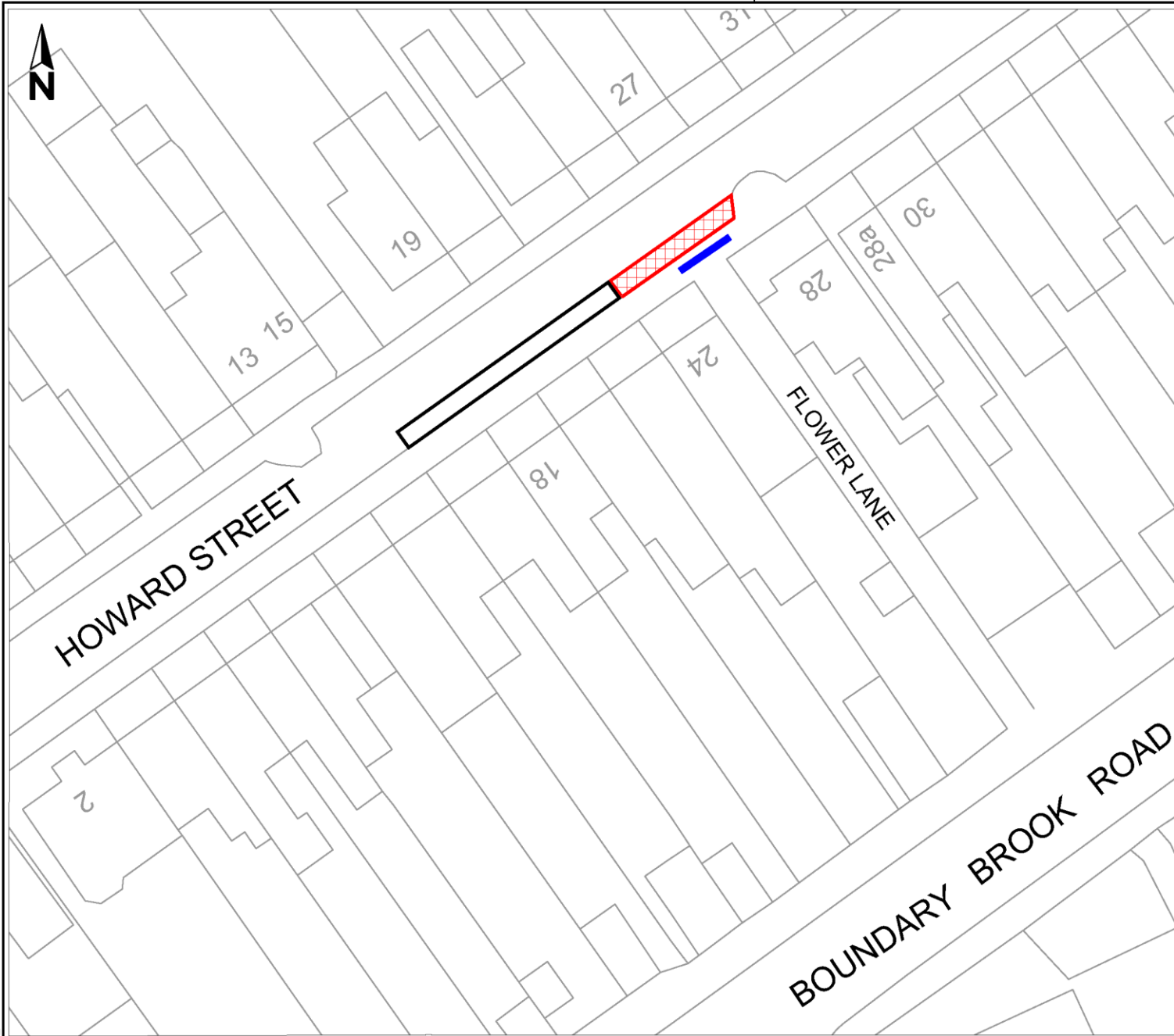
**Project title**  
PROPOSED AMENDMENT TO  
RESIDENTS ONLY PARKING  
PLACES

**Drawing title**  
OXFORD  
HOWARD STREET

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

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0





Drawing No.

U

Proposed on-road pedal cycle parking places

Existing 'Permit holders only' parking bays

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

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DECOMMISSIONING/DEMOLITION

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OXFORDSHIRE COUNTY COUNCIL

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Project title

PROPOSED ON-ROAD CYCLE PARKING PLACES

Drawing title

OXFORD SILVER ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:200	CJM	JW	JW
	Date drawn	Date checked	Date approved
	08.12.2023	18.12.2023	18.12.2023

Oxfordshire Project No. & File Ref

Drawing No.

Revision

0

The map shows a street layout with Silver Road running diagonally from the bottom right towards the top left, and Barnet Street running horizontally across the top. Several property boundaries are outlined, with numbers 6, 22, 14, 29, and 7 visible. A dashed green line runs parallel to Silver Road, indicating existing 'Permit holders only' parking bays. A dashed blue line, labeled '5 metres', indicates proposed on-road pedal cycle parking places. A small crosshair is located on Silver Road near the center of the map.

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Page 128

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local Cllr, (Oxford, Argyle street)	<p>Howard Street – <b>Support</b>  The Howard street barrier makes walking and cycling through flower lane more challenging than it needs to be especially for children and those with limited mobility and this is a key pedestrian and cycle route.</p> <p>Silver Road – <b>Support</b>  More on-road cycle parking is needed and this location would make the streets safer due to limiting dangerous driving manouvers.</p>
(3) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b>  I am writing in opposition to the proposed change. The entrance to Flower lane is secured with a metal barrier, which discourages excessive speed and makes cyclists slow down. This is safer for pedestrians on both Howard Street and flower lane. Furthermore, the proposed change would reduce parking for local residents, which I am opposed to if no alternative new parking is provided.</p> <p>Silver Road – <b>No objection</b>  This is reasonable if it allows better use of the space.</p>
(4) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b>  I object as cyclist use Flower Lane and the removal of the barriers at the end as well as the parking for 2/3 cars there would allow cyclist to come down Flower lane without slowing down enough to check if pedestrians are walking down the pavement along Howard street. this would be especially dangerous for young children who might be shorter than the wall and so even less visible. additionally, we are already struggling with parking along Howard street and Catherine street, and the removal of additional parking spaces would make parking for residents even more challenging.</p>

	<p><b>Silver Road – No objection</b></p> <p>I'm not sure what use this cycle parking would have, as this is a residential area of people park their bicycles on their property, however I have no major objections to it.</p>
(5) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Object</b></p> <p>Since the LTN has come to Howard St I have seen a wonderful transformation. Little children on scooters with their parent strolling on the sidewalks, cyclists and children walk/cycling in the street between the Bollards and Iffley Road - the quiet and feel of the street is amazing BUT I truly believe removing the barrier at the Howard Street end of Flower Lane is a mistake. Most cyclists are considerate but many still come whizzing around the barrier - imagine when there is no barrier and a small child runs ahead of its parent to turn down Flower Lane or carry on down Howard Street? Imagine an old person half way along the opening on the way to the Coop or a blind person - and we have a few of them who regularly use my end of Howard Street., not to mention the number of us ageing or already of a certain age. I also wonder about a car coming down the street towards Iffley road and a cyclist whizzing out turning left??? The cyclist is in danger. What about motorcyclists being able to access that Lane. It is a child friendly area now. And too, people on the South Side of the street struggle to find a parking place so the loss of 2 spaces will be felt by many. I support cyclists - both my husband and son cycle, almost on a daily basis but I don't agree with this proposal. Please consider the possible repercussions carefully.</p> <p><b>Silver Road – No objection</b></p> <p>I don't live on that part of Howard Street and really wouldn't want to comment on how that would affect individuals living there. In principle I think it is a good idea but I notice where they on other streets in East Oxford they tend to collect lots of trash in between the units.</p>
(6) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Object</b></p> <p>The existing pedestrian barrier encourages cyclists to slow down as they enter Howard street from Flower Lane and makes the route safer. If it is removed cyclists can hurtle down Flower Lane and can also be a danger to pedestrians walking along that pavement, as well as themselves.</p> <p>I also strongly object to the introduction of 11 metres of double yellow lines, which means the loss of two parking spaces. Since the introduction of the LTN in Howard Street the number of cars coming up Howard Street is a lot less. Pedestrians and cyclists can stop and look down the street before they try and access the road. Since parking permits for Boundary Brook Road were introduced last summer, it is much more difficult to park in Howard Street as residents on the side of Street that backs onto Boundary Brook Road can no longer park there. The straight stretch of</p>

	<p>Boundary Brook Road parallel to Howard Street rarely has a car parked on it. It would be more sensible to give parking permits in Boundary Brook Road for Howard Street residents whose houses back onto Boundary Brook Road than allowing them to park in Charles Street and Percy Street.</p> <p>Silver Road – <b>No objection</b> Seems sensible proposal.</p>
(7) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b> Removing the pedestrian barrier at the end of Flower Lane seems counter to reason this Barrie was there I the first place. This would be to prevent bicycles entering the street at speed at this point. If there is no barrier, bicycles will enter and exit the lane at high speed, particularly cutting across the pavement, which is heavily used by children and older people, causing fright and potentially injury. Further, the will be encouraged to shoot out at high speed into the street, with even with better sight lines, will be a danger to themselves and other road users. The particularly apply during darkness - use of lights by cyclists is erratic at best, and even if the cyclist can see better, they still may not be easy for other road users to see. I find it strange that this is posited or be 'convenient' for cyclists - I feel that this is an instance where it should be made inconvenient for cyclists, to make them slow down and take extra care, A dropped kerb on this part of the street would be useful though.</p> <p>Silver Road – <b>No objection</b> No objection on this proposal</p>
(8) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b> It is already almost impossible to park on Howard Street much of the time and removing more spaces will make the situation worse. As a resident who pays for a resident's permit I still often have to park on other streets - and with permit schemes increasingly introduced in adjoining areas the options are more and more limited. I also believe enabling cyclists to fly out into the pavement at Flower Lane would be a danger to pedestrians.</p> <p>Silver Road – <b>No objection</b> I can't see a problem with this proposal.</p>
(9) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b></p>

	<p>I am very concerned the removal of the barrier at the bottom of flower lane on to Howard Street would cause a danger to both cyclists and pedestrians, as well as to other users on Howard Street. The barrier prevents cyclists from cycling at speed down Flower lane straight over the pavement and on to either the pavement or Howard Street without having to stop and look properly for oncoming pedestrians or traffic. Without the barrier, pedestrians will be at risk of being run into by cyclists cycling, instead of walking their bike, onto the pavement and Howard Street. It also increases the risk of cyclists cycling straight onto Howard Street rather than forcing them to dismount and check the road for safety first before entering it. The junction of Flower Lane with Howards street should continue to be treated like a junction with a pavement and street, where due safety considerations for all should be maintained.</p> <p>Silver Road – <b>No objection</b> I have no strong feelings, as long as safety of all is considered along with the level of security of these parking places.</p>
(10) Local resident, (Oxford, howard street)	<p>Howard Street – <b>Object</b> I can see that the idea is for cyclist to be able to safely turn into Howard Street but I don't think this plan as it now is thought through. If you take away the barrier, cyclist coming from Boundary Brook will feel encouraged to ride swiftly since they see an open path ahead, however, there is the pedestrian pavement along Howard Street to cross. It is often used by children and so is the Alleyway itself, also because Larkrise school is so close. This is bound to cause problems. Also, it isn't really clear that this is currently a shared pedestrian/cyclist lane. I do think it should be, with cyclist, riding very slowly, but they really mustn't speed down this narrow alleyway. It is different if you come from HS to BB, because there is no pavement and clear view on what is ahead. I do however think that cyclists need to be able to join HS easily. At the moment, many simply cycle on the pavement towards Iffley Rd which is really not ok at all. Also, even after the proposed changes put in place it will not be safe for cyclists to turn into HS because you still won't be able to see what's coming down from Iffley Rd. I think this plan requires a review. It sounds dangerous to me. Also, it is a problem to lose another 4 or so parking spaces since with the introduction of BB parking zone these spaces are lost. We should have a shared parking zone and open some of the lost spaces which are now double yellow, if I recall correctly.</p> <p>Silver Road – <b>No objection</b> I have no view on this although I don't understand who these cycle parking places are supposed to be for.</p>
(11) Local resident, (Oxford, Percy)	<p>Howard Street – <b>Object</b> High density housing needs on street parking bays</p>

	<p>Silver Road – <b>No objection</b> Presumably terraced houses don't have space or garden access for their bikes</p>
(12) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b> Removing the barrier and taking the parking away would allow cyclists to travel along the lane at speed, cross the pavement and emerge onto Howard Street without stopping. This would be dangerous for pedestrians who would have to stop at the lane to check for crossing cyclists. We have two visually impaired neighbours who would be especially at risk. The removal of the barrier would also allow motorcycles and even small cars to drive between Boundary Brook and Howard Street. Pedestrians are already disadvantaged by many of the recent changes in cycle priority.</p> <p>Silver Road – <b>No objection</b> No views</p>
(13) Local resident, (Oxford, Howard street)	<p>Howard Street – <b>Object</b> There is no need for this now - nobody does this now so what is the point? I live on this road and have no issues.</p> <p>Silver Road – <b>No objection</b> I do not live on silver road and see no issues with this.</p>
(14) Local resident, (Oxford, Banbury road)	<p>Howard Street – <b>Object</b> As part of their ideological and fascistic war on motorists the zealots on the county council have already removed large amounts of essential roadside parking in Oxford leaving us with an even larger shortage than we had previously. To the detriment of local residents and businesses. No more removal of parking spaces should be permitted until the council provide new parking spaces to support residents and businesses which are suffering as a result of their shortsighted, ideologically-driven, anti-car policies. Furthermore, this decision if it goes ahead will be an enable for the numerous dangerous cyclists operating around Oxford who - without the barrier to force them to slow down, will hurtle across a pedestrian footpath and into a road without taking due care and attention, as motorists and pedestrians witness every day with cyclists ignoring red lights, weaving through traffic and mounting pavements on a regular basis. The barrier in this location is essential to ensuring the safety of all road users and pedestrians and must not be removed.</p>

	<p>Silver Road – <b>Object</b>  Refer to my previous answer. This proposal would necessarily take away vital roadside car parking spaces which are already in short supply thanks to the anti-car council. Find other places for bike parking. Bike parking is not in short supply or high demand anyway.</p>
(15) Local resident, (Oxford, Howard)	<p>Howard Street – <b>Object</b>  Removing the pedestrian barrier will allow cyclists to run even faster into Howard street without giving the way to pedestrian on the pavement. This will be very dangerous especially for children walking on the pavement.</p> <p>Silver Road – <b>Object</b>  Waste of tax payer money, and they will be vandalised as many others All the houses have a from fenced patio where to store the bikes</p>
(16) Local resident, (oxford, howard st)	<p>Howard Street – <b>Object</b>  excessive reduction in parking.</p> <p>Silver Road – <b>Object</b>  excessive reduction of parking.</p>
(17) Local resident, (Oxford, Cowley)	<p>Howard Street – <b>Object</b>  Over 600 parking spaces in East Oxford have been as part of Quickways, and CPZ expanded please do not remove any more parking spaces.  Flower Lane is currently not designated cycle path, and has no share pedestrians/cycle signs. To access Flower Lane cycle have to cycle on the pavement to get to it currently. Cycling on pavement is illegal. TRO needs to add clear share cyclists/pedestrians signs and markings on the ground.</p> <p>Silver Road – <b>Object</b>  Over 600 parking spaces in East Oxford have been as part of Quickways, and CPZ expanded please do not remove any more parking spaces.</p>

<p>(18) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>Object</b> Howard street in particular the iffley road end of Howard street is really difficult to park in if you are a resident. I drive as well as cycle and walk in the area and I would totally support measures to make cycling safer. I think the LTNs have been of great benefit for example. All I would say is if you take spaces away you should try to find space somewhere else. I know there is a policy to make it less appealing to use a car in east oxford and I do get that. But at the moment I pay for a parking permit to not be able to park anywhere near my home. Howard street (RH zone)residents at the iffley road end used to be able to park in boundary brook road (DN zone) If you were to reinstate this arrangement by simply allowing RH permit holders to park in the DN zone you would have enough parking for residents and space to make the cycling safer. Everyone would be happy. In short I would support the proposals if you found spaces to replace the spaces lost.</p> <p>Silver Road – <b>Object</b> Howard street in particular the iffley road end of Howard street is really difficult to park in if you are a resident. I drive as well as cycle and walk in the area and I would totally support measures to make cycling safer. I think the LTNs have been of great benefit for example. All I would say is if you take spaces away you should try to find space somewhere else. I know there is a policy to make it less appealing to use a car in east oxford and I do get that. But at the moment I pay for a parking permit to not be able to park anywhere near my home. Howard street (RH zone)residents at the iffley road end used to be able to park in boundary brook road (DN zone) If you were to reinstate this arrangement by simply allowing RH permit holders to park in the DN zone you would have enough parking for residents and space to make the cycling safer. Everyone would be happy. In short I would support the proposals if you found spaces to replace the spaces lost.</p>
<p>(19) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>Object</b> There is already a chronic lack of car parking, as more and more spaces have been removed over the years. The minimum that should be done is to maintain the existing number of parking spaces. I am a cyclist and the Council has done very well to transform cycling in our area to a safer and more enjoyable experience. The local community cannot</p>



	<p>transition so quickly to a car free city - many residents do need access to a vehicle and we should keep the parking spaces that recently have.</p> <p><b>Silver Road – Object</b> The vast majority of properties in the area have plenty of private space and the front of their property where they can connect their bike. There is no real shortage of bike parking while there is a chronic shortage of car parking.</p>
(20) Local resident, (Oxford, Silver road)	<p><b>Howard Street – Object</b> There is insufficient parking in the area as it is by withdrawing the proposed spaces this will push drivers into neighbouring streets. It is difficult enough carrying heavy shopping etc. Also we pay for a parking permit and at times cannot find a space this will only make things worse.</p> <p><b>Silver Road – Object</b> Same as previously stated</p>
(21) Local resident, (Oxford, Percy Street)	<p><b>Howard Street – Object</b> Is it the intention that cyclists would be able to cycle through the alleyway and enter the road at this point and vice versa? I do not agree that cyclists should be able to enter the road at this point - this would be dangerous for pedestrians and to cyclists emerging at speed from the alleyway and will encourage faster cycling through the alleyway itself which would be a shame given the efforts to improve it as a walkway. I have cycled in Oxford for 30+ years and do not have a car, but I feel cyclists should be encouraged to dismount when emerging from alleyways/restricted visibility onto the pavement.</p> <p><b>Silver Road – Partially support</b> I very much welcome more bike stands in the road itself but please install Sheffield-type plain stands not the ugly black plastic ones that have been recently installed on our streets.</p>
(22) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Object</b> There is very limited parking in Howard Street which is detrimental to visitors and tradespeople who are already unhappy with the LTNs, and it will create more pavement parking. Also it could be dangerous for cyclists and children coming out of Flower Lane who may run into the road.</p>

	<p>Silver Road – <b>Partially support</b></p> <p>It removes another parking space for a road which has no off road parking, and where houses have front garden space to park bikes and gives too much precedence to cycles.</p>
(23) Local resident, (Oxford, Howard St)	<p>Howard Street – <b>Object</b></p> <p>Safety:</p> <p>Removing the barrier will cause more potential of an accident due to cyclists meeting Howard St at a faster pace. At the moment they stop before the pavement, some dismount, and this is safer for pedestrians. If the barrier is removed, cyclists will not take the same care and attention to pedestrians walking up and down Howard St.</p> <p>Increasing visibility is not necessary when entering Howard St from "Flower Lane" as cars will only come up Howard St towards Iffley rd as it's a one way street.</p> <p>If the cyclist turns toward Iffley Rd they will be staying on the left hand side, any other cyclists should be coming down Howard St (from Iffley rd end) on the left hand side. The greater risk is exiting from Flower Lane onto Howard St and turning right.</p> <p>Removing 2 or 3 car spaces outside number 24 Howard St, one space would be sufficient to allow access to the laneway if the barrier is removed. Only 4 metres from the chicane (Tree) would be necessary for this proposal, or to the boundary wall of "Flower Lane" and house number 24. The council proposed 11 meters is excessive and will remove too many parking spaces from an already over subscribed, over restricted area. I suggest if it were to go ahead, only one car park space should be lost. I have other safety reasons that should be considered.</p> <p>No barrier will mean pedestrians are at a greater risk, unless cyclists have a stop sign to ensure they cross the footpath when it is clear of pedestrians.</p> <p>Moped/motorcycle/delivery riders on electric bikes frequently ride up and down Flower Lane as a cut through onto Boundary Brook Rd or Howard St, the removal of the barrier will mean unrestricted access for moped/motorcycle/delivery riders on electric bikes and will be able to enter and exit Flower Lane at excessive speed, with the potential of an incident with a cyclist, pedestrian, pram, children walking from the school located in Boundary Brook Rd. What would be done in this case to prevent Moped/motorcycles using the lane as an access route?</p> <p>Parking:</p> <p>The residents on Howard St can't lose parking spaces on Howard St, there are not enough parking for the residents who have cars. We are having to park too far away for our house on occasions, and we have young children.</p> <p>A large number of parking was removed from residential use in the Boundary Brooke rd, this was used by local residents from Howard St prior to it being re-zoned for Donnington. Only houses on the South side of Howard St can park outside their back garden/garage areas (this allows then one space). Every residential property is allocated 2 permits per household. Therefore the spaces on Howard St are over allocated.</p>

	<p>In the DN zone (Donnington) in Boundary Brook Rd, the residents of that area enjoy parking outside of their houses, they have also a large parking lot/area for many cars which is mainly empty.</p> <p>I suggest allowing RH zoned cars allowance to park on the North side of Boundary Brook Rd (on the south side of the street) this will elevate the excessive allocation and spread out the parking provision. Currently, cars are driving around in the evening looking for parking On Howard St, having to park in neighbouring Charles St and Percy St, Catherine St, that are also over subscribed and very busy to find parking.</p> <p>There is an opportunity to add in a split zone into one section of DN making a RH/MN/DN zone. Splitting zones has been don in the past, as it was done with Howard St, originally when zoning was introduced Howard St was an RH zone only, then after a period of time it became a split zone and MN was added to it, making the zone RH/MN allowing more cars to park in the area, presumably because of the trouble people have parking on their streets in the MN zone. This sets precedent to do another split zone for DN to allow additional RH/MN zones to be introduced into DN locations. It has been done previously, there is no reason why it shouldn't be done again. Especially when there is a vast amount of unused parking spaces in the Boundary Brooke area.</p> <p>Silver Road – <b>Support</b> Good in my opinion to restrict cars from bypassing the LTN barrier.</p>
(24) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b> I don't believe taking away another two parking spaces on an already very limited parking street to be a good idea. We have recently had a lot of local residents loose their parking and access from Boundary Brook due to the safer streets campaign making parking impossible at times. I am all for better cycle access but I think there needs to be a balance. Could 1 parking space be taken away to make access into flower lane with a drop curb and one be added to further down by the coop?</p> <p>Silver Road – <b>Support</b> The cars cutting the corner here is a real issue and having more bike parking is never a bad thing. Hopefully it would keep the footpaths a bit clearer of bikes.</p>
(25) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b> My primary concern is regarding the removal of the barriers between Flower Lane and Howard Street. Bicycles already come through here at speed onto the pavement and cause a hazard for pedestrians. If the barriers were</p>

	<p>removed bikes at speed would be hazardous and I would need to walk on the opposite side of the road to avoid them. Currently there are few suitable dropped kerbs on that side of Howard Street (odd numbers)</p> <p><b>Silver Road – Support</b> This seems like a sensible idea.</p>
(26) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Object</b> Parking spaces are extremely limited on Howard Street and we already struggle to park near our house. Parking spaces have already been removed from Iffley road and permit restrictions on boundary brook have added to the demand on Howard Street.</p> <p><b>Silver Road – Support</b> Cycle parking would be a great addition if it can be done without losing car parking.</p>
(27) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Object</b> I do not object in principle. However, removing two parking bays in an area where parking is already limited is not supported. If the Council wish to remove parking spaces it should first revisit its permit policy to restrict households to one permit only.</p> <p><b>Silver Road – Support</b> More cycle parking on site is a great idea. We trust it will be a secure store rather than open parking. Cycle theft is rife and if not secure we do not think the parking will be well used.</p>
(28) Local resident, (Oxford, aston st)	<p><b>Howard Street – Partially support</b> removing the barrier would endanger pedestrians it is there to stop children rushing into the road but also slows cycles so it is hoped they look out for pedestrians on the pavement</p> <p><b>Silver Road – No objection</b> it is better for cycles to have somewhere to park than blocking pavements</p>

<p>(29) Local resident, (Oxford, Golden Road)</p>	<p>Howard Street – <b>Partially support</b> Having more space at the entrance and exit to the lane is a good idea. My concern is as a regular pedestrian (I also cycle) and parent of a small child. Bikes already enter and exit the lane at alarming and dangerous speeds, especially around school start and finish times. If we could increase the space but also make the lane pedestrian only that would be the ideal scenario.</p> <p>Silver Road – <b>No objection</b> I support more bike parking generally. I'm not sure how much of a destination Silver Road is, but I don't object.</p>
<p>(30) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>Partially support</b> Parking on Howard Street is already way below one per property. Prior to the introduction of the Donnington CPZ some pressure was relieved by the use of Boundary Brook Road by residents at the top of Howard Street because of the easy pedestrian access via Flower Lane. BBR now has a lot of space available at all times, and giving at least some Howard Street residents the right to use this would reduce the pressure on Howard Street and other neighbouring streets in the RH CPZ.</p> <p>Silver Road – <b>Partially support</b> More bike parking is generally a good thing but I'm not convinced of the level of demand in this location because properties have front gardens where bikes can be secured.</p>
<p>(31) Local resident, (Oxford, Howard street)</p>	<p>Howard Street – <b>Partially support</b> Loss of parking, which is extremely limited already. I am now a car owner, I travel by bike and think removing barrier is good idea.</p> <p>Silver Road – <b>Partially support</b> Car users/owners already struggling to park. Crest bad feeling?</p>
<p>(32) Member of public, (Oxford, Rose Hill)</p>	<p>Howard Street – <b>Partially support</b> Agree with change of layout but unsure why 11m needed it risks objection from local residents as such a. Reduction in parking and will make parking more haphazard elsewhere</p>

	<p>Silver Road – <b>Partially support</b> Some bike working needed but I don't think this much all houses have garden bikes could be kept in</p>
(33) Local resident, (Oxford, Essex Street)	<p>Howard Street – <b>Partially support</b> I support on the basis that this becomes a bit of a crunch point but I'm concerned that a ramp and ability to join Howard St too easily for bikes will lead to too many bikes cycling through the alleyway rather than dismounting and walking. It feels like an accident waiting to happen with a pedestrian walking down Howard St if bikes start cycling through there.</p> <p>Silver Road – <b>Support</b> I live on Essex St and often have cars drive too fast down our street and then cut the corner here across the pavement to avoid the LTN. It is very dangerous and my children walk here regularly. If this scheme is not approved we at least need something else to stop cars from driving across the pavement.</p>
(34) Local resident, (Oxford, Church Cowley road)	<p>Howard Street – <b>Support</b> I'm a local cyclist with children and this is a great idea to make our use of flower lane safer.</p> <p>Silver Road – <b>No objection</b> Doesn't impact me. Improving cycling in the area is a good thing to protect our environment and health.</p>
(35) Local resident, (Oxford, Church Cowley Road)	<p>Howard Street – <b>Support</b> It would be great to have more space for bicycles exiting flower lane.</p> <p>Silver Road – <b>No objection</b> '-</p>
(36) Local resident, (Oxford, Cornwallis Rd)	<p>Howard Street – <b>Support</b> will reduce confusion and cycle/pedestrian collisions</p> <p>Silver Road – <b>No objection</b> n/a</p>

(37) Local resident, (Oxford, Cricket Road)	<p>Howard Street – <b>Support</b> This will improve cycling from 'flower alley' into Howard Street; a much needed im</p> <p>Silver Road – <b>No objection</b> I will not be adversely affected by this proposal</p>
(38) Local resident, (Oxford, Howard St)	<p>Howard Street – <b>Support</b> Currently i have to ride on the pavement to get onto Howard St from Flower Lane. this would be better.</p> <p>Silver Road – <b>No objection</b> not a problem for me</p>
(39) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Support</b> This junction gets really busy at school times with young kids on bikes and on foot- it would be great to try to remove the bottleneck so that kids on bikes can get off the road quicker and hopefully make it safer for everyone.</p> <p>Silver Road – <b>No objection</b> wouldn't use on street bike parking here, but support in principle</p>
(40) Local resident, (Oxford, Pipkin Way)	<p>Howard Street – <b>Support</b> The barrier creates a bottle neck when pedestrians and bicycles have to navigate in a tight area, particularly at the beginning and end of the school day when there is a big increase in footfall.</p> <p>Silver Road – <b>No objection</b> I don't personally use this area but would support any changes that benefit the residents and pedestrians.</p>

<p>(41) Member of public, (Oxford, Southfield Road)</p>	<p>Howard Street – <b>Support</b> The access to Flower Lane is awkward for bikes and prams and this change would make it much easier.</p> <p>Silver Road – <b>No objection</b> I have no objections to this.</p>
<p>(42) Local resident, (Oxford, Boundary Brook)</p>	<p>Howard Street – <b>Support</b> If there is a lowered kerb at that point, that would be helpful for wheelchair users</p> <p>Silver Road – <b>No objection</b> as long as they don't block pedestrian access</p>
<p>(43) Local resident, (Oxford, Hillsborough close)</p>	<p>Howard Street – <b>Support</b> Very hard to get out of alley safely with children on bikes</p> <p>Silver Road – <b>No objection</b> Sounds good</p>
<p>(44) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>Support</b> Because we cycle there to and back to school with our 2 kids and it gets very blocked and not so safe</p> <p>Silver Road – <b>No objection</b> N</p>
<p>(45) Local resident, (Oxford, The Grates)</p>	<p>Howard Street – <b>Support</b> Current setup is dangerous and unwieldy</p> <p>Silver Road – <b>No objection</b> Fine</p>



<p>(46) Member of public, (Oxford, Wilkins rd)</p>	<p>Howard Street – <b>Support</b> Currently dangerous for pedestrians and cyclists</p> <p>Silver Road – <b>No objection</b> No opinion.</p>
<p>(47) Local resident, (Oxford, Boundary Brook Rd)</p>	<p>Howard Street – <b>Support</b> To make entry &amp; exit from Flower Lane safer</p> <p>Silver Road – <b>Partially support</b> It will depend if the cycle parking blocks entry/exit from Flower Lane.</p>
<p>(48) Local resident, (Oxford, Church Cowley Road)</p>	<p>Howard Street – <b>Support</b> Removing the obstruction on this small link would support the "quietways" scheme, connecting the Boundary Brook path to the East Oxford LTN, and enabling easier access for Larkrise pupils.</p> <p>Silver Road – <b>Partially support</b> On-carriageway cycle spaces make sense, but the proposed position means bikes parked there are at risk of being mangled by drivers cornering carelessly. The heavy plastic bike stands would prevent that, but vastly reduce capacity and access for non-standard bikes.</p>
<p>(49) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Howard Street – <b>Support</b> This will enable people with push chairs, wheelchairs or bicycles to get around more easily. We'd like to see a dropped kerb added on the north side of Howard Street, to match the one already 'hidden' under the fence to make it easier for people with push chairs, wheelchairs, etc. to cross the street. (Pref with a 'Dutch entrance kerb' rather than dropping the whole pavement.)</p> <p>Silver Road – <b>Support</b> The streets have seen a large increase in cycling, but the houses have poor provision for cycle storage. Hangars would be appealing, but may obscure vision on a corner location. So Sheffield stands or 'cyclehoop' stands, with bollard protection as on a corner.</p>

(50) As part of a group/organisation, (Cyclox)	<p><b>Howard Street – Support</b>  Removing the parking and fence on Howard St will make the Flower Lane link between Howard St and Boundary Brook Rd much more accessible for cycling. This is an important link both for access to Larkrise Primary school and for broader connectivity. Allowing direct access from the lane to the street will also reduce cycle-pedestrian conflicts on the footways.  We urge that, as part of this scheme, a dropped kerb (entrance kerb) be put in on the north side of Howard St, to provide an accessible crossing point for buggies and wheelchairs and less mobile pedestrians. We also think a bollard will be necessary to supplement the parking restrictions, to prevent temporary or illegal parking blocking access to the lane.</p> <p><b>Silver Road – Support</b>  Visitor cycle parking should be available on every street, and the proposed cycle parking on Silver Rd will provide a model for this. It will also serve to prevent bypassing of the modal filter on Barnet St. We suggest that a bollard be put in on the corner, to prevent turning vehicles hitting parked cycles.</p>
(51) Local resident, (Oxford, Alice smith sq)	<p><b>Howard Street – Support</b>  Better visibility. Safer cycling connection between Cowley temple and the city. We need more cycling parking.</p> <p><b>Silver Road – Support</b>  For 1 car we can put like 4 or 5 bikes. Lets make the number of bike and car parks to equal</p>
(52) Local resident, (Oxford, Badger's Walk)	<p><b>Howard Street – Support</b>  The no waiting at any time will mean the barrier is removed and I want to be able to cycle to/from Howard Street/Flower Lane. Please can a dropped curb be installed so cyclists can easily access Flower Lane.</p>

	<p>Silver Road – <b>Support</b> More cycle parking is needed in East Oxford and it's one of the only ways to stop cars parking on pavements and DYLS (paint is not enough).</p>
(53) Local resident, (Oxford, Barnet Street)	<p>Howard Street – <b>Support</b> I fully support this proposal to enable easier cycle access between the neighbourhood north of Howard Street, and the area around Boundary Brook Road and on to Florence Park. Making this easier without having to navigate the busy Iffley Road is an excellent idea. I have no concern about the removal of a few metres of permit-holder parking: road space is in short supply and it's important it's used effectively for everyone, not just car owners.</p> <p>Silver Road – <b>Support</b> I strongly support the proposed addition of cycle-only parking to the northeast end of Silver Road. I live a few metres away on Barnet Street, and the poor provision of secure on-street cycle racks is an issue which concerns me, especially in light of essential local authority goals to encourage more cycling over driving . I know of two bikes which were stolen from just our section of Barnet Street in the past year. The bypassing of the traffic filter is also a chronic issue, with cars and vans very frequently mounting the pavement and driving over the front of the corner property, which is always unexpected and alarming, damaging to the kerb and footpath, and I imagine disturbing for the residents of the corner property. This seems like a creative and productive solution to the issue - an excellent idea.</p>
(54) Member of public, (Oxford, Barns Close)	<p>Howard Street – <b>Support</b> Support the LTNs</p> <p>Silver Road – <b>Support</b> Want to stop drivers using pavement to avoid road-blocks</p>
(55) Member of public, (Oxford, Barns Road)	<p>Howard Street – <b>Support</b> Support the scheme</p> <p>Silver Road – <b>Support</b> Support the scheme to stop traffic and encourage cycling</p>

<p>(56) Local resident, (Oxford, Bhandari Close)</p>	<p>Howard Street – <b>Support</b> Improve cycle links in the area.</p> <p>Silver Road – <b>Support</b> This will hopefully encourage cyclists and reduce the need for car usage in the city.</p>
<p>(57) Local resident, (Oxford, Boundary Brook Rd)</p>	<p>Howard Street – <b>Support</b> I support the proposal because the alleyway is an important route for cyclists travelling onto Boundary Brook Rd, especially children/families on their way to school. Keeping the route open will make it easier for cargo bikes to travel through.</p> <p>Silver Road – <b>Support</b> More cycle parking is always welcome. Additionally, vehicles can currently drive around the modal filter by going on the pavement, and the cycle parking would stop that, which would be a big improvement.</p>
<p>(58) Local resident, (Oxford, Bullingdon rooad)</p>	<p>Howard Street – <b>Support</b> To improve safety for people cycling with children along this route</p> <p>Silver Road – <b>Support</b> People have little space in and Infront of their houses here and so it is only equitable that they have space to park their bike securely on the road. The amount of bikes able to park here is more than the number of cars and so it is a more efficient use of public space.</p>
<p>(59) Local resident, (Oxford, Campbell Rd)</p>	<p>Howard Street – <b>Support</b> The Flower Lane route between Howard st and Boundary Brook Road is regularly used by cyclists and is difficult to negotiate around parked cars.</p> <p>Silver Road – <b>Support</b> Many local residents cycle</p>

(60) Local resident, (Oxford, Campbell rd)	<p>Howard Street – <b>Support</b> Great to cycle by flower lane and join Howard st easily, especially with kids in tow on eg tandem bike. Corner is too tight otherwise</p> <p>Silver Road – <b>Support</b> Make things more cycling friendly</p>
(61) Local resident, (Oxford, Campbell road)	<p>Howard Street – <b>Support</b> I use this lane regularly both as a pedestrian and cyclist and definitely agree there is room to improve it - the proposed changes sound very sensible.</p> <p>Silver Road – <b>Support</b> More bike parking is always a good thing, and if it stops motorcycles driving where they should not, that is a win win.</p>
(62) Local resident, (Oxford, Campbell Road)	<p>Howard Street – <b>Support</b> At the moment it's unsafe and tricky to navigate for cyclists and pedestrians, it's a good idea to do something about this</p> <p>Silver Road – <b>Support</b> Cars should not be driving on the pavement, and creating a physical barrier is a good idea</p>
(63) Local resident, (Oxford, Charles street)	<p>Howard Street – <b>Support</b> I use flower lane on foot or bike most days, and it's very difficult to access with cars parked there</p> <p>Silver Road – <b>Support</b> More cycle parking needed</p>
(64) Local resident, (Oxford, Clive Road)	<p>Howard Street – <b>Support</b> As a walker/cyclist along that road I would appreciate parking restriction along that stretch</p>

	<p>Silver Road – <b>Support</b> As a cyclist in the area, with a child in the local primary, I would support bike parking</p>
(65) As part of a group/organisation, (Oxford, Cowley)	<p>Howard Street – <b>Support</b> Flower Lane needs a safe and east entrance</p> <p>Silver Road – <b>Support</b> We urgently need more bike parking and also this LTN filter is often gotten round illegally by cars due to the space on each side</p>
(66) Local resident, (Oxford, Essex Street)	<p>Howard Street – <b>Support</b> I cycle down Flower Lane with my 2 children twice a day and think this would be an excellent modification</p> <p>Silver Road – <b>Support</b> I love on Essex street and would like to stop cars using this strip</p>
(67) Local resident, (Oxford, Essex Street)	<p>Howard Street – <b>Support</b> This is a fantastic idea to help cyclists safely access the path.</p> <p>Silver Road – <b>Support</b> Yes! At the moment, cars illegally drive across this curb (when there is no car parked there) and often they drive fast around the Essex Street corner, which is unsafe for cyclists and pedestrians.</p>
(68) Local resident, (Oxford, Essex Street)	<p>Howard Street – <b>Support</b> Reduced traffic</p> <p>Silver Road – <b>Support</b> More cycling provision</p>

(69) Local resident, (Oxford, Fairacres Rd)	<p>Howard Street – <b>Support</b> This is in my five-year-old's way to and from school. It is currently very complicated to concurrently navigate the narrow space, climb onto the curb, and oncoming cars and bikes. On our way back to Howard St, she either has to get off and push her bike or cycle on the sidewalk because there is no easy way to get down onto the street at that juncture.</p> <p>Silver Road – <b>Support</b> Cycle parking is too sparse at the moment.</p>
(70) Member of public, (Oxford, Fane Rd)	<p>Howard Street – <b>Support</b> I cycle this way 4 times a week to drop off my children with their father. The LTN set up here does not make it safer as a cyclist.</p> <p>Silver Road – <b>Support</b> It's a much more pragmatic use of space and communicates a positive attitude toward cycle use.</p>
(71) Local resident, (Oxford, Florence Park Road)	<p>Howard Street – <b>Support</b> I support this proposal as it will improve cycling infrastructure and make it easier for people to cycle particularly with children</p> <p>Silver Road – <b>Support</b> Oxford needs more cycle parking</p>
(72) Local resident, (Oxford, Glanville Road)	<p>Howard Street – <b>Support</b> This is a vital safety measure in the light of the adjacent path to Boundary Brook Road.</p> <p>Silver Road – <b>Support</b> There is a desperate shortage of cycle parking in this area.</p>

(73) Local resident, (Oxford, Green Ridges)	<p>Howard Street – <b>Support</b> It will make the area safer for cyclists.</p> <p>Silver Road – <b>Support</b> I will have space for parking my bike when visiting friends in the area.</p>
(74) Local resident, (Oxford, Green Ridges)	<p>Howard Street – <b>Support</b> It will help improve the safety of pedestrians and cyclists in a heavily-residential area.</p> <p>Silver Road – <b>Support</b> It will improve the area for both cyclists and pedestrians, and simultaneously provide additional cycle parking space.</p>
(75) Member of public, (Oxford, Herschel Crescent)	<p>Howard Street – <b>Support</b> Making walking and cycling safer around School areas is a no brainer</p> <p>Silver Road – <b>Support</b> See my recent comment</p>
(76) Local resident, (Oxford, Hertford Street)	<p>Howard Street – <b>Support</b> I cycle down this alley with my 5 year old daughter every day to get to Larkrise school and this will making cycling easier and safer</p> <p>Silver Road – <b>Support</b> I've seen vehicles drive over the pavement to avoid the LTN barrier, so this will help enforce the LTN. More bicycle parking is very welcome too</p>
(77) Local resident, (Oxford, Howard)	Howard Street – <b>Support</b>



	<p>This is necessary for removing the fence. Which will greatly reduce pedestrian-cycle conflicts on the over-narrow footways, and make cycling more accessible (especially for people with larger cycles, such as child trailers and cargo cycles).</p> <p>Please consider putting in a dropped kerb (using an entrance kerb to keep the bulk of the footway level) on the north side of Howard St, to match the one currently under the fence. Howard St doesn't have a single coordinated set of dropped kerbs, so this would be a huge boon to people with wheelchairs, buggies, mobility scooters, etc.</p> <p>Silver Road – <b>Support</b> Visitor cycle parking is sorely lacking all over East Oxford. This would also stop motor vehicles bypassing the modal filter on Barnet St.</p>
(78) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Support</b> Howard Street through Flower Lane is a well used cycle route and currently a pinchpoint. Improvements for convenience and safety will be welcome.</p> <p>Silver Road – <b>Support</b> Provision of cycle parking will help alleviate issues for pedestrians using the footpath shared with car parking (particularly for those with prams/buggies).</p>
(79) Local resident, (Oxford, Howard street)	<p>Howard Street – <b>Support</b> cars along these streets are an eyesore and take up space on the pavement</p> <p>Silver Road – <b>Support</b> there's nowhere to park our bikes we need more bike parking</p>
(80) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Support</b> I am a cyclist and this junction is dangerous for pedestrians, cyclists, wheelchair users, elderly people, prams -- and so on. The proposal would help everyone.</p> <p>Silver Road – <b>Support</b> Necessary for cyclists in Silver Road</p>

<p>(81) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>Support</b> Will improve walking and cycling at that intersection.</p> <p>Silver Road – <b>Support</b> More cycle parking in area, which will promote active travel.</p>
<p>(82) Member of public, (Oxford, Kennington Road)</p>	<p>Howard Street – <b>Support</b> Support the reduction of traffic in these areas</p> <p>Silver Road – <b>Support</b> Pavement currently being used to by-pass restrictions - needs to be stopped and this seems a good way to do it</p>
<p>(83) Member of public, (Oxford, Kennington Road)</p>	<p>Howard Street – <b>Support</b> Support reduction to traffic in residential areas</p> <p>Silver Road – <b>Support</b> Need to stop loop hole of vehicles using pavement to avoid block</p>
<p>(84) Local resident, (Oxford, Magdalen Road)</p>	<p>Howard Street – <b>Support</b> I've used Flower Lane as both a cyclist and pedestrian for over 30 years and this would greatly improve access, especially for cyclists. It will also help to encourage children to cycle to Larkrise Primary School.</p> <p>Silver Road – <b>Support</b> We need more cycle parking both for security and also to prevent cycles partially blocking the pavement.</p>
<p>(85) Local resident, (Oxford, Marston Street)</p>	<p>Howard Street – <b>Support</b> I regularly pass through here on my way to Flower Lane between Howard Street and Boundary Brook Road. I think this will make it easier to get in and out, especially with a pram.</p>

	<p>Silver Road – <b>Support</b>  Good to have more cycle parking in this area. Also I've noticed some illegal parking since the LTNs were introduced, so I'm pleased this is a way to prevent it.</p>
(86) Local resident, (Oxford, Maywood Road)	<p>Howard Street – <b>Support</b>  This is a route used by me and many other parents cycling with their children to and from Larkrise Primary School. Alternative routes are much less safe or much more circuitous. As it stands this route is not as safe or as simple to navigate as it should be. So I support this.</p> <p>Silver Road – <b>Support</b>  The more cycle parking there is, the more convenient cycling becomes as a way to get around east Oxford, and the fewer incentives there are to drive. Our roads are polluted, congested, and dangerous as it is, so I support anything that encourages alternative modes of travel.</p>
(87) Local resident, (Oxford, Old Road)	<p>Howard Street – <b>Support</b>  It would be good if the cycle parking could be in the form of a secure enclosed cycle hanger.</p> <p>Silver Road – <b>Support</b>  Again it's not clear what form the cycle parking will take. Enclosed secure cycle hanger type storage would be best.</p>
(88) Local resident, (Oxford, Silver Road)	<p>Howard Street – <b>Support</b>  I cycle frequently with my kids, with one on the back of my bike. This is a high-traffic area for walkers and bikers going to Florence Park &amp; surrounding area. It's a hard right angle turn, and it's difficult to navigate with cars or vans blocking the view of the road. It's also bloody dangerous for kids especially, who are small and not aware that cars move when they have been parked</p> <p>Silver Road – <b>Support</b>  I cycle frequently with my kids, with one on the back of my bike. This is a high-traffic area for walkers and bikers going to Florence Park &amp; surrounding area, and it's hard to get on and off the pavement, both for me with a kid on my bike and for my kids on their bikes. I also worry about pedestrians getting run over by my kids when they're not fully in control of the bikes and there is no space to manoeuvre.</p>

(89) Local resident, (Oxford, Silver Road)	<p>Howard Street – <b>Support</b>  Silver Road bike parking - must not cross further into silver road than the parked cars, or bikes there will be hit by cars passing through (as cars currently are!)</p> <p>Howard Street - priority of pedestrians/bikes in relation to each other onto/out of Flower Lane needs to be clearly marked as currently isn't and there are near misses and confusion between cyclists and pedestrians.</p> <p>Silver Road – <b>Support</b>  Silver Road resident, we regularly travel to school along Howard Street and flower Lane. Our family walks, scoots, cycles and drives so has experience or a range of advantages and disadvantages.</p>
(90) Local resident, (Oxford, Silver Road)	<p>Howard Street – <b>Support</b>  This seems like something that makes sense. The number of cars in the area seems to be static, potentially even dwindling, and so the current allocation of on-street parking is fairly generous.</p> <p>Silver Road – <b>Support</b>  This is an excellent idea, as the Barnet Street - Silver Road filter is a place, at present, where cars routinely 'leak' through the LTN, creating a danger spot for pedestrians and cyclists alike. The extra cycle parking places will be a bonus, too, and I'm sure that they will be well used by residents and visitors.</p>
(91) Local resident, (Oxford, Silver Road)	<p>Howard Street – <b>Support</b>  Good idea!</p> <p>Silver Road – <b>Support</b>  Good idea!</p>
(92) Local resident, (Oxford, Silver Road)	<p>Howard Street – <b>Support</b>  This will make it safer for children.</p>

	<p>Silver Road – <b>Support</b> Safer for children.</p>
<p>(93) Local resident, (Oxford, Silver Road)</p>	<p>Howard Street – <b>Support</b> This will be safer</p> <p>Silver Road – <b>Support</b> This will make Silver Road much safer</p>
<p>(94) Member of public, (Oxford, Southfield Park)</p>	<p>Howard Street – <b>Support</b> This is an important thoroughfare for children travelling to and from Larkrise Primary School. The proposals will significantly improve visibility as well as convenience.</p> <p>Silver Road – <b>Support</b> Cycle parking is always welcome on the grounds that it is a far more efficient use of space than car parking. This particular location will help prevent drivers illegally bypassing the LTN filter on Barnet Street.</p>
<p>(95) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Howard Street – <b>Support</b> I support for any measure that encourages cycling</p> <p>Silver Road – <b>Support</b> Cycle parking should be on street where cars are "allowed" to park</p>
<p>(96) Local resident, (Oxford, Swinburne Road)</p>	<p>Howard Street – <b>Support</b> Currently access to Flower Lane (a key part of our route to Larkrise school) is awkward as it's blocked by cars - even if we can usually squeeze between them somewhere, visibility is always poor. The proposed restriction would improve this situation.</p> <p>Silver Road – <b>Support</b> More cycle parking needed everywhere!</p>

<p>(97) Local resident, (Oxford, The Grates)</p>	<p>Howard Street – <b>Support</b> Safer to join Howard st by bike without cycling along the pavement.</p> <p>Silver Road – <b>Support</b> Good to prevent cars going around barrier</p>
<p>(98) Local resident, (Oxford, Turner Close)</p>	<p>Howard Street – <b>Support</b> I'm cycling with my two children, and it's quite difficult to find a safe place to cycle on the road. I feel like we could do with more space to feel more comfortable regarding my children safety. If cars can't park, some protected cycle paths could be installed instead.</p> <p>Silver Road – <b>Support</b> Oxford citizens need more cycle park space and less car park space. I'm strongly supporting this and glad things are progressing for more children friendly street.</p>
<p>(99) As a business, (Oxford, Windmill Road, Headington)</p>	<p>Howard Street – <b>Support</b> Support the scheme</p> <p>Silver Road – <b>Support</b> Support the scheme and introduction of cycle parking as much as possible</p>
<p>(100) Local resident, (Oxford, Beresford Place)</p>	<p>Howard Street – <b>Support</b> This will enable a major safe cycling route through the LTNs and a school route to be safer and needs implementing. Thank you!</p> <p>Silver Road – <b>Support</b> More cycle parking is highly welcome for residents and visitors and also increases visibility and safety around the junction. Thank you!</p>

<p>(101) Local resident, (Oxford, Bhandari close)</p>	<p>Howard Street – <b>Support</b> I want to make cycling and walking more accessible in Oxford</p> <p>Silver Road – <b>Support</b> Making cycling easier and more accessible</p>
<p>(102) Local resident, (Oxford, Bodley Road)</p>	<p>Howard Street – <b>Support</b> It would be great to be able to use the passage with bikes more effectively</p> <p>Silver Road – <b>Support</b> More cycle parking would promote active transport</p>
<p>(103) Local resident, (Oxford, Boundary Brook Rd)</p>	<p>Howard Street – <b>Support</b> I'm a resident of Boundary Brook Rd, and a cyclist (both cargo bike and standard). I do not use the the St Mary's LTN very frequently with a cargo bike as it is so difficult to navigate the turn onto Howard St with a cargo bike. And even with a standard bike the visibility is dreadful, and I hate being forced to cycle on the pavement if I can't get between cars. Its is very dangerous for child cyclists.</p> <p>Silver Road – <b>Support</b> We need additional cycle parking. Bikes take up a lot less space than cars, so this would provide parking for more residents than currently. Can they please be cycle hangers, so as to give residents in the small terraced houses secure bike parking?</p>
<p>(104) Local resident, (Oxford, Boundary brook road)</p>	<p>Howard Street – <b>Support</b> The LTNs, school streets, and two way cycling in Howard Street have increased cycling to school (reducing car use) for Larkrise, SS Mary and John and Comper. This change would make the route safer, and access easier, especially for big bikes. It should be safer for pedestrians too as bikes will have direct access to the lane rather than travelling along some pavement, visibility of approaching bikes will be better too. However, visibility exiting the lane into Boundary Brook is poor due to parking so this needs addressing as well.</p> <p>Silver Road – <b>Support</b></p>

	Cars are a particular hazard on that corner and there is little cycle parking provision
(105) Local resident, (Oxford, Campbell Road)	Howard Street – <b>Support</b> My children and I cycle through here frequently and this would make it far safer, it is a busy school cycle route.  Silver Road – <b>Support</b> More bike parking needed
(106) Local resident, (Oxford, Church Cowley Road)	Howard Street – <b>Support</b> As a frequent cyclist through Flower Lane, having a smooth entry straight onto Howard Street would be so helpful. Otherwise it is often crowded and difficult to get through that space with pedestrians (often with buggies/strollers) and other cyclists.  Silver Road – <b>Support</b> My friend is a Silver Road resident and she supports this change, so I will too.
(107) Local resident, (Oxford, church hill road)	Howard Street – <b>Support</b> I often walk/cycle past this route with my children  Silver Road – <b>Support</b> I cycle in the area a lot and cycle parking is much needed
(108) Local resident, (Oxford, Cricket Road)	Howard Street – <b>Support</b> Makes it safe to cycle through flower lane and come out at Howard st  Silver Road – <b>Support</b> Makes it safer to cycle



<p>(109) Local resident, (Oxford, Florence Park Road)</p>	<p>Howard Street – <b>Support</b> This will facilitate greater Active travel.</p> <p>Silver Road – <b>Support</b> This will facilitate greater Active Travel.</p>
<p>(110) Local resident, (Oxford, George Moore Close)</p>	<p>Howard Street – <b>Support</b> It will reduce collisions/near collisions between cyclists and pedestrians. Will it necessitate removing a tree? Will the kirb be dropped?</p> <p>Silver Road – <b>Support</b> Making the pavement safer for pedestrians.</p>
<p>(111) Local resident, (Oxford, Harold Hicks Place)</p>	<p>Howard Street – <b>Support</b> Strongly support - need to encourage walking and cycling, so strongly support making this easier by removing barriers to Flower Lane and making entry / exit to Flower Lane car free and safer 👍</p> <p>Silver Road – <b>Support</b> Strongly support - need much more on-carriageway cycle parking, and even better if it ensures safety of the filter 👍</p>
<p>(112) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>Support</b> I am a cyclist and think it would be an improvement</p> <p>Silver Road – <b>Support</b> I am always in favour of more cycle parking</p>
<p>(113) Local resident, (Oxford, Howard Street!)</p>	<p>Howard Street – <b>Support</b> Parking in that area reduces visibility and maneuverability</p>

	<p>Silver Road – <b>Support</b> There is not enough cycle parking in East Oxford!</p>
(114) Local resident, (Oxford, James St)	<p>Howard Street – <b>Support</b> Cycle and pedestrian access to Flower Lane needs to be easier and safer.</p> <p>Silver Road – <b>Support</b> Cycle parking is very difficult due to cars parking on the pavement, access with a bike from front gardens to the street is at times impossible, this is also true of Charles st.</p>
(115) Local resident, (Oxford, Kenilworth Avenue)	<p>Howard Street – <b>Support</b> I cycle along Howard Street daily to take my children to Larkrise School. Removing the parking and railings, and installing a proper ramp to link Howard Street to Boundary Brook Road would improve our journey and make it safer for pedestrians who share that small space with bikes.</p> <p>Silver Road – <b>Support</b> I walk and cycle daily on Howard Street. I have seen cars using the pavement to bypass the LTN bollard there and feel that it dangerous for my children who don't expect to have to negotiate cars on the pavement. The cycle racks would be a useful resource and prevent motorists behaving like that.</p>
(116) Local resident, (Oxford, Monmouth)	<p>Howard Street – <b>Support</b> Flower Lane is an important walking and cycling route for children commuting to Larkrise School. This includes parents cycling cargo bikes, etc. Currently it's hard to get big bikes through, and there is often congestion at the junction with pedestrians and cyclists. Removing the parked cars and the barrier will make this junction work much better.</p> <p>Silver Road – <b>Support</b> More cycle parking is always helpful, and we need to find a way to stop drivers ignoring the LTN filter.</p>

(117) Local resident, (Oxford, Rymers Lane)	<p>Howard Street – <b>Support</b> There is a huge increase in foot and cycle traffic on Flower Lane since the six LTNs have gone into OX4. This really is a bottleneck that needs addressing.</p> <p>Silver Road – <b>Support</b> This would simultaneously close a loophole in the St Mars LTN and provide much-needed cycle parking.</p>
(118) Local resident, (Oxford, Rymers Ln)	<p>Howard Street – <b>Support</b> The barrier at the entrance/exit to Flower Lane makes it difficult to navigate with a bike trailer, cargo bike or tag along to use this passage.</p> <p>Silver Road – <b>Support</b> The whole area needs more bicycle parking!</p>
(119) Local resident, (Oxford, Silver)	<p>Howard Street – <b>Support</b> I fully support this proposal. I cycle through this exact area four times a day. These changes are desperately needed.</p> <p>Silver Road – <b>Support</b> I live on Silver Road. I fully support this proposal. It will be nice to have that extra cycle parking when friends come over. It will also deter cars driving on the pavement to bypass the LTN.</p>
(120) Local resident, (Oxford, Silver)	<p>Howard Street – <b>Support</b> It will make our cycle commute to school easier and safer. We cycle our 5yo to Larkrise, it is difficult for her to mount the pavement on her bike, I hope this change will make that easier for her.</p> <p>Silver Road – <b>Support</b> Excellent idea - both to hinder cars driving over the pavement and to give on-street cycle parking for residents.</p>
(121) Local resident, (Oxford, Silver)	<p>Howard Street – <b>Support</b> I cycle often and this would make it more fluid.</p>

	<p>Silver Road – <b>Support</b> See before</p>
<p>(122) Local resident, (Oxford, Silver)</p>	<p>Howard Street – <b>Support</b> Our family uses the lane do school trips- gets very congested</p> <p>Silver Road – <b>Support</b> I live in Silver Road. Agree significant problem with cars driving over pavement and bike space will be valuable</p>
<p>(123) Local resident, (Oxford, Silver Rd)</p>	<p>Howard Street – <b>Support</b> The suggestion will reduce the risks of cyclists and pedestrians colliding at busy times (we have lots of near misses)</p> <p>Silver Road – <b>Support</b> If it protects the suggested cycle route, it is an important factor in the overall proposal</p>
<p>(124) Local resident, (Oxford, Temple road)</p>	<p>Howard Street – <b>Support</b> To enable bikes to pass onto the road and not have to dismount and use the pavement</p> <p>Silver Road – <b>Support</b> To encourage safe cycling to ensure bikes are able to come off of the pavement and into the road safely</p>
<p>(125) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – <b>No objection</b> The removal of the barrier at the end of 'Flower Lane' will make access to Howard Street easier and safer for cyclists, including young cyclists on the way to school</p> <p>Silver Road – <b>No objection</b> Aprove of ubfrastructure supoorting safe parking of bikes</p>

(126) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>No objection</b> If a partially object option were available I would have selected that as parking at that end of the street has become very difficult since Howard Street residents can no longer park in Boundary Brook.</p> <p>Silver Road – <b>No objection</b> This seems a sensible idea.</p>
(127) Local resident, (Oxford, Boundary Brook)	<p>Howard Street – <b>No objection</b> For safety when cycling</p> <p>Silver Road – <b>No objection</b> I support cycling safely in Oxford.</p>
(128) Local resident, (Oxford, Essex St)	<p>Howard Street – <b>No objection</b> no objection</p> <p>Silver Road – <b>Support</b> live at Barnet St end of Essex St -I fed up with the rat run it has become with drivers crossing over the pavement between Barnet St and Silver Rd circumventing the planters (which are still too far apart allowing small cars to drive between bollard and planter) - excellent way to solve the problem - fully support</p>
(129) Local resident, (Oxford, Silver Road)	<p>Howard Street – <b>No objection</b> If it means cyclists will be encouraged to use the road instead of the pavement.</p> <p>Silver Road – <b>Support</b> Support if it serves to stop motor vehicles from driving on the footway to dodge the LTN barrier</p>
(130) Local resident, (Oxford, Barnet Street)	<p>Howard Street – <b>No objection</b> Please don't cut any trees down</p>

	<p><b>Silver Road – Support</b> Please put Sheffield locks in not the crappy ones you put on St Mary's road</p>
(131) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Support</b> I live on Howard St, my property backs on to Boundary Brook Rd where I have a garage at the rear of my property. I mostly cycle and mostly have used Flower Lane to gain access to my routes to town or the Churchill Hospital where I work part time 2 or 3 days a week. The proposal to take away the railings on Howard Street is a good one. I would hope that the kerbs would be dropped to allow for cycles both ways. There needs to be signs or markings on the pathway to show that pedestrian traffic along Howard Street has the right of way. The pathway is now heavily used by cyclists of all ages, and it is a joy to behold after all the good work of the last 2 years or so. I am in favour of the Silver Road cycle parking scheme also.</p>
(132) Local resident, (Oxford, Howard Street)	<p><b>Howard Street – Concerns</b> Our response is long but constructive, and I hope you will take the time to read it.</p> <p>The proposed double yellow parking area is opposite our house and will impact us directly. We also observe the alleyway area you are proposing to change, directly from the front of our house. It has previously been subject to some antisocial behaviour including drug dealing, which appears to have improved since the introduction of the LTN, presumably due to limited vehicle access for dealers to get to the junction of Howard Street and Flower Lane - the police were previously aware of this and I am not sure if you have consulted them but there may be implications for putting in yellow lines which can physically be used to pull a car in at this point.</p> <p>Directly due to the parking issues, we only own one car between us, and cycle and walk almost everywhere in Oxford, using our car only for longer distance trips and some work related trips. Prior to the introduction of permit parking on Howard Street it could be very difficult to find a space, but there were other options to park, such as Boundary Brook, using the footway you refer to as Flower Lane to return to Howard Street. However, Boundary Brook is no longer available as it is for permit holders of a different area, and spaces have also been taken off Iffley Road for the cycleways, and there are just not enough spaces on Howard Street for the number of permit holders, let alone visitors.</p> <p>You may not be aware that Howard Street has limited parking spaces due to the way the bays are set up on alternate sides, unlike Charles or Percy Street for example, which have parking all the way down both sides. I would suggest it probably has less parking spaces per property than most of the other streets in East Oxford. We fully accepted in</p>

moving to a Victorian terraced street that we would not always be able to park outside our house, but thought we would at least stand a chance at parking in the street we live on, or within a few minutes walk...

However, since the Boundary Brook area was made permit parking (not part of the RH area that Howard Street permits cover) it has become extremely difficult to park anywhere on Howard Street, especially in the evenings, and we frequently have to park on Charles, Catherine and sometimes even Percy Street. This is not just inconvenient, but in my work for the UK Anti-Doping Agency I am often returning very late at night or leaving as early as 4.30am (I test professional athletes and travel to where they are), and it does not feel very safe to be walking along empty dark streets to get to my car, with all the equipment which I cannot leave in the car overnight. Removing some residents parking spaces on Howard Street will make the current extremely difficult situation worse, and is just not feasible without some kind of additional parking capacity to make up for this. You may only be proposing to remove a few (2-3?) spaces, but it will make a huge difference in a street where there is rarely a space available at any time of the day, but especially in the evenings and overnight.

Whilst not related to this particular consultation, although still relevant and a consideration to the safety of cyclists who would come out of Flower Lane onto Howard Street, is the issue that since the introduction of the LTN we have had an increasing number of cars and motorbikes coming the wrong way down Howard Street (it is still one way only for cars), some of whom are clearly defying the signs, as they ignore any attempt by passers by or fellow motorists to tell them it is one-way and suggest they turnaround. Better signage at the end of Howard Street (signage is currently poor in size and visibility), may mitigate this to a degree, and make the whole area safer for cyclists and pedestrians.

We appreciate that your proposal is to provide better visibility for cyclists turning onto Howard Street from Flower Lane but we think it will make things less safe - especially for the many pedestrians that use this route. Removing the barriers means that cyclists will cycle down Flower Lane at a faster rate, without the barriers to slow them down, and arrive on Howard Street in a faster and even less safe way (for everyone) than currently - especially the Deliveroo/Uber Eats type delivery cyclists on electric bikes, who frequently use this route. There are many pedestrians, especially children who use the route to get to and from school, or cross the route whilst using the Howard Street footpath, all are at risk from faster cyclists. The current barriers keep pedestrians safer as cyclists must slow down/stop, and we believe there needs to be something that physically maintains this, to slow cyclists down to a safe speed.

We appreciate you are trying to make things better, but do not think the current proposal is the answer. If you must go ahead, please can we make a couple of suggestions in regards to your proposal:

	<p>1. Please provide REALLY good signage both on the path and some kind of barrier(s) along the path with a sign in the middle and at the end where the barriers currently are, to physically slow cyclists down. It is not just a cycle route but must also be safe for pedestrians who are using that route and who are walking up or down Howard Street on the footpath that crosses the end of Flower Lane. This includes children, and several older people with mobility issues and disabilities (including sight loss) who live on our street and use the Howard Street footpath to get from their homes to the Co-op or bus stop at the end of the street.</p> <p>2. We suggest allowing the RH area residents parking zone permit holders to also be part of the parking area on Boundary Brook. This is currently a huge permit parking area, but with very few cars using it, as the number of spaces to properties/car users is high - there is frequently a lot of space there which goes unused, whilst people will struggle even more to park on Howard Street with several spaces less.</p> <p>We hope that the above shows that we are focussed on finding a solution rather than just objections, but think the proposal as it is will make the area less safe for more people as it is currently proposed (cyclists and pedestrians), and will cause real inconvenience to the residents of Howard Street. However, we hope that our suggestions will be considered and enacted as a constructive and practical solution to the issues that arise from your proposal. We are happy to discuss further if you wish.</p>
(133) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Concerns</b></p> <p>11 metres of parking removed means about 4 or 5 fewer parking spaces. There is already a shortage of parking for residents in Howard Street. My solution to ease the parking spaces would be to allow those of us in Howard Street who have access to Boundary Brook Road, to opt for Boundary Brook Road permits rather than Howard Street ones. There seems to be plenty of spaces now in Boundary Brook Road - the people who used to park there seem to have moved to Iffley Turn.</p>
(134) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b></p> <p>I object to this for the following reasons:</p> <p>I think the barrier and parked cars slow cyclists down, whereas barrier and parked car removal would in my opinion encourage cyclists to speed up, increasing danger to pedestrians, and to themselves, as removal of the barrier and cars means they will be able to join Howard Street at higher speed, increasing risk of collision with passing vehicles</p> <p>There is high pressure for car parking in Howard Street, so this would be increased by the removal of car spaces</p>



(135) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b></p> <p>1. I am a parking permit holder. Parking is already exceptionally limited. Now with the proposed decrease in parking it will make it even more difficult for me to park my car at a reasonable distance from my house.</p> <p>2. I am a 70 year old man and my wife who is 65 is disabled and not able to walk well. We go shopping once a week and have never found parking even a mile near my house. My wife and I both struggle to bring the shopping home, since we spend a long time finding parking and then end up having to park on nearby streets.</p> <p>3. I don't accept being put at detriment as a resident of this street for other people travelling through the street. This is immensely irrational as cyclists can easily dismount from their bikes to avoid any danger.</p>
(136) Local resident, (Oxford, Essex Street)	<p>Silver Road – <b>Concerns</b></p> <p>I'm writing to comment on the proposed Silver Road cycle parking places to help prevent motor vehicles illegally driving on the footway at this location. As a nearby resident I can confirm that the current Barnet Street filter design is insufficient and at least dozens of motor vehicles drive on the footway to bypass the bollard every day. Having looked at the proposed cycle parking plans online I am concerned that it will still be bypassed by motorists given that in order to work as planned the proposed amendment will always depend on a vehicle being parked next to the proposed cycle parking (diagram attached). I am afraid that there are some very dangerous and persistent motorists who have got used to this 'shortcut' and that you will have your work cut out if the amendment is anything less than water tight. Would it not be preferable to also move the Barnet Street filter ten metres further east and to narrow the gaps between bollards so that small cars are no longer to drive freely through it? There is also the unaddressed problem of motorcycle and moped users...</p>
(137) Local resident, (Oxford, Howard Street)	<p>Howard Street – <b>Object</b></p> <p>I live in Howard Street and am very strongly opposed to the proposal-firstly on the grounds that it seriously endangers pedestrians and also that it further reduces the already depleted parking spaces.</p>

	<p>I walk past 'Flower Lane' regularly-I live close by on that side of the road. As it stands, cyclists slow down, because there is a barrier there. If that barrier were to be removed, cyclists and scooters could come straight out on to the pavement with no speed restriction at all, increasingly endangering pedestrians.</p> <p>At least one of the pedestrians who regularly uses that stretch of the pavement is blind-he already struggles with an obstructed pavement at times. Many are elderly, and many are small children. I know that I am not alone in being concerned about this.</p> <p>I have read all the documentation and can find no mention of the safety of pedestrians. All I can see is 'to provide more direct and convenient routes for cyclists'. Has a risk assessment to pedestrians been carried out? If so, it would be good to have sight of it.</p> <p>My understanding of the Highway Code is that pedestrians take priority over cyclists. Cyclists have been given priority in all other recent measures in the City, but in this instance the safety of pedestrians should be prioritised. It is a pavement, after all and a much used route to the Co-op and bus stop.</p> <p>The 'Flower Lane' link is very short-it is hardly going to slow down a cyclist, even if they had to get off and walk. The nature of the project-the mural and plants, is to give pleasure as you walk through it. As a pedestrian, our safe walking routes, such as the towpath, are diminishing-I really hope that this proposal will be reconsidered on the grounds of safety.</p> <p>The other objection is the removal of two parking spaces. When the permit parking was introduced in Boundary Brook Road, residents at the Lffley Road end of Howard Street were not allowed to apply for permits for that zone-not even visitor permits. The rationale behind this escapes me, as I believe that the residents at the Cowley Road end of Howard Street are allowed to have a permit for the zone that covers Cricket Road. The result is increased pressure on parking in Howard Street and an empty stretch of Boundary Brook Road behind Howard Street-there are not even any short stay spaces for visitors.</p> <p>This proposal would put greater pressure on the already limited spaces-along with the danger to pedestrians already mentioned. I would be interested to know why a 'direct and convenient route for cyclists' takes precedence over the safety of pedestrians.</p>
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Divisions affected: Cowley.

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **OXFORD: COWLEY CENTRE EAST – PROPOSED AMENDMENTS TO WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:
  - a) On Barns Road introduce new 'No Waiting at Any Time' parking restrictions (double yellow lines),
  - b) on Boswell Road introduce a new two-hour permitted waiting parking bay 'Monday to Saturday 8am-6.30pm with no return within two hours',
  - c) and additional 'No Waiting at Any Time' parking restrictions,
  - d) on Frederick Road introduce new 'No Waiting at Any Time' parking restrictions
  - e) on Bailey Road introduce new 'No Waiting at Any Time' parking restrictions, and
  - f) on St Lukes Road change the existing one-hour parking bays on either side of the carriageway (adjacent to the Telephone Exchange) to become shared-use 'Permit holders' or 'two-hour, no return within two hours' Monday to Saturday 8am-6.30pm, and new sections of 'No Waiting at Any Time' parking restrictions.

#### **Executive summary**

2. Following the implementation of a Controlled Parking Zone in Cowley Centre East in March 2021, as part of the planned monitoring of the operation of the scheme, officers have worked with the local member to consult on localised amendments to address issues raised by local residents and the County Councillor.

3. This report presents responses received to a statutory consultation on the proposals to amend parking & waiting restrictions on Barns Road, Boswell Road, Frederick Road, Bailey Road, and St Lukes Road within the Cowley Central East Controlled Parking Zone (CPZ) in Oxford as shown in **Annexes 1 to 5**.

## **Financial Implications**

4. Funding for consultation on the proposals has been provided from the County Council's Capital Programme and from developer contributions.

## **Equality and Inclusion Implications**

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
6. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
7. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

## **Sustainability Implications**

8. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help facilitate 'active travel' by encouraging the use of alternative sustainable transport modes.

## **Formal Consultation**

9. A formal consultation was carried out between 18 January and 16 February 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Cowley division.

10. A letter was also sent directly to 495 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
11. 29 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Barns Road	12 (41%)	1 (3%)	15 (52%)	1 (3%)	29
Boswell Road	9 (31%)	3 (10%)	9 (31%)	8 (28%)	29
Frederick Road	9 (31%)	4 (14%)	10 (34%)	6 (21%)	29
Bailey Road	10 (34%)	-	10 (34%)	9 (31%)	29
St Lukes Road	8 (28%)	4 (14%)	9 (31%)	8 (28%)	29

12. Additionally, a further six emails were received from local residents, comprising of three objections & two raising concerns. Thames Valley Police submitted a non-objection.
13. The responses are shown at **Annex 6** and copies of the original responses are available for inspection by County Councillors.

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

14. Thames Valley Police expressed no objections to the proposals.
15. The County Councillor was approached for his views based on the responses received during the public consultation – Councillor Hicks has responded with the following comments:

*“I am fully supportive of these proposed CPZ changes to help improve the safety of walking and cycling on Barns Road and help to reduce the negative safety impacts of cars parked on street corners. Barns Road is often cited as one of the worst roads to cycle on in all of Oxford. This is socially unjust given that it is a key transport corridor between Blackbird Leys and the rest of the city. These proposals are a step in the right direction to make this route safer and more attractive for active travel to give people healthier and more affordable choices to get around.”*

16. Concerns were raised in respect to the proposed additional double yellow lines restrictions in the controlled zone, and their potential impact on parking availability for residents & their visitors. The proposed addition of double yellow lines continues the theme of the existing restrictions already in the area and

provides protection in terms of visibility and safety to both motorists and pedestrians.

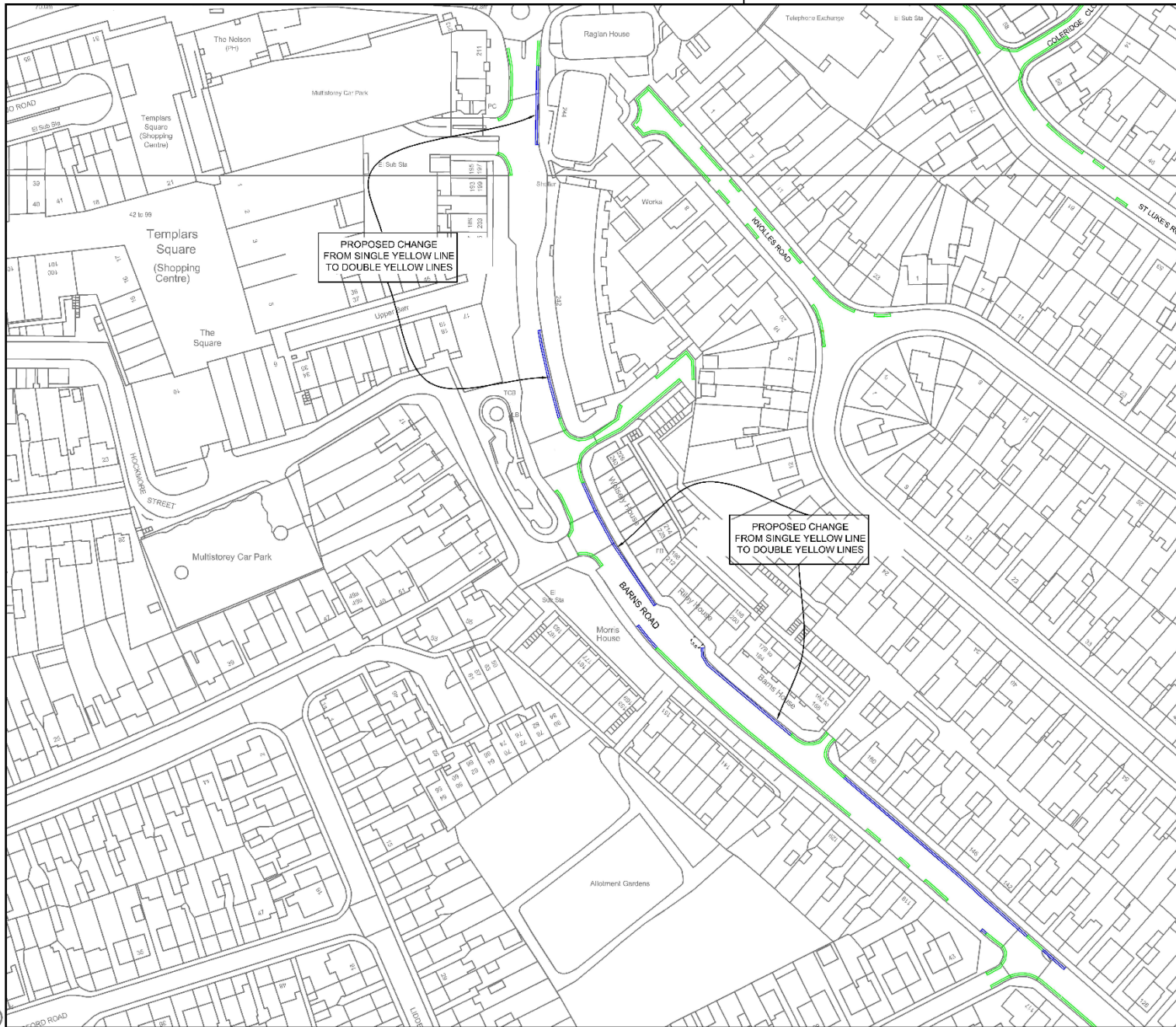
17. The impact of introducing further restrictions on parking has been carefully considered as part of the scheme design. The lengths of new restrictions have been kept to the minimum, where possible, to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.
18. The majority of concerns were raised about the changes to restrictions on the Barns Road and the impacts on residents who live on the road and their visitors. In response, these proposals are supported by the local cycling organisation and the restrictions will bring benefits to cyclists using the route who are currently affected by cars parking in cycle lanes and on the footway.
19. It is important to note that not all the parking on Barns Road is being removed, with the new double yellow lines proposed to replace existing single yellow lines or where there are significant issues with vehicles obstructing the cycle lane. Residents will still be able to park in the side roads using their permit, without restriction including visitors with visitor permits or alternatively utilising the short-term parking bays located throughout the zone.
20. The remaining comments either expressed support or non-objection to the proposed changes, with the proposals improving safety and movement around junctions or at pinch points and increasing parking amenity for non-permit holders.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1-5: Consultation plans Annex 6: Consultation responses
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Contact Officers:	Vicki Neville (Senior Officer – TRO & Schemes) James Whiting (Team Leader – TRO & Schemes)
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March 2024



#### KEY

— EXISTING 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES) TO REMAIN

— PROPOSED NEW 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)

#### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION  
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
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USE  
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Project title  
 COWLEY CENTRE EAST  
 'CT'  
 PROPOSED RESTRICTION CHANGES

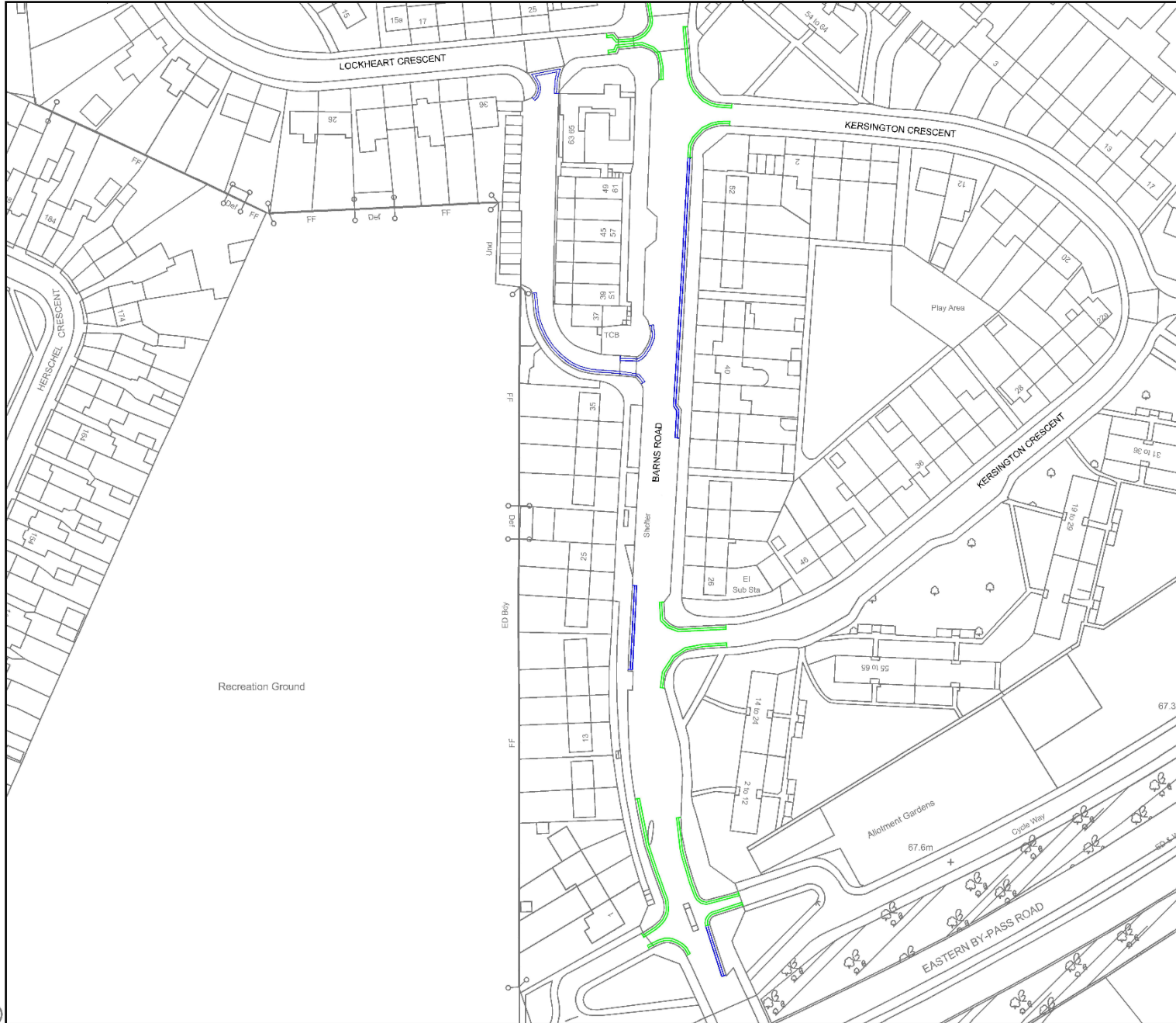
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 NEW DOUBLE YELLOW LINES  
 BARKS ROAD  
 OXFORD

Scale @ A3	Drawn by	Checked by	Approved by
1:1250	VN	JW	JW
Date drawn	Date checked	Date approved	
Nov 2023			

Oxfordshire Project No. & File Ref

Drawing No.	Revision
PRD/2023/009	v3





**KEY**

EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN

PROPOSED NEW 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
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COWLEY CENTRE EAST  
'CT'  
PROPOSED RESTRICTIONS

Drawing title

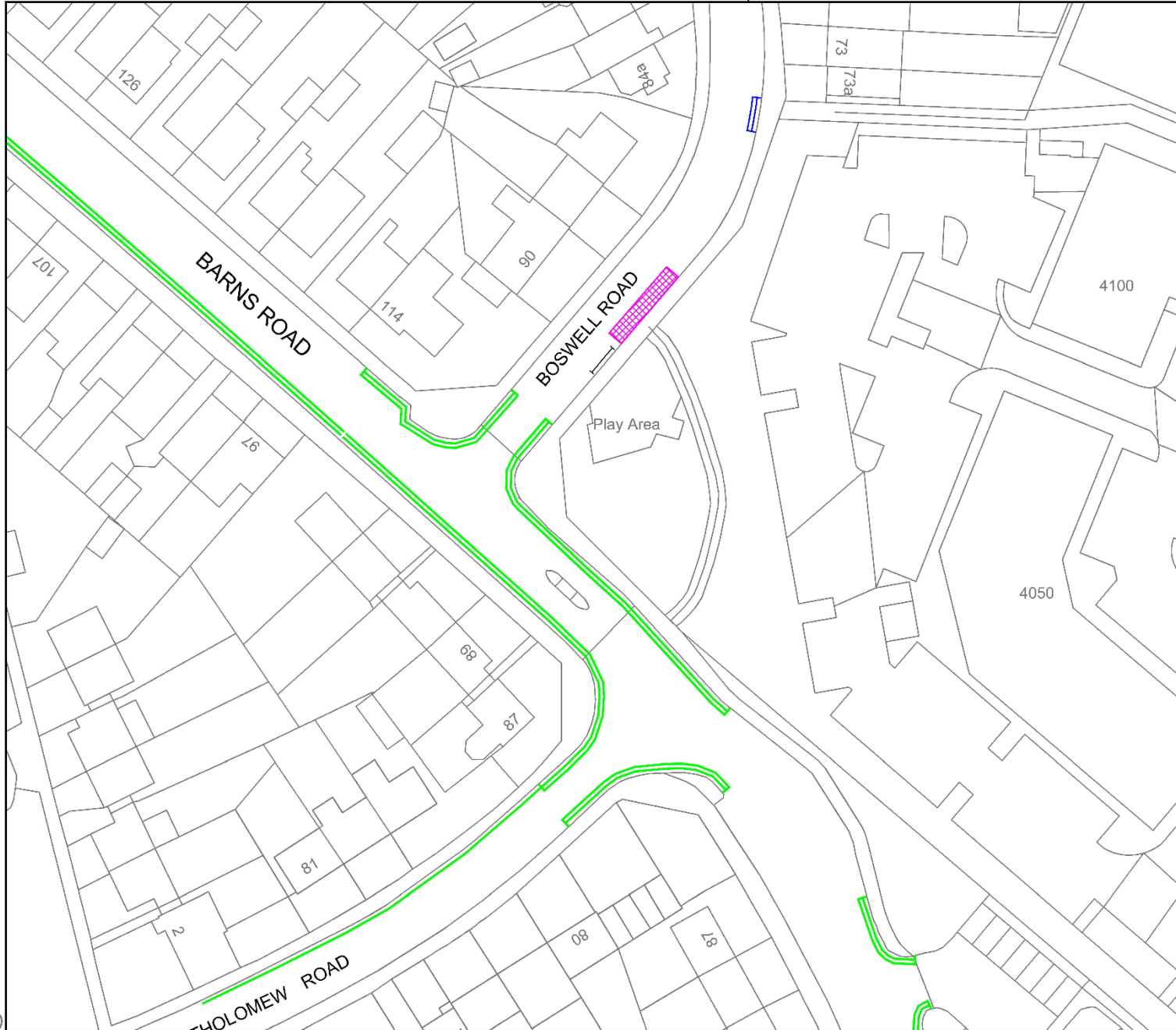
PROPOSED  
NEW DOUBLE YELLOW LINES  
BARN ROAD  
OXFORD

Drawing Status




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	Date drawn	Date checked	Date approved
	Dec 2023		

Oxfordshire Project No. & File Ref

Drawing No.	PRD/2023/008	Revision	v4
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#### KEY

-  EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN
-  PROPOSED NEW 2 HOUR LIMITED WAITING PARKING BAY 'MON - SAT 8AM - 6.30PM 2 HOURS NO RETURN WITHIN 2 HOURS'
-  PROPOSED NEW 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)

#### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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MAINTENANCE/CLEANING
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DECOMMISSIONING/DEMOLITION
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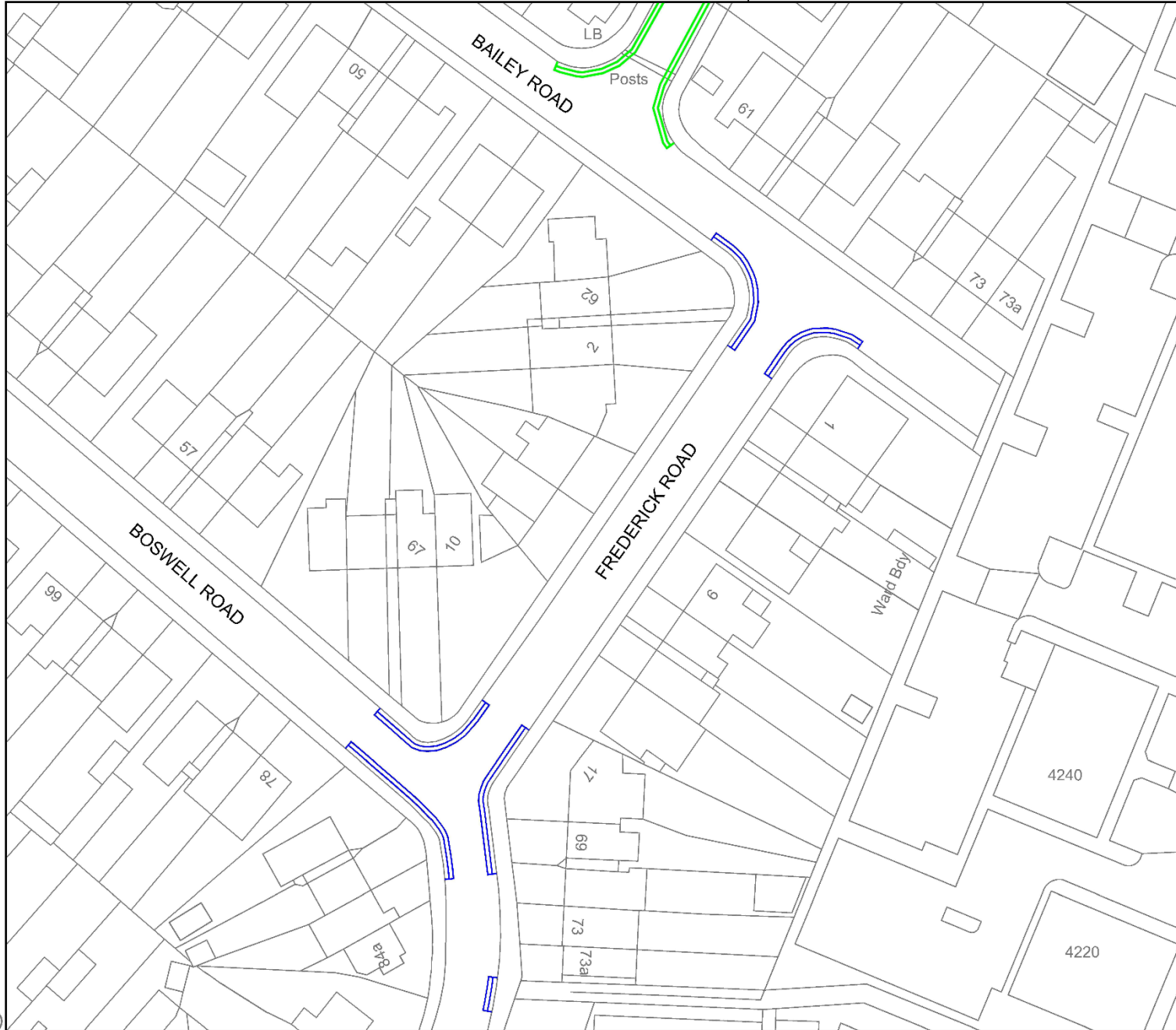


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Project title	COWLEY CENTRE EAST 'CT' PROPOSED PARKING CHANGES
Drawing title	PROPOSED PARKING BAY & YELLOW LINES BOSWELL ROAD OXFORD

Drawing Status	Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW		
Date drawn	Date checked	Date approved		
Nov 2023				

Oxfordshire Project No. & File Ref	Drawing No.	Revision
PRD/2022/003		v2



**KEY**

EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN

PROPOSED NEW NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) RESTRICTIONS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION				
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Project title

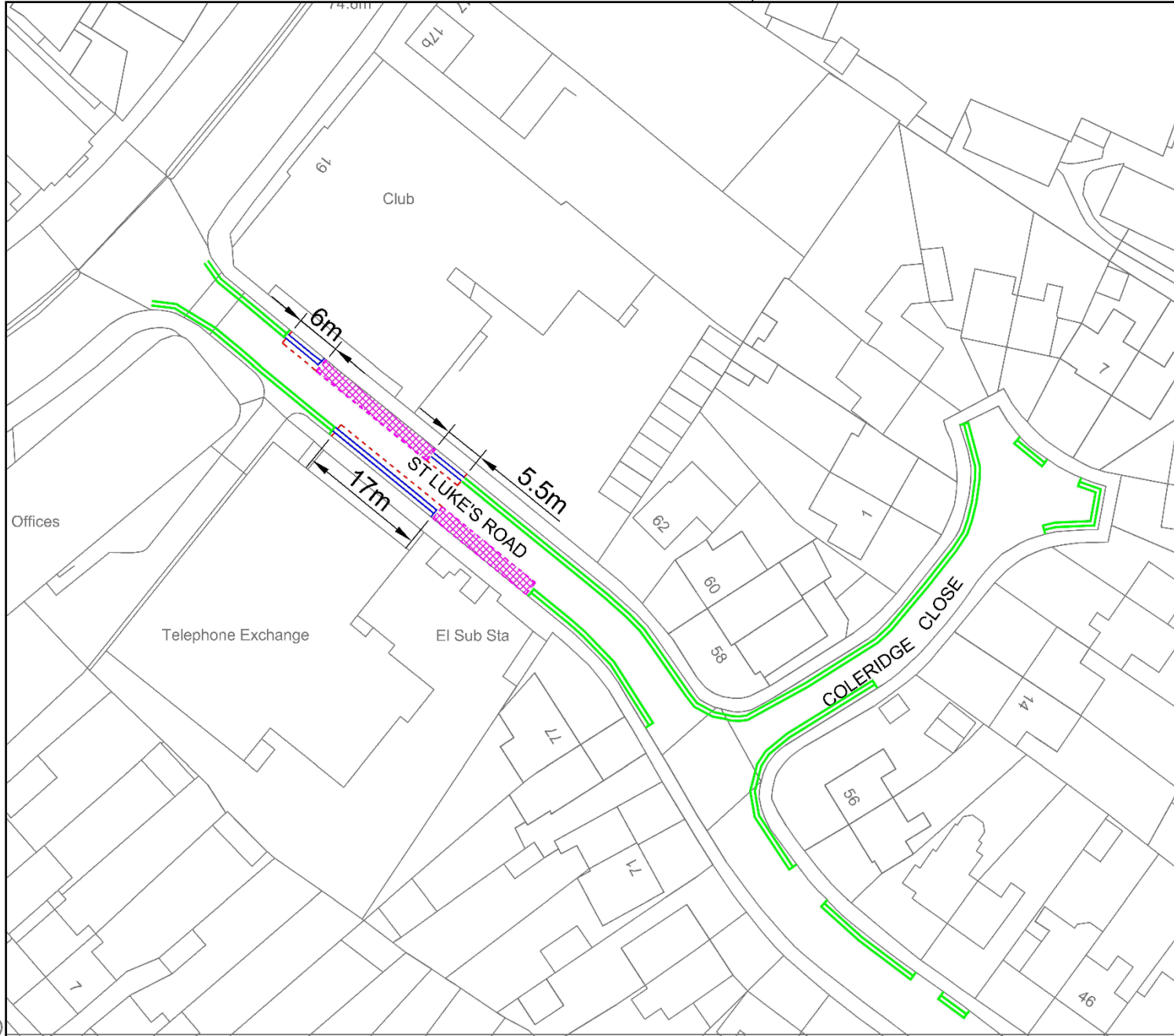
COWLEY CENTRE EAST  
'CT'  
PROPOSED WAITING RESTRICTIONS

Drawing title

PROPOSED WAITING RESTRICTIONS  
FREDRICK RD, BOSWELL RD & BAILEY RD  
OXFORD

Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW	
Date drawn Nov 2023		Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.	PRD/2022/004	Revision	v2





#### KEY

- EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN
- PROPOSED CHANGE OF EXISTING 1 HOUR PARKING BAY TO DUAL USE 'PERMIT HOLDERS 'CT' OR 2 HOURS NO RETURN WITHIN 2 HOURS MON - SAT 8AM - 6.30PM'
- - - - - PROPOSED REMOVAL OF EXISTING 1 HOUR PARKING BAY
- PROPOSED NEW 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)

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Project title  
**COWLEY CENTRE EAST  
 'CT'  
 PROPOSED PARKING CHANGES**

Drawing title  
**PROPOSED PARKING BAY CHANGES  
 & NEW DOUBLE YELLOW LINES  
 ST LUKES ROAD  
 OXFORD**

Drawing Status			
Scale @ A3 1:500	Drawn by VN	Checked by JW	Approved by
	Date drawn Nov 2023	Date checked	Date approved

Oxfordshire Project No. & File Ref	
Drawing No. PRD/2022/002	Revision v2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local group/organisation, (Cyclox)	<p><b>Barns Road – Support</b>  Barns Road is a key, and at present very poor, cycle route between the largest housing estate in Oxford (and one that is planned to grow in size considerably) and the rest of the city. There are routes that dare you to cycle them, routes that allow you to cycle them and routes that invite you to cycle them. With double parking, parking on pavements and cycle lanes, and busy two-way bus traffic, Barns Road is a serious obstacle to the take-up of active travel and consequently contradicts County transport policy. Reduction and control of parking along Barns Road (so long as it is enforced) will contribute to some extent to improving the situation, and for this reason Cyclox supports the proposals as a small step in the right direction. The only real solution (which is not proposed) would be to remove all vehicle parking from Barns Road and install a protected, segregated, continuous cycle lane. The design standards the County should adhere to are in government directive Local Transport Note 1/20 and all highway proposals should be able to demonstrate how they meet these standards.</p> <p><b>Boswell Road – Support</b>  As above.</p> <p><b>Frederick Road – Support</b>  As above.</p> <p><b>Bailey Road – Support</b>  As above.</p> <p><b>St Lukes Road – Support</b>  As above.</p>

(3) Email response, (unknown)	<p><b>Object</b> – I agree. They should close all the streets and all the people should be on benefits!!!</p> <p>People do not need to work anymore and the businesses should be closed.</p> <p>That is what you are doing!!!</p> <p>Thank you very much for hearing from the people and completely ignoring our rights and killing democracy .</p> <p>The community voted for you to make our lives miserable!!!!</p> <p>I hope you have a good day and that your life is as miserable as you are making ours!!!!</p>
(4) Local resident, (Oxford, Barns Road)	<p><b>Object</b> – Where are residents and their visitors supposed to park?</p> <p>I live opposite one of the proposed areas - namely Barns Road. Barns Road is highly populated with many car owning residents who live in flats as well as houses. Parking is severely restricted at present without the situation being exacerbated even further.</p> <p>As residents we have pay to park in the zone giving the residents in the proposed areas a right to park also.</p> <p>Many permits are issued to the residents, so the money adds up but there isn't adequate parking places for said cars.</p> <p>I understand the need for safe cycling but cyclists contribute nothing towards any of these schemes. You are pitting cyclists against car drivers. This is not conducive for anyone.</p> <p>I see no point in having to renew my permit each year if I will no longer be able to park in the road I reside in.</p> <p>This is not a well thought out proposal put forward by Cowley's county counsellor, yet again!!!</p>
(5) Local resident, (Oxford, Barns Road)	<p><b>Object</b> – I am writing to object to the County Council's proposal to install double yellow lines along the section of the Highway of Barns Road which fronts our property, number 144. At the moment we are paying the council a CPZ charge in order to be able to park our vehicles along Barns Road.</p>

	<p>This new parking restriction will remove this ability and we need the vehicle for out of town work purposes. The new restriction means that we cannot park suitably on Barns Road. Having a vehicle for us is not a luxury, it is needed to commute to work outside of Oxford, and, public transport or cycling is not an option. I remind you we need to work in order to pay our Council Tax which goes to fund the Council, plus we are paying an annual fee for the privilege of parking within a Residents Parking Zone.</p> <p>You say removing parked cars reduces obstruction to traffic. All this does is increase traffic speed, when people see a clear road they automatically increase their speed. If you lived on Barns Road you would know this as this is our lived experience. The biggest culprits of this are the numerous buses we have travelling along Barns Road. We therefore object to the proposed amendments.</p>
(6) Local resident, (Oxford, Frederick Road)	<p><b>Concerns</b> – I live in Frederick road and I am surprised by the proposal to increase the parking restrictions in my road because it is a short wide road with very little through traffic - mostly this is delivery vans and motorbikes.</p> <p>Whilst there are benefits to minimising the number of people parking for prolonged periods of time in residential areas it is my observation that very few cars use Frederick Road for non-visitors to residents and our current restrictions are more restrictive than roads nearer to town such as crescent road . Our restrictions include Saturdays and are longer 8am - 6.30. This means that residents in our road have to use permits almost all social hours except Sundays. Please could you send officers to look at the minimal roadside parking in Frederick Road before you take a decision to increase restrictions.</p> <p>Recently all day/night parking on the lefthand side of the bend where Boswell Road joins Bailey Road has created a high risk of accidents because traffic coming round that bend from Boswell road has no view of oncoming traffic from Bailey Road. There is a property for sale on that corner and hence if that is multioccupancy the problem will increase. Prohibiting parking at all times, and then enforcing the new restrictions would be very reassuring.</p> <p>While you are considering parking in this area may I ask whether you are aware that exiting Boswell road onto Barns Road is dangerous because the parked cars (in the disabled space) obstruct the view of oncoming cycles , scooters and cars. As Barns Road on a slight downhill incline, car drivers sitting in their car at the junction cannot see traffic approaching down Barns Road from Templar Square, except for high sided vehicles such as buses . The oncoming cars will be able to see the bonnet of my car as I inch out of Boswell Road but I am forced to pull out without knowing whether or not the way is clear . I am conscious that in the event of an accident I would be held responsible.</p>

	<p>By sharing this concern with you here I am also sharing responsibility for my safety on the road and would make any insurance company aware that an accident might have been unavoidable.</p> <p>I have submitted this concern to the highways dept online but simply advised to repeat the process to another online system with photos etc and I simply dont have time - I believe it is the Highways dept responsibility to forward enquiries to the appropriate dept . And, I cant take photos to demonstrate because it would be illegal , dangerous and obstructive to sit in my car at the junction and take photos to illustrate the restricted view from the car drivers perspective.</p> <p>I hope you will be willing to take my safety concern seriously by prohibiting parking on Barns Road so close to Boswell Road and moving the disabled bay further up the road towards Templar Square.</p>
(35) Local resident, (Oxford, Barns Road)	<p><b>Concerns</b> – My concerns regarding double yellow lines outside my house is the lack of residential parking in this area and the recent building of multiple flats with no allocated parking, that is why so many cars are parked on pavements.</p> <p>This affects me and other close residents as in the turning to the lane behind my house there are double yellow lines which are ignored every day and also next to the garages between Barns Road and Bailey Road to the rear of us, again ignored all the time.</p> <p>I require access to my parking spot at the rear of my house as do other neighbours so can you please ensure that you protect our access by repainting and enforcing the existing yellow lines. Once the new parking restrictions come into force I know that our current problem with illegal parking and access will get worse and who will solve this problem on our behalf?</p>
(7) Local resident, (Oxford, Barns Road)	<p>Barns Road – <b>Object</b> It's hard enough to park as it is without taking yet more spaces away from residents. Unless there is going to be alternative parking spaces put in then no</p> <p>Boswell Road – <b>Object</b></p> <p>Frederick Road – <b>Object</b></p> <p>Bailey Road – <b>Object</b></p>



	St Lukes Road – <b>Object</b>
(8) Local resident, (Oxford, Barns Road)	<p><b>Barns Road – Object</b> Where are all the residents cars supposed to go? I live opposite the proposed new double yellow lines and it is already difficult to park here without pushing all the cars to one side of the road? Surely you know how many permits you have issued to residents on Barns Road, it feels like you want to take the permit money without providing adequate parking for the permit holders! I understand the need for safe cycling but again you're pitting cyclists and car drivers against each other! Where was the feedback obtained from as yet again no one speaks to the residents of Barns Road!</p> <p><b>Boswell Road – No objection</b></p> <p><b>Frederick Road – Object</b> The same reasons as for Barns Road.</p> <p><b>Bailey Road – Object</b> Same reasons as Barns Road.</p> <p><b>St Lukes Road – Object</b> The same reasons as Barns Road.</p>
(9) Local resident, (Oxford, Barns Road)	<p><b>Barns Road – Object</b> I am objecting because we need our car to work and care for elderly family members and you are destroying our lives we this dictatorship is against our democratic right to work and be able to enjoy our leisure time. What you want you do even if we vote against although we voted for you for over 30 years we don't count!!!</p> <p><b>Boswell Road – Object</b> People need their cars to work and you are destroying this country with these proposals as if we can't have cars we will be applying for state benefits as the jobs are not all on bus routes like yours!!!</p> <p><b>Frederick Road – Object</b></p>

	<p>Most people need their cars because it is their livelihood and you are encouraging people to give up work and apply for benefits. Please wake up!!!</p> <p>Bailey Road – <b>Object</b> Again people need their cars to work just stop with the ignorant ideas and do what we voted you for.</p> <p>St Lukes Road – <b>Object</b> Listen to your community for once and support those who pay taxes and need their cars to make a living. You are destroying this community!!!</p>
(10) Local resident, (Oxford, Barns Road)	<p>Barns Road – <b>Object</b> By implementing these proposed NEW 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES) you will stop a significant amount of local residents from being able to go work as cycling and bus routes are not possible for a lot of working class people like myself as I am a trades person who works in many different location and require a vehicle to transport myself to different location both in oxford and outside of oxford. if this proposal goes through and I am unable to go to work due to not being able to park my vehicle I will simply go on benefits as I have no other option. I fully believe that the opinion of myself and others who object will not be heard as the majority of local residents objected to the LTNS currently in place and yet it still got approved. I sincerely hope someone in the county council sees sense and makes the right decision and chooses not to destroy countless working family homes.</p> <p>Boswell Road – <b>Object</b> As above.</p> <p>Frederick Road – <b>Object</b> As above.</p> <p>Bailey Road – <b>Object</b> As above.</p> <p>St Lukes Road – <b>Object</b> As above.</p>

<p>(11) Local resident, (Oxford, Barns Road)</p>	<p>Barns Road – <b>Object</b> Forcing the residents to cycle when they work miles away</p> <p>Boswell Road – <b>Object</b> Making people take public transport and sell their cars</p> <p>Frederick Road – <b>Object</b> Making people walk</p> <p>Bailey Road – <b>Object</b> Making people walk</p> <p>St Lukes Road – <b>Object</b> Making people work</p>
<p>(12) Local resident, (Oxford, Barns Road)</p>	<p>Barns Road – <b>Object</b> I live on Barns Road and the previous parking zone put a double yellow line directly outside my house and a single yellow on the opposite side. This very challenging for having visitors (we have a baby and friends with similar aged children can't commute easily without a car) but at least on Sundays and evenings we were able to have visitors and they could park opposite. Now with the new plans we would have no available parking even with permits anywhere near our house which is even more challenging when our parking permit only allows for parking is some of the side streets as there are different parking zones for the various close side streets and therefore there is no longer and expectation of being able to find parking in evenings and Sundays within a walking distance of our house (with very young children). It's even more challenging when the LTN blocks access to some areas for potential parking and is what has made Barns Road such a busy road that during busy periods i struggle to cross the road using the island near our house (ie without traffic lights). Further if you are worried about cyclists etc why don't you make Barns Road a 20mph zone as for every single road in the area rather than having traffic trying to race along here at more than 30mph</p> <p>Boswell Road – <b>Partially support</b> Not ever seen here as a parking issue , not sure I've understood the reason for this change properly</p> <p>Frederick Road – <b>Partially support</b></p>

	<p>Not sure I've personally seen a problem and understand how this will actually be beneficial</p> <p>Bailey Road – <b>Object</b></p> <p>Not sure I've seen an issue and how this is actually going to be a benefit for the residents</p> <p>St Lukes Road – <b>Partially support</b></p> <p>Not sure I've personally seen the problem and therefore not convinced this will be an actual benefit to the residents</p>
(13) Local resident, (Oxford, Barns Road)	<p>Barns Road – <b>Object</b></p> <p>You installing double yellows along Barns Road is going to cause even more problems than what we have now. There is not enough parking on Barns Road as it is and most of the houses do not have the facilities to create a driveway so have to park on the road with a permit. If you are going to install double yellows then you need to let Barns Road's residents park in the side roads i.e. expand the CT zone</p> <p>Boswell Road – <b>Object</b></p> <p>There is not enough parking for the residents as it is</p> <p>Frederick Road – <b>Object</b></p> <p>Bailey Road – <b>Object</b></p> <p>St Lukes Road – <b>Object</b></p>
(14) Local resident, (Oxford, Barns Road)	<p>Barns Road – <b>Object</b></p> <p>I have one car and I have a CT parking permit. I need my car for part of the work that I do. It is already difficult to find an available parking permit space on Barns Road and I know it will make it much more difficult to find a space if the area between 160 and 140 is removed as available resident parking, i.e. if it is changed to double yellow banding. I support double yellow banding of the other areas as a proposal but people currently utilise those areas extensively - again I believe there would be an impact on residents with cars and make it much more difficult to park in the legitimate residents' parking areas, especially on Sundays when there is currently no restriction.</p> <p>Boswell Road – <b>Support</b></p>

	<p>I don't think this will have much impact</p> <p><b>Frederick Road – Support</b> I support this but again removal of legitimate out of hours parking will have an impact on residents' parking in CT zone.</p> <p><b>Bailey Road – No objection</b> I don't think this will have much impact although I can't see a map relating specifically to this road.</p> <p><b>St Lukes Road – Partially support</b> Again, removing available CT residents parking will have a knock-on effect and make life harder for currently residents without their own parking area.</p>
(15) Local resident, (Oxford, Barns Road)	<p><b>Barns Road – Object</b> you are taking away parking for residents who have paid for resident parking you will be isolating the people who live along barns road and the disadvantages of limited access for careers and visitors to the elderly and the disable and ill i think you forget that people do live along this road</p> <p><b>Boswell Road – Object</b> waste of time this is not through road</p> <p><b>Frederick Road – Object</b> cannot see the point no through road no heavy traffic</p> <p><b>Bailey Road – Object</b> the road is blocked off so cannot see the need</p> <p><b>St Lukes Road – Partially support</b> is this to help out the new student housing or local residents ?</p>
(16) Local resident, (Oxford, Barns Road)	<p><b>Barns Road – Object</b> I am a resident in barns road maisonettes ,The reason why I am objecting to this is because this would make it impossible to park my car , it is already very difficult to park already , I feel that this new proposal will just push cars</p>

	<p>further up the road to where there is already limited spaces , I have applied for garages only to be told there are none , when it is clear some have not been touched for months and some years , I have been a resident for more than 20 years and this is going to make things very hard indeed, I have mentioned to council to make the unused communal garden in to spaces for residents to have one space per flat only to be told this wouldn't work and would be too expensive ,I am at a loss of words as to what we will do as me and my husband both need our vehicles to travel to work in kidlington. I hope we can come to some sort of plan that helps out local residents and not vehicles that park here all day ignoring the permits needed</p> <p>Boswell Road – <b>No objection</b></p> <p>Frederick Road – <b>No objection</b></p> <p>Bailey Road – <b>No objection</b></p> <p>St Lukes Road – <b>No objection</b></p>
(17) Local resident, (Oxford, Barns Road)	<p><b>Barns Road – Object</b></p> <p>Living in a ground floor maisonette with no off road parking due to having a communal garden on the barns road we cannot park any of our vehicles off road. Oxford city council do not have any garages for rent in our area. Due to having 4 children living at my address and being self employed I currently need 2 vehicles. One of these vehicles is to transport myself and children around and the 2nd vehicle is my work van which doesn't have the capacity seating to safely carry my children. I have a parking permit for the area CT for my passenger vehicle but Oxfordshire county council will not issue me with a 2nd permit for my 2nd vehicle because I currently registered one for my passenger vehicle. When approaching Oxfordshire county council with regards to this they suggested to changed my passenger vehicle into my eldest daughters name and they could issue her with a permit. As I stated to Oxfordshire county council that how does this work with my insurance due to me not being the registered owner of the vehicle so then Oxfordshire county council then suggested to put the insurance in her name with me as named driver, I then suggested that a 17 year old provisional licence holder trying to insure a audi s4 3.0litre supercharged would be an issue. Oxfordshire country council said that the only way to get around it was to give me visitors permits, the permits they issued me only last a month and I cannot reapply for any permits for 6 months. I am already at a lost cause because being self employed and finishing work at 3pm most days I'm already having to go and visit family until the 6.30pm parking comes into force. By making this a no waiting at anytime area would be a total mess and will force all residents that live in the maisonettes at barns road to park there vehicles further down the road which is already full with people parking there vehicles. I have also approached Oxford city council about converting our communal garden</p>

	<p>that's facing barns road into off street parking for the resident's of the barns road maisonettes (whosley house and Riley house) and there answer was they don't have the funds. I hope you can see my point of view on this situation as it will cause total mayhem for residents that live in the area of CT barns road.</p> <p>Boswell Road – <b>Object</b> As above.</p> <p>Frederick Road – <b>Object</b> As above.</p> <p>Bailey Road – <b>Object</b> As above.</p> <p>St Lukes Road – <b>Object</b> As above.</p>
(18) Local resident, (Oxford, High Street)	<p>Barns Road – <b>Object</b> Traffic in Oxford is terrible and you will make it worse.</p> <p>Boswell Road – <b>Object</b> As above.</p> <p>Frederick Road – <b>Object</b> As above.</p> <p>Bailey Road – <b>Object</b> As above.</p> <p>St Lukes Road – <b>Object</b> As above.</p>
(19) Local resident, (Oxford, Bailey Road)	<p>Barns Road – <b>Partially support</b></p>

	<p>My main issue with Barns road is turning right out of Boswell road onto Barns road it is impossible to see traffic coming because of parked cars. I would like to see the plan for double yellow lines extended to that area whereas on the plans the changes do not reach that far down Barns Road.</p> <p><b>Boswell Road – Support</b> I think this is wise as people park all over the exit of Boswell road making it dangerous to turn in and out.</p> <p><b>Frederick Road – Support</b> This is sensible because people park all over these corners which is dangerous as a cyclist and a driver.</p> <p><b>Bailey Road – Support</b> This is helpful because people park on corners dangerously.</p> <p><b>St Lukes Road – Support</b> This seems helpful.</p>
(20) Member of public, (Oxford, Augustine Way)	<p><b>Barns Road – Support</b> Barns Road is busy and parked cars introduce conflict.</p> <p><b>Boswell Road – No objection</b></p> <p><b>Frederick Road – No objection</b></p> <p><b>Bailey Road – No objection</b></p> <p><b>St Lukes Road – No objection</b></p>
(21) Local resident, (Oxford, Bailey Road)	<p><b>Barns Road – Support</b> Hopefully this will stop people parking and blocking cyclists.</p> <p><b>Boswell Road – No objection</b></p>



	<p>Frederick Road – <b>Support</b> Cars parking on the junctions cause obstructions when turning.</p> <p>Bailey Road – <b>Support</b> Cars parking on the junction cause obstructions</p> <p>St Lukes Road – <b>No objection</b></p>
(22) Local resident, (Oxford, Barns Road)	<p>Barns Road – <b>Support</b> free flow of buses and cyclists</p> <p>Boswell Road – <b>Partially support</b> affecting residents</p> <p>Frederick Road – <b>Partially support</b> affecting residents</p> <p>Bailey Road – <b>Support</b> good</p> <p>St Lukes Road – <b>Partially support</b> it will increase illegal parking on st. Lukes road and Coleridge close. Please make an YELLOW JUNCTION BOX or KEEP CLEAR box on Between Towns Road with St. Lukes Road</p>
(23) Local resident, (Oxford, Barns Road)	<p>Barns Road – <b>Support</b> Fully endorse this proposal. I believe it will significantly enhance road safety for vehicles, bicycles, and pedestrians alike. Additionally, it effectively expands accessibility to visitor parking within the vicinity, promoting convenience for all. The proposal is balanced, addressing needs of various stakeholders. I would like to advocate for the consideration of implementing a 20mph speed limit around the Barns Road / Between Towns Road area to mitigate noise and minimize the impact of building vibrations on local residential properties, particularly from heavy vehicles navigating damaged road surfaces. I appreciate the opportunity to provide input on this matter.</p>

	<p><b>Boswell Road – Support</b> Fully endorse this proposal. I believe it will significantly enhance road safety for vehicles, bicycles, and pedestrians alike. Additionally, it effectively expands accessibility to visitor parking within the vicinity, promoting convenience for all. The proposal is balanced, addressing needs of various stakeholders.</p> <p><b>Frederick Road – No objection</b> I have no concerns.</p> <p><b>Bailey Road – No objection</b> I have no concerns.</p> <p><b>St Lukes Road – No objection</b> I have no concerns.</p>
(24) Local resident, (Oxford, Beresford Place)	<p><b>Barns Road – Support</b> This is a major improvement on one of the worst cycle routes/roads in all of Oxford (Barns Road) and also improves safety around various other junctions which is in line with visionzero. Bringing more coherence in parking arrangements is also a helpful step.</p> <p><b>Boswell Road – Support</b> Makes sense to have the road clear at the footpath entrance and have a small sensible short-term parking arrangement</p> <p><b>Frederick Road – Support</b> Major improvements in visibility at junctions is key for children and vulnerable road users particularly and should be standard.</p> <p><b>Bailey Road – Support</b> As before.</p> <p><b>St Lukes Road – Support</b> Bringing coherence is helpful, as well as better visibility at junctions.</p>

(25) Local resident, (Oxford, Between Towns Road)	<p>Barns Road – <b>Support</b> Because my sister lives there and everytime i visiet her im getting ticket fine and she never find a place to park she havent driveway or garage she have to park far way after long shift working for nhs .</p> <p>Boswell Road – <b>Partially support</b> No objection</p> <p>Frederick Road – <b>Partially support</b> Wrong</p> <p>Bailey Road – <b>No objection</b></p> <p>St Lukes Road – <b>Support</b> Wrong</p>
(26) Member of public, (Oxford, Boundary Brook Road)	<p>Barns Road – <b>Support</b> The whole of Oxford should be covered by CPZs. Free parking should not exist in Oxford. We need to do everything possible to discourage the use of cars in our city due to their numerous detrimental impacts on people the environment.</p> <p>Boswell Road – <b>Support</b> As above.</p> <p>Frederick Road – <b>Support</b> As above.</p> <p>Bailey Road – <b>Support</b> As above.</p> <p>St Lukes Road – <b>Support</b></p>

	As above.
(27) Local resident, (Oxford, Crescent Road)	<p><b>Barns Road – Support</b> As a cyclist, I find Barns Road dangerous for bikes. The current parking controls are not enforced so cars park wherever they like including on the segregated cycling lanes which are not enforceable it seems making visibility and space for cycles restricted. Barns Road is one of the few routes in and out of Blackbird Leys given the road is super narrow in places parking should be moved onto adjacent roads to optimise visibility and space for pedestrians and cyclists as this road is only going to get busier with the new Blackbird Leys District Centre and Knights Road developments making this artery more important for busses, bikes, and pedestrians in places the pavement is not wide enough.</p> <p><b>Boswell Road – No objection</b> Given Boswell Road is close to Barns Road I think the focus needs to be on Barns Road first as there will be cars that are displaced from Barns Road.</p> <p><b>Frederick Road – Support</b> This road is a through route for bikes and pedestrians coming from Phipps Road, visibility and access would be reduced if a lot of extra cars from Temple Cowley shops parked there looking forward.</p> <p><b>Bailey Road – Support</b> I'm supporting to reduce traffic in Oxford and encourage people to use alternative modes of transport.</p> <p><b>St Lukes Road – Support</b> I'm supporting to reduce traffic in Oxford and encourage people to use alternative modes of transport.</p>
(28) Local resident, (Oxford, Rymers Lane)	<p><b>Barns Road – Support</b> I cycle along this road frequently and the restrictions will improve cycling safety.</p> <p><b>Boswell Road – Support</b> This is part of my bicycle commute to the science park - the changes will improve safety for pedestrians and cyclists</p>

	<p>Frederick Road – <b>Support</b> Needless to say, no one should park on these junctions, this is a no brainer</p> <p>Bailey Road – <b>Support</b> No one should park at the junction</p> <p>St Lukes Road – <b>Support</b></p>
(29) Member of public, (Oxford, Southfield Park)	<p>Barns Road – <b>Support</b> Barns Road is dangerous for cycling. Removing parked cars will provide space and improve visibility.</p> <p>Boswell Road – <b>No objection</b></p> <p>Frederick Road – <b>No objection</b></p> <p>Bailey Road – <b>No objection</b></p> <p>St Lukes Road – <b>No objection</b></p>
(30) Member of public, (Oxford, Southfield Road)	<p>Barns Road – <b>Support</b> Current road layout has horrible bike path close to parking cars. Most houses in that area have private parking space anyways so the current parking space is not necessary to this degree</p> <p>Boswell Road – <b>Support</b> This road is a good shortcut for cyclist/pedestrian coming from temple cowley shopping area/barns road to the business park (via Knolle Rd). It would be good to make the small entrance in Knolle Rd better accessible for cyclists from the road, e.g. by optimizing the lowering of the sidewalk</p> <p>Frederick Road – <b>No objection</b></p> <p>Bailey Road – <b>No objection</b></p> <p>St Lukes Road – <b>No objection</b></p>

(31) Local resident, (Oxford, Southfield Road)	<p>Barns Road – <b>Support</b> Cycling safety improvements</p> <p>Boswell Road – <b>Support</b> Cycling safety improvements</p> <p>Frederick Road – <b>Support</b> Cycling safety improvements</p> <p>Bailey Road – <b>Support</b> Cycling safety improvements</p> <p>St Lukes Road – <b>Support</b> Cycling safety improvements</p>
(32) Member of public, (Oxford, Stratfield)	<p>Barns Road – <b>Support</b> These are essential for safe cycling and unimpeded movement of buses and emergency vehicles.</p> <p>Boswell Road – <b>Object</b> Parking here will block visibility of people exiting the playground (via the yellow gate) and/or impede their ability to cross the road. The area directly alongside the playground exit (and possibly the whole playground) should have DYLS and the visitor parking should be to the east.</p> <p>Frederick Road – <b>Support</b> Essential to stop dangerous parking on the junction corners. If anything, the DYLS should extend further - to the full 10 metres from the junction to match the Highway Code.</p> <p>Bailey Road – <b>Support</b> Essential to stop parking on corners that obscures visibility. The DYLS should really extend further, to a full ten metres from the junction (to match the Highway Code).</p>

	<p>St Lukes Road – <b>Support</b>          With larger width cars, these streets can't support parking on both sides.</p>
(33) Local resident, (Oxford, The Grates)	<p>Barns Road – <b>Support</b>          Safer cycling</p> <p>Boswell Road – <b>No objection</b></p> <p>Frederick Road – <b>No objection</b></p> <p>Bailey Road – <b>No objection</b></p> <p>St Lukes Road – <b>No objection</b></p>
(34) Local resident, (Oxford, Bailey Road)	<p>Barns Road – <b>No objection</b>          Checked the website to see that we weren't getting double yellows outside our house</p> <p>Boswell Road – <b>No objection</b>          Fine</p> <p>Frederick Road – <b>Partially support</b>          The parking on the corner is annoying as you can't see round. How about opening up the barrier to phipps road as well. Because its so unnecessary having to drive all the way round. Just have a resident's code to a padlock on it. Anyone who lives there will bother to stop and open it, noone else will</p> <p>Bailey Road – <b>No objection</b>          See Fredrick Road comments.</p> <p>St Lukes Road – <b>No objection</b></p>

Divisions affected: Eynsham

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **EYNSHAM: OLD WITNEY ROAD – PROPOSED TRAFFIC CALMING MEASURES**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the traffic calming speed cushions along the Old Witney Road in Eynsham, as advertised.

#### **Executive Summary**

1. This report presents responses to the statutory consultation on the proposal to construct four pairs of traffic calming speed cushions on the Old Witney Road in Eynsham, as shown in **Annex 1**.
2. The proposals are being put forward in response to new residential development within the area, and seek to help improve road safety by reducing the speed of motor vehicle through-traffic.
3. Eynsham Parish Council have investigated a traffic calming scheme for Old Witney Road following the near completion of Abbey Green (77 homes) which uses the previously no-through-road, for access. The parish has undertaken two informal consultations for traffic calming at Old Witney Road (only residents of the road were consulted) as follows:
  - a. Traffic Working Group meeting 12 April 2023 resolved to pursue a consultation. This was conducted between 12 June to 23 July 2023 - 62% of Old Witney Road residents who responded, were in favour. Following OCC Highways Officer's advice, the Traffic Committee sought to address concerns raised by a small number of residents by redesigning elements of the scheme (changing build-outs for cushions and slight change of positions).
  - b. Traffic Committee meeting on 19 December 2023 recommended that a further consultation was undertaken on the revised scheme and this was undertaken between 14 November 2023 and 19 December 2024. This



consultation provided a more positive result whereby 84% of Old Witney Road residents who responded, were in favour.

4. The parish council's 'Traffic Committee' has worked comprehensively with the area Highways Officer to produce a well-considered traffic scheme, which has encompassed site visits, meeting residents in person and desk-based work. The schemes have been informally consulted on twice by Old Witney Road residents with the majority being supportive on both occasions. The proposed scheme is fully funded and supports the objectives of Oxfordshire County Council and Eynsham Parish Council's Strategic Plans.

## **Financial Implications**

5. Funding for the proposals (including consultation & implementation if approved) has been provided by the developer & the County Council's Accessibility and Road Safety Fund.

## **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 will help improve road safety, especially for the more vulnerable road users in the area.

## **Formal consultation**

8. Formal consultation was carried out between 17 January and 16 February 2024. A notice was published in the Witney & West Oxfordshire Gazette 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, Eynsham parish council, and the local County Councillor representing the Eynsham division.
9. A letter was also sent directly to approx. 80 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposals.
10. 68 responses were received during the course of the formal consultation, comprising of: 45 in support (66%), five partially supporting and/or raising

concerns (7%), 14 objections (21%), and four (including TVP) not objecting (6%).

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

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

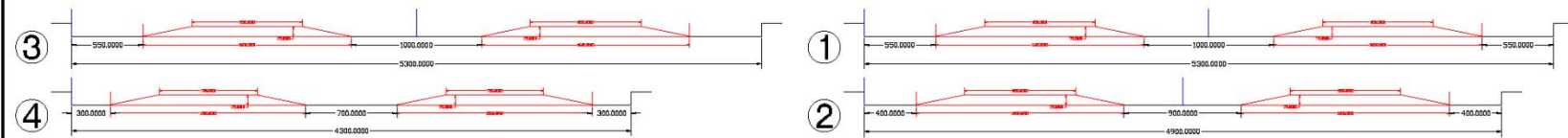
12. Thames Valley Police raised no objection to the proposals.
13. Comments have been received regarding the effectiveness of the recently introduced 20mph limit. The aim of the Counties 20 Policy is to change the mindset of drivers and to encourage driving at a safer speeds and promote a safer environment for all classes of road user. This will be an ongoing process but in the meantime in support of the “Vision Zero” initiative to reduce road casualties, many Parishes seek stronger measures to enforce lower speeds.
14. It is understood that not all motorists respect speed limits and as such it can become necessary to reinforce a limit with physical measures. The measures have been considered to be appropriate for the area in that they are visually reasonably unobtrusive, not requiring a proliferation of signing and would be effective along the whole length of Old Witney Road rather than using “priority working” measures which are very localised and are reliant on opposing flows of traffic. Vertical calming features have been in existence in neighbouring streets for many years so this scheme will not be setting a precedence.
15. With the increase in housing in the vicinity, leading to the once “no through road” now being open, it is reasonable to anticipate an increase in through traffic. Conditions for residents which once may have been at an acceptable level could be compromised and it makes sense to implement mitigating measures at an early stage and while there is an offer of funding from the developer.
16. The Parish Council have adopted a proactive approach in engaging with and consulting residents in development of this scheme. Despite several negative comments in the formal consultation, the Parish have also demonstrated an empathetic approach in addressing initial concerns to ultimately deliver a fit for purpose and well received scheme.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers:	James Wright (Senior Officer – Traffic & Road Safety)
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March 2024



Cross sections



Speed Cushion Locations



Hump warning signs on each end of the road.

Cushion dimensions to be confirmed dependent on existing road width.

Cushions need to be spaced at regular intervals, approx 75m in this location.

Road widths...  
1 - 5.3m  
2 - 4.9m  
3 - 5.3m  
4 - 4.4m

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Rev	Date	Purpose of revision	Drawn	Checked/Approved



Project No. <b>Eynsham</b>			
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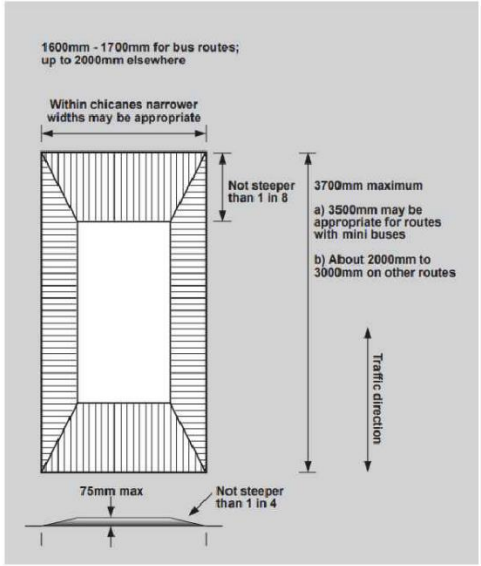


Fig. 4.13 Recommended dimensions for speed cushions

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local Cllr, (Eynsham, Oxford Road)	<b>Support</b> – Highly supportive. Will make street safer especially once the new link road to Nursery housing development is operational
(3) Local resident, (Eynsham, Beech Road)	<b>Object</b> – There is already a 20mph speed restriction. Why spend more money on an attempt to make road use even more awkward? I thought that the council were trying to reduce spending? We already have a useless Park and Ride costing millions (which, no doubt, is going to be Oxfordshire's biggest traveller's park.
(4) Local resident, (Eynsham, Fruitlands)	<b>Object</b> – Absolutely pointless. There is already a 20mph limit on this road. The road itself is relatively narrow and there are usually cars parked, which narrows the road even more and automatically slows traffic down. An increase in traffic from the new housing development would in no way make the road more dangerous as the traffic cannot speed along here. I live in Fruitlands and Old Witney Road is the only access to my road. I would find the proposed traffic calming measures unnecessary and uncomfortable.
(5) Local resident, (Eynsham, Fruitlands)	<b>Object</b> – There is already a new 20 mph speed limit in place, and with the number of residents parking vehicles in the Old Witney Road these days, precludes any likely speeding as the road is so narrow. The OWR was a very safe cul-de-sac for over thirty years which was why so many people with young children moved there. It should never have been opened up, to bring all the extra traffic going to Oxford through Spareacre Lane, it should have waited till the new junction to supply the park and ride was built! I thought West Oxon had agreed that no new houses were to be occupied, until Thames Water could guarantee they could deal with the sewage catastrophe that unfolds every time it rains, what happened to that?! As Thames water are talking about ten years and the government giving up to thirty years to get their house in order, these houses should not have been even occupied!!

(6) Local resident, (Eynsham, Fruitlands)	<p><b>Object</b> – These proposed measures are a total waste of money. The Old Witney Road is narrow and with several, if not many, parked cars which act as a calming measure since one has to give way to oncoming traffic. The parked cars also cause a large length of grass verges to be driven over, mainly by lorries, whilst passing parked vehicles. Therefore these proposed humps are not needed.</p> <p>There is a speed limit of 20 mph in place which is also not needed when the road negotiating the parked vehicles. SADLY I have no doubt that this survey will be completely ignored by OCC,(as usual).</p>
(7) Local resident, (Eynsham, Fruitlands)	<p><b>Object</b> – I wish OCC would stop treating the County's motorists like delinquent children with boy racer tendencies, whose regard for public safety is only assured with the intervention of the Council. Old Witney Road is a quiet road at all times of the day even with the new development, and has both a wide footpath on one side and a wide verge on the other for pedestrians to use. Any temptation to speed is negated by the obstacles posed by parked cars both day and night. If there is a need to lessen the traffic using the road, allowing a left-only turn into and out of the new development from the A40 (emulating the next-door estate) would have a greater positive impact than needlessly spending money on speed bumps. By the same logic speed bumps should be installed on far more potentially dangerous residential roads in the vicinity, such as Wytham Way.</p>
(8) Local resident, (Eynsham, Fruitlands)	<p><b>Object</b> – You have a 20MPH speed limit along this road. Why is it necessary to enforce another restriction? What will your next move be if you find that these CUSHIONS do not work?</p>
(9) Local resident, (Eynsham, Fruitlands)	<p><b>Object</b> – The road is not a throw road, locals only. There is little traffic and no one seems to speed. Save council money and repair the roads- my opinion</p>
(10) Local resident, (Eynsham, Fruitlands)	<p><b>Object</b> – I am against the proposal. The 20mph speed limit has only recently been introduced. Until the effect of this speed reduction has "bedded in" further measures should not be considering .</p> <p>Also I am against Speed Cushions. They are dangerous for cyclists. I have been surprised, in discussions with fellow villagers, how many admitted to coming off their bicycle on speed cushions, especially when wet.</p> <p>If you have S106 money to spend on Old Witney Road I suggest the first priority is to improve the path at the northern end by the side of the Evenlode pub garden where it is too narrow for a pushchair.</p>

	<p>Also Witney Road would be much safer for cyclists if the pot holes where filled in. There is a drain surround outside 47 Witney Road which extremely dangerous.</p> <p>I believe that the speed cushions are an unpleasant experience for bus passengers. the worst ones in Eynsham are along Spareacre Lane especially east of the shops where the road surface is patch upon patch, needing urgent resurfacing, and removal of speed cushions.</p>
(11) Local resident, (Eynsham, Mill Street)	<b>Object</b> – I think the 20mph notices are adequate
(12) Local resident, (Eynsham, Old Witney Road)	<p><b>Object</b> – By proposing speed cushions is the PC accepting that the 20mph limit does not slow traffic, if so why the limit. Previous idea of islands built out into the road was also idiotic. If speed cushions are eventually installed, just wait for residents to complain when heavy traffic 'bumps' over them outside of their properties. Also with no parking restrictions along this road it will be even worse when delivery vans stop without blocking the carriageway. Just wait until residents moan about the grass verges being cut up.</p> <p>Speed cushions of this type are also very easy to circumvent especially with modern vehicles having wider wheel tracks and certainly at 20mph. The village is already cluttered up with road signs this proposal will add more. Who comes up with these stupid ideas. Why is money being wasted on even considering such a scheme.</p>
(13) Local resident, (Eynsham, Old Witney Road)	<p><b>Object</b> – Please find enclosed a copy of the letter I forwarded to Eynsham Parish Council dated 19 November 2023 for a similar request re Traffic Calming measures on Old Witney Road, Eynsham. I am still of the opinion that Road cushions for Old Witney Road are totally unacceptable and a bit of white paint would suffice if really required.</p> <p>It is the quietest road in Eynsham and not a through road, and to subject it to road cushions to that which is already subjected to 20 mph is totally unnecessary.</p> <p>People down the road seem to be under the illusion that it is going to be closed off again so if that is the case then, what a waste of money!</p> <p>The only persons to be inconvenienced by these cushions will be the residents themselves and the Darby &amp; Joan Brigade who will almost stop at each one.</p>

	<p>Over the years driving (64 in my case) the one thing that has impressed on my brain, has been when the signage has been painted on the road surface, say 20, 30 and keep two bars apart(MS) etc at the appropriate distance apart. In the instance of Old Witney Road I would suggest eight to ten times. Drivers need reminders to check speed regularly.</p> <p>There is a lot that can be said against on this subject but it is the law breakers you are not catching but the painting on the road surface has a chance of getting to sum of them, without much money being spent.</p>
(14) Local resident, (Eynsham, Old Witney Road)	<p><b>Object –</b></p> <ol style="list-style-type: none"> <li>1. What if any Speed checks and accident statistics have been considered for this stretch of road to substantiate the justification for this proposed scheme?</li> <li>2. Old Witney Road is not a through road and has a low traffic flow, unlike the Witney Road to which it joins that carries a high level of traffic ( past a large school) and on which it is not being proposed to put in such traffic calming measures. Both roads are subject to a 20mph limit so why is Old Witney Road different?</li> <li>3. Currently Old Witney Road has sections where there are Double Yellow Lines which are in such a state of disrepair, along with unreadable associated signs, making I am sure parking unenforceable. With the inclusion of Speed Cushions why isn't it proposed for the Double Yellow Lines to be extended to cover the stretch of the road in question?</li> <li>4. There is already a 20mph limit along this road, so after our Parish Councillors requesting and supporting such I assume they now believe that it is not being adhered to, this can be said for more busy roads in the village, again what makes Old Witney Road any different. With the parked vehicles normally on this road it is virtually impossible at most times to speed above 20mph anyway irrespective of signed limits, unless people drive like idiots, which you will not stop even if speed cushions are installed. I am sure that your traffic engineers are fully aware that modern vehicles especially vans and large haulage are quite capable of traversing such speed cushions easily in excess of 20 mph, so why do we need such a scheme, nobody enforces the 20mph limit anyway.</li> <li>5. Only part of one side of Old Witney Road has a kerb and pavement, the other side being simply grass verge which is constantly being cut up due to the narrowness of the road and vehicles passing each other. By introducing the proposed speed cushions it will almost certainly exacerbate this problem and no doubt effected residents with soon</li> </ol>



	<p>complain if their neat and tidy lawn frontage is being damaged. Speed cushions along with parked vehicles will also make this road more dangerous to navigate unless the double yellow lines are extended.</p> <p>6. If implemented I'm sure residents adjacent to the installation of the cushions will soon complain as to their access to their properties, and vibration and noise of vehicles slowing down and accelerating away from these installations. I actually very much doubt if vehicles will reduce speed anyway so what's the point of wasting money on such a scheme, which could be more usefully spent on repairing pot holes and general road maintenance.</p> <p>7. As only approx.53% Of Old Witney Road residents responded to the Parish Council survey (there are 75 properties in Old Witney Road. Of the 40 that responded 31 said yes, 6 No and 3 had no preference. This means that only about 31% of residents voted in favour, the others either saying No or are not concerned or interested enough to even bother to respond. I am not sure whether only Yes/No responses were considered or comments taken into consideration as to the effect on the majority of residents.</p> <p>8. As far as road safety is concerned along this stretch of road it should be noted that a significant number of Old Witney Road residents who are complaining about road safety are guilty of using the Evenlode car park as a cut through to and from the A40 to alleviate the need to access Old Witney Road via the Witney Road traffic lights. This is despite a notice at the Evenlode A40 entrance stating 'No access to Old Witney Road'.</p> <p>My family and I own properties in Old Witney Road, I have lived here all my life. For some reason a number of relatively new residents, many ironically are also guilty of currently exceeding the signed limits along this road, believe this is a good idea. The 20mph limit and the Double Yellow lines are not enforced and very unlikely to be.</p> <p>From my above comments you can see I am totally opposed to the proposed scheme which I believe has been ill thought through and totally unnecessary. Our local councillors, some of which live in this road are obviously in favour and support this scheme what their justification is I do not know. As per my comment above only 40 residents responded to the Parish Council survey. Time and money has already been wasted on the previously proposed scheme which also involved road narrowing which was even more unjustifiable.</p> <p>Please tell me no further money or time is going to be wasted on a completely unnecessary scheme.</p>
(15) Local resident, (Eynsham, Hazeldene Close)	<p><b>Object</b> – I live on the East side of Eynsham in Hazeldene Close and feel that whilst money is in short supply for road issues, spending money on unnecessary speed bumps on old Witney Road is a bad idea. Witney Road already has a 20 mph speed limit and I walk down there daily. The majority of drivers are driving very slowly along this road. Putting</p>

	<p>speed bumps down there will just result in more pot holes (you just have to look at Yarnton and Wolvercote to see the surrounding potholes that always pop up next to speed bumps!) My concern is that speed bumps on Witney Rd will encourage more drivers to use the B4449 which runs past Hazeldene Close where I live, in order to get to the Standlake Road etc. This road is now very busy and far more difficult to exit onto due to the increase in traffic in recent years. It is unfair on those residents living on the east side of Eynsham if more traffic is pushed onto our side as a consequence of measures put in place to mitigate for increase in traffic on Witney road resulting from all the new houses on that side of the village. These speed bumps would be a waste of money that should be spent on other issues such as fixing the numerous potholes in the area.</p>
(16) Email response, (unknown)	<p><b>Object</b> – It is difficult to find any merits in this proposed scheme and I therefore object to it.</p> <p>This appears to be an attempt by OCC to try and mitigate their poor decisions in the past. When WODC pressured the landowner and developers to route traffic down the Old Witney Road it was clear that the idea was flawed but OCC did not object to the Planning Application or suggest that any traffic calming measures would be required. This despite many objections from residents and the Parish Council. It was very clear that the road was unsuitable for additional traffic. So, what has changed?</p> <p>Well, a 20mph limit has been implemented across the village. In the main this has worked well with most adhering to the speed limit. So why is the Old Witney Road being singled out for speed cushions or can we expect further schemes across the village. Certainly, it is difficult to see how this proposal will improve the situation or is it being suggested that only residents using this road speed.</p> <p>Now the impact of the new development has been an increasing number of vehicles cutting through the Evenlode car park to join the A40. This was discussed at various meetings when the planning application was submitted but it was still felt by WODC supported by OCC that closing direct access to the A40 from the site should be stopped. This proposal is clearly likely to increase this activity as it will also enable vehicles to avoid the cushions. However, I would not suggest that the gate should be closed as it will clearly have an impact on the Evenlode and it is difficult enough to make a living in the hospitality industry.</p> <p>Therefore, I can only conclude that the original access to the site should be reopened and that the route down the Old Witney Road should be closed. This is not ideal but if OCC felt that the road was dangerous then why did they in effect support an even more dangerous route through the car park without suggesting at the time that traffic calming would be required. The exit from the car park is considerably more difficult than the old exit from the site which had been in use for many years.</p>

	<p>This is clearly a very ill-conceived proposal and I look forward to being advised that it has been withdrawn at the earliest opportunity.</p>
<p>(17) Local resident, (Eynsham, Daisy Crescent)</p>	<p><b>Partially support</b> – Overall I support anything that encourages adherence to safe speeds on Old Witney Road. I have two young children and they will be eventually be using it to get to school. My questions around this proposal are:</p> <p>Has any evidence been gathered that this is an issue. In my experience speed limits are well observed on this road compared to other areas of the village. I may be wrong.</p> <p>Will it be possible for cars to park on the road adjacent to the traffic calming measures? I feel this could make things a bit challenging for young cyclists (Spareacre Lane is a real challenge for this - I want to cycle with my son to Eynsham Primary, but that road is a challenge in school times with many cars accelerating to get through gaps ahead of oncoming traffic).</p> <p>My main query is would it not make sense for the new development at Abbey Green to be occupied before this consultation is undertaken? My understanding is that consultation should be with those affected by proposals and many of these are future residents. It feels a little like this is a conscious decision.</p>
<p>(18) Local resident, (Eynsham, Daisy Crescent)</p>	<p><b>Partially support</b> – Calming measures are needed but i feel these measures won't change the issue. The pillars are often narrower than car chassis so cars glide over them and see no impact.</p>
<p>(19) Local resident, (Eynsham, Old Witney Road)</p>	<p><b>Concerns</b> – we have lived in the above street for 40 years. Money has already been spent on the 20 mile road signs &amp; I strongly think further money would be better spent on ALL the very many pot holes around the village, many of them have been there a very long time &amp; nothing done about it.</p>
<p>(20) Local resident, (Eynsham, Fruitlands)</p>	<p><b>Concerns</b> – We cannot see any benefit for installing traffic calming measures in the Old Witney Rd. It would be a complete waste of tax payers money.</p>

	<p>What would be useful is parking restrictions at the top of Fruitlands. Exit from the cul de sac is hampered by cars parked on the left side of the road leading out of the estate. One car is permanently parked there and the owner is not a resident of Fruitlands. Drivers are forced onto the wrong side of the road when leaving Fruitlands. Perhaps resident parking permits should be the way forward, as the school pick up restrictions in Thornberry Road have shifted the problem to the Old Witney Road.</p> <p>In addition cars are parked most of the way down the Old Witney road limiting the speed of passing traffic. My understanding was that the use of the Old Witney Road for the new estate was temporary and a roundabout would be installed on the A40 for access to and from the estate. Is this not the case?</p> <p>Do not waste money on speed humps use it to maintain and repair the roads around Eynsham.</p>
(21) Email response, (unknown)	<p><b>Concerns</b> – I have a few questions/concerns regarding the scheme:</p> <p>1: Who will be responsible for managing and maintaining the speed pads in the event there are issues with them?</p> <p>2: What mitigation measures will be put in place to protect the grass verges. The volume of traffic has increased dramatically since the road was opened up to the development. LGV and HGV drivers going to the development, both commercial and utility, seem either unable or unwilling to stay on the road even in its present form (without pads) which means they have turned the verges into variable quagmires. (photos available on request)</p> <p>I'm concerned that the pads scheduled for installation directly outside my address at 51 (at the narrowest point of the road) will cause drivers (mainly HGV and LGV) to try and circumvent/straddle them thus causing additional damage. Who would be responsible for the remediation of the damage because, there certainly will be some on past experience.</p> <p>I don't think there is any doubt that pads will have the desired effect given the velocity some vehicles are entering and leaving the development, however, I want to make sure we have all the i's dotted and the t's crossed and that this is not a fit and forget exercise.</p>
(22) Member of public, (Dorset, Blandford)	<p><b>Support</b> – I am a regular visitor to family members who live on this road. And I fully support traffic calming measures. The location of the school and many families living in this area mean lots of children walk along across this road making traffic calming measures essential</p>

(23) Local resident, (Cassington, Bell lane)	<b>Support</b> – My son and his family live they have children and pets the speed off the traffic is too much speed
(24) Local resident, (Cassington)	<b>Support</b> – Too much traffic is going down the road and too fast
(25) Local resident, (Eynsham, Acre End)	<b>Support</b> – I've noticed the increase and frequency/speed of the traffic in this quiet residential street filled with children
(26) Local resident, (Eynsham, Acre End Close)	<b>Support</b> – Safety
(27) Local resident, (Eynsham, Acre End Street)	<b>Support</b> – Brilliant idea. Traffic is travelling very fast along the road since it became no longer a no-through road.
(28) Local resident, (Eynsham, Beech Road)	<b>Support</b> – The traffic down this road has increased with new development and calming measures are now needed
(29) Local resident, (Eynsham, Beech Road)	<b>Support</b> – Traffic calming is necessary along this road as the vehicle use will increase (has already increased) due to new development. It's a long, straight road and traffic regularly exceeds the speed limit at present,
(30) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – With the introduction of 77 new homes comes with it an additional 100+ cars. Old Witney Road is is a long straight road, narrowing at both ends. It is not and will never be suitable for an increased traffic load and indeed, wasn't designed to do so. We need traffic calming to slow the increased flow of residential traffic and delivery trucks. We have a large population of elderly residents and families with children who play in the street. I very much welcome the introduction of traffic calming on Old Witney Road.

(31) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Through Traffic still travels at over 20mph. We need this proposal installed asap otherwise somebody will be hit by the increase in traffic when they come out of their drive or crossing the road.
(32) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – The road is too narrow for the volume of traffic expected. Lots of people use the road as a rat run through the pub car park to avoid traffic lights. Traffic calming measures are need to slow the speeds of mainly non OWR residents
(33) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – i don't want to get run over
(34) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Thank you so much for making OWR safer for the local residents! I think the speed reduction measure is an excellent idea, and I believe many think the same too. The only question I have is the type of speed bumps. There are some speed bumps (with gap in the middle), where the bigger cars (like vans) can just drive through without slowing down. Amazon delivery vans etc are often the guilty ones on the OWR rather than local residents. Just want to make sure the type of speed bumps that we choose to install do indeed slow down the ones we want to catch. With more families now moved into the new development at the end of OWR, making the road safer is ever more important. Many thanks for helping to make it happen!
(35) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Safer community (but would be great if all the Old Witney Road (including the one next to the Elms place) also can be connected to the original Old Witney Road and have safety measures in place
(36) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Because i ride my bike outside my house, walk to school and play with my friends on Old Witney Road. I want to feel safe and not get knocked off my bike. Speeding cars when I'm walking to school make me feel nervous. I worry they will not be able to stop in time if they don;t see me or my friends.
(37) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Previously there was little traffic on OWR, now there is more traffic but no proper pathway therefore it is very dangerous for pedestrians and residents

(38) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – I am a resident of OWR (number 19) and have already responded to previous consultations to support the scheme - we need to decrease the speed of traffic down the road, both for safety of children and other pedestrians, and from the point of view of noise.
(39) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – I have been leaving for approximately 10 years at the end of Old Witney Road (before the opening of the extension to reach the new development), and since residents have bought the new houses there has been an increase of traffic and noise. The cars coming out of the new extended road are often driving at high speed in the proximity of the bus-stop, specially in the evening when it is dark and an incoming car would be noticeable by having headlights on. I wish there was a 5th cushion in between the 2 descendent paths coming from the bus-stop to slow down the race of the cars coming from the new development after the bent.
(40) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – The cars are driving way to fast down the small road, without a proper pavement for pedestrians.
(41) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – This was a no through road. We are now getting lots more traffic because of the new development and also people cut through the Evenlode to get to and from the A40. Cars are speeding through at 60mph sometimes. It's becoming ridiculous.
(42) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Totally support the calming. Since opening up OWR the traffic has escalated because of the new housing. Some traffic speeding down the road. Very upsetting and dangerous. Also people using the Evenlode to join the A40 and come off the A40 to travel down OWR. It's becoming very dangerous. The traffic calming has to be done.
(43) Local resident, (Eynsham, Queens)	<b>Support</b> – Loads of kids around and so busy/fast driving cars
(44) Member of public, (Eynsham, Spareacre Lane)	<b>Support</b> – This is a straight length of residential road but with increased use due to a new housing estate. Some through vehicles drive too fast along the road and calming will make the road safer and more pleasant for residents and walkers who use it.

(45) Local resident, (Eynsham, Thames Court)	<b>Support</b> – I think traffic should always be slowed off main roads, as it allows the residents, pedestrians, and cyclists of the area to move around with greater safety.
(46) Local resident, (Eynsham, Tilgarsley Road)	<b>Support</b> – Many drivers do not obey the 20 mph speed limit, these measures should help slow the the drivers wishing to disobey the speed limits. It's a shame we don't have proposals for similar measures on Witney road.
(47) Local resident, (Eynsham, Witney Road)	<b>Support</b> – Essential to keep traffic speed down in a residential area - 20 mph is plenty where there are houses and children. Speed humps do help to ensure this. We also need them on Witney Road!
(48) Local resident, (Eynsham, Cassington Road)	<b>Support</b> – Concern about fast moving traffic in village and near nursery school.
(49) Local resident, (Eynsham, Newland Close)	<b>Support</b> – My grandchildren live on Old Witney road and I want it to remain a village road for their safety, not turn into a dangerous main road. My concern is that 4x4, Chelsea tractor type vehicles will still be able to speed over the proposed ' cushions' - I lived on a village road in Hampshire where this happened so I speak from experience.
(50) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – Well overdue. Fully support plan. Please implement for the safety of all residents
(51) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – It's not a wide road so traffic calming needed due to the heavy volume of traffic
(52) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – I seen car racing down the road at speed, and pedestrians don't have suitable path to walk on, will not be long before someone seriously injured.
(53) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – With the extra houses we are seeing traffic speeding down the road which is particularly dangerous with the playground at the end - the road isn't designed for more traffic travelling further and therefore wanting to go faster



(54) Local resident, (Eynsham, Willows Edge)	<b>Support</b> – We walk along Old Witney Rd to reach the Evenload - usually for a meal out as a treat. Calm traffic adds to the outing. It would be good if this road was more 'residential in design' like the roads in Fruitlands and Abbey Green.
(55) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – I very much support this proposal of putting in traffic calming features. Cars pay no attention to the 20 mph limit and drive incredibly fast along Old Witney road. There are lots of young child walking to the park or to and from school which is incredibly anxiety inducing as a parent when you see how people drive down this road.
(56) Local resident, (Eynsham, Witney, Old Witney Road)	<b>Support</b> – I support the calming measure as more and more traffic is happening on Old Witney Road including fast delivery vans. However the speed bump need to slow down cars and designs like entry of Yarton (example) are not useful as cars and in particular vans can go through without slowing down with tyres going around the square bump.
(575) Member of public, (Eynsham, Witney, Old Witney Road)	<b>Support</b> – When I have visited, I've noticed the increase and frequency/speed of the traffic in this quiet residential street filled with children!
(58) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – We live on Old Witney Road. We fully support the proposal for traffic calming measures. The addition of new housing at the end of the road recently has meant the volume of traffic has increased accordingly, especially at peak times, and the introduction of additional safety measures will help mitigate that. Further, we are fortunate to have a play park at the end of the road near to the junction with Witney Road, and it's very important that families crossing the road at that point are kept safe.
(59) Local resident, (Eynsham, Old Witney Road)	<b>Support</b> – I live on Old Witney Road and would welcome any measures to slow down traffic on this road .  I have noticed since the new piece of road was adopted the excessive speed of traffic using it.

	<p>I would also like to point out that the access from my property onto the OWR going eastwards is impossible to access safely.</p> <p>I would like to propose that a new entrance/exit is constructed to our properties, from the new piece of road via a dropped kerb. I also think a speed sign 20 mph is also needed on that piece of road.</p>
(60) Member of public, (Hanborough, Isis Close)	<b>Support</b> – the increasing amount of traffic that will be going down Old Witney Road means that there is a need for traffic calming. There are a lot of children that live on this road too.
(61) Member of public, (Oxford, Oxford Road)	<b>Support</b> – Residential road with much higher traffic volumes as a result of recent housing developments.
(62) Member of public, (Old Marston, Oxford Road)	<b>Support</b> – I am supporting this scheme as I am a regular visitor to OWR, visiting my step daughter and step grandchildren. I have noticed an increase in the volume and speed of traffic using this road due to the new housing development built at the top of OWR. I support the installation of this traffic calming scheme because cushions are the most effective method of slowing traffic down in residential areas.
(63) Member of public, (Oxford, Blenheim Drive)	<b>Support</b> – When I see friends in the local area I tend to always see crazy speeds that do not seem safe to the children - people charging through
(64) Rather not say, (Oxford, New Road)	<b>Support</b> – I'm a friend and visit and you've noticed the increase and frequency/speed of the traffic in this quiet residential street filled with children!
(65) Member of public, (Witney, Plough Close)	<b>Support</b> – As a regular visitor, I have noticed the increase and frequency/speed of the traffic in this quiet residential street filled with children!

(66) Local resident, (Eynsham, Clover Place)	<b>No objection</b> – I can't see the point of these measures. The road is straight with good visibility at all points. Most drivers are careful, and drive sensibly along the road. Regrettably, those who aren't bothered about good driving and speed restrictions will probably ignore the speed humps, positioning their wheels to enable them to continue maximising speed, but I seriously doubt the scale of the problem warrants the expenditure.
(67) Local resident, (Eynsham, Poppy Avenue)	<b>No objection</b> – Have just moved into Abbey Green and appreciate there must be a lot of additional cars and vans...some of who, on a straight road, are likely to ignore the 20 speed limit. If these reduce speeds this can only be good for safety. Delivery vans definitely drive quite fast around Abbey Green too...which is not good when there are children wanting to be outside on scooters and bikes
(68) Member of public, (Swansea, Charlotte Court)	<b>No objection</b> – a friend and visit and you've noticed the increase and frequency/speed of the traffic in this quiet residential street filled with children!

Divisions affected: *Hendreds and Harwell*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **HARWELL – PROPOSED 20MPH SPEED LIMIT ZONE**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve as advertised the proposed 20mph speed limit zone in Harwell.

#### **Executive Summary**

1. This report presents responses to a consultation on the proposal to introduce a 20mph speed limit zone in Harwell, which will replace the existing 30mph speed limit on all roads within Harwell village, as shown in **Annex 1**.
2. The proposals have been put forward as part/under funding support for the Great Western Park improvement works, and in order to help achieve compliance with the new lower speed limit, separate proposals were also put forward that included the introduction of various traffic calming measures within the area.
3. The proposals also align with the ambition & policy of Oxfordshire County Council to make local built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. The speed limit proposal mirrors those which were put forward in a consultation carried out in December 2021, which was subsequently approved by the Cabinet Member for Highway Management in February 2022. However, they have been required to be put forward again as a result of the expiration of the statutory two-year period within which to complete implementation on site.

#### **Financial Implications**

5. Funding for consultation on the proposals and their implementation if approved has been provided by the developers of the Great Western Park residential development at Didcot to mitigate its traffic impact on neighbouring villages.

## **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 help facilitate walking and cycling, and the safe movement of traffic within Harwell.

## **Formal Consultation**

8. A formal consultation was carried out between 24 January and 23 February 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Hendreds & Harwell division.
9. 109 responses were received during the course of the formal consultation, with: 42 objections (38%), 58 in support (53%), nine partially supporting (8%), and one non- objection.
10. Additionally, an email from Thames Valley Police (TVP) was received – stating that similar to the previous consultation – they had no objection to the proposal in principal, but did query if the 20mph limit would be self-enforcing without the introduction of additional calming measures.
11. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.
12. It should be noted that the level of response was similar to that received in the previous consultation (108 total responses), with 18 objections (17%), 12 raising concerns (11%), and 74 in support (69%).

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

13. Thames Valley Police raised no objection to the proposal, but did query if the 20mph limit would be self-enforcing without the introduction of additional calming measures.
14. In response, it should be noted that the construction of various traffic calming features within Harwell, comprising of 'Raised Table Calming Features' i.e. full

width flat top humps located on Burr Street/Blenheim Hill, High Street, & the Wantage Road/Tyrells Close junction, as well as additional measures to help reinforce road safety in the area, including two new Vehicle activated speed signs (VAS) located on either side of High Street, Cycle lane symbols on 'buff' coloured surfacing squares, and 20mph Speed Roundels to be placed at various locations, were proposed in the summer of 2023, and subsequently approved in December 2023.

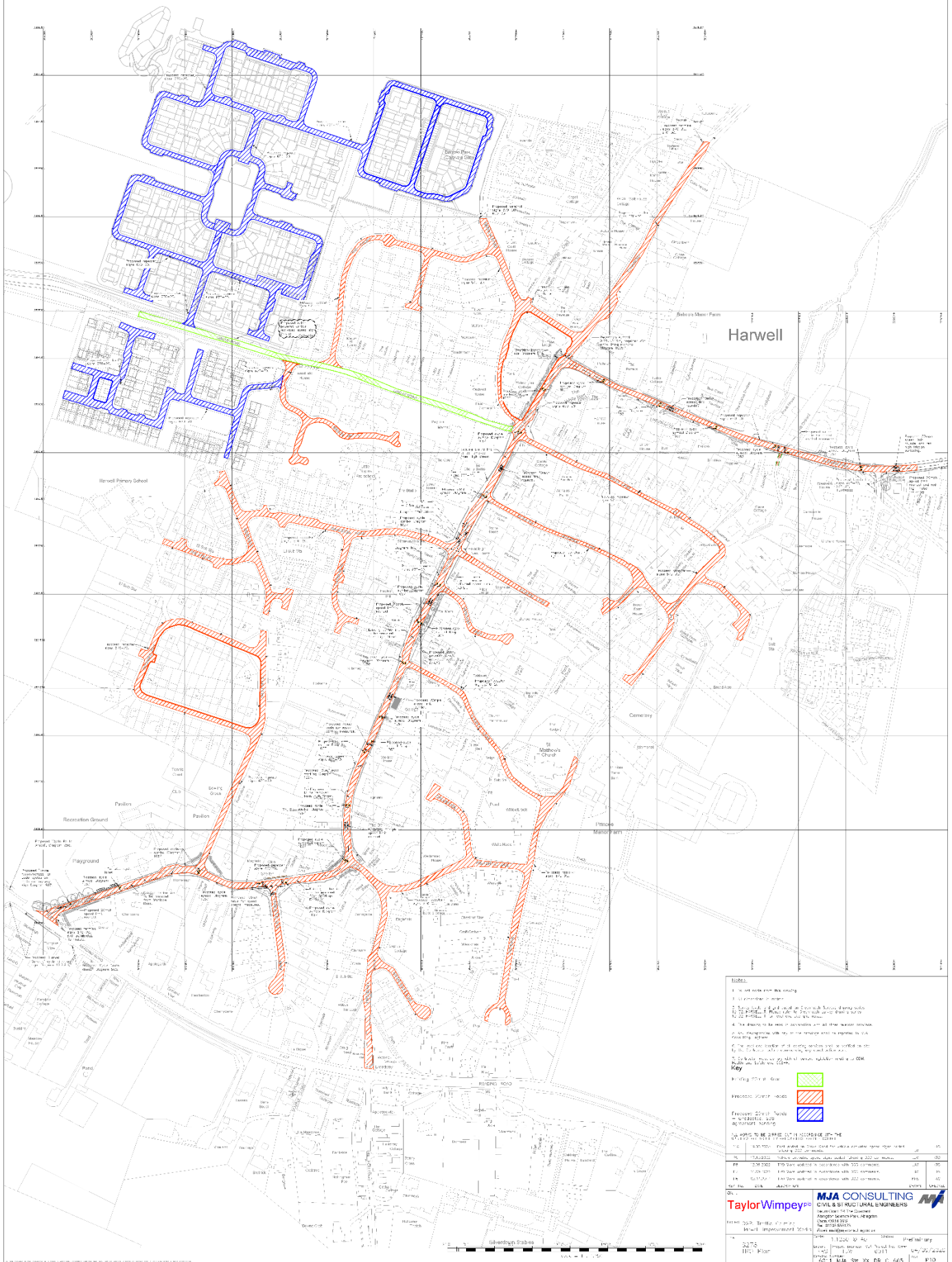
15. A number of objections were received stating the proposals were a waste of taxpayers' money, however Officers can confirm that the proposals are to be fully funded by the developer of the Great Western Park estate (Taylor Wimpey), and as such there would be no additional burden on the taxpayer.
16. Additional comments received also stated that less traffic uses Harwell now that the Harwell link road is open. Whilst this is correct, it should also be noted that due to the lower volume of traffic, the speed of vehicles still using Harwell has potentially increased.
17. The 20mph proposals as put forward are in line with OCC policy and have previously been approved, unfortunately due to a delay with getting the traffic calming element of the works approved, this meant the statutory two-year period within which to complete implementation on site expired.
18. Comments were made in various responses that the 20mph speed limit would be ignored if approved. Officers reiterate that there is an approved supporting traffic calming scheme that is planned to be implemented at the same time as the speed limit change should it be approved. Officers believe this will directly assist with enforcement and compliance of the lower limit.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1 Consultation Plan Annex 2 Consultation Responses
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Contact Officers:	Ryan Moore (Lead TDM Engineer)
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March 2024



<p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Not to scale from this drawing.</li> <li>2. Proposed roads are shown in orange.</li> <li>3. Existing roads are shown in blue.</li> <li>4. The drawing is to be used in conjunction with all other relevant documents.</li> <li>5. The drawing is to be used in conjunction with all other relevant documents.</li> <li>6. The drawing is to be used in conjunction with all other relevant documents.</li> <li>7. The drawing is to be used in conjunction with all other relevant documents.</li> <li>8. The drawing is to be used in conjunction with all other relevant documents.</li> <li>9. The drawing is to be used in conjunction with all other relevant documents.</li> <li>10. The drawing is to be used in conjunction with all other relevant documents.</li> </ol> <p><b>Key:</b></p> <ul style="list-style-type: none"> <li>Existing 50m or above</li> <li>Proposed 50m or above</li> <li>Proposed 20m or above</li> <li>Proposed 10m or above</li> <li>Proposed 5m or above</li> </ul> <p><b>Legend:</b></p> <ul style="list-style-type: none"> <li>Proposed 50m or above</li> <li>Proposed 20m or above</li> <li>Proposed 10m or above</li> <li>Proposed 5m or above</li> </ul> <p><b>Scale:</b></p> <p>1:1000</p> <p>0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920 930 940 950 960 970 980 990 1000</p>			
<p><b>Legend:</b></p> <ul style="list-style-type: none"> <li>Proposed 50m or above</li> <li>Proposed 20m or above</li> <li>Proposed 10m or above</li> <li>Proposed 5m or above</li> </ul>			
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<p><b>Page 222</b></p>			

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In principal the Police do object.
(2) Harwell Parish Council, (Harwell, High Street)	<b>Support</b> – Harwell Parish Council SUPPORTS the proposal for the 20mph extending to the boundaries as specified in the consultation
(3) Local resident, (Dicot, Crossville Crescent)	<b>Object</b> – Waste of public money. Not needed. 30mph has worked fine for decades.
(4) Local resident, (Didcot, Great Western Park)	<b>Object</b> – We in Didcot are simple folk, we work, we strive to support our communities and we commute. Life is already difficult; what does 20mph an achieve? There is no accident history; this only increases journey times. We are rural. Please remove this proposal
(5) Member of public, (Didcot, Loddon Drive)	<b>Object</b> – There is no proof that lowering the speed limit improves air quality.
(6) As a business, (Didcot, Hagbourne Road)	<b>Object</b> – The implication of 20mph speed limits across Oxfordshire are causing more traffic and increasing travelling times. This is impacting local businesses like ours because our vehicles spend more time travelling and can complete less drops. We will have to put additional vehicles on the road.
(7) Local resident, (Harwell, Armstrong Close)	<b>Object</b> – With all of the new builds, the road infrastructure is not equipped to deal with such volumes of traffic. Especially with the A34, Harwell Campus and Milton Park all being nearby. Traffic is often fairly bad in morning and evening traffic. You can't always get up to 30mph but when you can it is a godsend. We don't need to slow down by 10mph for people to be safe. If someone was going to break the speed limit at 30,they would also do it at 20.



(8) Local resident, (Harwell, Barrow Lane)	<b>Object</b> – I am a Harwell resident and walk, cycle and drive in the village - myself and young children. I have read the documents provided and can't see any reasons given for this change. For example how many accidents will it prevent? How many accidents have there been that were caused by excessive speed by most drivers. For money to be spent on any public works there should be a financial or moral case and it seems like none has been given. It seems that this decision is just following others. By all means make changes, but do them for a reason based on evidence of existing problems that will be fixed by the change. For example, over the past 5 years say, how many accidents involving injury that would be prevented by the proposed change not caused by drunk or drug drivers, thefts of cars, recklessness etc. which the limit would not change?
(9) Local resident, (Harwell, Barrow Lane)	<b>Object</b> – Since the Harwell link road opened Harwell village traffic has reduced and is generally not excessive in speed or volume. I walk with a dog morning and evening and do not see a problem that needs solving. ( The Reading road is a little different with many still driving too fast). I think 20mph is too slow and creates steady constant traffic - stand on Stevenson Rec and watch. There are no gaps in the steady traffic where pedestrians or bikes can cross.
(10) Local resident, (Harwell, Barrow Lane)	<b>Object</b> – The 30 mph limit is neither observed nor enforced. It would be folly to change it to 20. A far better solution would be to create traffic calming measures; speed bumps or pinch points.
(11) Local resident, (Harwell, Barrow Lane)	<b>Object</b> – People who speed will still speed, 30 mph is low enough. No problems now.
(12) Local resident, (Harwell, Barrow Road)	<b>Object</b> – Since the introduction of the Harwell bi pass the volume of traffic has drastically reduced, more and more vehicles parking on the roads which provide natural restrictions without the need to waste money on the introduction of signs. Those that drive at speeds higher than 30mph now will do the same at 20mph. Speed limits are unenforceable.
(13) Local resident, (Harwell, Barrow Road)	<b>Object</b> – Since the building of the Harwell Bypass traffic has decreased through the village and the costs involved in implementing the scheme is poor use of public money and would be better being spent on repairing the roads and footpaths.

(14) Local resident, (Harwell, Barrow Road)	<b>Object</b> – The High Street does not need change. It works fine without any intervention needed. The parked cars slow the traffic and people who do speed will speed regardless of any changes. This applies to all areas. I agree to reduced limit by the school but there is no need anywhere else. Since the link Rd the traffic has reduced and cycle lanes work on wide roads not through the village.
(15) Local resident, (Harwell, Boot Lane)	<b>Object</b> – 20mph is too slow and drivers will either ignore it or constantly watch their speed taking their eyes off the road. It punishes local residents who just want to get around
(16) Local resident, (Harwell, Church Lane)	<b>Object</b> – I don't believe that a 20mph speed limit zone within Harwell is necessary or required. Since the link road was built there is less traffic coming through the High Street in Harwell or speed restriction. Also less need for traffic calming measures but I would prefer these to a general speed limit zone.
(17) Local resident, (Harwell, Church Lane)	<b>Object</b> – The objectives on which the proposal is built can be achieved in far better ways.
(18) Local resident, (Harwell, Church Lane)	<b>Object</b> – These costly and unproven proposals will provide benefits to less than 20 people in the whole of Oxfordshire - your published accident data from 2021 (fewer than 3 in 100,000 of the population) while causing higher vehicle emissions and poorer fuel consumption resulting from a drop in vehicle engine efficiency when operating at lower engine speeds. While injuries from accidents may fall imperceptibly the overall worsening of the health of Oxfordshire's population from vehicle emissions will rise.
(19) Local resident, (Harwell, Church Lane)	<b>Object</b> – Not desired

(20) Local resident, (Harwell, Crispen Place)	<b>Object</b> – Don't agree with 20mph. In my opinion it makes the driving more dangerous and causes more stress
(21) Local resident, (Harwell, Crispen Place)	<b>Object</b> – If people are going to speed they'll do it regardless of the reduced speed, grove road for example some people use it as a racetrack, so many speed down it, 30mph is enough, 20mph doesn't improve air quality or safety cos it means cars are stationary for longer polluting the air even more, as an asthmatic I can't stress this enough, We can't all afford electric hybrid cars!!!! When the roads are fixed properly then consider speed, until then leave the speed well alone it's fine as it is,
(22) Local resident, (Harwell, Crown Fields)	<b>Object</b> – No requirement for it
(23) Local resident, (Harwell, Crownfields)	<b>Object</b> – Spend OCC's transport budget on complete reinstatement replacement.(not just surface dressing but full plan and new tarmac. A better surface would allow for reduced stopping distances far better than putting up some 20mph signs.
(24) Local resident, (Harwell, Didcot Road)	<b>Object</b> – Not necessary. It's proven that vehicles produce more emissions at 20mph than at 30mph as they are running at a higher RPM in a lower gear. As a result more noise as well. No major accidents/fatalities
(25) Local resident, (Harwell, Fidlers Orchard)	<b>Object</b> – I don't think 20 zones are enforceable. The current stretch of Grove Road that is 20 mph creates a situation where many drivers speed, tail gate and take risks at the chicane to get through even when it's not their right of way. I like to cycle but these changes will not make me more likely to cycle because we need dedicated cycle routes away from traffic. This is a sticking plaster tactic not a root-cause approach.

(26) Local resident, (Harwell, High Street)	<b>Object</b> – 20mph is not necessary in this area. Existing measures are sufficient including on street car parking. Vehicles that are not accessing the village can easily use the new bypass road, so through traffic is significantly lower than in the past
(272) Local resident, (Harwell, High Street)	<b>Object</b> – Prior to the construction of the Harwell Link Road, there was a bit of a problem with traffic through Harwell - notably with regard to emergency vehicles which had no alternative for access to the west of Didcot. We had two cats run over on the High Street, as well as damage to our cars as we have no off-street parking. Since the Link Road was built, however, the situation is completely different and the High Street is very quiet all day - I now principally work from home in a room that looks out onto the High Street. Any suggestion that Harwell is some kind of death trap for pedestrians or cyclists is complete nonsense (with the one exception being the ridiculous OCC design for a "fake pavement" at the end of Grove Road which is now unsafe for everyone). This proposal is completely unnecessary and will also inevitably lead to equally unnecessary traffic calming measures that will spoil the character of the conservation area in this heritage village.
(28) Local resident, (Harwell, High Street)	<b>Object</b> – I see no need for this proposed 20mph speed limit. Thanks to the Harwell relief road there is now very little traffic through the village. The vast majority of road users already drive responsibly; and those who do not do so are unlikely to be deterred by a lower speed limit. I do not say this lightly: our household have lost several wing mirrors, and have even had a car written off due to a speeding (possibly drunk) driver but I genuinely believe that a 20mph speed limit would not have made any difference. Without enforcement, changing the speed limit is pointless. Calming measures such as signs and raised tables will be ineffective against the most dangerous drivers, yet will cause added noise and inconvenience to residents and responsible drivers, and will be unsightly additions in a conservation area.
(29) Local resident, (Harwell, High Street)	<b>Object</b> – Safety for local residents.
(30) Local resident, (Harwell, Jennings Lane)	<b>Object</b> – I feel that this will not prevent the main traffic issues , parked cars on main road and will actually cause more aggressive driving

(31) Local resident, (Harwell, Jennings Lane)	<b>Object</b> – Since the new bypass road we don't get a lot of traffic through the village anymore.
(32) Local resident, (Harwell, Jennings Lane)	<b>Object</b> – No necessity for 20mph, this suggestion mindlessly following fashion rather than based on a local need. There is no history of either speeding or traffic collisions in Harwell.
(33) Local resident, (Harwell, Jennings Lane)	<b>Object</b> – I think this is unnecessary, as the bypass has already massively reduced traffic flow through the village. Only cars starting or finishing their journey in harwell grill be affected, and so to add speed bumps will not reduce the traffic through the village. Speed bumps increase noise and air pollution when cars break and swerve before them, and then accelerate afterwards. Ultimately, the money would be better spent in repairing the potholes throughout the village.
(34) Local resident, (Harwell, Jennings Lane)	<b>Object</b> – These proposals are a ridiculous waste of rate payers money and much will make our roads more dangerous. The removal of the centre line in particular is of great concern. The problem of safety is of major concern as the footpaths are unsafe for pedestrians , prams wheelchairs and mobility users as there condition is extremely poor and they have not been maintained or repaired to a satisfactory standard. The roads generally are very poor and are in a dangerous condition for the use by cyclists as there are so many potholes uneven surfaces poor condition gullies. We have whole areas of patches which are continually being repatched making up areas of some junctions. Edges of road have degraded and it is clear that the substrata of some areas of road have failed. The only work that gets done is patching of holes and to a generally very poor standard. previous filled trenches are also sinking and are a danger to all road users. Don't waste our money on 20 mile signage just get all the repairs to footpaths and roads done with the money which would be a much better use of the money to protect people, children, bicycles, property and vehicles.
(35) Local resident, (Harwell, Reading Road)	<b>Object</b> – It is unnecessary, especially on the main road. It will increase journey times as well. It will contribute nothing at all to safety. I suspect the decision has already been made by our anti-car council.

(36) Local resident, (Harwell, The Cleave)	<b>Object</b> – Since the opening of the Harwell relief road, the amount and speed of traffic on the high street has reduced hugely so to implement this would be a waste of resources which could be spent elsewhere eg filling potholes. I would strongly object to spending money on this in light of the changed situation.
(37) Local resident, (Harwell, The Winnaway)	<b>Object</b> – I don't think it is needed apart from by the school and little Pippins. Through the village cars are parked along the road which slows traffic. The reading road speed has lowered due to the work of the parish council and the speeding illuminated signs. To lower the speed limit to 20 would inhibit traffic accessing the Reading road from the Wantage road, The Winnaway and The holloway plus housing/estates. There is already a problem at certain times of the day.
(38) Local resident, (Harwell, Townsend)	<b>Object</b> – The traffic is already getting worse in the village with the ever increasing size of Didcot. Adding these measures will clog the roads up with slow moving traffic this increasing pollution. Also, the measures will slow emergency response vehicles including first responders who travel in private cars on behalf of SCAS. I see benefit for these types of measures in some places but feel the money spent introducing them would be better spent fixing the failing infrastructure in the village - particularly the potholes which are damaging vehicles.
(39) Local resident, (Harwell, Westfield)	<b>Object</b> – Since the opening of the Harwell by-pass road the need for traffic calming measures within the village has much reduced. The change to a 20-mph restriction within the village High Street is not required any longer. The recent similar changes to Steventon High Street have resulted in widespread dissatisfaction with the local residents who consider it "stupid" and a waste of money.
(40) Local resident, (Harwell, Hengest Gate)	<b>Object</b> – Not necessary now this an alternative road bypassing Harwell village
(41) Local resident, (Harwell, The Cleave)	<b>Object</b> – The vast majority of people respect 30 mile an hour speed limits; however, I don't think the same can be said for 20 mile an hour one's where people just get frustrated, and are much more likely to exceed the limit. The village isn't really an attractive option to drive through since there's now the bypass, and so the main people who are going to be negatively impacted by these restrictions are going to be the residents of the village who will just have constantly uncomfortable car journeys. As far as I'm aware no one has been injured, and we have a safe traffic light crossing that means that it's not a particularly dangerous road. If the main worry is that people are exceeding the

	current speed limit then surely the solution is a speed camera rather than measures that not only punish those who are driving too fast, but every single other person who drives perfectly carefully. Weighing up the marginal benefits of a few less people speeding occasionally to the annoyance and disturbance to everyone else who drive well seems to be very unfairly balanced for those who do nothing wrong.
(42) Member of public, (Moulsford, Glebe Close)	<b>Object</b> – I don't object to it for minor roads in the village, but please, please, to avoid driver frustration and rage, spare the A417 and leave it at 30mph
(43) Local resident, (Rowstock, Abingdon Road)	<b>Object</b> – Who would argue about road safety? No-one. So every right-minded person will agree with the scheme and those who object are misguided petrol-heads. No, it's more complicated than that. Modern life is a risk, aircraft can drop from the sky, train drivers can fall asleep, we can contract disease and fall of ladders. We accept that as the price we pay for modern life. So why are OCC going after 2-mph zones? Is it because there has been a surge in serious road accidents by involving speeds in the 20-30 mph range and residents are clamouring for 20mph zones? Or is it because the OCC LD/Green coalition is pursuing a unannounced anti-car policy, or like all of left-of-centre politicians they want to dabble in our lives, or just because they can? I suspect it's not the frequency of accidents. Let's also look at the Harwell situation. It's only High Street that needs looking at the other roads are too narrow or short to be a concern. There is limited traffic on High Street since the bypass opened. Has there been serious accidents recently? Why 20mph and not 15? Why not ban cars? If OCC want to help Harwell residents in relation to road safety why not do something about the dangerous Grove Rd. Or tackle the anti-social drivers with illegal exhausts and chipped engines who blight area. Or some better street lighting on High Street. I suspect this sort of thing is in the OCC 'too hard' pile. In any event the 20mph zones I use in Steventon and Abingdon are ignored by everyone and Harwells would be too. So, I object. If OCC is short of money stop wasting it.
(44) Local resident, (Great Western Park, Greenfinch Road)	<b>Partially support</b> – I would support a restriction from the entrance to the village from Blenheim Hill and along Burr St and the high street but there is no justification for anything beyond this.
(45) Local resident, (Harwell, Brookside)	<b>Partially support</b> – Existing speed limits are not enforced so reducing will not make Harwell any safer.

(46) Local resident, (Harwell, Burr Street)	<b>Partially support</b> – Have no objection to 20mph but would not want speed bumps etc alongside this
(4) Local resident, (Harwell, High Street)	<b>Partially support</b> – Whilst supporting the idea of a 20mph zone I object to changes in the parking opposite the Alms houses in the High Street
(48) Local resident, (Harwell, Reading Road)	<b>Partially support</b> – 20 mph through the Village would be good with significant traffic calming measures along A417.
(49) Local resident, (Harwell, Reading Road)	<b>Partially support</b> – The road markings on the A417 through Harwell are no longer suitable for the community. Repainting the center line as a simple white dashed line and moving the white lines, that are currently extremely close to the kerb, out 20cm into the road will automatically slow traffic. Moving the 'shoulder lines' out into the road slightly will also encourage cars to park on the road and not on the pavement as most currently do. I only partially support the 20mph because I feel 30mph is suitable on the road, but at present the road markings encourage drivers to go 40. The road is being resurfaced in March 2024, this would be an excellent time to re-do the road markings.
(50) Local resident, (Harwell, The Cleave)	<b>Partially support</b> – I support the introduction of 20mph limits on side roads in Harwell. I am not convinced of the need to introduce a 20mph limit on Wantage Road/High Street/Burr Street/Blenheim Hill - as a resident who frequently walks around the village, it is very rare to see the speed of vehicles (even with the current 30mph limit) causing issues or danger on those roads. However, the two biggest problems with vehicle speed in the village are not addressed at all by the proposal, which is why I cannot fully support it as it does not seem to solve the most important problems. The speed issues that need addressing in the village are : Excessive speed of some vehicles above the existing 30mph limit on Didcot Road Excessive speed of some vehicles above the existing 30mph limit on A417 Reading Road The problem in both areas is not the 30mph speed limit - the problem is vehicles travelling at 35,40mph or more. Speed calming measures and/or speed cameras on the A417 and Didcot Road should be introduced to encourage keeping to the existing 30mph limit



(51) Local resident, (Harwell, White Hart Way)	<b>Partially support</b> – Not a lot of people pay attention to 20mph on grove road by alder view and some of those are people who live on the estate or the village.
(52) Local resident, (Harwell, The Park.)	<b>Partially support</b> – With so much on street parking, it is often impossible to drive freely through the village.
(53) Member of public, (Coscote, Main Road)	<b>Support</b> – Safer for children and when I cycle them to school. My sons are at Harwell Primary School
(54) Member of public, (Didcot, Lydalls Road)	<b>Support</b> – Safety
(55) Local resident, (Harwell, Manor Green)	<b>Support</b> – to improve safety for cyclists and pedestrians
(56) Local resident, (Harwell, Townsend)	<b>Support</b> – I am in favour of 20mph limits in residential areas like villages. I walk my 2 young children to school along the high street and Gaveston Road and would like to see safety improved for pedestrians, especially at key crossing points. I hope the 20mph would also reduce traffic through the village during rush hours - where it is clear the village is being used as a cut through. I agree with the Council's view to prioritise pedestrians, cyclists and public transport users.
(57) Local resident, (Harwell, A417 Reading Road)	<b>Support</b> – In my opinion the 20mph limit is essential in all residential areas to protect the safety of pedestrians and all road users. It also makes life more pleasant and healthy. My wish would be that not only Harwell village centre be under consideration but also the A417 as it passes through the village. Villagers on this road are also suffering the impact of speeding vehicles, necessitating a Community Speedwatch group of which I am co ordinator.
(58) Local resident, (Harwell, A417 Reading Road)	<b>Support</b> – I want to improve road safety in the village for everyone- including pedestrians, riders and all road users. The 20 mph limit should also include the A417 as it passes through the village. It is common knowledge that the braking distance is almost halved when the speed is reduced from 30 to 20mpj.

(59) Local resident, (Harwell, Applewood Close)	<b>Support</b> – As a resident of Reading Road, the speed with which cars drive through, especially at night, is staggering. A support a reduction to 20mph because I think that a motorist reducing their speed by even 1 or 2 miles would make a huge difference.
(60) Local resident, (Harwell, Applewood Close)	<b>Support</b> – Due to significant housing development over recent the years, there are more cars in the village and more cars passing through the village from Didcot and surrounding villages and I believe that with so many cars on the road an accident will happen if the speed limit is not reduced. Areas that particularly need to be reduced are The High Street and also a major issue is the A417. The A417 is an extremely busy road and even when drivers are driving at 30mph this is too fast (many drivers exceed this speed as we know from our local group who monitor speed limits on the A417 and we have seen this ourselves). The A417 is in need for a reduced speed of 20mph, it is also in desperate need for traffic lights/crossing. There are many families who live the north side of the A417 and they struggle to cross the road, particularly in the morning for school. In the winter it is very scary crossing the road as it is so dark and even when drivers obey the 30pmh rule, is is too fast - it is an accident waiting to happen. Harwell is a large village with lots of young families, it has a pre-school and primary school which every day parents/guardians have to get their children to school, I think the community would feel safer if speed limits were reduced.
(61) Local resident, (Harwell, Barrow Lane)	<b>Support</b> – Traffic speed through the village is too high and it is commonly used as a shortcut to avoid the main roads. Lower speed limit will help with both of these and encourage active travel.
(62) Local resident, (Harwell, Barrow Lane)	<b>Support</b> – I cycle this route and it isn't safe with the speed the traffic moves at and I am an experienced cyclist so actively discourages children cyclists and less experienced adults. Also because of the 30 speed limit it doesn't encourage people to us the new road of travelling from wantage /steventon etc direction towards didcot
(63) Local resident, (Harwell, Blenheim Hill)	<b>Support</b> – Cars use Harwell as a way of cutting through to the A34 which in turns makes them go at least 50 mph through the centre of Harwell, it is unsafe and causing harm.

(64) Local resident, (Harwell, Burr Street)	<b>Support</b> – It will slow traffic thru the village, ideally mean drivers will use the new link road instead of cutting thru the village
(65) Local resident, (Harwell, Burr Street)	<b>Support</b> – People come speeding through the village of harwell, it needs to be a 20
(66) Local resident, (Harwell, Burr Street)	<b>Support</b> – Everyone ignores the 30 zone, so bringing it down to 20 hopefully although people will still speed, will be a reduced speed
(67) Local resident, (Harwell, Burr Street)	<b>Support</b> – People come flying through the village, hopefully a 20 mph limit or speed humps would deter from this
(68) Local resident, (Harwell, Burr Street)	<b>Support</b> – I live on Burr street, drivers using Harwell as a short cut come flying through the village, there have been at least 2 crashes involving the parked cars opposite in the last few years. It's unsafe to cycle or try and cross the roads as they are.
(69) Local resident, (Harwell, Church Lane)	<b>Support</b> – Harwell is an active and vibrant community and there are high numbers of pedestrians, including children, elderly, commuters and general locals who go about their daily business within the village. Both the roads within Harwell and the A417 have a high level of pedestrians crossing at many points. There are countless places along these roads where visibility is limited due to the shape of the road, parking and buildings. There is only one pedestrian crossing. The roads within Harwell are not main routes since the link road was built and therefore there is no need to have a fast flow. In addition, the A417 cuts through the higher and lower sections of the village with many commuters and families having to cross multiple times during the day. Additionally, we have noticed an increase in speed along the A417 since the link road was built as it has created long straight sections. We also farm the fields surrounding the village and our farm is situated on the edge of Harwell, which means we are frequently driving heavy vehicles on the roads in question. Reducing the speed limit would increase safety for us and other road users. For these reasons we as a family strongly support a 20 mile an hour limit throughout the roads within Harwell and on the A417.

(70) Local resident, (Harwell, Didcot Road)	<b>Support</b> – What if any steps will be taken to slow traffic entering and leaving Harwell on the Didcot Road. Excess speed of vehicles is enough to cause concern for residents living on this stretch of road. They will be outside of the 20mph limit though the road is subject to a 30mph limit.
(71) Local resident, (Harwell, Downs Close)	<b>Support</b> – I'm supporting this proposal, particularly in relation to the Reading Road A417 from the Harwell Link Road through to Rowstock. Given the level of traffic, combined with the amount of school children, dog walkers, horse riders on this stretch of road, 30mph is too quick. Particularly given, that most do not observe the 30mph speed limit. The well trodden argument of bringing the speed limit down to 20mph will be ignored too, is inaccurate, the data shows that noise pollution and increased levels of safety with roads that have 20mph speed limits as people on average will drive slower. I am in incredible support for the proposal. We also have high amounts of wildlife to the west of the reading road, deer, foxes, hedgehogs and the like, and the increase in traffic and related noise pollution is driving the wildlife away.
(72) Local resident, (Harwell, Gaveston)	<b>Support</b> – It's already been agreed so let's get on with it
(73) Local resident, (Harwell, Grove Road)	<b>Support</b> – The village is not a racetrack
(74) Local resident, (Harwell, Wellshead)	<b>Support</b> – Support but no speed bumps please??!
(75) Local resident, (Harwell, Hengest Gate)	<b>Support</b> – 20 mph is becoming the default for villages. It will make the village safer for cyclists, pedestrians and children.
(76) Local resident, (Harwell, High Street)	<b>Support</b> – I hope it will improve safety and life in the village

(77) Local resident, (Harwell, High Street)	<b>Support</b> – Many villages are adopting 20mph speed limits both locally and nationally. Such a reduction in speed should make the roads in Harwell safer for pedestrians and cyclists, reduce noise, lower particulate, Co2 and tyre pollution and encourage more active travel.
(78) Local resident, (Harwell, High Street)	<b>Support</b> – The high street is extremely busy with double decker buses going through at speed every 15 minutes or so. The proposed 20mph limit may encourage people to use the bypass - at present they would rather drive through the village!!
(79) Local resident, (Harwell, High Street)	<b>Support</b> – Considering many more horses and bicycles now use the High Street, there are too many vehicles using this road going far too fast. I believe that reducing the speed limit to 20mph through the village will encourage people to use the new link road. Which at present they do not appear to be using.
(80) Local resident, (Harwell, High Street)	<b>Support</b> – Imposing speed limit and speed limiting devices will reduce amount of traffic and slow remaining traffic down, which will improve safety, reduce pollution and noise for village residents. It will also reduce the number of bottlenecks caused at the corner by White Hart, where buses and other vehicles frequently get into stalemate standoffs about who will back up, causing long tailbacks of angry drivers.
(81) Local resident, (Harwell, High Street)	<b>Support</b> – to reduce noise, safety of elderly and young crossing the road, to prevent the bottleneck at the corner of the hart of harwell when buses are turning,
(82) Local resident, (Harwell, Hill Mead)	<b>Support</b> – Cars travel too fast through the village - there are parked cars and no cycle lanes down the high street, so it is safer for cyclists to have a lower limit.
(83) Local resident, (Harwell, Hill Mead)	<b>Support</b> – 20 mph speed limit is much needed around the village, there is no need to drive any faster and it is much safer for cyclists and pedestrians if the cars travel around the village at a slower speed. Particularly on the high street, it will feel much safer to cycle along if the cars are limited to 20 mph

(84) Local resident, (Harwell, Kings Lane)	<b>Support</b> – My children (11 and 8) walk around the village on a daily basis. My 11 year old walks on his own to catch a school bus. I'm concerned for his safety on his walk - many cars exceed the 30 mph limit, especially along the long straight uninterrupted stretch of the main high street. My son has to cross the road where the view is often obstructed by parked cars. I'm concerned cars driving at 30 mph or in excess will not have visibility nor the time to safely stop to allow pedestrians to cross. Reducing the speed limit will reduce the chances of an accident in a built up area with lots of pedestrians, a high proportion of them children.
(85) Local resident, (Harwell, Manor Green)	<b>Support</b> – I am keen to promote an environment where children can cycle safely throughout the village. However I am concerned about the proposal to put speed bumps on Burr Street. This road has a steep dip that is currently poorly lit. Introducing bumps without improving lighting increases the risk of cyclists crashing.
(86) Local resident, (Harwell, Reading Road)	<b>Support</b> – For both safety and emissions. This is such an obvious thing to implement in the village.
(87) Local resident, (Harwell, Reading Road)	<b>Support</b> – I live on the north side of the A417 through Harwell. The opening of the Link Road to Didcot down the eastern side of Harwell Village has led to an increase in the Traffic on A417 through the village. Many drivers exceed the 30 mph speed limit and it is difficult and sometimes dangerous to drive out of my gateway onto the main road. Two years of Community Speed Watching shows that many drivers still exceed the speed limit and there is little prospect of any effective statutory speed control in the near future. I therefore strongly support the implementation of a 20 mph speed limit throughout that stretch of the A417 from the junction with Wantage Road/Winnaway in the west to the edge of the village in the east.
(88) Local resident, (Harwell, Reading Road)	<b>Support</b> – Vehicles speed through our local area and it's unsafe.
(89) Local resident, (Harwell, Reading Road)	<b>Support</b> – i cross with two small children and it can be extremely dangerous.

(90) Local resident, (Harwell, Reading Road)	<b>Support</b> – Will be safer when I am walking my children to school, around the village and will hopefully also slow motorists down on the 40mph area of the reading road (ideally would like that speed limit to change also)
(91) Local resident, (Harwell, Reading Road)	<b>Support</b> – Safer for children and hopefully slow motorists down on the reading road towards the 40 mph zone as it seems most drivers are doing 40+
(92) Local resident, (Harwell, The Cleave)	<b>Support</b> – I feel unsafe walking around with my dog and pram on narrow uneven pavements and the cars going past at 30 and often even faster.
(93) Local resident, (Harwell, The Cleave)	<b>Support</b> – It is difficult to drive above 20mph along the high street due to parked cars so it wouldn't feel any different. Cycle lanes along the high street concern me - are there enough cyclists to warrant the resulting narrow road?
(94) As part of a group/organisation, (Harwell, The Holloway)	<b>Support</b> – I am supporting a 20 mph limit in both the village of Harwell and along the A417 as it has become fundamental traffic must slow down in built up areas due to high volumes which now exist making it dangerous for young children, old people, horses and other animals.
(95) Local resident, (Harwell, The Park)	<b>Support</b> – I think a 20mph limit will make it safer for me (I am disabled and use a walking stick) and my primary school aged children to cross the main road. Traffic is often going too fast. My daughter in year 6 cannot confidently cross the road at our end of the village as visibility is poor (by Wellshead) to go to the park or visit friends on the other side of the road and currently has to walk to safer parts of the village to cross. If we really want kids to walk to school and adults to use bus stops etc we really need it to feel safer and more welcoming for pedestrians. A 20mph limit would also reinforce that the road is predominantly for local traffic.
(96) Rather not say, (Harwell, The Park)	<b>Support</b> – I am frequently at the Village Hall or cycling around the village and see that while a lot of vehicles keep well under 30mph there is a significant number who are prepared to put their foot down between the Wellshead bend and Gaveston Road if it is clear, or from the Townsend bend to Gaveston Road. If this measure gets all speeds below 30mph that will be a start.

	<p>Also, keeping to 20mph isn't going to add many seconds to a drivers journey time within the village but will make it safer for pedestrians and cyclists.</p> <p>The High Street is on the route of a number of cyclists commuting between Didcot and the Harwell Campus and there is quite a bit of on-street parking so a 20 mph limit will improve safety for them.</p>
(97) Local resident, (Harwell, The Winnaway)	<p><b>Support</b> – I live in the village and have two primary age children, in the last 5 years the village and Didcot has become significantly developed causing a huge amount of traffic through the village making some of the roads (mainly used for cut through) very dangerous for crossing. In particular the A417 into the village is a very fast road and is used by many families in the village to access the Rec. I fully support the reduced speed limit through the village, to be honest I could not fathom why it would be opposed. Equally I strongly recommend a crossing be put in on the a417 as a family that use it a few times a day we can be waiting somewhat up to 10 minutes waiting to cross a very busy fast road.</p>
(98) Local resident, (Harwell, Downs Close)	<p><b>Support</b> – The noise of traffic and the risk to children crossing the road from the housing estates to play in the local park.</p>
(99) Local resident, (Harwell, High Street)	<p><b>Support</b> – 20mph saves lives</p>
(100) Local resident, (Harwell, Hill Mead)	<p><b>Support</b> – There are only a couple of sections where it is safe to do 30mph and most of the proposed sections are only safe to drive below this. Some drivers think that they are driving safely at they are driving at the speed limit not to the road conditions. A lower speed limit may encourage more use of the new link road and deter use of Grove Rd as a 'rat run'.</p>
(101) Local resident, (Harwell, Wantage Road)	<p><b>Support</b> – Many children in Harwell, they should be protected</p>
(102) Local resident, (Harwell, Reading Road)	<p><b>Support</b> – 20 mph limits are now commonplace throughout the UK. Harwell remains an unfortunate and noticeable exception. As both a pedestrian and a motorist I fully support the proposal. From the pedestrian's perspective the knowledge that motorists should (!) be driving at or below this limit is reassuring. From the motorist's: (i) driving at 20</p>



	<p>mph enables the driver to assess more easily, immediate potential hazards and take evasive action if necessary; (ii) rapid acceleration and deceleration are generally unnecessary with concomitant reduction in both gaseous and particulate pollutants. In my personal experience, there is not problem keeping to the limit, once used to it. The only stressful aspect is when a queue of motorists not willing to keep to the limit form behind!</p>
(103) Local resident, (Harwell Village, The Barrow)	<p><b>Support</b> – Fast traffic in and around the village</p>
(104) Local resident, (Harwell, The Barrow)	<p><b>Support</b> – Fed up with fast traffic especially at the Grove Road junction end of the High Street still used heavily as a cut through from Didcot to Abingdon etc and generally throughout the village</p>
(105) Local resident, (Harwell Village, Westfield)	<p><b>Support</b> – We must make it safer to cycle and walk in the village and ensure that long term planning means that active travel can be prioritised over car based travel. 20mph will mean a lot of vehicles will driver slower even though some drivers will not obey the limit many responsible drivers will. These plans also enable safer crossing points in the village and it important that all types of users are considered not just the need of car drivers. Crossings on the high street combined with lower speed limits will be safer for children and the less mobile. Whilst many will complain about 20mph they are effective in many locations such as the village and the complementary measures will improve the high street for the long run. Hopefully these changes will also encourage more children and parents to cycle to Didcot schools because they should feel safer.</p>
(106) Local resident, (Harwell, Reading Road)	<p><b>Support</b> – A 30mph speed limit means that in practice many motorists exceed this, as evidenced by the Harwell Speed Watch on the A417 on the edge of the village. Pavements in the village centre are often narrow so speeding vehicles pass very close. There is a dangerous sharp bend at the end of the High Street which motorists often approach at excessive speed. The High Street is a busy road which divides the village with many people including children and family groups needing to cross to access bus stops and shops. Harwell is one of very few villages in the area which lacks speed restrictions to 20mph and this should be remedied urgently.</p> <p>At the same time there is a very strong case for including the stretch of the A417 that lies within the village limits . The local Speed Watch group ( on which I participate) regularly identifies vehicles, including tractors and lorries exceeding the 30 mph limit, often at over 40mph and sometimes over 50mph, making it hazardous crossing the road( and many people from the lower village cross at the top of the steps to access the Holloway for walks on the Ridgeway. Speeding vehicles also make it hazardous exiting drives onto the A417 . That stretch needs a 20mph limit which will bring it into synchrony with the rest of the village and reduce risk to pedestrians and risk to residents leaving their</p>

	drives , not to mention reducing road noise. That stretch needs active traffic calming measures such as chicanes or speed humps and ideally there should be a light controlled crossing at the point between the steps and Holloway. Other local villages have just this.
(107) Member of public, (Romsey, Hampshire)	<b>Support</b> – The main road into Harwell from the east (Didcot Rd - Blenheim Hill - Burr Street) is narrow and has old fashioned pavements (footpaths) that are also narrow and do not run the whole length of the road so that one must keep crossing the road to walk along the street as far as the "Hart of Harwell" from, say, the A34 bridge (and schools/UTC beyond). This is dangerous for pupils (ie grandchildren) walking or cycling to and from school / UTC.
(108) Member of public, (Wantage, Willow Walk)	<b>Support</b> – I am a cyclist who uses routes through Harwell
(109) Member of public, (Woodley, Church Road)	<b>Support</b> – The nature of the roads in Harwell and some of the small and single-sided footpaths warrants traffic calming measures to maintain a village feel and keep all highway users safe while allowing growth in neighbouring areas, limiting the urge for use as a cut-through.
(110) Local resident, (Harwell, Didcot Road)	<b>No objection</b> – Cars are speeding through the village and I don't feel safe allowing my children to walk to school.

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Divisions affected: *Otmoor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

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

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Oddington as advertised.

#### **Executive summary**

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

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

- 4. The proposals would help encourage walking and cycling within Oddington by making them safer and more attractive.

#### **Formal consultation**

- 5. Formal consultation was carried out between 08 February and 01 March 2024. 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, Cherwell District Council,

the local District Cllrs, Oddington parish meeting, and the local County Councillor representing the Otmoor division.

### **Statutory Consultee Responses:**

6. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection. Oxford Bus Company offered no objection.
7. The Parish Meeting Chairman seeks an extension to the south of the village beyond the current proposals which retain the location of the existing 30mph limit terminal point. The Parish Meeting Chairman also believes the northern proposed 30mph buffer formed from the existing 30mph limit should be reduced to 20mph.

### **Other Responses:**

8. 11 local residents responded during the course of the consultation - all were at least partially supportive, but three sought the northern and southern extensions as outlined by the Parish Meeting Chairman, and seven sought the southern extension. Two expressed support for the proposals with no further observations, whilst one resident sought the support of the local member for proposed extensions to the north and south.
9. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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 help 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'.
11. Officers acknowledge that the 12 respondents represent 10% of the population and perhaps over 20% of the households but believe the current proposals represent the optimum traffic management solution. The occasional domestic accesses within the northern 30mph buffer section lie in a predominately rural environment. Most respondents sought a southern limit extension, but this area is entirely rural with the bend itself regulating speeds and the proposed terminal location providing the most appropriate visual reminder linked to the change in environment.

Bill Cotton  
Corporate Director, Environment and Place

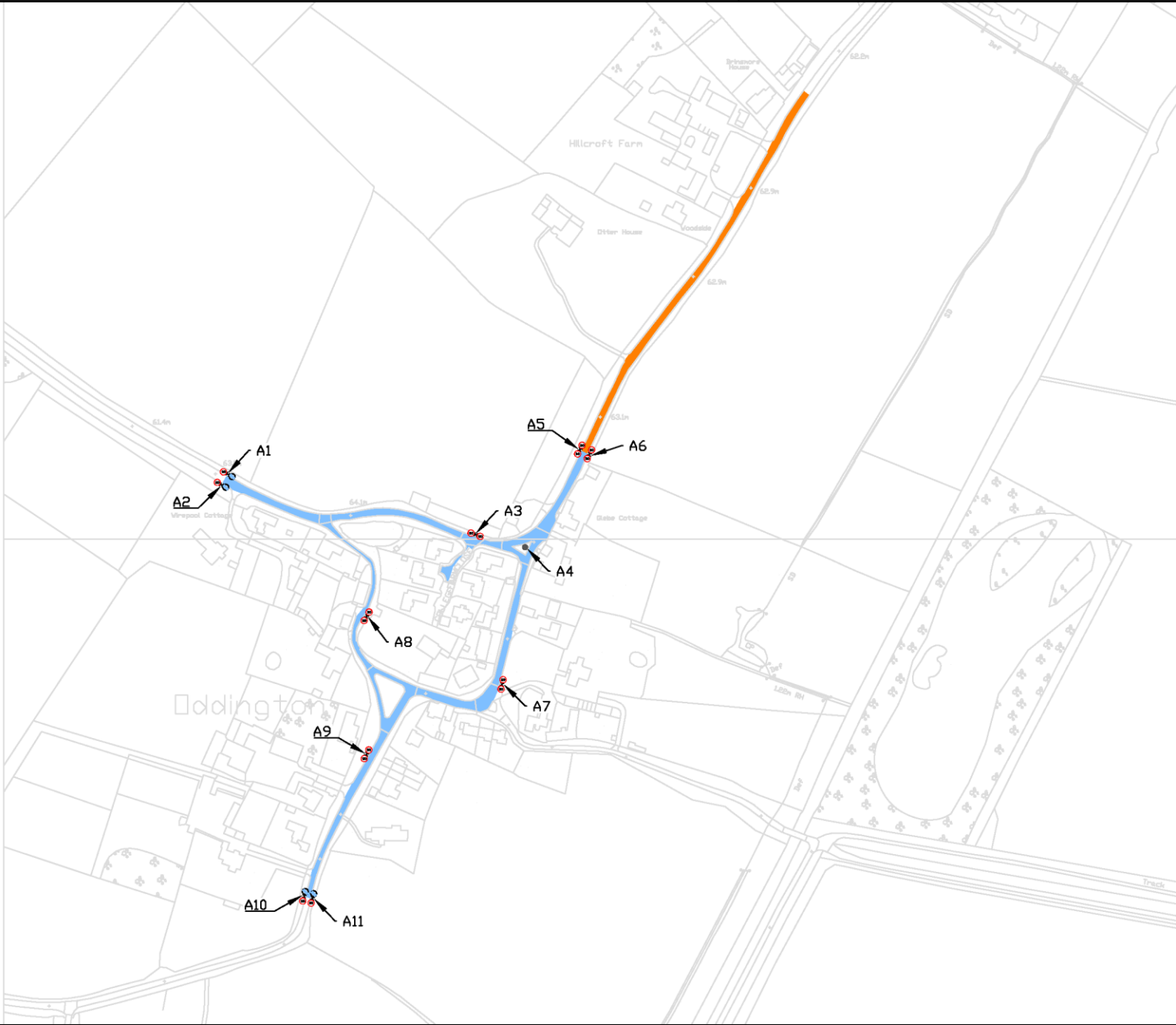
Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:

Matt Archer (Portfolio Manager - Programme Delivery)  
Geoff Barrell (20mph Limits Project Manager)

March 2024



Drawing No.		Revision			
<b>Notes:</b>					
<div><div></div> Proposed 20mph limit</div> <div><div></div> Existing 30mph limit</div>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><div></div><div>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</div></div>					
Project title					
Oddington 20mph					
Drawing title					
Sheet A					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	GJB	Approved by
	Date drawn	01/11/23	Date checked	06/11/23	Date approved
					06/11/23
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>
(2) Oddington Parish Meeting	<p><b>Partially support</b> – In brief, it is generally felt in the village that:</p> <p>(a) the 20mph should extend throughout the present 30mph zone towards Charlton on Otmoor and</p> <p>(b) It is very unfortunate that the opportunity to extend the speed-restricted length of road around the blind bend of single track road between the entrance to Logg Farm and the present 30mph zone has not been considered. This latter location is an accident waiting to happen! Like many other residents I too walk this part of the road, with a dog, most days!</p>
(3) Oxford Bus Company	<p><b>No objection</b> – I have reviewed the proposals referred to and confirm they present no impact on our bus operations, nor, as we understand it, and other regular public bus services.</p> <p>We therefore offer no objection.</p>
(4) Local resident, (Oddington, High Street)	<p><b>Partially support</b> – The proposals do not go far enough. The entire current 30 mph limit should be replaced by 20 mph. I live on the proposed retained 30 mph stretch and cars already travel too fast past our house</p> <p>It is already my experience that cars enter and leave the current zone too fast. If drivers can see the new 20 mph zone (as proposed) ahead when they reach the 30 mph sign; and conversely if they can see the end of speed limit sign</p>

	<p>ahead as they pass into the 30 mph zone from the 20 mph zone, they will simply ignore the brief stretch between the 20-mph limit sign and the unrestricted road. I have checked and know that the two set of signs would be visible simultaneously. Short stretches of any given speed limit are generally ineffective at regulating motorists' speed.</p> <p>In short, I believe that retaining a short stretch of 30 mph limit before the 'real' village speed limit of 20 mph begins will result in the general disregard of the 30-mph stretch and in faster speeds past our house, to our detriment.</p> <p>On a separate point I am sorry that opportunity has not been taken to extend any speed limit at the western end of the village. The unrestricted stretch of road between the entrance to Logg Farm and the beginning of the current 30 mph zone is narrow (single-track) and contains a blind bend, yet it is heavily used by walkers on the way to and from the start of the popular footpath to Noke (path 318/3/10).The public benefit of extending the 20 mph limit to the entrance to Logg Farm would be significant.</p>
(5) Local resident, (Oddington)	<p><b>Partially support</b> – Under this consultation about the proposal for a 20mph speed limit for Oddington, will you please consider extending the speed limit zone around the bend to the south of St Andrew's Church and along the road, ideally all the way to the village name sign, or as a minimum at least as far as the entrance to Logg Farm. This would help ensure the safety of pedestrians negotiating the narrow blind bend as they walk to the footpath which crosses Logg Farm towards Noke.</p>
(6) Local resident, (Oddington)	<p><b>Partially support</b> – The western side 20mph signs need to be put before this dangerous bend (its only 20 metres maximum from existing ones) to at least give drivers the chance to slow down as there is no warning signs whatsoever near the bend on the upcoming speed limit.</p> <p>We have no footpaths in Oddington so its a hazard for pedestrians on the road compounded by speeding drivers. Even today i had a close incident with a driver exceeding the current 30mph stretch that you propose to keep on the Charlton side. All we are asking is for some common sense to be applied. The alternative would be to put additional warning signs to slow down drivers but that would involve extra costs for the council and unnecessary if the corrects steps are taken.</p>
(7) Local resident, (Oddington)	<p><b>Partially support</b> – with regard to the above current consultation, could OCC also please consider extending the 20mph zone around the blind corner at the southern end of the village, as far as the junction with the entrance to Logg Farm?</p>

	<p>This would be of huge benefit to the increasing number of walkers, cyclists and equestrians who currently encounter vehicles travelling at up to the National Speed Limit as they exit the village in that direction, without sufficient width of highway to avoid them.</p> <p>This would also provide greater visibility of the restriction signage, from a longer distance and thus provide greater opportunity for drivers to register the new lower limit and decelerate towards it.</p>
(8) Local resident, (Oddington)	<p><b>Partially support</b> – I understand that there is consideration being given to the speed limit at Oddington on Otmoor being reduced to 20mph. I would support this but would also ask that the limit should commence soon after the entrance to Logg Farm. This would have the potential of reducing speed before the sharp left hand bend, where there is a potential risk of conflict between opposing vehicles with very limited visibility.</p>
(9) Local resident, (Oddington)	<p><b>Partially support</b> – If the council are thinking of changing the speed limit in Oddington I agree with our Parish Meeting Chairman that it would great if the Speed limit could start from the Logg Farm side of the public footpath to include the blind corner.</p> <p>I am not much concerned with whether it is 20 or 30 miles an hour.</p>
(10) Local resident, (Oddington)	<p><b>Partially support</b> – I have lived in Oddington for years and walk through the village nearly every day.</p> <p>The bend in the road past the church towards Logg Farm is very dangerous especially for pedestrians, horse riders , dog walkers.</p> <p>For these reasons I think the 20 mph sign should be put after the bend and before</p>
(11) Local resident, (Oddington, Main Street)	<p><b>Support</b> – A 20mph limit would make the village safer and quieter without impacting road journeys to any great extent.</p>

(12) Local resident, (Oddington)	<p><b>Support</b> – As a resident, of Oddington , I am writing to give my wholehearted support for the planned introduction of the 20MPH zone in the village.</p> <p>I would like to request that the 20 MPH zone is extended round the blind bend near the church to slow the traffic before it enters the bend into the village. Perhaps this could extend to where a public footpath joins the road near or even beyond the Logg Farm entrance.</p> <p>The lane at the bend is narrow and many vehicles approach the bend at a speed in excess of the limit, jeopardising the safety of cars leaving the village but also of horse riders, dog walkers and pedestrians. In my view, having a 20 mph limit before the entrance to the bend would help to slow the traffic down.</p>
(13) Local resident, (Oddington, Main Street)	<p><b>Support</b> – May I urge you to support our call for a reduction in the traffic speed limit in our village.?</p> <p>Cars cut through the narrow Main Street risking the lives of pedestrians and dogs. There is a sharp bend and little space to avoid a collision.</p>
(14) Local resident, (Oddington, Main Street)	<p><b>Support</b> – My family live in Oddington and support the 20mph speed limit.</p> <p>The tight bend before the church entering the village from the Islip direction would be much safer if it were 20 mph also, especially for pedestrians who walk ( on the road as no path) here to get to the public footpath near Logg farm.</p>

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