

Delegated Decisions by Cabinet Member for Transport Management

***Thursday, 23 May 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 30 May 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

May 2024

Committee Officer: **Jack Ahier**
Jack.Ahier@oxfordshire.gov.uk

Note: Date of next meeting: 20 June 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

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

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

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

3. Petitions and Public Address

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

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to jack.ahier@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 - 10)

To confirm the minutes of the meeting held on 25 April 2024 to be signed by the Chair as a correct record.

5. Proposed Amendments to Headington Quarry CPZ Parking Scheme 2024 (Pages 11 - 36)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/100

Contact: Vicki Neville, Senior Officer – Parking (Vicki.Neville@oxfordshire.gov.uk)

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

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following amendments to parking restrictions within the Headington Quarry CPZ in Oxford as advertised:

- a) Two new limited waiting parking bays ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ on the western side of Green Road,
- b) Change of restriction from 2 Hours to ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ of the existing parking bays on the western side of Green Road, and the western side of Trinity Road,
- c) Removal of existing ‘Permit Holders or 2 Hours No Return Within 2 Hours’ parking bay on the eastern side of Pitts Road,
- d) New ‘No Waiting at Any Time’ restrictions (double yellow lines) on Trinity Road.

6. Oxford: Proposed Resident & Visitor Parking Permit Eligibility Amendments (Pages 37 - 50)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/136

Contact: James Whiting, Team Leader – TRO and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (CMDTMT6).

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits, as advertised:

- a) Cutteslowe & Five Mile Drive area – i) exclude the new property at No.10 Rotha Field Road, ii) No.37 Templar Road, and iii) Nos.36 & 36A Sunderland Avenue (north side) from eligibility for resident's parking permits and residents' visitors' parking permits,
- b) East Oxford – exclude No.52A Cherwell Street from eligibility for resident's parking permits and residents' visitors' parking permits,
- c) Florence Park – exclude i) No.46 Clive Road, and ii) No.135 Cornwallis Road from eligibility for resident's parking permits and residents' visitors' parking permits,

- d) Marston South – exclude the eight new dwellings at Nos.5-7 Jack Straws Lane from eligibility for resident's parking permits and residents' visitors' parking permits.

7. Wheatley Waiting Restriction Review 2023/24 (Pages 51 - 174)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/098

Contact: Mike Horton, Senior Officer (South) – TROs and Schemes

(Mike.Horton@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) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Westfield Road, Templars Close, Church Road, Station Road, Simon's Close, Farm Close Road, Howe Close, Ladder Hill, Kelham Hall Drive, Park Hill, London Road, A40 Overbridge, Morland Close, Holloway Road and Littleworth Road, as advertised.
- b) Upgrade the existing advisory 'School Keep Clear' markings to enforceable 'No Stopping on school entrance markings Mondays to Fridays 8am-9am and 2.30pm-3.30pm' on Littleworth Road as advertised,
- c) New permit holders only parking bay 'Mondays to Fridays 9am to 4pm' on Bell Lane as advertised,
- d) In High Street, the time-limit for the new 'shared' parking spaces, operating on Mondays to Fridays between 9am and 4pm, should be relaxed to 2 hours – instead of the 1 hour as advertised.

8. A420 Botley Road in the Vicinity of Rail Station - Highway Improvements (Pages 175 - 344)

Cabinet Member: Transport Management.

Forward Plan Ref: 2024/077

Contact: Craig Rossington, Technical Lead – Transport Planning

(Craig.Rossington@oxfordshire.gov.uk)

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

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following elements of the scheme design for pedestrian and cycle infrastructure improvements on the Botley Road between Abbey Road and Becket Street (the rail station junction) as advertised:

- a) Humped Toucan Crossing (a raised signalled crossing for use by pedestrians & pedal cyclists), approximately 10 metres west of the junction with Mill Street (speed table extends 25m east of Mill Street),
- b) Raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the A420 Botley Road,
- c) Conversion of the existing footways on both sides of the A420 Botley Road to shared use footway cycle-track between the junctions of Abbey Road & Frideswide Square,
- d) Raised uncontrolled pedestrian crossing points at the following locations:
 - i. minor relocation of the existing crossing point on Botley Road, immediately west of its junction with the rail station access,
 - ii. provision of a new raised crossing point of the rail station access at its junction with Frideswide Square,
 - iii. widening of the existing raised crossing point on Becket Street at its junction with Frideswide Square.
- e) Delegate officers to continue working with Network Rail to finalise the detailed design of the improvements to be submitted to the county council as part of the Section 278 highways approval process.

9. Proposed Raised Table Mini-Roundabout - Coxwell Road, Faringdon (Pages 345 - 356)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/044

Contact: Ryan Moore, Technical Lead Engineer – South & Vale
(Ryan.Moore@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT9**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) Approve the construction of a new 'Flat Top Road Hump' at the existing mini roundabout junction of the A417 Station Road & B4019 Coxwell Road in Faringdon as advertised.

10. South & Vale Districts Various Locations - Proposed New and Deleted Disabled Persons Parking Places (Pages 357 - 392)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/142

Contact: James Whiting, Parking Schemes and Traffic Orders Team Leader
(James.Whiting@oxfordshire.gov.uk)

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

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

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Coopers Lane, Abingdon; Fane Drive, Berinsfield; Elm Drive, Chinnor; Pages Orchard, Sonning Common; Van Diemens, Stanford-in-the-Vale; Radnor Road, Wallingford; Manor Road, Whitchurch-on-Thames.
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: St. Marks Road, Henley-on-Thames; Chapel Lane, Letcombe Regis; Park Street, Thame.
- c) But defer approval of the proposals at the following locations pending further investigations: Maberley Close, Abingdon; Cowleaze, Chinnor; Kynaston Road, Didcot; Gainsborough Crescent, Henley-on-Thames; Anvil Paddock, Letcombe Regis; Church Road, Radley; Ashford Avenue, Sonning Common.
- d) Defer approval of the removal of DPPP at the following locations: Park Road, Henley-on-Thames.

11. Proposed 30 & 40mph Limits - Long Wittenham (Pages 393 - 400)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/091

Contact: Jon Beale, Senior Officer: Traffic & Road Safety
(Jon.Beale@oxfordshire.gov.uk)

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

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

- a) Extend the existing 30mph speed limit on Long Wittenham Road northwards,
- b) A new 30mph buffer speed limit on Little Wittenham Road, and
- c) A new 40mph speed limit on Long Wittenham Road in place of the existing 60mph National speed limit.

12. Proposed 30mph Extension - A4155, Shiplake (Pages 401 - 412)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/052

Contact: Clever Safurawu, Engineer – Road Agreements Team
(Clever.Safurawu@oxfordshire.gov.uk).

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

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

- a) Approve the extension to the existing 30mph speed limit on the A4155 Reading Road at Shiplake, as advertised.

13. Ardley with Fewcott: 20mph and 30mph Speed Limit Proposals
(Pages 413 - 436)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/019

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT13**).

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

- a) Approve the introduction of 20mph and 30mph speed limits in Ardley with Fewcott, as advertised.

14. Aston Tirrold/Upthorpe: 20mph Speed Limit Proposals (Pages 437 - 448)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/026

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT14**).

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

- a) Approve the extension of the existing 20mph speed limit on Moreton Road, as advertised.

15. Baulking: 20 Mph Speed Limit Proposals (Pages 449 - 456)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/068

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT15**).

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

- a) Approve the introduction of 20mph speed limits in Baulking as advertised.

16. Barford St John & Barford St Michael: 20 Mph Speed Limit Proposals (Pages 457 - 464)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/066

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT16**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Barford St Michael and Barford St John, as well as lengths of 30mph speed limits on Bloxham Road, as advertised.**

17. Bix & Assendon: 20 Mph Speed Limit Proposals (Pages 465 - 484)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/72

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT17**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits at Bix village, Lower Assendon and Middle Assendon, as advertised.**

18. Black Bourton: 20 Mph Speed Limit Proposals (Pages 485 - 496)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/25

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT18**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the proposed introduction of the 20mph & 30mph speed limits in Black Bourton, as advertised.**

19. Broadwell: 20 Mph Speed Limit Proposals (Pages 497 - 504)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/067

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT19**)

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the proposed introduction of 20mph speed limits in Broadwell, as advertised.**

20. Fringford: 20 Mph Speed Limit Proposals (Pages 505 - 512)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/75

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT20**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Fringford as advertised.**

21. Garford: 20 Mph Speed Limit Proposals (Pages 513 - 526)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/074

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT21**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Garford as advertised.**

22. Hethe: 20mph Speed Limit Proposals (Pages 527 - 536)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/065

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT22**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Hethe as advertised.**

23. Kingston Blount: Proposed 20 Mph Speed Limits (Pages 537 - 558)

Cabinet Member: Transport Management

Forward Plan Ref: 2023/300

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT23**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Kingston Blount 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.

Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 25 April 2024 commencing at 10.00 am and finishing at 11.55 am

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Donna Ford (Agenda Item 9)

Officers:

Whole of meeting Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Highways and Operations), Anthony Kirkwood (Vision Zero Team Leader), James Whiting (Team Leader – TROs and Schemes)

Part of meeting

Agenda Item

Officer Attending

- | | |
|----|--|
| 5 | Dave Harrison (Team Leader – Public Transport) |
| 6 | Matt Archer (Portfolio Manager – Central Programme Delivery) |
| 7 | Julian Richardson (Senior Engineer – Central) |
| 8 | |
| 9 | Hanaii Faour (Assistant Transport Planner), Odele Parsons (Team Leader – Place Planning and Coordination). |
| 10 | Julian Richardson (Senior Engineer – Central) |
| 11 | |
| 12 | |
| 13 | |
| 14 | |

The Cabinet Member for Transport Management 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.

21/24 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

22/24 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

23/24 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Item 5 – Bus Services Contracts Autumn 2024

None.

Item 6 – Road Safety – RAF Barford St John

None.

Item 7 – Blackbird Leys District Centre, Oxford – Proposed Highway Waiting Restrictions and Highway Improvements

Robin Tucker (CoHSAT)	
Danny Yee	

Item 8 – Proposed Permit Parking Zone – Main Road (Access Road), Long Hanborough

None.

Item 9 – Proposed Two-Way Cycling – Sheep Street, Bicester (Experimental Order) 2024

Cllr Michael Waine	Virtual
Cllr Donna Ford	Virtual
Robin Tucker (CoHSAT)	
Paul Troop (Bicester Bike User Group)	
Kevin Hickman	

Item 10 – Proposed Shared Footways/Cycleways – East Carterton

Robin Tucker (CoHSAT)	
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Item 11 – Eaton Hastings: A417 – 40mph Speed Limit Proposals

None.

Item 12 – Little Faringdon: 20mph Speed Limit Proposals

Robin Tucker (CoHSAT) – 12, 13 & 14	
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Item 13 – Shipton under Wychwood: Village 20mph Limit Proposals

Robin Tucker (CoHSAT) – 12, 13 & 14	
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Item 14 – Steeple Aston: 20mph Speed Limit Proposals

Robin Tucker (CoHSAT) – 12, 13 & 14	
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24/24 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 21 March 2024 were agreed and signed by the Chair as a correct record.

25/24 BUS SERVICES CONTRACTS AUTUMN 2024

(Agenda No. 5)

The Chair welcomed all attendees to the meeting and introduced the item.

The report detailed plans for procurement processes to secure new and continued bus service provision in Didcot, Oxford and West Oxfordshire, aiming to improve services linked to the introduction of the Oxford Traffic Filters trial scheme.

The Chair emphasised that the decision was a technical one surrounding the procurement process and the acceptance of money from various sources, rather than the detailed design of the scheme.

The Chair commented that it was a good example of partnership working with the bus operators and also of officers using the resources available to deliver high quality services.

The Chair noted that the report was a good example of policies working in conjunction with one another, citing the references to how the services would link in with the Oxford Traffic Filters trial scheme.

Continuing, the Chair stated that better bus services are apparent with more space on the roads and that can be done by reducing congestion on roads.

The Chair welcomed the proposed '600' and 'H2' services that incorporated the John Radcliffe Hospital and noted that they would be well-used providing better connectivity to the hospitals in Oxford.

The Chair thanked officers for their work and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve a procurement process to secure new and continued bus service provision in Didcot, Oxford and West Oxfordshire;**
- b) Approve use of surplus ENCTS and LABSG for new contracts as detailed in Annex A; and**
- c) Delegate approval of final contract awards, and the use of ENCTS and LABSG on additional services as necessary, to the Director of Transport & Infrastructure.**

26/24 ROAD SAFETY - RAF BARFORD ST JOHN

(Agenda No. 6)

The report detailed funding provided from the Department of Transport of £1.26m to the County Council to improve highway safety at RAF Barford St John, as part of the United States Visiting Forces Road Safety Review, following a road traffic collision in 2019 whereby a United States citizen was driving on the wrong side of the road.

The Chair noted the technical nature of the decision due to the level of funding.

The Chair explained that the government had made funding available to look at safety around bases used by United States visiting military personnel and that the funding in the report was part of Oxfordshire's allocation of those funds.

The Chair thanked officers for their work and approved the recommendations.

RESOLVED to:

- a) Accept on behalf of the County Council the DfT provided grant of £1.26m**
- b) Approve the full scope of proposed works as provided in this report.**
- c) Permit Officers to make reasonable adjustments, inclusions, omissions etc to the package of works as may be considered appropriate/necessary during the scheme's development / delivery.**

27/24 BLACKBIRD LEYS DISTRICT CENTRE, OXFORD - PROPOSED HIGHWAY WAITING RESTRICTIONS AND HIGHWAY IMPROVEMENTS

(Agenda No. 7)

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

The Chair made a general point about cyclists and pedestrians in 3 of the reports that came to today's meeting, referencing when they come into proximity with each other and stating that it would lead to accidents, without quoting incidents where it had happened. The Chair made it clear that his point did not mean that accidents have not happen, do not happen or will not happen.

The Chair emphasised that the scheme had planning permission, which meant that the design had been approved. The Chair made the point that three of the recommendations in the report are there to action Traffic Regulation Orders (TROs) to enable designs that are part of the planning consent. Thus, the Chair made clear that he didn't have any discretion to change these at this stage. This was confirmed by the Director of Highways and Operations, who agreed that the Chair's remit was quite narrow.

The Chair stated that the formal opportunity to consult on the design of the scheme was during the planning process. The Chair noted the considerable number of objections in this report about the loss of parking and the introduction of double-yellow lines. The Chair noted that the double-yellow lines were a condition of the planning approval.

The Chair referenced that Thames Valley Police had no objection to this proposal, providing that traffic monitoring had taken place. Officers stated that they would find out about that specific point.

The Chair noted that the report stated that concerns throughout the process had been raised by Oxfordshire County Council officers to the developers and Oxford City Council planning team, but that the suggestions were not taken forward when finalising the design.

The Chair stated that the report suggested that wider connectivity was outside of the project's scope.

The Chair noted the difficulties in this scheme around communication, timeliness and design, and that considering the nature of issues were made publicly, feedback on issues in a future meeting would be appropriate. Senior officers agreed with the Chair and stated that a report would be brought back to a future meeting.

The Chair reiterated that the only grounds that he would have to reject this report would be if it did not fulfil Oxfordshire County Council's statutory obligation, under Section 122 of the Road Traffic Regulation Act, 1984.

Section 122 of the Road Traffic Regulation Act, 1984, states that:

'(1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic

(including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

(2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:

(a) The desirability of securing and maintaining reasonable access to premises;

(b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);

(c) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) Any other matters appearing to ...the local authority.... to be relevant'

The Chair, having confirmed with officers, did not think there were any grounds to reject this proposal based on Section 122 of the Road Traffic Regulation Act, 1984.

The Chair asked officers to confirm whether one-way cycling was advisory. The Vision Zero Team Leader confirmed that off-road one-way cycle tracks were advisory.

The Chair asked if it was feasible to introduce two-way cycle tracks in the sections where it was currently one-way, as shown in the report. The Senior Engineer (Central) stated that he didn't think it was feasible but was happy to look at the suggestion.

The Chair asked about junction treatments and access into cycle lanes from side roads, following some of the responses in the report and whether it could be looked at in the final design and implementation process. Officers responded that they had asked the contractors to take a look at this suggestion. The Chair asked officers to continue these discussions with the contractors. Officers highlighted the issue of the scheme not being led by Oxfordshire County Council, but by developers.

The Chair raised the issue of a lack of co-production in this scheme and questioned why it was the case. The Director of Highways and Operations highlighted the lack of framework surrounding co-production, noting that work was underway to create a co-production handbook to provide advice.

The Chair noted a response from the Royal National Institute of Blind People, who strongly opposed the proposal for shared-use cycle paths. Officers noted the space constraints that were apparent in the design of the proposal. The Chair and officers agreed that it was about the actual risk, such as accidents, as well as the perceived risk that people feel.

The Chair reiterated that objections to the double-yellow lines were outside of the scope of this meeting, as it was part of the planning consent.

The Chair asked if the provision of disabled persons parking was changing due to this report. The Team Leader – TRO and Schemes – noted that blue badge holders can park on double-yellow lines for up to 3 hours. The Chair stated that this could be kept under review, as is the case with other schemes.

The Chair noted comments from respondents on the loss of parking and that Blackbird Leys was not covered by a Controlled Parking Zone (CPZ). Officers responded that this would be looked at in a potential Blackbird Leys CPZ.

The Chair agreed the recommendations in the report.

RESOLVED to:

- a) New 'No Waiting at Any Time' (double yellow lines) parking prohibition on both sides of Blackbird Leys Road,**
- b) Two new 'Tiger' crossings for use by pedestrians & pedal cycles on Blackbird Leys Road,**
- c) New 'Zebra' crossing (for use by pedestrians) on Cuddeson Way, and**
- d) Sections of new shared & segregated cycle paths along both sides of Blackbird Leys Road.**

**28/24 PROPOSED PERMIT PARKING ZONE - MAIN ROAD (ACCESS ROAD),
LONG HANBOROUGH
(Agenda No. 8)**

The Chair introduced the report to the meeting.

The Chair picked up on respondents concerns about why parking would not be enforced on Sundays. Officers replied that this was seen as too onerous based on the history of the site and feedback received. It was made clear that the scheme would be kept under review depending on how it performs.

The Chair thanked officers for their work and agreed to the recommendations.

RESOLVED to:

- a) Proposed permit bays – Monday to Saturday 8am to 6pm in the Main Road service road between No.228 (Windrush) and No. 222 (Evenlode Cottages) and adjacent to Nos.220a & 220b, and**
- b) Replace the existing single yellow lines `No Waiting Monday to Friday 11am-12noon` in the Main Road service road, with Double Yellow Lines (No waiting at**

any time), except the section of road adjacent to the access of No.220, where an access protection marking (white line) will be provided.

29/24 PROPOSED TWO WAY CYCLING - SHEEP STREET, BICESTER (EXPERIMENTAL ORDER) 2024

(Agenda No. 9)

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

The Chair noted the point about policies being connected so as not to have potential harmful consequences, such as coach parking, in this instance.

The Chair referenced the perception of risk and stated that they didn't want to discourage people who don't want to take a risk.

The Chair stated that it was clear that Fridays were different to every other day on Sheep Street, due to the market set-up.

The Chair referred to an email from the Leader of Bicester Town Council.

The Chair noted that the majority of local County Councillors and Bicester Town Council requested that the item be deferred to allow for further public consultation.

The Chair requested that officers take the report away and have further public consultation, stressing that this does not change the policy, but adds in another layer of consultation with local residents and stakeholders.

The Chair thanked officers for their work and decided to defer the decision.

RESOLVED to:

- a) **Defer the decision on the introduction of an Experimental Traffic Regulation Order to permit two-way cycling throughout Sheep Street, Bicester and thus temporarily superseding the existing 'no-cycling' order.**

30/24 PROPOSED SHARED FOOTWAY/ CYCLEWAYS - EAST CARTERTON

(Agenda No. 10)

The Chair introduced public speakers to address the meeting and responded to their points in turn.

The Chair noted the support from Carterton Town Council, but acknowledged their concerns surrounding connectivity and the cycle paths being independent of one another. Officers noted these concerns and referenced the County Council's Carterton Cycling and Infrastructure Plan that would come forward in the 2024/25 financial year.

The Chair thanked officers for their work and agreed to the recommendation.

RESOLVED to:

a) Approve the shared-use foot & cycleways on Upavon Way, Carterton Road, Marsh Way/Norton Way, and Brize Norton Road in Carterton as advertised.

31/24 EATON HASTINGS: A417 - 40MPH SPEED LIMIT PROPOSALS

(Agenda No. 11)

The Chair introduced the item to the meeting.

The Chair referenced support from the local Parish Council and that local residents were supportive of the scheme.

The Chair thanked officers and speakers. The Chair agreed to the recommendation in the report.

RESOLVED to:

a) Approve the introduction of a 40mph speed limit on the A417 at Eaton Hastings as advertised.

32/24 LITTLE FARINGDON: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 12)

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

The Chair noted discussions between OCC, as a highways authority, and the Police and Crime Commissioner for the Thames Valley happen regularly and have included speed limit proposals. The Chair was appreciative of the engagement on speed limit enforcement by TVP and looked forward to continuing constructive discussions.

The Chair made the point that 20mph speed limits are introduced where local areas ask for it, stating that over 80% of towns and parishes in Oxfordshire have asked for speed limit reductions to 20mph.

The Chair thanked officers for their work and approved the recommendation.

RESOLVED to:

a) Approve the introduction of 20mph speed limits in Little Faringdon as advertised.

33/24 SHIPTON UNDER WYCHWOOD: VILLAGE 20MPH LIMIT PROPOSALS

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted respondents' points surrounding the suitability of the A361 for this scheme. Officers noted the concerns and stated that the formal criteria was followed for 20mph schemes.

The Chair thanked officers and approved the recommendation.

RESOLVED to:

a) Approve the introduction of 20mph speed limits in Shipton under Wychwood as advertised.

34/24 STEEPLE ASTON: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted support from the Parish Council, except for objecting to the repeater speed limit signs. Officers noted in the report that repeater signs were needed to be effective as it was a 'signs and lines' initiative.

The Chair stated that visual signs were important, particularly in historic villages. Officers also pointed out that the guidelines were for signs to be every 250 metres, but that this was not proscribed in law.

The Chair stated that he was proud of the administration's policies in this area as they provided meaningful change and benefit to the residents of Oxfordshire.

The Chair thanked officers and agreed to the recommendations.

RESOLVED to:

a) Approve the introduction of 20mph speed limits in Steeple Aston as advertised.

..... in the Chair

Date of signing 23/05/2024

Divisions affected: *Headington & Quarry*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

OXFORD: HEADINGTON QUARRY CPZ – PROPOSED PARKING RESTRICTIONS AMENDMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following amendments to parking restrictions within the Headington Quarry CPZ in Oxford as advertised:

- a) **Two new limited waiting parking bays ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ on the western side of Green Road,**
- b) **Change of restriction from 2 Hours to ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ of the existing parking bays on the western side of Green Road, and the western side of Trinity Road,**
- c) **Removal of existing ‘Permit Holders or 2 Hours No Return Within 2 Hours’ parking bay on the eastern side of Pitts Road,**
- d) **New ‘No Waiting at Any Time’ restrictions (double yellow lines) on Trinity Road**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to amend parking & waiting restrictions within the Headington Quarry East Controlled Parking Zone (CPZ) in Oxford, as shown in **Annexes 1 & 2.**
2. The proposals have been put forward following a review of the workings & effectiveness of the scheme since the implementation of the ‘Headington Quarry East Controlled Parking Zone (CPZ) in 2021. The review comprised of a combination of feedback from local residents and the County Councillor covering the Headington & Quarry division.

- The proposals seek to ensure that there is a level that is appropriate to the area for on-street parking facilities, including for residents, businesses and visitors. The County Councillor has been involved in the design of the restriction amendments and is supportive of their aims.

Financial Implications

- Funding for consultation on the proposals (and implementation if approved) has been provided by Capital Investment Budgets.

Legal Implications

- No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

- The proposals would help facilitate safe movement & passage of traffic in the area, which contains restricted carriageway widths.

Formal Consultation

- Formal consultation was carried out between 11 April and 10 May 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 Headington & Quarry division.
- A letter was also sent directly to approx. 130 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposals.

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

Proposal	Object	Partially support	Support	No objection	Total
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Two new parking bays on Green Road	2 (5%)	2 (5%)	27 (66%)	10 (24%)	41
Change parking restrictions on Green Road & Trinity Road	2 (5%)	3 (7%)	26 (63%)	10 (24%)	41
Remove existing parking bay on Pitts Road	17 (42%)	3 (7%)	10 (24%)	11 (27%)	41
New DYLS on Trinity Road	23 (56%)	4 (10%)	8 (19%)	6 (15%)	41

11. Additionally, a further four emails were received, comprising of two objections, and two non-objections.

12. The responses are shown at **Annex 3** and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections/concerns

13. Thames Valley Police expressed no objections to the proposals as advertised.

14. The County Councillor was approached for her views and comments based on the responses received during the public consultation, however, Councillor Smith did not respond in time for inclusion in this report. The Councillor has previously expressed her support for bringing forward the advertised changes.

Trinity Road – proposal of no waiting at any time restrictions (double yellow lines)

15. Whilst concerns from residents and respondents is noted, the proposed extension of the double yellow lines has been brought forward for consideration due to complaints being made by local residents regarding dangerous and obstructive parking. This proposal provides additional protection in terms of ensuring that access is maintained and safety is improved for both motorists, pedestrians and cyclists, and prevents further damage of the footway from vehicles mounting and parking on it.

16. The impact of introducing further restrictions on parking is always carefully considered as part of the scheme design. The lengths of new restrictions are kept to the minimum, where possible, to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.

All other proposed changes

17. These proposals have been developed to offer an improved balance on parking in the area for the local community, residents and business users/visitors. Whilst there are some objections or concerns raised, the majority of responses are in support or have no objection to the proposed changes.

18. Response results in favour/support of the changes;

- New limited waiting parking bays on Green Road – 90% of responses were supportive or had no objection.
- Change of restriction from 2 hours to 3 hours for non permit holders - 88% of responses were supportive or had no objection.
- Removal of 2 hour/permit holders bay on Pitts Road – 51% of responses were supportive or had no objection.

Bill Cotton
Corporate Director for Environment and Place





Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Vicki Neville (Senior Officer – TROs & Schemes)
 Vicki.Neville@oxfordshire.gov.uk

May 2024

Drawing No. HQ/CPZ/2024/001 | Revision v2

Key

-  EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES
-  PROPOSED WAITING CHANGE FROM 2 HOURS TO 3 HOURS NO RETURN WITHIN 3 HOURS MON - FRI 9AM - 5PM OR PERMIT HOLDERS
-  PROPOSED NEW LIMITED WAITING PARKING BAY - PERMIT HOLDERS OR 3 HOURS NO RETURN WITHIN 3 HOURS MON - FRI 9AM - 5PM
-  PROPOSED REMOVAL OF EXISTING PERMIT HOLDERS OR 2 HOURS NO RETURN WITHIN 2 HOURS PARKING BAY

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
HEADINGTON QUARRY CONTROLLED PARKING ZONE

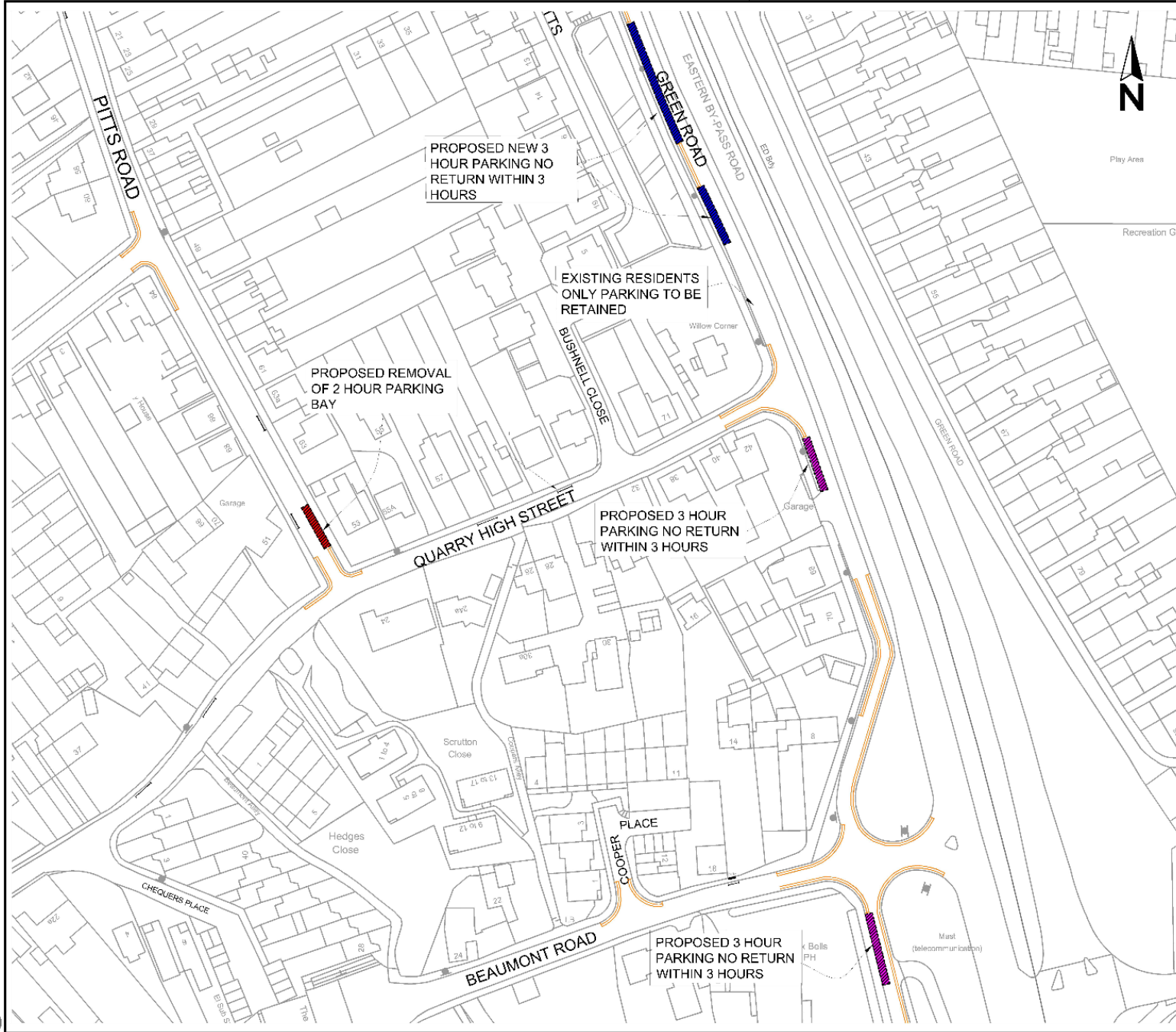
Drawing title
**ZONE AMENDMENTS
PROPOSED LIMITED WAITING BAYS
PROPOSED 3 HOUR PARKING
TRINITY ROAD, GREEN ROAD & PITTS ROAD**

Drawing Status

Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
1:1000	Date drawn 01/2/24	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. HQ/CPZ/2024/001 | Revision v2



PROPOSED NEW 3 HOUR PARKING NO RETURN WITHIN 3 HOURS

EXISTING RESIDENTS ONLY PARKING TO BE RETAINED



PROPOSED REMOVAL OF 2 HOUR PARKING BAY

PROPOSED 3 HOUR PARKING NO RETURN WITHIN 3 HOURS

PROPOSED 3 HOUR PARKING NO RETURN WITHIN 3 HOURS

Drawing No. HQ/CPZ/2024/002 Revision v1

Key

-  EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES
-  PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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 CONTROLLED PARKING ZONE

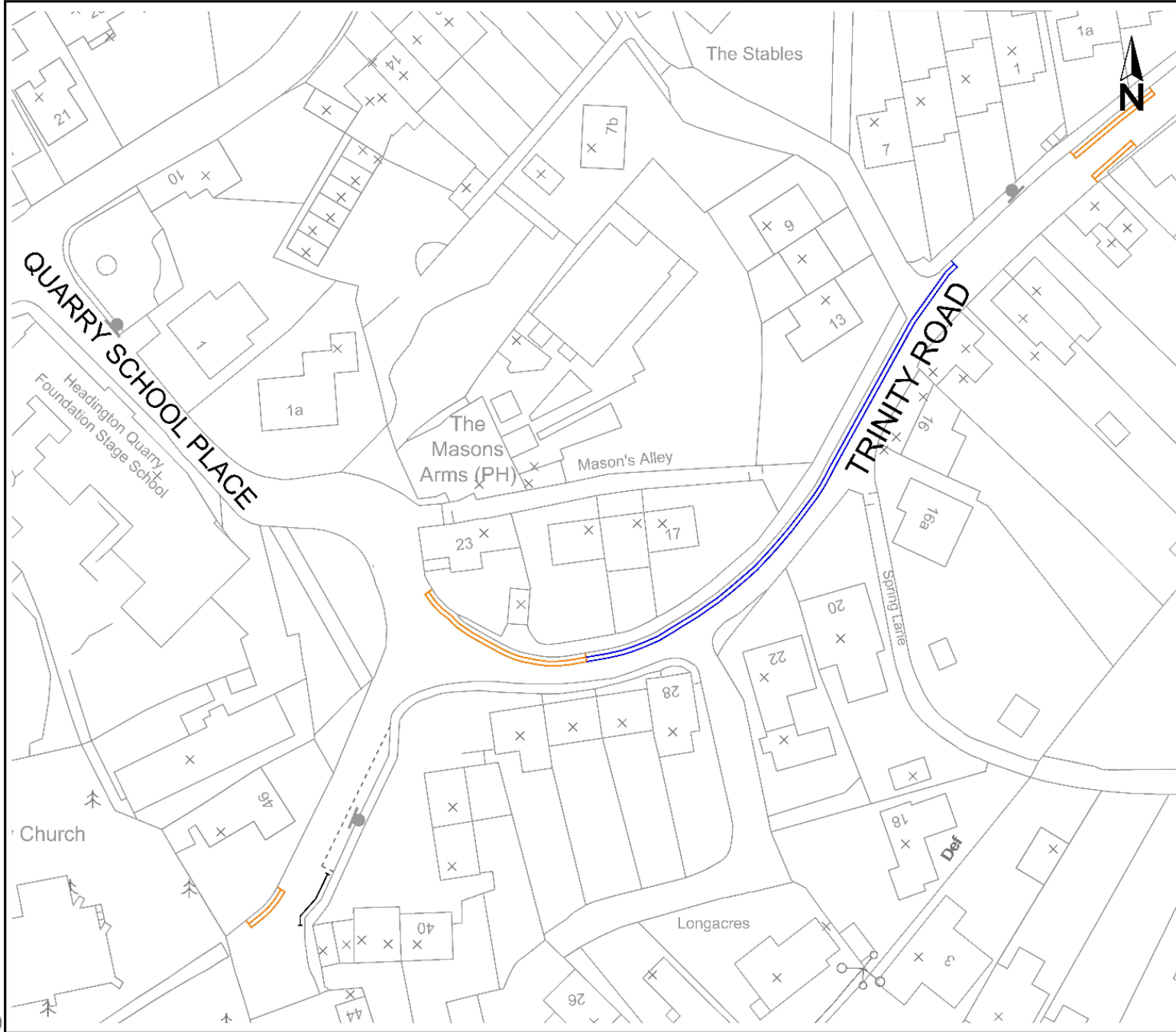
Drawing title
 ZONE AMENDMENTS
 PROPOSED NEW DOUBLE YELLOW LINES
 TRINITY ROAD

Drawing Status

Scale @ A3 1:500	Drawn by VN	Checked by JW	Approved by JW
	Date drawn 12/2/24	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. HQ/CPZ/2024/002 Revision v1



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – These proposals have no impact on regular scheduled bus services, and we accordingly offer no objection.
(3) Local resident, (Headington Quarry, Trinity Road)	<p>DYLs on Trinity Road – Object</p> <p>The parking for residents here is currently a delicately balanced ecosystem, that is essentially at maximum capacity and that capacity includes usually 2 cars parked opposite number 16, without causing obstruction of the road (as evidenced by delivery vans and bin lorries passing easily on a daily basis for the 7 years I have lived here). The removal of parking capacity will have significant unacceptable negative impact on residents. My wife is 8 months pregnant and we currently have a 2 year old, being able to access our car at least vaguely near our house is of great importance.</p> <p>I have personally witnessed a number of unpleasant disagreements between neighbours regarding parking on Trinity Road with the current capacity and this will only exacerbate current tensions.</p> <p>In short, there is no issue here and it is not an exaggeration to say this change could ruin our lives! Do not make this change.</p>
(4) Local resident, (Headington Quarry, Trinity Road)	<p>DYLs on Trinity Road – Object</p> <p>see that the council's onward march towards a world in which everything is banned has now inevitably reached Trinity Road and you want to put double yellow lines along the North side.</p> <p>I am opposed to this, as few vehicles ever do park there, though there are many reasons why people might need to park there in an emergency. The effect of putting double yellow lines there will be simply to encourage them to park on the other side where they block the entrance to the lane, or on my doorstep impeding access to my front path.</p>

	<p>Has anybody who actually lives here asked for more double yellow lines? Most of the houses do not have garages, and a certain amount of parked cars create a filter discouraging heavy vehicles from using the road as a rat-run. Moreover double yellow lines are unsightly in what is meant to be a "conservation area" (some joke though that is).</p> <p>For many years I used to have piano pupils who simply had to come by car and needed somewhere to park temporarily. I still occasionally host things e.g.garden group meetings. This is not a crime but part of normal life.</p>
(5) Local resident, (Headington Quarry, Trinity Road)	<p>New bays on Green Road – Object We have problems with hospital traffic and parent parking before the 2 hours bays went in. These bays work so don't change them or they will be open to abuse and our permits won't be worth the money</p> <p>Change of restriction on Green Road & Trinity Road – Object As previous question</p> <p>Remove bay on Pitts Road – No objection I don't know enough to comment on pity's road</p> <p>DYs on Trinity Road – Object The existing double yellows allow for residents to park beautifully. The double yellows should be on the side of the road the houses 34-30 are on as it will deter people from parking across their doors. I think the double yellows are fine. Leave them be! You don't live here we do! No one wants the double yellows extended</p>
(6) Local resident, (Headington Quarry, Chequers Place)	<p>New bays on Green Road – Object I don't approve of street parking</p> <p>Change of restriction on Green Road & Trinity Road – Object 2 hours is enough</p> <p>Remove bay on Pitts Road – Support Parking should be for the local residents only.</p> <p>DYs on Trinity Road – Support</p>

	Agree
(7) Member of public, (Reading, Winkworth)	<p>New bays on Green Road – Partially support its much needed</p> <p>Change of restriction on Green Road & Trinity Road – No objection much needed</p> <p>Remove bay on Pitts Road – No objection much needed</p> <p>DYLs on Trinity Road – No objection much needed</p>
(8) Member of public, (Headington, Hilltop Road)	<p>New bays on Green Road – Partially support We are partially supporting this new proposal as we would like the 3 hour bays but no permit holders</p> <p>Change of restriction on Green Road & Trinity Road – Partially support We would like more 3 hour bays but not permit holders</p> <p>Remove bay on Pitts Road – Support We would like to be able to park all day. No permit holder and no limit</p> <p>DYLs on Trinity Road – Object There is already a limited space to park so introducing these lines will make this harder</p>
(9) Local resident, (Headington, Quarry, Trinity Road)	<p>New bays on Green Road – Support Any new parking bays are always welcome.</p> <p>Change of restriction on Green Road & Trinity Road – No objection</p>

	<p>Any relaxation of parking restrictions is always a good thing as there is just nowhere for people to park anymore. It effects local small businesses massively.</p> <p>Remove bay on Pitts Road – Object Parking is already so bad sometimes I cannot park in the zone I have a permit for, the permit cost is £70 a year. The last thing we need is residents parking bays being removed.</p> <p>DYLs on Trinity Road – Object This one affects me massively as it is outside my house. As previously stated, I struggle to park along Trinity Road even with a permit. There is just not enough parking as it is. In effect, you will be taking at least two, maybe three parking spaces away of which I regularly use. To make the situation worse, zone QV is fairly small so it's not uncommon for me to risk a fine by having to park on double yellows or a different zone, all when I have a £70 a year permit but cannot park within that zone. There is no need for double yellow lines down this stretch and I strongly object to this.</p>
<p>(10) Local resident, (Headington Quarry, Trinity Road)</p>	<p>New bays on Green Road – No objection Additional parking is welcome</p> <p>Change of restriction on Green Road & Trinity Road – No objection No comment to add</p> <p>Remove bay on Pitts Road – Partially support Although I do not support the loss of parking spaces in Quarry because of the shortage of off road parking I understand that this place is usually taken up by the garage opposite for cars waiting to be serviced</p> <p>DYLs on Trinity Road – Object Please reconsider this. 2 or 3 residents often park on the stretch under review immediately west of the Stables. No cars ever park beyond that because the road is too narrow and double yellow lines there are unnecessary. I suspect that there have been complaints from occasional pedestrians because these vehicles have to partially park on the pavement. However, if parking is removed here it will put additional pressure on the few available spaces and cause on-going contention between neighbours. A significant number of properties do not have off road parking and available parking spaces are already at a premium.</p>

<p>(11) Local resident, (Headington Quarry, Spring Lane)</p>	<p>New bays on Green Road – Support Two hrs often too short when we have visitors</p> <p>Change of restriction on Green Road & Trinity Road – Support Aree with 3 hours</p> <p>Remove bay on Pitts Road – Object Not enough time limited bays already.</p> <p>DYs on Trinity Road – Object Not required</p>
<p>(12) Local resident, (Headington, Gladstone Road)</p>	<p>New bays on Green Road – Support Not enough time limited parking on Green Road</p> <p>Change of restriction on Green Road & Trinity Road – Support Three hours common in adjoining zones, so see no reason why Quarry can have the same.</p> <p>Remove bay on Pitts Road – Object The removal of any parking is counterproductive.</p> <p>DYs on Trinity Road – Object Yellow lines not required there.</p>
<p>(13) Local resident, (Headington Quarry, Toot Hill Butts)</p>	<p>New bays on Green Road – Support Green Road the best road for time limited parking as its generally quite.</p> <p>Change of restriction on Green Road & Trinity Road – Support 3 hrs better than 2hrs</p> <p>Remove bay on Pitts Road – Object WHY ?</p>

	<p>DYLs on Trinity Road – Object Not an issue in Trinity Road</p>
<p>(14) Local resident, (Headington Quarry, High Street)</p>	<p>New bays on Green Road – Support Needed</p> <p>Change of restriction on Green Road & Trinity Road – Support Agree with both.</p> <p>Remove bay on Pitts Road – Object Parkin bays in Pitts Road provide a service.</p> <p>DYLs on Trinity Road – Object Parking on Trinity road not an issue, if anything it slows traffic in both directions.</p>
<p>(15) Member of public, (Kennington, The Avenue)</p>	<p>New bays on Green Road – Support Help to support local business</p> <p>Change of restriction on Green Road & Trinity Road – No objection Help visitors and business.</p> <p>Remove bay on Pitts Road – Object Even less parking available.</p> <p>DYLs on Trinity Road – Object Not sure of what benefit this will be to anyone?</p>
<p>(16) Member of public, (Oxford, Divinity Road)</p>	<p>New bays on Green Road – Support I have used Quarry Motors for twenty years. It is a fine garage business, run by honest people. Anything that can help them survive and prosper has my vote.</p>

	<p>Change of restriction on Green Road & Trinity Road – Support Nothing more to add.</p> <p>Remove bay on Pitts Road – No objection Nothing more to add.</p> <p>DYs on Trinity Road – No objection Nothing more to add.</p>
(17) Local resident, (Oxford, Downside Road)	<p>New bays on Green Road – Support I use one of the long existing businesses on Green Road- a motor garage. The current parking restrictions cause difficulty when delivering/ collecting a car for Mot, repair etc. There are few, if any, public parking spaces near the garage to allow an effective transfer close to the garage premises. Equally I am sure the garage's efficient running will be hugely improved with these new/ proposed Waiting Times. I fully support the new proposals.</p> <p>Change of restriction on Green Road & Trinity Road – Support The changes will assist visitors to nearby homes and premises.</p> <p>Remove bay on Pitts Road – No objection These proposals do not effect me but I imagine will facilitate life for businesses and visitors to householders nearby.</p> <p>DYs on Trinity Road – No objection No objection to this amendment.</p>
(18) As a business, (Oxford, Mill Lane)	<p>New bays on Green Road – Support PARKING NEED</p> <p>Change of restriction on Green Road & Trinity Road – Support NEED</p> <p>Remove bay on Pitts Road – No objection ROAD VERY CONGEASTED</p>

	<p>DYLs on Trinity Road – Support ROAD NARROW</p>
<p>(19) Local resident, (Headington, New High Street)</p>	<p>New bays on Green Road – Support It provides people with more flexibility and is a more reasonable time scale.</p> <p>Change of restriction on Green Road & Trinity Road – Support This provides greater flexibility for road users and resident’s visitors</p> <p>Remove bay on Pitts Road – Object Surely these are needed</p> <p>DYLs on Trinity Road – No objection No opinion</p>
<p>(20) Member of public, (Headington, Old Road)</p>	<p>New bays on Green Road – Support Needed</p> <p>Change of restriction on Green Road & Trinity Road – Support Benefits local residents and visitors to Quarry</p> <p>Remove bay on Pitts Road – Object Required</p> <p>DYLs on Trinity Road – Object Not required</p>
<p>(21) Local resident, (Headington, Toot Hill Butts)</p>	<p>New bays on Green Road – Support My area</p> <p>Change of restriction on Green Road & Trinity Road – Support</p>

	<p>We need more parking here.</p> <p>Remove bay on Pitts Road – Object Don't take parking away.</p> <p>DYs on Trinity Road – Object Not required, parking on Trinity slows traffic through the village.</p>
<p>(22) Local resident, (Oxford, Lime Walk)</p>	<p>New bays on Green Road – Support More shared use bays needed in Quarry</p> <p>Change of restriction on Green Road & Trinity Road – Support Better for residents</p> <p>Remove bay on Pitts Road – Object No need to remove</p> <p>DYs on Trinity Road – Object Not needed</p>
<p>(23) Member of public, (Oxford, Lime Walk)</p>	<p>New bays on Green Road – Support Needed</p> <p>Change of restriction on Green Road & Trinity Road – Support 2hrs too short</p> <p>Remove bay on Pitts Road – Object Bay required</p> <p>DYs on Trinity Road – Object Loss of parking</p>

<p>(24) As part of a group/organisation, (Oxford, St Annes Road)</p>	<p>New bays on Green Road – Support Because I believe it will be better for both businesses and residents</p> <p>Change of restriction on Green Road & Trinity Road – Support Because I believe it will be better for both businesses and residents</p> <p>Remove bay on Pitts Road – Object Parking is limited in the area therefore this parking zone should remain in place</p> <p>DYs on Trinity Road – Object Parking is limited in the area therefore this parking zone should remain in place</p>
<p>(25) Local resident, (Oxford, The grates)</p>	<p>New bays on Green Road – Support More bays required</p> <p>Change of restriction on Green Road & Trinity Road – Support Not enough bays</p> <p>Remove bay on Pitts Road – Object Not required</p> <p>DYs on Trinity Road – Object Not required</p>
<p>(26) Local resident, (Oxford, Trafford Road)</p>	<p>New bays on Green Road – Support Agree</p> <p>Change of restriction on Green Road & Trinity Road – Support 2hrs not long enough</p> <p>Remove bay on Pitts Road – Object These bays are used all the time.</p>

	<p>DYLs on Trinity Road – Object This road used by locals to park, don't remove available parking.</p>
(27) Local resident, (Quarry, Bankside)	<p>New bays on Green Road – Support We have very little guest parking in Quarry compared to other areas.</p> <p>Change of restriction on Green Road & Trinity Road – Support Don't know why they don't make them 4hr</p> <p>Remove bay on Pitts Road – Object Don't take away parking, add to it.</p> <p>DYLs on Trinity Road – Object Improve the drainage on the highway, not remove parking.</p>
(28) Local resident, (Quarry, High Street)	<p>New bays on Green Road – Support There is a shortage of visitor bays in Quarry</p> <p>Change of restriction on Green Road & Trinity Road – Support Yes, agree with the change</p> <p>Remove bay on Pitts Road – Object Why, they are well used by residents</p> <p>DYLs on Trinity Road – Object The parking on Trinity Road acts as a deterrent for ran running and slows traffic which is safer for ussers.</p>
(29) Member of public, (Oxford, Cowley Road)	<p>New bays on Green Road – Support The traffic on this road, especially around school times is borderline dangerous with multiple drivers opting to mount the kerb to get around parked or stationary cars. Not only do I believe that the parking restrictions would ease the</p>

	<p>traffic flow and protect pedestrians from kerb mounting drivers. But a one way system should also be implemented around Quarry high street and Beaumont street again preventing the build up of traffic and stationery vehicles.</p> <p>Change of restriction on Green Road & Trinity Road – Support Supported</p> <p>Remove bay on Pitts Road – Object This doesn't solve the issue</p> <p>DYs on Trinity Road – Support This would assist the issue</p>
(30) Local resident, (Headington Quarry, High Street)	<p>New bays on Green Road – Support Parking places are a rare commodity in Quarry, and Quarry Motors's clients need to be able to park their vehicles as near and as long as possible before being moved to the workshop for repairs or servicing.</p> <p>Change of restriction on Green Road & Trinity Road – Support See above.</p> <p>Remove bay on Pitts Road – Partially support Not quite sure which is best. The fact is Pitts Road gets quite often badly congested.</p> <p>DYs on Trinity Road – Partially support Not quite sure what to choose.</p>
(31) Local resident, (Oxford, Shotover Kilns)	<p>New bays on Green Road – Support It makes more sense for local garage whilst still stopping commuter parking.</p> <p>Change of restriction on Green Road & Trinity Road – Support It makes more sense for local garage whilst still stopping commuter parking.</p> <p>Remove bay on Pitts Road – Support It makes more sense for local garage whilst still stopping commuter parking.</p>

	<p>DYLs on Trinity Road – No objection Safer</p>
<p>(32) Member of public, (Abingdon, Whitecross)</p>	<p>New bays on Green Road – Support This change to 3h is needed</p> <p>Change of restriction on Green Road & Trinity Road – Support This change is needed</p> <p>Remove bay on Pitts Road – Support This change is needed</p> <p>DYLs on Trinity Road – Partially support .</p>
<p>(33) Member of public, (Oxford, Oxford Road)</p>	<p>New bays on Green Road – Support This change is needed for the community</p> <p>Change of restriction on Green Road & Trinity Road – Support This change is needed for the community</p> <p>Remove bay on Pitts Road – Support Change is needed</p> <p>DYLs on Trinity Road – Partially support .</p>
<p>(34) Local resident, (Headington Quarry, Quarry High Street)</p>	<p>New bays on Green Road – Support They provide an opportunity for visitors to park for extended periods without using up residents parking closer to homes in the Quarry</p>

	<p>Change of restriction on Green Road & Trinity Road – Support Extending the parking period is helpful to visitors and local businesses</p> <p>Remove bay on Pitts Road – Support These spaces are misused today and residents parking is limited in Pitts Road and nearby, so this will improve the current situation</p> <p>DYs on Trinity Road – Support This change will improve traffic flow and safety in Pitts Road</p>
<p>(35) Member of public, (Oxford, Oxford Road)</p>	<p>New bays on Green Road – Support Change is required</p> <p>Change of restriction on Green Road & Trinity Road – Support Change is required</p> <p>Remove bay on Pitts Road – Support Change is required</p> <p>DYs on Trinity Road – Support .</p>
<p>(36) Member of public, (Oxford, Greenridges)</p>	<p>New bays on Green Road – Support needed</p> <p>Change of restriction on Green Road & Trinity Road – Support needed makes life a little easier</p> <p>Remove bay on Pitts Road – Support can not drive up road at times</p> <p>DYs on Trinity Road – Support do</p>

<p>(37) Local resident, (Headington, Trinity Road)</p>	<p>New bays on Green Road – No objection n/a</p> <p>Change of restriction on Green Road & Trinity Road – No objection n/a</p> <p>Remove bay on Pitts Road – No objection n/a</p> <p>DYLs on Trinity Road – Object Extending the double-yellow lines across the Stables entrance is surely a mistake? I've never seen yellow lines across the entrance to a side road before. I think the current white line should be retained instead, with any double-yellow lines stopping outside no. 13 Trinity Road, That said, as a resident of Trinity Road, I don't see a need for additional no-waiting lines as people generally park sensibly as it is.</p>
<p>(38) Local resident, (Headington Quarry, Trinity Road)</p>	<p>New bays on Green Road – No objection Extended time is good for visitors</p> <p>Change of restriction on Green Road & Trinity Road – No objection Same as other comment</p> <p>Remove bay on Pitts Road – No objection Not local to this road</p> <p>DYLs on Trinity Road – Object There is very limited parking on trinity road, at the end of trinity road the corner of 44 trinity road owns 4 vehicles , 2 on drive way ,2 on road , then 42 40 36 34 trinity road on atleast 1 vehicle per house hold, with just 1 Bay in this area accommodating 3 cars there would be no where for other residents to park, unless the green outside 42,40,38,36 trinity road could be made to be a larger parking area, adding in no parking zones on this street will cause huge disruption for those who have to travel to work by cars.</p>

(39) Local resident, (Quarry, Quarry Road)	<p>New bays on Green Road – No objection No opinion</p> <p>Change of restriction on Green Road & Trinity Road – No objection No opinion</p> <p>Remove bay on Pitts Road – No objection No opinion</p> <p>DYLs on Trinity Road – Object Will encourage more through traffic. Traffic will be able to go faster as they approach the already dangerous Quarry / Margaret Rd cross roads. Lots of pedestrians cross here while doing the school run - it's already dangerous but this will make it worse</p>
(40) Local resident, (Headington Quarry, Trinity Road)	<p>New bays on Green Road – No objection</p> <p>No comments</p> <p>Change of restriction on Green Road & Trinity Road – No objection</p> <p>No comments</p> <p>Remove bay on Pitts Road – No objection</p> <p>No comments</p> <p>DYLs on Trinity Road – Partially support</p>

	<p>Limited parking already on Trinity Road for residents who don't have off street parking and this further reduces number of spaces. Agree for double yellows on the corner as the road turns up after the masons arms, but not opposite number 16/16a as this frees up two spaces for residents</p>
<p>(41) Local resident, (Headington Quarry, Trinity Road)</p>	<p>New bays on Green Road – No objection I don't have strong feelings on this proposal. However I think the council needs to keep parking under review in case the expansion of double yellow lines mean these spaces come under high demand from local residents.</p> <p>Change of restriction on Green Road & Trinity Road – No objection Comments as per previous answer.</p> <p>Remove bay on Pitts Road – No objection None</p> <p>DYs on Trinity Road – Support I live at 16a and we frequently find cars park directly opposite our house making it hard to navigate the road and difficult for larger vehicles to get through. There are regularly times when I doubt an emergency vehicle would be able to pass safely. So i fully support the proposed yellow lines.</p>
<p>(42) Local resident, (Oxford, Pitts Road)</p>	<p>New bays on Green Road – No objection n/a</p> <p>Change of restriction on Green Road & Trinity Road – No objection n/a</p> <p>Remove bay on Pitts Road – Partially support We are residents of Pitts Road. The bay in question is frequently used by the Pitts Road Garage. We are concerned that the garage customers will simply use bays further up Pitts Road, which are mostly used by residents of the street. On a weekday there is</p> <p>DYs on Trinity Road – No objection n/a</p>

<p>(43) Local resident, (Headington, Trinity Road)</p>	<p>New bays on Green Road – No objection N/a</p> <p>Change of restriction on Green Road & Trinity Road – Partially support Because while I think it will be good for local residents who have visitors these spaces are often taken up by quarry motors who use them for vehicles they are working on</p> <p>Remove bay on Pitts Road – No objection N/a</p> <p>DYs on Trinity Road – Object As someone who lives on trinity road double yellow lines would be horrendous there is limited parking as it is and a lot of the houses don't have driveways or the option to put one in so have no choice but to park on the road. To put double yellow lined would force drivers to move their cars to the other end of the street where there is next to no parking already making it impossible for the people who actually live here to park their cars!</p>
<p>(44) Local resident, (Headington Quarry, Trinity Road)</p>	<p>New bays on Green Road – No objection No objection</p> <p>Change of restriction on Green Road & Trinity Road – Partially support Not sure extension of timing is needed. Plenty of parking in Aziz restaurant. Chequers has now been closed down, so there are limited reasons to park in area beyond residents. With the double yellow coming into trinity, that will force multiple vehicles t</p> <p>Remove bay on Pitts Road – Support Agree</p> <p>DYs on Trinity Road – Object There are only 4 parking spaces for the residents 1-15 and 8-14. It is a constant battle to get parked near to my own home. By adding yellow lines proposed, this will force 2-3 vehicles to start also using these limited parking spaces, and make it even harder to get parked near to home. Is there any plans to provide on street electric charging via lamppost for any trinity road parking?</p>

<p>(45) Member of public, (Headington, Edgecombe Road)</p>	<p>New bays on Green Road – No objection 2 hours is not enough for me to do my shopping and get back to my car</p> <p>Change of restriction on Green Road & Trinity Road – Support More time for me to do my shopping and get back to my car</p> <p>Remove bay on Pitts Road – Support More time to do shopping and get back to my car</p> <p>DYs on Trinity Road – Support Less congestion in the area</p>
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Divisions affected: *Cowley, Headington & Quarry, St Clement's & Cowley Marsh*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

OXFORD: PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits, as advertised:

- a) **Cotteslowe & Five Mile Drive area – i) exclude the new property at No.10 Rotha Field Road, ii) No.37 Templar Road, and iii) Nos.36 & 36A Sunderland Avenue (north side) from eligibility for resident's parking permits and residents' visitors' parking permits,**
- b) **East Oxford – exclude No.52A Cherwell Street from eligibility for resident's parking permits and residents' visitors' parking permits,**
- c) **Florence Park – exclude i) No.46 Clive Road, and ii) No.135 Cornwallis Road from eligibility for resident's parking permits and residents' visitors' parking permits,**
- d) **Marston South – exclude the eight new dwellings at Nos.5-7 Jack Straws Lane from eligibility for resident's parking permits and residents' visitors' parking permits.**

Executive Summary

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

Financial Implications

3. Funding for consultation on the proposals has been provided by the various developers of the properties in question.

Legal Implications

4. These proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.
5. The developers have separately entered into a 'Unilateral Undertaking' with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate.
6. The 'Unilateral Undertaking' is a simplified version of a planning agreement, which is considered to be a relatively quick and straightforward option, and is entered into by the landowner and any other party with a legal interest in the development site.

Equality and Inclusion Implications

7. 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.
8. 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.
9. Proposals brought forward for changing permit eligibility link to the City Council's planning policies which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

Sustainability Implications

10. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Formal Consultation

11. Formal consultations were carried out between 08 February & 08 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, Oxford City Council, local Oxford City Councillors, and the local County Councillors.
12. Letters were also sent directly to approx. 305 properties in the areas surrounding the various proposed amendments.
13. 17 responses were received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.10 Rotha Field Road	5	5	2	5	17
No.37 Templar Road	6	3	3	5	17
Nos.36 & 36A Sunderland Avenue	5	5	2	5	17
No.52A Cherwell Street	3	5	4	5	17
No.46 Clive Road	4	2	4	7	17
No.135 Cornwallis Road	3	2	4	8	17
Nos.5-7 Jack Straws Lane	3	2	4	8	17

14. Additionally, a further three emails were also received comprising of an objection from a resident of one of the affected properties, and two non-objections.
15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections/Concerns

16. Thames Valley Police & Oxford Bus Company expressed no objections to the various proposals.
17. In response to the general concerns about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Cotteslowe & Five Mile Drive:

18. In the Cotteslowe & Five Mile Drive area CPZ – which was introduced in 2014 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
19. At No.10 Rothfield Road planning approval has been granted by Oxford City Council for the erection of a new two-storey building to create a 1 x 2-bed dwelling (Use Class C3) (21/02178/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.
20. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
21. Additionally, the development includes a single off-street car parking space (also served by an electrical vehicle charging point) for the new dwelling which Oxford City planning Officers felt was appropriate.
22. At No.37 Templar Road planning approval has been granted by Oxford City Council for the change of use from dwellinghouse (Use Class C3) to House in Multiple Occupation (Use Class C4) (21/00220/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.
23. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
24. The site was deemed to be located in a sustainable location, i.e. close to a range of amenities and public transport links, and it should also be noted that cycle parking will also be provided on site, in addition to two off-street car parking spaces.
25. At Nos.36 & 36A Sunderland Avenue planning approval has been granted by Oxford City Council for the demolition of existing house and garage. Erection of 2no. two storey buildings to create 2 x 4-bed dwellings (Use Class C3) (21/02179/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.
26. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
27. Due to the site being approx. 2km away from Oxford Parkway rail station, and over 400m from local bus stops, the site wasn't required to be 'car free'. However, it should be noted that one off-street car parking space would be available for each dwelling, and that cycle parking will also be provided on site

which would provide secure & covered shelter and allow good access to each cycle and the adjacent highway.

East Oxford:

28. In the East Oxford CPZ – which was introduced in 2010 – residents are currently permitted to apply for a maximum of one permit per resident and a maximum of two permits per property, with 50 visitor permits also permitted a year.
29. At No.52A Cherwell Street planning approval has been granted by Oxford City Council for the sub-division of the existing dwellinghouse to create 1x3 bed dwelling (use Class C3) and 1x2bed dwelling (use Class 3) (17/03145/FUL), a condition was placed on the development that required the exclusion the new dwelling from eligibility for resident's parking permits and residents' visitors' parking permits.
30. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
31. Additionally, a condition was also placed to ensure that secure & covered cycle stores would be installed prior to first occupation of the new property.

Florence Park:

32. In the Florence Park CPZ – which was introduced in 2022 – residents are currently permitted to apply for a maximum of one permit per resident and a maximum of two permits per property, with 50 visitor permits also permitted a year.
33. At No.46 Clive Road planning approval has been granted by Oxford City Council for the sub-division of the part demolition of an existing garage and the erection of first floor rear extension (22/02603/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
34. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
35. The site was deemed to be located in a 'highly' sustainable location, i.e. close to a range of amenities and public transport links, and therefore it was deemed necessary to remove the eligibility for parking permits in order to protect on-street parking for existing residents from the impact of the development due to the likely increase in adults living at the property.
36. It should also be noted that one off-street car parking space would be retained for use by the occupants.

37. At No.135 Cornwallis Road planning approval has been granted by Oxford City Council for the change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Use Class C4) (23/01065/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits
38. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
39. The site was deemed to be located in a sustainable location, i.e. close to a range of amenities and public transport links, and it should also be noted that cycle parking for up to 10 cycles will also be provided on site at the rear of the property, in addition to two off-street car parking spaces.

Marston South:

40. In the Marston South CPZ – which was introduced in 2007 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
41. At Nos.5-7 Jack Straws Lane planning approval has been granted – following a successful appeal – for the demolition of existing light industrial buildings. Erection of 4 x 3 bed dwellinghouses and 4 x 4 bed dwelling houses (21/00216/FUL), a condition as placed as to exclude the new properties from eligibility for resident's parking permits and residents' visitors' parking permits.
42. The condition was placed to ensure there would be a reduced demand for existing permit-controlled spaces in the area, whilst also discouraging use of further private cars in the area.
43. The site previously offered unrestricted parking for up to 30 vehicles, under the new proposals each of the new dwellings would allow space for one vehicle, totalling eight i.e. significantly fewer. The site is also in a sustainable location, with the nearest bus stops within 180 metres and easy access to pedestrian and cycle links to other areas of the city.
44. An additional condition has also been placed to ensure that electric vehicle charging infrastructure to serve all of the parking bays is provided prior to first occupation of the new dwellings.

Bill Cotton
Corporate Director for Environment and Place

Annexes

Annex 1: Consultation responses

Contact Officers:

James Whiting (Team Leader - TRO and Schemes)
James.Whiting@oxfordshire.gov.uk

May 2024

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – None of these has a direct bearing on bus operation and accordingly we offer no objection.
(3) Local resident, (Oxford, Five Mile Drive)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Concerns Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>These are new houses and the residents of which should have parking permits because they are/will be residents in the area and should not be excluded from the benefits of the area. To exclude them would be wholly undemocratic.</p>
(4) Local resident, (Oxford, Sunderland Avenue)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Concerns Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>It seems unfair to bar these properties on Sunderland Avenue from receiving permits. We live at 66 Sunderland and never use permits as we have ample room for parking on our driveway.</p>

(5) Local resident, (Oxford, Templar Road)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Object Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>I viewed the draft proposal and found it to be gobbledy gook to a lay person. It told me nothing about why these restrictions are to be put in place. Residents should be entitled to a permit for when they have visitors, when relatives visit or stay where are they to park? Are people expected to walk to the nearest available car park/parking area to pay for longer parking. The homes you have included are within residential areas and should have the same parking rights as others. Please explain the rational of your proposal in laymans terms please. Sue Smith</p>
(6) Local resident, (Oxford, Lakeside)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Object Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Object No.46 Clive Road – Object No.135 Cornwallis Road – Object Nos.5-7 Jack Straws Lane – Object</p> <p>Distance from nearest bus stop. People with limiting mobility issues but not eligible for blue badge need a car. This is discrimination against car owners</p>
(7) Local resident, (Oxford, Oakdale Walk)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Object Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Object</p>

	<p>No.46 Clive Road – Object No.135 Cornwallis Road – Object Nos.5-7 Jack Straws Lane – Object</p> <p>I object all of these based on freedom of movement an any means of transport that people chooses not being imposed by the council.</p>
(8) Local resident, (Oxford, Bedford Street)	<p>No.10 Rotha Field Road – Concerns No.37 Templar Road – Concerns Nos.36 & 36A Sunderland Avenue – Concerns No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>No specific reasons are given for these proposed exclusions in the documentation made available.</p>
(9) Local resident, (Oxford, Sunderland Avenue)	<p>No.10 Rotha Field Road – Concerns Nos.36 & 36A Sunderland Avenue – Concerns</p> <p>I have concerns as to whether adequate parking has been factored into the building plans to to support the number of car ownership aged occupants likely to live within these 2 properties.</p>
(10) Local resident, (Oxford, Clive Road)	<p>No.46 Clive Road – Support</p> <p>The property has ample space for off street parking. Some of the neighbouring properties own multiple cars so reducing the influx of more would be a good thing. As an LTN, Florence Park is safe for cycling and Clive Road has excellent bus connections to the city centre and train station so there's really no need for every individual tenant to own a car.</p>

<p>(11) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p> <p>The letter indicates that our property will become subject to a ban on permits for both parking and visitor permits. It was my understanding that this was already in place so we are confused as to whether you are enforcing it or reversing it?</p> <p>We strongly argue that 52A Cherwell Street should be given a visitors permit. We actually have no issue with a permanent residents permit. It's unlikely we will win the argument for both but without being able to have even a visitor permit, restricts our access to additional support we need from visitors.</p>
<p>(12) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p> <p>52A has already had bollards placed on the pavement outside of the property to prevent the occupier from having their own car. However, it is in our opinion unfair to also then exclude them from being able to get visitor permits which can be used opposite the home where there is designated visitor parking for the street. It does not seem equitable and fair to impose a complete ban but it understandable to reduce permanent parking where possible to encourage a cleaner city.</p>
<p>(13) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p> <p>I'm a neighbour and it seems odd to stop just this one property from having access to parking. They are at the end of the road, which is also dead end. Most of the properties down there have private off-road parking such as a private carpark or a driveway. I know they have posts in front of the house which will prevent them from having a proper parking permit right outside where they live. However, visitor parking should be made available to all people who live on the street. It's just not fair and restricts access to friends and family visiting them. I know they had huge issues over the festive period and there are always spaces available down this road so I see no reason to block them from this service.</p>
<p>(14) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p>

	Neighbour of the property on Cherwell Street. Agree in principal no permanent parking spot is needed, but visitor permit would be appropriate to allow the attendance of cleaners, carers etc which the property may need.
(15) Local resident, (Oxford, Templar Road)	No.37 Templar Road – Support I would like you to go ahead and restrict permits at 37 Templar Road. This was supposed to have taken place some time ago. I have raised this matter with Oxford City Council who seemed to have failed to implement it when planning was granted.
(16) Local resident, (Oxford, Rotha Field Road)	No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support It's not safe to have cars parked on the east side of Rotha Field Road close to the junction with Sunderland Ave (as has been the case during construction of the new houses), and there isnt enough available space elsewhere for parking on the road. There are driveways available
(17) Local resident, (Oxford, Rotha Field Road)	No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support Road safety, capacity for parking on the street
(18) Local resident, (Oxford, Clive Road)	No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support No.52A Cherwell Street – Support No.46 Clive Road – Support No.135 Cornwallis Road – Support Nos.5-7 Jack Straws Lane – Support

	<p>My understanding is that all of these properties will have a large number of residents in already busy streets. Any HMOs mean that current residents struggle to park and given current congestion in area introducing further cars seems wrong.</p>
<p>(19) Local resident, (Oxford, Linkside Avenue)</p>	<p>No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support No52A Cherwell Street – Support No.46 Clive Road – Support No.135 Cornwallis Road – Support Nos.5-7 Jack Straws Lane – Support</p> <p>39 Linkside Avenue. Condition of planing approval was to be exempt. Not registered on your documents.</p>
<p>(20) Local resident, (Oxford, Templar Road)</p>	<p>No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support No52A Cherwell Street – Support No.46 Clive Road – Support No.135 Cornwallis Road – Support Nos.5-7 Jack Straws Lane – Support</p> <p>Because the property in Templar Road has been converted into flats and if all of the flatholders were provided with permits and visitor permits there would be no parking available for other residents in the street or for their visitors.</p>

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Divisions affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

WHEATLEY: VARIOUS LOCATIONS – PROPOSED PARKING RESTRICTIONS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **New ‘No Waiting at Any Time’ (double yellow lines) restrictions, on sections of Westfield Road, Templars Close, Church Road, Station Road, Simon’s Close, Farm Close Road, Howe Close, Ladder Hill, Kelham Hall Drive, Park Hill, London Road, A40 Overbridge, Morland Close, Holloway Road and Littleworth Road, as advertised.**
- b) **Upgrade the existing advisory ‘School Keep Clear’ markings to enforceable ‘No Stopping on school entrance markings Mondays to Fridays 8am-9am and 2.30pm-3.30pm’ on Littleworth Road as advertised,**
- c) **New permit holders only parking bay ‘Mondays to Fridays 9am to 4pm’ on Bell Lane as advertised,**
- d) **In High Street, the time-limit for the new ‘shared’ parking spaces, operating on Mondays to Fridays between 9am and 4pm, should be relaxed to 2 hours – instead of the 1 hour as advertised.**

Executive Summary

2. This report presents responses to the statutory consultation on the proposals to introduce new & amend existing parking measures in Wheatley, as shown in **Annexes 1 & 2**.
3. Following the County Council taking over Civil Parking Enforcement (CPE) from Thames Valley Police, in November 2021, officers have been contacted by Wheatley Parish Council to undertake a review of parking & waiting restrictions at various locations within the village.

4. Wheatley High Street already has some 'time-limited' parking restrictions but, before the onset of CPE, enforcement by Thames Valley Police was minimal. This meant that local residents were able to park without time limit, and eventually this spread to other users including businesses and, in some cases, all-day parking by commuters travelling into Oxford by bus, using the village as an informal park & ride location.
5. With the advent of CPE, enforcement increased, and local residents were concerned about the impact this would have upon their long-stay parking needs. This has led to the Parish Council seeking a review of the restrictions, which the County Council had offered to consider as part of the introduction of CPE.
6. The Parish Council first undertook their own informal consultation exercise in 2022, and the County Council agreed to suspend enforcement pending the outcome of that review. Also, there were requests to consider the need for further restrictions nearby, to address safety concerns and congestion on the local road network, particularly impacting on bus services.
7. Subsequently, the outcome of those informal discussions led to a request for the County Council to make changes to existing restrictions. The proposals therefore include the introduction of residents parking permits, to address the needs of local residents along the High Street and Bell Lane, and also address other problems throughout the village such as unsafe parking at junctions and elsewhere where parking is causing congestion to bus services.

Financial Implications

8. Funding for the proposals (including consultation) has been provided by the CIL budget for parking schemes, received via South Oxfordshire District Council.

Legal Implications

9. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

12. A formal consultation was carried out between 21 March & 19 April 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, South Oxfordshire District Council, local District Cllr's, Wheatley Parish Council and the local County Councillor representing the Wheatley division.
13. A letter was also sent to approx. 605 properties in the area, and street notices were placed on site in the immediate vicinity of the proposals.
14. 76 responses were received via the online survey during the course of the formal consultation, and these are summarised in the various tables below:

Table1. respondent capacity.

Capacity	Number	Percentage
Local resident	63	83%
Member of public	3	4%
Local Cllr (i.e. Town/Parish/District)	1	1%
As a business	4	5%
As part of a group/organisation	1	1%
Rather not say	1	1%
Other	3	4%
Total	76	100%

Table2. overall opinion of the proposals being put forward.

Opinion	Number	Percentage
Support	22	29%
Partially support	32	42%
Object	17	22%
No objection	5	7%
Total	76	100%

Table3. opinion of the proposed 'No Waiting at Any Time' parking restrictions.

Road	Support	Partially support	Object	No objection	Total
A40 Overbridge	50	11	4	11	76
Church Road	31	16	27	2	76
Farm Close Road	32	13	18	13	76
Holloway Road	36	13	14	13	76

Howe Close	30	12	15	19	76
Kelham Hall Drive	26	13	17	20	76
Ladder Hill	39	9	12	16	76
Littleworth Road	37	13	9	17	76
London Road	32	14	12	18	76
Morland Close	34	13	12	17	76
Park Hill	33	16	11	16	76
Simon's Close	30	11	12	23	76
Station Road	36	10	10	20	76
Templars Close	26	16	19	15	76
Westfield Road	28	28	28	28	76

Table4. opinion of the proposed upgrade of the existing advisory 'School Keep Clear'.

Opinion	Number	Percentage
Support	59	77%
Partially support	3	4%
Object	2	3%
No objection	12	16%
Total	76	100%

Table5. opinion of the proposed parking places being put forward in various locations.

Proposal	Support	Partially support	Object	No objection	Total
New 'residents permit holders only' parking in Bell Lane	37	12	14	13	76
Existing time limited parking bays converted to shared-use parking bays on High Street	22	21	26	7	76
Existing time limited parking bays to remain as short stay parking (1 hr) on High Street (outside of shops)	48	7	18	3	76

15. Additionally, a further 32 emails were received, comprising of: eight objections, 15 raising concerns, seven in support (including strong support from Oxford Bus Company), and two non-objections.

16. The following table is a summary of the objections and concerns raised during the course of the consultation, with the views of some respondents covering more than one category:

Summary of concern / objection	Number of comments
--------------------------------	--------------------

Proposals seem sensible / good compromise / something is needed	46
Proposals will cause displacement / problems in other roads	29
Restrictions around schools are needed for safety	28
Proposals go too far / are not required	26
Restrictions are needed in other locations inc. residents parking	26
The proposals will be detrimental to High Street businesses	20
Restrictions need to be properly enforced	19
Parking on the High Street should remain 2 hours	15
Residents shouldn't have to pay for a permit to park / Too expensive	14
Proposals will encourage more rat running / increase speeds	9
No provision for businesses and their employees	9
Church Road is too narrow for buses	7
Residents parking needs have not been considered	6
The situation on Church Road would be better managed by other traffic management measures	3
Proposals will not ensure residents are guaranteed a space / more permits are needed	2
The matter of parking in off-street car parks needs to be resolved before restrictions are implemented	2
Traffic calming should be removed to create parking	1
Time limited restrictions shouldn't be enforced on bank holidays	1

17. The full responses are shown at **Annex 3** (email) and **Annex 4** (online), and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

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

19. The 108 responses to the proposals cover many and varied aspects, which officers have analysed and offered comments to below. The specific sub-headings are in order of the most common issues raised, as summarised in the table above.

20. All items have been considered in recommending whether to proceed with the proposals.

- a) The proposals will cause displacement / problems in other roads
21. The proposals are not intended to be a 'holistic' solution to controlled parking in the village centre. They constitute a '2-pronged' approach to enable full parking enforcement to recommence: - firstly to enable residents' permit holders (and residents' visitors) to park within the existing 2-hour parking bays without time limit, and secondly to address some existing safety concerns about parking near junctions and on bus routes.
- b) That the proposals go too far / are not required
22. The proposals only include new restrictions where they are deemed necessary on safety or congestion grounds. The 'time-limit' controls have not been extended and so, where parking is permitted, all-day parking would still be possible.
- c) Restrictions are needed in other locations inc. residents parking
23. If approved, the proposals will be monitored and, if new safety issues arise or if residents in areas close to the High Street are impacted by displaced all-day parking, then further consultation can be undertaken on whether there would be support to extend the resident parking permit scheme further out.
- d) The proposals will be detrimental to High Street businesses
24. The proposed changes to the time-limited spaces in the High Street would only alter the existing restrictions by allowing residents to park without time limit. This is not thought to be detrimental to the current operations of businesses, and in fact the change would mean that enforcement of the 2-hour time limit would recommence, encouraging a turnover of spaces, thus increasing parking availability for shoppers.
- e) Restrictions need to be properly enforced
25. The proposals would achieve a balanced resolution to the problems of enforcing current restrictions, which has been suspended. This means there would be a greater enforcement presence helping achieve better compliance with existing, changed, and new restrictions.
- f) Parking on the High Street should remain 2 hours
26. The proposals for the new 'shared' parking spaces allow a 1-hour stay or unlimited stays for permit holders, on Mondays to Fridays between 9am and 4pm. This would align with the existing 1-hour short-stay only spaces outside the shops (no's 66-76 High Street). However, these operate on Mondays to Saturdays, and from 8am-6pm, so there would be different times/days in operation.

27. It is therefore agreed to recommend that the new 'shared' spaces should allow stays of up to 2 hours.

g) Residents shouldn't have to pay for a permit to park / Too expensive

28. The proposed charge for residents' permits is £70 per permit per annum. This charge contributes towards the cost of managing and enforcing the permit parking rules, which offer a benefit to residents and, to some degree, helps to ration the limited supply of on-street parking to those who really need it. If permits were free, then there would be no incentive to make use of alternative off-street parking. The cost of £70 compares to a range of prices between £55/year (in Woodstock) and £132/year (in Abingdon).

h) Proposals will encourage more rat running / increase speeds

29. The proposals do not remove long lengths of parking on both sides of roads, except where parking is deemed to be unsafe (at junctions/on corners) or where it is opposite/adjacent to bus stops in Church Road. The particular proposals in Church Road offer a 'staggered' layout, with parking alternating on one-side only. It is considered this offers a balanced approach by allowing some parking but removing congestion which is currently causing delays to bus services.

i) No provision for businesses and their employees

30. The proposals do not alter the existing restriction upon employees, i.e. a 2-hour time limit (in most of the High Street); it is true that enforcement of the restriction is currently suspended, pending the outcome of this review, but the restriction has otherwise been in place for many years. Elsewhere, the restrictions do not deter all-day parking where parking is permitted.

j) Church Road is too narrow for buses

31. The bus service operator has responded with unequivocal support for the proposals. They have commented that the current gaps in parking restrictions in Church Road are insufficient to allow buses, and other traffic, to pass. There are some sections that allow parking on both sides, which does not provide enough room for vehicles to pass easily between them, leading to footways being driven upon, endangering pedestrians. The road also has two pairs of bus stops and is part of the National Cycle Network. It is considered that, if the proposals are approved, the road can retain some parking and yet improve the flow of traffic, notably for buses.

k) Residents parking needs have not been considered

32. The parking needs of residents in The High Street, where there is already a time-limit upon parking that applies to them, have been considered, and this is one of the essential elements of the proposals.

l) The situation on Church Road would be better managed by other traffic management measures

33. The proposals for Church Road address the main problem encountered by through traffic – that of parking on both sides, and near/close to bus stops. Other traffic management measures might include physical measures to reduce speeds or a one-way street arrangement. The former would not remove the parking and the latter would impact on the routes used by buses in the banned direction and indeed other traffic, which could, in turn, displace problems to other parts of the road network.

m) Proposals will not ensure residents are guaranteed a space / more permits are needed

34. If approved, the proposals will be monitored and, if there are difficulties with the number of spaces available to permit holders, then a further review of the scheme could be considered, which might identify more spaces without necessarily extending the area of the scheme; for example, it might be possible to alter some of the 'shared' spaces to permit-only.

n) The matter of parking in off-street car parks needs to be resolved before restrictions are implemented

35. The only aspect of the proposals that impacts on off-street car parks is in Church Road, where new double yellow lines are proposed west of the District Council car park, outside property numbers 23-35 and 42-46. As a consequence, it has been agreed with South Oxfordshire District Council that they would advertise a proposal to alter their off-street car park order to allow those residents, to apply for permits to use at the car park at the same price as the proposed on-street permit charge i.e. £70 per year.

o) Traffic calming should be removed to create parking

36. There are 'build-outs' in some locations of the High Street that help delineate (and shelter) the parking bays. They also offer some assistance to pedestrians crossing the road. At this stage, it is not proposed to alter the physical layout of parking in the High Street – only to address the type of control to enable enforcement to recommence.

p) Time limited restrictions shouldn't be enforced on bank holidays

37. The proposals are for the 'shared' spaces, resident-only spaces in Bell Lane and the 1-hour parking spaces outside the shops in the High Street, to remain operating on bank holidays as is the case with the current restrictions. A future review could consider removing that but would need to assess how this might impact on residents, whose parking needs on bank holidays could actually be greater.

38. If approved, the scheme will be monitored following implementation, and changes to the proposals could be considered if deemed necessary and/or appropriate.

Bill Cotton
Corporate Director for Environment and Place









Annexes: Annexes 1-2: Consultation plans
 Annex 3: Email consultation responses
 Annex 4: Online consultation responses

Contact Officer: Mike Horton (Senior Officer – TRO and Parking Schemes)

May 2024

Drawing No. PRD/2023/005

KEY

-  Existing No waiting at any time (double yellow lines)
-  Proposed No waiting at any time (double yellow lines)
-  Shared parking spaces
Mon-Fri 9am - 4pm
Permit holders and short-stay parking
1 hour no return within 1 hour
-  Existing short-stay parking only
Mon - Sat 8am - 6pm
1 hour no return within 1 hour
-  Permit-holder parking only
Mon-Fri 9am - 4pm
-  Unrestricted parking (only shown for reference)
-  Existing bus stop clearway (At any time)
-  Existing School Keep Clear markings (Mondays to Fridays 8am-9am and 2.30pm-3.30pm)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
Wheatley: Parking review

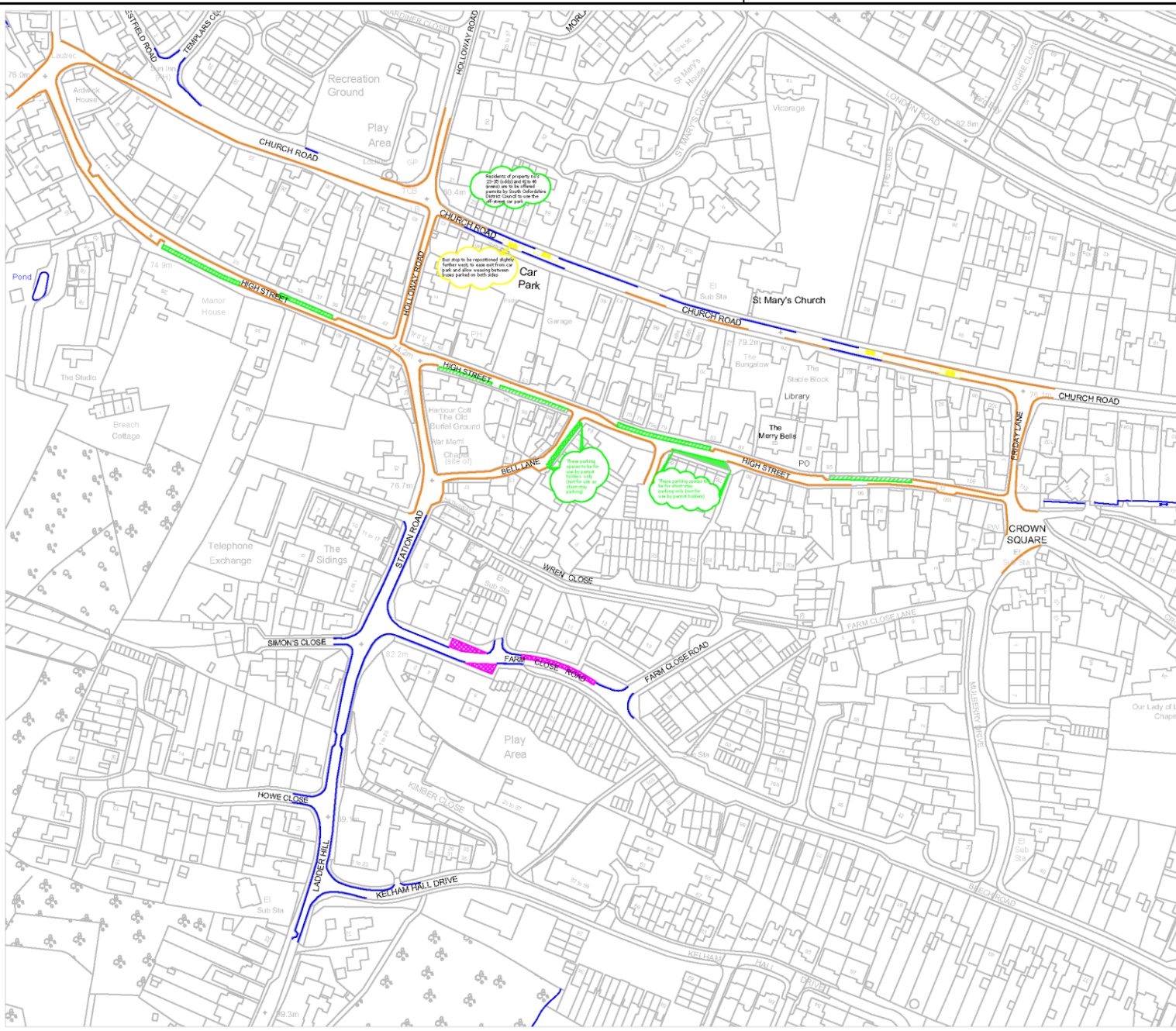
Drawing title
Formal consultation

Drawing Status Preliminary

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MDH	JVW	JVW
	Date drawn July '23	Date checked July '23	Date approved July '23

Oxfordshire Project No. & File Ref

Drawing No. PRD/2023/005	Revision 0
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Drawing No. PRD/2023/005

KEY

- Existing No waiting at any time (double yellow lines)
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- Shared parking spaces Mon-Fri 9am - 4pm Permit holders and short-stay parking 1 hour no return within 1 hour
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- Unrestricted parking (only shown for reference)
- Existing bus stop clearway (At any time)
- Existing School Keep Clear markings to be made enforceable (Mondays to Fridays 8am-9am and 2.30pm-3.30pm)

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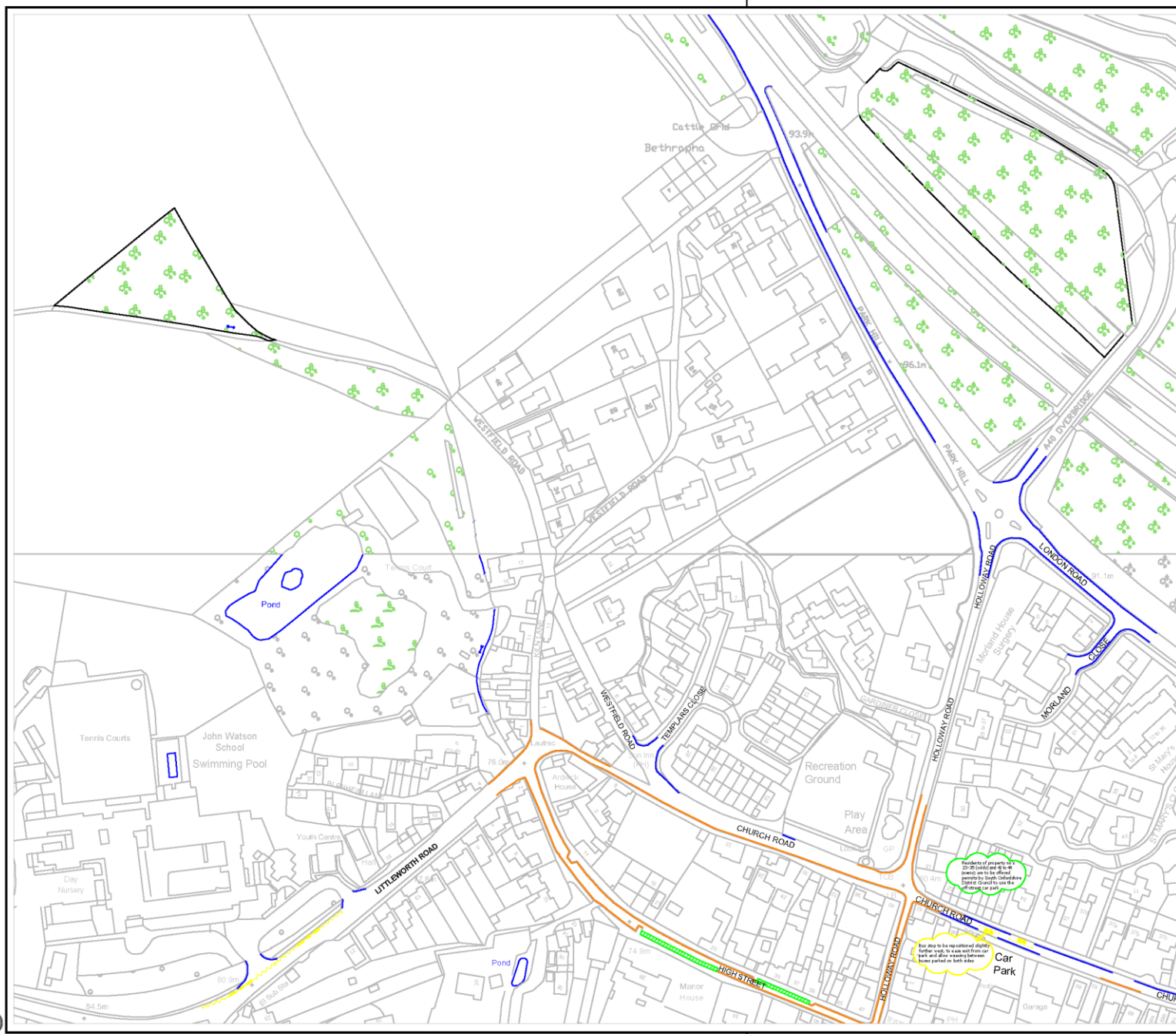
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Oxfordshire Project No. & File Ref

Drawing No. PRD/2023/005 Revision 0



P:\2. Network Management\Parking Control\Schemes & Maintenance\2. District Areas\3. South Oxfordshire\1. Live Projects\Wheatley\CAD files\Wheatley TRO project various 2024.dwg

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – City of Oxford Motor Services Limited (“Oxford Bus Company”, “OBC”) and Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) formally lend strong support to the proposed changes to this Order. The basis for this support is set out below.</p> <p>Oxford Bus Company has long operated through the village as part of its Brookes Bus operation. Today, services 400 and NU1 run through the village between Headington and the existing Oxford Brookes University Campus, established for many years. In June 2024 the Campus will close. However, it is our intention to continue to run some kind of local service between Oxford Headington and Wheatley thereafter. Furthermore, the Campus site is an allocation for housing development in the adopted South Oxfordshire Local Plan, and benefits from a current permission for residential redevelopment. Conditions on this permission are in the process of being discharged and we anticipate that the redevelopment will commence relatively propitiously. The consent envisages that bus services will continue to be provided to serve the site in its future use.</p> <p>We are not the only operator running bus services through Wheatley. Arriva The Shires operates the main inter-urban link now known as X7 between Oxford, Thame and Aylesbury through the settlement along the same route using Church Road. This service runs up to two times per hour in each direction, and has in the past run rather more frequently.</p> <p>Finally, OBC also runs an additional hourly service 46 through the village between Oxford, Horspath, Wheatley and Great Milton. This relatively new facility is provided in partnership with Oxfordshire County Council, and Belmond International who own the world-renowned restaurant and hotel destination at Le Manoir aux Quat’ Saisons, and the timetable running late into the night, serves the needs of staff there. However, it also provides unprecedented connectivity to the smaller settlements on the route, hourly and seven days a week. We are keen to ensure that this service develops patronage to become sustainable in the long term.</p> <p>The National Bus Strategy for England, “Bus Back Better” makes plain the Government’s expectation that bus services should become consistently faster and more reliable, applicable to all transport and highways authorities. The</p>

Oxfordshire Bus Service Improvement Plan (BSIP) and its supporting Statutory Enhanced Partnership (EP) has these objectives front and centre.

The Council also has an ambitious policy agenda that seeks to radically reduce car-borne trips by 2030, with improved and more attractive bus services being the key to securing the headline policy objective.

The proposed changes to on-street parking on Park Row and on Church Street between Holloway Road and the junction of Friday Lane will address a very severe constriction on the operation of regular and strategically important bus services. Current levels of on-street parking reduce Church Street in particular to tight single carriageway operation, and remaining gaps that the current restrictions are intended to provide suitable passing places are simply insufficient to allow buses and other traffic, especially larger vehicles, to pass, especially with levels of general traffic encountered at busier times, in both directions. Currently, there are a number of lengths of road that allow parking on both sides. This cannot be achieved within the existing carriageway while allowing enough room for a vehicle to pass between them. Accordingly, already narrow footways are regularly impinged upon, greatly undermining the passage of pedestrians as well. The road is also part of the National Cycle Network.

There are also two pairs of bus stops on the affected stretch of road. The high frequency and range of connectivity offered by bus services means that levels of use to and from the village are high, and buses not only serve these stops regularly, as there are invariably customer seeking to board or alight, but at busier times buses can be stationary for a more extended period. This naturally creates further pressure and conflict on the road.

We note that the changes make continuing provision for a lesser amount of on-street parking on Church Street, to support adjacent residences, but also to maintain a traffic calming effect, as this forces on-coming traffic to give way to each other. The planned constrictions formed by remaining parking alternate on both sides of the road in such a way that this does not give rise to the levels of congestion and delay that are frequently encountered today.

The proposed changes can be expected to substantially improve the reliability and journey time of all bus services through the village. They can also be expected to support improved conditions for pedestrians and cyclists, as well as wider traffic circulation in the village. Reduction in conflicts while maintaining appropriate traffic calming ought additionally to have wider benefits in reducing intimidation to vulnerable road users, in line with the County Council's Draft "Vision Zero" highway safety strategy as well as Local Transport and Connectivity Plan policy.

We therefore offer unequivocal support for the proposals.

<p>(e3) Local business, (Wheatley, High Street)</p>	<p>Object – I am a business owner on the High Street in Wheatley and I am writing to express my concerns of the proposed parking restrictions that the County Council wish to enforce.</p> <p>My business partner and I have both grown up in the village and when selecting a location for our salon, we decided Wheatley would be perfect due to it being an accessible bustling village with appealing parking facilities. When carrying out Market Research prior to our business opening, having ample parking was desirable when attracting potential clients.</p> <p>Although not enforced, we have always respected the current signs that are visible and we advise our clients to park accordingly for their appointment times and our clients have never struggled to find a parking space.</p> <p>I strongly disagree with the proposed restrictions of the High Street as I believe it will have a negative impact on the businesses in the village as it will be a deterrent if people are unable to park. If the businesses had been considered in the consultation process, you would know that the proposed hour for non permit holders just simply is not enough time for most the businesses on the High Street.</p> <p>A large percentage of our clients travel to Wheatley by car and use the other facilities and businesses before and/or after their appointments as the available parking allows them to.</p> <p>I also strongly disagree with the proposed Double Yellow lines on Church Road and offering houses parking permits to the carpark that's situated behind the main bus stop. There are only 18 available spaces in this carpark and if those houses have 1/2 cars per household, this leaves minimal long stay parking for our clients who require longer appointments.</p> <p>A Parish councillor member commented in a meeting that I attended that "it was a priority to increase the parking facilities of the village" but I'm struggling to understand how the proposed restrictions meet that criteria if you insist on issuing residential parking permits and double yellow lining the roads where business users can park.</p> <p>I do hope this letter does re-evaluate the councils' thoughts on the proposed restrictions and the long term effect this will have on a bustling thriving village with successful and established businesses within it. It would be devastating for the locals, business owners & staff should our businesses close.</p>
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<p>(e4) Local resident, (Wheatley)</p>	<p>Object – There is little point in increasing the restrictions when even those already in place are not enforced and are frequently flagrantly disregarded. All you will be doing is creating more restrictions which will also be disregarded. (For example, outside the Fish & Chip shop, towards the east end of Church Road – but there are others).</p> <p>Personally speaking I would welcome the enforcement of current restrictions – this is much more important than introducing new ones. When adequate enforcement is in place it will be possible to assess if and where further restrictions might be appropriate.</p>
<p>(e5) Local resident, (Wheatley)</p>	<p>No objection – I have no strong objection to double yellow lines along Church Road although I worry that it will encourage speeding along the road if there are no parked cars causing an obstruction. However, I note that there will be a break in the yellow lines by the entrance to 37a b and c Church Road. It is difficult enough pulling into Church road from these properties as it is without a car parked right by the entrance. We pull out of the drive from behind a high stone wall and cars do not expect to see us pulling out when they are travelling along! Furthermore, pulling into the entrance from Church road (Holloway road end) will be harder if there is a car parked right by the entrance especially if the driver had a bigger vehicle or it was an ambulance. We will have to pull onto the other side of the road to swing into the entrance. Please consider this when painting the double yellows right outside these properties behind the stone wall but leaving a space for one car to park. If you have to leave a gap in the lines maybe it shouldn't be right by a concealed entrance.</p>
<p>(e6) Local resident, (Wheatley)</p>	<p>Object – The permit parking on the high street will seriously affect the small businesses that operate on our little high street, we don't want to lose our small businesses. These are life blood to the village. This village has only 2 buses that service it, the council should be actively supporting local businesses to thrive and encouraging people to use the services and visit the village. The infrastructure for people to use public transport is diminished yet you want to reduce the parking within the village to make it even harder to visit and live in the village.</p> <p>On the Farm Close Road proposed plans, driveways aren't large however cars are getting larger and the parking particularly opposite the seating/patio area is in constant use mostly from residents and you are penalising us. It is also not very clear from the description how much of the road won't be double yellow lines a map of what this actually means would have been more useful. Whilst I welcome any plans to reduce those who park along the side roads instead of paying to park at Thornhill, it is actually penalising residents.</p>

	<p>You are aware that we are in the middle of the cost of living crisis and this extra expense isn't welcome. People have found other ways to save money instead of paying to park at the P&R. All this is going to do is move the problem to another village. It makes Wheatley feel unwelcoming and I for one don't want to live in a village that has that outlook.</p> <p>Also how do the council propose to police this?</p> <p>Whilst appreciate what the council is trying to do, i.e. giving residents precedent over non-residents, these plans actually stop that end result.</p>
(e7) Local resident, (Wheatley, Bell Lane)	<p>Concerns – I live at 9 Bell Lane and we have an off road area at the side of 9 Bell Lane with a drive leading to it. We have lived here for 25+ years.</p> <p>We have problems with people parking too far back in the parking bays next to 7 Bell Lane, making it difficult to access our drive.</p> <p>The area is marked with white hatch marking (to show they shouldn't park there), but people still park there.</p> <p>Would it be possible to extend the double yellow lines on the roadside a couple of feet farther from number 9 in the direction of number 7, so that it makes it clear that there should not be parking there. I think some years ago the double yellow lines did extend a little further and it was only when they repainted them that it seemed to “move” a little! Unfortunately we were out that day!</p>
(e8) Local resident, (Wheatley, Bell Lane)	<p>Concerns – In general I agree with most of the proposed changes; however, I do have a few comments/suggestions about the changes in Station Road/Ladder Hill and High Street/Bell Lane; also, I am not in favour of the changes in Church Road.</p> <p>It is especially good to see the extension of double yellow lines on Station Road/Ladder Hill; and it also makes good sense to extend those double yellows for a few metres into the various adjoining side roads (Farm Close Road, Howe Close, etc.)</p> <p>However, a couple of other things that I think are also worth mentioning with relation to Station Road/Ladder Hill:</p> <ul style="list-style-type: none"> - The on-road parking around the area of the Co-Op leads to the area becoming very hazardous, for motorists and pedestrians alike; it is vital to enforce all restrictions in this area. - Another great danger is the speed of vehicles on Station Road/Ladder Hill; I think it would be of huge benefit to extend the 20mph restriction further up Ladder Hill, certainly beyond the Co-Op, so maybe somewhere between Farm Close Road and Kelham Hall Drive.

I am also extremely happy to see some further enforcement of parking restrictions around the school entrance in Littleworth Road.

I am also generally happy with the proposed changes to the parking spaces in Bell Lane and High Street. I do have a couple of comments here, though:

- I live at No.9 Bell Lane, and access to our drive is often compromised by people parking over the end of the current parking spaces. So for me it is very important that the parking spaces outside 1-7 Bell Lane are clearly designated, including removing the unnecessary area of "hatched lines", and that the parking within the confines of these spaces is properly enforced.
- Visibility is very poor when exiting from Bell Lane onto High Street. The parking spaces outside properties 54-62 very much block visibility, making this quite a dangerous junction, especially if traffic proceeding down High Street is exceeding the speed limit. (Which it often does!) I can think of two different options which could help this situation:
 1. Remove the most eastern parking space outside No.62 High Street. This parking place is simply too close to the junction with Bell Lane. Removing this parking space would improve visibility enormously!
 2. Failing this, the other option could be to introduce another speed hump in the High Street, just before the junction with Bell Lane, to try and limit traffic speed there.

The main part of the changes that I think raises questions is the introduction of many double yellows along Church Road; the reasoning for this it is not entirely clear to me; what are we trying to achieve here?

The proposals, as they stand, generally seem to be removing quite a lot of parking, with no real gain.

If, as I suspect, we are trying to better manage the traffic flow, then surely there are other ways we could do this? For example:

- Move the bus routes up onto London Road.
- Make the stretch of Church Road between Friday Lane and Holloway Road "Access Only". (But still allow the buses to go along Church Road.)
- Make Church Road a 20mph zone.
- Introduce speed humps along Church Road.
- Maybe introduce a "No Left Turn" from Church Road into the lower section of Holloway Road?

In summary, I object to the introduction of lots more "No Parking" along Church Road; it would be better to retain as much parking as possible along Church Road, and to use other traffic control measures to try and dissuade (or completely prevent) so much use of this road as a through route; it would surely be better to try and direct as much traffic as possible up along London Road.

I am aware that some of these points concern traffic, and not only parking.

(e9) Local resident, (Wheatley, Church Road)	<p>Object – I would like to register the following comments, relating particularly to the proposed parking restriction changes in CHURCH ROAD.</p> <ul style="list-style-type: none"> - Wheatley is a residential community which has become increasingly blighted by vehicles taking short cuts through the village rather than using the longer route along the A40. - The volume of cars, particularly during the morning 'rush hour' from 7.30-9.30am, makes crossing the road safely almost impossible. - Fortunately these cars do not have the opportunity to travel at speed, mainly because residents' cars are parked in front of their homes - Removing these parked cars would result in traffic having a 'clear run' in Church Road, resulting in dangerous speeding. <p>Would it not be simpler and safer to limit access to Church Road from the East end, forcing cars to travel along the London Road.</p>
(e10) Local resident, (Wheatley, Church Road)	<p>Concerns – The parking proposals are a welcome move to rationalise and improve parking in Wheatley. I am a resident of 37D Church Road, my garage and rear of the house are accessed via St Mary's Close. I would like to make some comments for your consideration.</p> <ol style="list-style-type: none"> 1. Announcing the new arrangement (2b) for parking on Church Road without having reached agreement regarding the use of the neighbouring off-street parking seems ill-judged, at best. I suggest that the "Note" is updated to indicate when agreement will be reached and that the parking permission will be provided free of charge. 2. The provision of parking restrictions on Park Hill is to be welcomed. Would it be possible to also restrict ad hoc parking on the grass verges at Park Hill, the A40 overbridge and the exit area of Morland House by the placement of suitable bollards. 3. Intrusive and unwelcome parking on Park Hill has been caused by drivers using Wheatley as a free "Park and Ride". Now that Wellford Gardens has been opened it has to be recognised that at some times the visitor parking will be saturated thereby causing drivers to seek alternative locations. Measures taken in 3.10 are appropriate for Morland Close as this facilitates uninterrupted access to the surgery and pharmacy. 4. I would like to request that similar measures are taken for St Mary's Close. It is very often the case that during the day there are visitors to the SOHA housing (St Mary's House) whereupon the west side of St Mary's Close is used

	<p>for parking from the junction with the London Road to the entrance of 36 St Mary's Close. Under these circumstances St Mary's Close becomes a single lane, traffic exiting left from St Mary's Close on to the London Road have limited visibility and traffic exiting left or right from the London Road on to St Mary's Close can be confronted with an oncoming vehicle.</p> <p>5. I am concerned that (as an unintended consequence) the new parking provisions for Park Hill may result in pressure to now use St Mary's Close as an alternative ad hoc parking area. As a minimum provision I would like to request that double yellow line restriction is provided, at the north end, for both sides of St Mary's Close for a sufficient distance to afford safe visibility when turning on and off the London Road. An additional and desirable provision would be to declare St Mary's Close a resident and visitor parking area. This would be similar to the existing status of Morland Close.</p> <p>6. Consideration should also be given for similar measures at Gardner's Close.</p>
(e11) Local resident, (Wheatley, Church Road)	<p>Object – I feel the proposed changes do little to help those living in the village who have a car. Wheatley is old village and as such the roads and the houses were not designed for the modern life of having a car. I do cycle to Headington every day for work and use the buses but the fact is I still require a car and somewhere to park the car. By removing the street parking in Church road creates huge problems for the residents. I recognise there may be a possibility of South Oxfordshire district council allowing some residents to park in car park but it appears this is a separate issue. If the NWAA goes ahead it appears we could be in a position where south oxfordshire district council refuses this. I am reluctant to agree a proposal if a solution being offered is out of the control of the party making the proposal.</p> <p>I believe the scale of the NWAA is too large and will create mayhem in the village for those who live here but benefit those who use the village as a transport route.</p> <p>By removing parked cars in Church road there will be more speeding along this road, this already happens at a quiet weekend when less cars. Also cars will not be able to overtake buses when they stop. There are many areas this will require them to mount the curb slightly, this is so dangerous. Outside my house the curb is low to the ground, on occasion when there have been no cars outside (which is rare) cars mount pavement to pass bus - especially when the bus has 30 students from the language school getting on bus. On one occasion I have opened my gate and about to step onto pavement and a car has whizzed by on the pavement. This practice I believe would become the norm if there were not cars outside my house on Church Road. No does it reassure me that reducing the speed to 20 will help with this. Being hit by a car a 20 mile/hr still causes significant injury.</p>

	<p>The other issue is where are visitors to the residents in Church road going to park? Can we get visitor permits? Why should the people who live in Bell Lane and High Street be allowed visitors and no provision is made for other residents.</p> <p>Many of the traffic issues in Wheatley would be solved by the bus routes being moved to London road.</p>
<p>(e12) Local resident, (Wheatley, Church Road)</p>	<p>Concerns – Thank you for the opportunity to feed back on current proposals for parking in Wheatley. I live on Church Road, which is a core part of the proposals. I recognise that there are problems across the village. The consultation meeting talked at length about Littleworth Road, around the school, and about Church Road. The suggestions for the High Street seemed to be more straightforward and helpful. My main concerns are listed below - apologies if there is a change in font - my email system has never learnt how to cut and paste properly, though I am usually quite adept at such things!</p> <p>Comments on proposals for Oxfordshire CC parking in Wheatley 21/3/24</p> <ol style="list-style-type: none"> 1. Considering parking in isolation from traffic flow through Wheatley is likely to lead to poor conclusions, in particular (a) ignoring the use of the village as a 'rat run' for commuters into Oxford means that the full complexity of Church Road parking and its ability to actually slow down some of the drivers has been ignored (b) the busses are now numerous and very often all arrive at once, from both directions, which adds to the sense of chaos particularly around the junction between Church Road and Holloway Road, but could be addressed in other ways, perhaps moving the 400 on to London Road. 2. Considering parking in isolation from the Local Area Plan is also a mistake; in particular (a) the fact that it has been agreed in the Plan to increase the level of parking in and around the village, not decrease it as this set of proposals do and (b) the failure to take into account the relatively imminent addition of 500 homes and families on the Oxford Brookes site who need to be encouraged to use the village facilities and who will not walk everywhere (e.g. even the primary/junior school must be expecting at least 50 new families, 50 more cars every morning and afternoon for drop-off and pick-up parking) 3. Painting yellow stripes all over the village, even in places where people hardly ever park such as outside St Mary's church, will not necessarily improve anything. Some enforcement of existing yellow lines (e.g. near the corner of Church Road, on the north side, by the Kings Head) would actually help.

	<p>4. Removing the parking on Church Road in front of the cottages at the west end (no's 23-35 I believe) would reduce their levels of amenity and, particularly for the elderly or those with small children, would increase their risk, crossing the road every time they return home.</p> <p>5. In addition, this parking actually slows down most people driving east to west on Church Road. Another safety hazard added if you remove it. If the bus companies are complaining, better to move the west-bound bus stop 20 meters along from above the SODC car park to outside Bryant's, away from the junction with Holloway Road. There would still be a loss of parking but lower and less impact on residents.</p> <p>6. How will the SODC car park, parking for a very small number of residents, be managed? Much more realistic to open it to all with parking permits?</p> <p>7. The issues around the school leach in to issues about the flow of traffic past The Sun. Introducing some restrictions at the Sun, perhaps moving more west-bound traffic down onto the west end of the High Street, would help to ease a very difficult situation which will not be helped by trying to restrict parking. 5 year-olds cannot be left to find their own way to a waiting mum driving around in circles in a car. Can't there be some parking taken from the playing field, just for the school's use?</p> <p>8. The rules for parking permits seem very tight and exclusionary e.g. (a) has anyone talked to the businesses on the High Street about their staff parking requirements, or their customers' requirements? Do they need any permits? (b) I believe from the public meeting that there are a small number of other properties (e.g. on Holloway Road) who have no off-street parking and should be included (c) it would seem fairer for each household without off-street parking to receive one permanent permit free, at least for existing residents – less admin for you as well!</p> <p>9. Many of these points were well made by many attendees at the consultation meeting. Was there any feedback? There does not seem to have been any change to the plan as a result of the meeting.</p> <p>Thank you for your time. I don't envy you this responsibility but I do feel your task would actually be easier if you could/would take some other factors into account.</p>
<p>(e13) Local resident, (Wheatley, Church Road)</p>	<p>Concerns – The reason there is a parking problem in Church Road is largely due to traffic coming from the East side of the village (from the Asda direction) branching off from the main London Road into Church Road to turn left into the lower Holloway road at the far end. It is used as a rat run for the majority of vehicles. The Church Road traffic has the right of way to that coming from the top end of Holloway Road, ie from the roundabout. Consequently, there is</p>

	<p>frequently a back log of traffic during peak times in the morning on the upper part of Holloway Road with traffic trying to cross Church road into the lower part of Holloway Road. This in turn encourages more people to use Church Road.</p> <p>Further, from this east end Church Road the corner into the lower Holloway Road is very sharp, with a very narrow pavement. Pedestrians, particularly children are in danger from large vehicles turning left. The house on the corner has frequently been damaged, and is a source of stress and anxiety for the resident Hairdresser.</p> <p>If there was a no left turn into lower Holloway Road from the East side of Church Road, there would be no need for the heavy traffic we have at present on Church Road. Consequently there would be no need to change the parking places. To remove the parking spaces would allow the traffic to go too fast, even with a 20mph prohibition. Many people walk in Church Road, where the pavements are narrow and there are frequently large curb side puddles and blocked drains. Pedestrians and people using the community hub at the church are frequently drenched by cars driving too fast through this water.</p> <p>Many of us would suggest: 1) a no left turn for traffic coming from the east end of Church Road into the lower Holloway Road. 2) No change in the parking spaces on Church Road, thereby keeping it a difficult road in which to drive fast 3) a weight limit for vehicles using Church Road other than for access and for buses 4) a 20mph speed limit.</p>
(e14) Local resident, (Wheatley, Church Road)	<p>Object – I live on Church road, right on the corner of Holloway and church road.</p> <p>I am disappointed that our property has not been included in the proposed permits. The second order consequence of removing 4 spaces from church road and giving 9 permits to my neighbours would increase the issue of parking for me and my partner who already struggle at times due to commuter traffic. It would result in 9 more non-local commuters having to find space on church road. It would be better if this did not happen, or add 21a and b to the permit list, or alternatively if you could make all of church road permit parking instead. That being said, I don't think this idea I'd a good idea at all as it ignore us residents and only suits the busses. I also think it would increase the risk of church road becoming a faster road and therefore more dangerous to pedestrians, especially considering it is a main path to the children's playground.</p> <p>What i think is a far simpler and safer solution, is to put the Thame and Aylesbury busses along London Road, not church road. That would reduce bus wait times and congestion, negating the need to remove parking spaces on church road. There are other benefits to this action, London Road has no pinch points and would allow traffic to flow</p>

	<p>freely. Church road is over a meter narrower in places with 2 buses unable to pass each other without mounting the pavement. The pavement on London Road is wider than church road, making it safer for individuals to pass without having to step on the road.</p> <p>If a bus stop is placed near the church on london road, there would be no houses directly next to the bus stop with plenty of room to put a sheltered bus stop too. There is also flatter access to London Road via the church path.</p> <p>To summarise, I believe the current proposals would be far too damaging to the residents of church road and believe the thame/ Aylesbury direction buses should be directed through London Road. Even if its for a trial period for data gathering.</p> <p>I have attached a few images of buses mounting the pavement on church road. This is a daily occurrence and I'm often unable to leave my gate, or being driven at by buses.</p>
(e15) Local resident, (Wheatley, Church Road)	<p>Object – I am writing to voice an objection to the proposed parking restrictions on Church Road Wheatley, I and many other residents feel that once again this proposal is primarily to facilitate the movement of busses. I have lived at 25 Church Road for over 27 years and have seen parking outside numbers 35 to 23 reduced considerably to allow ease of passage of busses. The new proposal will allow cars to overtake a bus boarding passengers oxford bound increasing the likelihood of a collision with people crossing the road on the west side of the bus. Allowing cars to park as they do at present prevents this.</p> <p>Furthermore in the 27 years I have lived here there has been the opportunity to park outside numbers 35 to 23,although this has been reduced. I noted the parking restrictions document stated parking allocation for Church Road residents numbers 23 to 35 ,42 and 46 is still under discussion. We were led to believe the restrictions would not be implemented unless parking permits were provided,as parking has always been available for these residents, could you please confirm this is still the case.</p> <p>All in all residents of Wheatley (not all of whom have the luxury of off road parking) still need to park their vehicles somewhere and this document raises serious concerns.</p>
(e16) Local resident, (Wheatley, Crown Road)	<p>Concerns – This is quite an extensive proposal.</p>

	<p>However, when parking in the High Street (and potential residents parking there), was discussed in a local/parish council meeting some time back, points were made regarding wanting to avoid displacement of cars into surrounding areas of the village. This may be partially why all the changes included in this proposal are as they are.</p> <p>Unfortunately, as Crown Road is omitted, however, I suspect these changes will displace even more cars into it.</p> <p>I am a resident of Crown Road. The double yellow lines in the High Street stop after Crown Square, not extending up Crown Road. There are consequently many cars parked in the road during the day - some it seems are people who then hop on a bus to elsewhere. I can only assume this will get much worse, after the changes described in your proposal, which will displace cars from other roads eg Church Road.</p> <p>Crown Road is a narrow, residential road, with some house/driveway entrances straight onto the street. Plus there are no pedestrian paths in some of the particularly narrow areas, thus pedestrians have to navigate the road.</p> <p>I would therefore like to register my concern about the effect of the proposals on Crown Road, and would like to know what mitigations will be put in place.</p> <p>It is a mystery to me why roads like Kelham Hall Drive ARE included, but Crown Road is not.</p> <p>I really hope some actual changes to the proposals are made, rather than just passing this through with a tick box for having engaged....</p> <p>Double yellow lines (as proposed for other, possibly safer! roads on this scheme) on both sides of Crown Road (excluding the parking bay obviously), would seem highly appropriate and long overdue. Especially where there are hidden entrances (as with our property) and narrow roads with no pavement for pedestrians.</p>
<p>(e17) Local resident, (Wheatley, Crown Road)</p>	<p>Concerns – I am writing to you regarding the Proposed Wheatley parking changes, as a local resident who lives on Crown Road, Wheatley, to raise concerns that I did at the previous Parish Council meeting and also in your survey.</p> <p>While many of the proposed changes are sensible, I am very concerned about the effect these changes will have on other roads, as the proposals will displace even more cars into Crown Rd where I live.</p>

	<p>Crown Road is an extremely narrow residential street with some houses/driveways (including ours) with hidden openings directly onto the road.</p> <p>There are no pedestrian paths at all in the narrowest areas (& outside our house), so pedestrians are forced onto the road, where the speed limit is still 30mph (it should be 20mph max) and unfortunately drivers often speed - sometimes "rat-running" and accelerating to dangerously high speeds.</p> <p>In my view the proposals will push more cars to park on Crown Road and turn it into even more of an unregulated jammed up unofficial car park.</p> <p>As pedestrians already have to walk in the road, they will then be forced to also walk around parked cars and into the middle of the road, making it a death trap for residents such as my wife and I and for all pedestrians, including school children walking home from school (especially in the dark winter months) and parents with buggies etc.</p> <p>The extra cars parked on our road will also cause huge problems on refuse collection days and when farm vehicles or delivery vehicles have to drive along Crown Road.</p> <p>These proposals are ill conceived and will simply displace the current parking and pedestrian safety issues onto Crown Road and other residential roads in Wheatley, so please redesign them or scrap them altogether.</p>
<p>(e18) Local resident, (Wheatley, Crown Square)</p>	<p>Concerns – I note that they all relate to the west end and centre of the village and there are none covering the east end . What will happen is that if these proposals go ahead they will only push the problem of parking into the surrounding roads for example Mulberry Drive and Crown Road.</p> <p>I would also ask who is going to enforce these restrictions as our experience in Crown Square is that people totally ignore double yellow lines meaning that these proposals, without adequate enforcement throughout the village, will just be a waste of money</p>
<p>(e19) Local resident, (Wheatley, High Street)</p>	<p>Concerns – I note that there is a proposal for a shared permit parking and short stay parking for up to 1 hour for the High Street - please can I ask how the 'up to one hour' requirement will be enforced? Equally, the parking on the High Street is especially busy on Thursday and Friday evenings and weekends - how does stopping the permit and up to</p>

	<p>one hour requirement during this time help alleviate the problem for residents who live on the High Street? Equally, there are a number of businesses in the area who use this parking - where will they now park during the day?</p> <p>Also, if the parking on Church Road is changing to double yellow lines, more people will seek to use the 1 hour slot on the High Street - where will all residents of the High Street who have a permit then park?</p> <p>Please could I also confirm what the cost of a £70 permit will contribute towards?</p>
(e20) Local resident, (Wheatley, High Street)	<p>Concerns – I have discussed these proposals with many other residents, particularly those living in Church Road and affected by your proposals for Church Road east, on which I have commented below. I would be pleased to have your observations on my last point below in case I have misunderstood what is being proposed.</p> <p>Firstly, I have been aware of these proposals for some time and I broadly support the majority of them. The exception is my point 2 under Church Road east of Holloway Road. My full comments are as follows:</p> <p>Church Road west of Holloway Road</p> <ol style="list-style-type: none"> 1. The proposed proposal from the east side of Templars Close is shown on the Plan but not referred to in the text. Assuming that this is proposed, I suggest that it be extended further east on the northside of Church Road as cars parked in this part of Church Road restrict two-way movement. 2. I can see no purpose in effectively removing one space to the east of the entrance to the recreation ground ((item 2 Church Road North Side a) which is clearly marked that it should be kept clear. <p>Church Road east of Holloway Road</p> <ol style="list-style-type: none"> 1. I understand the benefit to bus movements of proposal item 2 Church Road North Side b. But I am aware that the current parking acts as ‘traffic calming’ for the buses approaching down Holloway Road and turning left into Church Road and share the concern of these residents if this ‘traffic calming’ is removed. 2. I cannot understand or see the logic in the remainder of the proposals for this section. If you have consulted the bus companies, I am sure that they will be aghast at this proposal which will create a ‘chicane’ in Church Road, requiring them to weave from one side of the road to the other. At present there is an unwritten ‘code’ that people only park on the south side leaving a straight clear section on the north side for the buses going either way. By introducing gaps in the proposed yellow-lined section on the north (and having no parking opposite these gaps), this is an invitation for cars to park in these gaps. With parking still permitted on the south side where no new yellow lines are introduced, this will result in a chicane for the buses which will have to move from one side of the road to the other as they progress along. Furthermore, a lesser amount of parking is proposed on the north side compared with that now

	<p>proposed not to be permitted on the south side. I and the rest of Wheatley's residents are implacably opposed to any (unnecessary) reduction in the already very deficient parking availability in the centre of the village. Instead of this chicane being introduced, which does not seem sensible, it would be far better to leave well alone and just double-yellow-line the north side. Apart from the reduction of 5 spaces in the SODC car park resulting from my item 1 of this section (which is probably inevitable), there would be no other reduction in parking in this part of Church Road.</p>
(e21) Local resident, (Wheatley, High Street)	<p>Support – We are very pleased with the parking restriction proposal as it gives allowances for both residents and other users of the local businesses.</p>
(e22) Local resident, (Wheatley, High Street)	<p>Concerns – Our feedback on the current consultation is as follows:</p> <ol style="list-style-type: none"> 1. We broadly prefer continuation of status quo of unrestricted (unenforced) parking on the High Street. But we support a consultation if enforcement is needed. We have not encountered significant problems with parking on the High Street in the 12 years we have lived here and, whilst there has been voices on both sides regarding it, we are concerned that decisions are being made on anecdote rather than objective evidence. An enforcement of parking restrictions would certainly create problems for us. As doctors, we work shifts, and our job demands sometimes include 'working remotely from home', so parking in the day is needed. 2. There is not sufficient plan to support local businesses' parking needs. Those who own business in and around the High Street need somewhere for their staff to park for the duration of their shift. There is currently no plan to give businesses sufficient permits for this. It has been said in a recent parish council meeting (8th April 2024) that the OCC policy is to not prioritise business staff parking needs because encouraging high turn-around in parking increases customer footfall which is ultimately better for businesses. However, this does very little for those businesses such as lawyers, dentists, or healthcare practitioners (all of whom work on or around the High Street), and other non-shop-based businesses who need parking allowances that cover a worker's full shift, or longer customer stays beyond the proposed 1-hour limit. Local businesses should be given sufficient parking permits to meet their needs, which should not be arbitrarily capped. 3. The amount of permits available to residents is insufficient.

	<p>a. We have an independent cleaner / home help who attends our home twice weekly (once for four hours, and a second shift for 2 hours). She will have nowhere to park. Use of the SODC car park will be unfeasible because it will be full most of the time (given that the proposals are for half of it to be for permit holders only).</p> <p>b. Residents' temporary permit allowances are currently proposed to be 50 per annum. This would not cover the use of visiting cleaners, carers for the aged or vulnerable, or childminders for families of working parents, for example. Asking residents to use their temporary permits for these purposes would mean they would not have enough, and leave them without temporary permits for other purposes.</p> <p>c. The solution would be for residents to have much higher – or unlimited – allowance of temporary permits. Inappropriate use could be minimised by a gradations in the cost of additional temporary permits. One of the key aims for enforcing parking in the village is to minimise the use of the village as a 'park and ride' for commuters. Having a larger number of available permits to residents and businesses would not impair the delivery of this aim.</p> <p>4. The proposal for a 1-hour parking limit on the High Street (reduced from the existing but unenforced 2-hours) is too short. Those who have their hair cut and coloured require well in excess of two hours (!). For the several hairdressers in the village, one-hour parking is unfeasible. For others, a shopping trip at the local stores, followed by a coffee or a lunch needs more than one hour. We do not understand why the current unenforced 2-hour limit is being reduced, nor do we support it. We would encourage the council to return this value to 2-hours or consider increasing it to 4-hours (which would also improve cleaner/carer/childminder parking problems).</p>
(e23) Local resident, (Wheatley, High Street)	<p>Support – I think the changes are broadly an acceptable compromise to resolve the situation.</p> <p>The only request/comment I would make is that Bank Holidays should be excluded from the Bell Lane/High Street restrictions (both North and South side as well as outside the shops on the South side), as 99% of the businesses are closed on Bank Holidays and would therefore not impact on trade. Currently on a Bank Holiday there are generally only one or two cars parked in the bays outside the shops.</p> <p>ie 'Short stay parking only for up to 1 hour, no return within 1 hour, on Mondays to Saturdays 8am to 6pm excluding Bank Holidays'</p>

(e24) Local resident, (Wheatley, High Street)	<p>Support – I am in full agreement with the proposed parking changes to Wheatley. I particularly like the idea of buses being able to travel along Church Road without having to overtake parked cars.</p> <p>My biggest gripe is the fact that we do not have a parking officer regularly coming to Wheatley to stop cars and vans parking on double yellow lines outside the post office. This is a highly dangerous regular occurrence.</p> <p>The speed limit is 20mph and I would like to see more posts displaying this fact as cars regularly go much faster than this.</p>
(e25) Local resident, (Wheatley, Park Hill)	<p>Support – I would just like to say thank you at long last with coming up with a scheme to try resolve the parking issues in The Park Hill, otherwise known as car park hill, it has been an unofficial park and ride for too many years.</p> <p>Myself and neighbours have endured motorist driving at us on the wrong side of the road, safety has always been our top priority.</p> <p>I do hope the double yellow lines will be on both sides of the road right down to the slip road that joins the motorway it's not clear from your letter?</p>
(e26) Local resident, (Wheatley, Park Hill)	<p>Support – I live on Park Hill and keen to get the yellow lines in place to stop people parking on the slip road. Trying to get in and out of my own drive way at times can be dangerous with people parking on the slip road as you are pulling out in to very fast moving traffic with restricted view because of parked cars. Also people parking on the pavement means you have to step out into oncoming traffic, which for the children on the road walking to school is very dangerous. There has been times where cars are parked on both sides of the slip road making the road narrow. As it is a two-way slip road and again making it dangerous for residents driving towards the village to manoeuvre round parked cars with traffic speeding up coming down the slip road towards Oxford. If yellow lines are to be put in place will these be enforced, as no point having them if not monitored. With the new care home at the top of Park Hill due to fully open soon, more cars will be parking on Park Hill, so feel this needs to be implemented before the parking on the slip road becomes a bigger problem.</p>
(e27) Local resident, (Wheatley, Simons Close)	<p>Concerns – A key objective appears to be for road safety reasons if I am correct and support for residents living in restricted parking zones. To be able to asses this fully I believe that the public, including myself, should receive a comprehensive report covering the last 5 years, possibly 10years of:</p> <p>a) Reported road traffic incidents/accidents including a summary of their locations in Wheatley and any pedestrian involvement to put a measure on the safety issue.</p>

b) Over the same period of time a report should be provided on the number of parking violation tickets that have been issued and number upheld.
The map of existing and additional parking restrictions is very comprehensive and include many areas where statutory restrictions already exist and contained within the Highway Code.

For example: Parking on Zebra crossing Zig Zag Lines, Parking on the pavement, Parking within 10 metres of a road junction.

It is my opinion that painting more lines on the road will not change the engrained current parking habits of many people 'Unless there is Enforcement'

I personally cannot recall observing any parking enforcement in Wheatley at all, especially in the vicinity of the Co-Op, opposite where I live, in the last 10 possibly more years.

Example of policing - During voting at the Merry Bells some maybe 3 years ago Community Police Officers refused to even speak to a lady who parked on double lines to go into the Post Office, not even vote, when asked by us, their response being, we will have to book others if we do and we don't have time.

If further costs are to be incurred including painting more lines this will be money wasted unless combined with enforcement. Please provide myself and residents the enforcement plan proposed including the anticipated frequency and anticipated cost and how much will come from the council. If it is intended to use a private company then the enforcement to be expected will be very draconian with absolutely no latitude since it can be assumed for this policing of parking fines will contribute to covering the costs.

If this plan is implemented and enforced, has thought been given to where people will move their vehicles to and the unintended consequences.

I believe I am correct in that parking on the corner of Simons Close is already covered by the Highway Code and illegal. Whilst the small area of yellow lines proposed is welcome if those that often park there when I wish to exit or enter my property, causing extreme difficulty, do not, they may well cause greater difficulty trying to park further into Simons Close. This may also inevitably be the case of people aiming to shop in the Co-Op.

In relation to the yellow lines extending up Ladder Hill, in over 30 years I have not witnessed any significant inappropriate parking causing a major issue. Unless of course it is expected that drivers would try to park here following the implementation of the proposed parking restrictions.

	<p>A few points regarding the Co-Op Planning permission was I understand, given for this business on the basis that the garage was a shop (actually it was a petrol payment kiosk). Ever since and with limited parking available many shoppers have regularly parked illegally and disrespectfully since it opened. The introduction more recently of the Zebra Crossing and Zig Zag lines has had not impact.</p> <p>Examples include, parking in disabled bay (not disabled), parking in the appropriately marked bay restricting delivery lorries, parking on the pavement both sides of the road, within 10 metres of a road junction, parking on zig zag lines, obstructing the chicane into Farm Close Road and on occasions restricting access in and out of my drive.</p> <p>One further point regarding the Co-Op which has never been addressed is the size of the delivery vehicles. These cause a major restriction to the flow of traffic, with drivers frequently having to wait a) until the access bay is vacated with the street parked lorry causing a blockage for some considerable time. The lorries regularly reverse into Farm Close Road to turn before then attempting to reverse in the unloading bay. Owing to the length of the vehicle and its size the lorry regularly mounts the pavement outside 'The Sidings' whilst backing into the unload bay. It has been requested previously that the Co-Op be instructed to use smaller lorries for deliveries. Why has this not happened? I look forward to receiving a summary of the findings of this consultation and the answers to the questions I have raised prior to any implementation.</p>
(e28) Local resident, (Wheatley, St Marys Close)	<p>Concerns – In general I can understand the need for restrictions where there is a clear Safety issue. In particular the levels of “rat run “ traffic in Church Road, and Holloway Road, together with the existence of the bus routes serving the village, make some of these changes reasonable. Alternatively re-routing the bus services to London Road would address many of the congestion issues in Church Road.</p> <p>My main concern is where the displaced parked vehicles will end up, as they will undoubtedly seek unrestricted parking on roads close by. In particular, St Mary's Close already suffers from significant non resident parking, probably due to accessing the Church Road bus stops (despite the availability of the SODC Church Road Car Park), or possibly, the Moorland House Surgery.</p> <p>With the possibility of additional vehicles parking in St Marys Close displaced from Church Road, Moorland Close, and London Road, there are two principal issues arising</p> <ul style="list-style-type: none"> – parking very close to the junction with London Road is potentially unsafe due to exiting vehicles being forced onto the wrong side of the road into the path of traffic entering the close from London Road.

	<p>– the width of St Mary's Close becomes very restricted when vehicles are parked, restricting access for emergency, service, and delivery vehicles, as well as disrupting access to residents properties.</p> <p>So I view the proposal with mixed feelings, understanding the Safety requirement, but very apprehensive about the unintended consequences for access to my property.</p>
(e29) Local resident, (Wheatley, St Marys Close)	<p>Concerns – I'm concerned that new 'No waiting at any time' restrictions will be introduced in many areas of the village, and this will undoubtedly lead to more people parking on St Mary's Close in order to walk to the bus stops/village.</p> <p>St Mary's Close is congested with roadside parking even now, and I can see a situation where both sides of the road have parked cars all day, making accessibility difficult.</p> <p>Could we include St Mary's Close in the 'No waiting at any time' restrictions please?</p>
(e30) Local resident, (Wheatley, St Marys Close)	<p>Concerns – I welcome a number of the proposals to improve parking in Wheatley.</p> <p>I am, however, concerned with the likely impact these proposals will have on the residents and visitors of St Mary's Close. These impacts are discussed under the following headings below:</p> <ol style="list-style-type: none"> 1. St Mary's Close suffers from significant non-resident street parking. 2. Non-resident street parking in St Mary's Close is already a road safety and access issue. 3. The Proposal will exacerbate road safety and access issues for residents and visitors of St Mary's Close. <p>In section 4 of this response, I have requested some parking measures that I believe would help mitigate some of the road safety and access issues for the residents and visitors of St Mary's Close and help with the lack of parking provision elsewhere in Wheatley.</p> <ol style="list-style-type: none"> 1. St Mary's Close suffers from significant non-resident street parking <p>There is a significant and growing level of non-resident street parking in St Mary's Close, which is at its peak on week days. This is due to several factors. They are:</p>

	<ul style="list-style-type: none"> • The lack of parking provision elsewhere in Wheatley (a recognised problem), resulting in St Mary's Close being used as an alternative ad hoc parking area. Whilst parking provision is not a new problem for Wheatley, it has been exacerbated by a number of recent developments. In particular: <ul style="list-style-type: none"> o the quantum expansion of doctors, specialist staff and patient numbers at nearby Morland House surgery, without any increase in on-site parking provision. o the relocation of the village pharmacy to the Morland House surgery site, again without any increase in on-site parking provision. o the construction of the nearby Wellford Gardens care home. So far, this has resulted in mainly construction workers and trades people parking in St Mary's Close. However, now that Wellford Gardens has been opened, it has to be recognised that at some time visitor parking will be saturated thereby causing drivers to seek alternative locations such as St Mary's Close. • An increasing number of commuters are using St Mary's Close as a free "Park & Ride", due to its proximity to local bus routes. • The lack of private on-site parking for the residents and visitors of St Mary's House (SOHA housing), which is located at the entrance to St Mary's Close. <p>2. Non-resident street parking in St Mary's Close is already a road safety and access issue</p> <p>Non-residents have taken to parking close to the junction with London Road. This effectively makes St Mary's Close a single lane at the entrance with London Road. This is unsafe as it forces exiting vehicles onto the wrong side of the road into the path of traffic entering the close from London Road.</p> <p>I would also add that the width of St Mary's Close becomes very restricted when vehicles are parked. This restricts access for emergency services and delivery vehicles, as well as disrupting access to resident's properties.</p> <p>3. The Proposal will exacerbate the road safety and access issues for residents and visitors of St Mary's Close</p> <p>I am concerned that the Proposal may have unintended consequences, with displaced vehicles seeking unrestricted parking on roads close by. In particular St Mary's Close, which as already stated is impacted by significant non-resident street parking. This can only serve to further increase road safety and access issues for residents and visitors alike.</p> <p>4. Request for some additional measures</p>
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	<p>Given the above road safety and access issues and to help mitigate against some of the unintended consequences of the parking proposal, I would like to request two specific parking restriction measures for St Mary's Close. They are:</p> <ul style="list-style-type: none"> • I would like to request that St Mary's Close is declared a resident and visitor parking area (similar to the existing status of Morland Close), with "Resident and Visitor Parking only" signs displayed on every lamp post in St Mary's Close. By similar to Morland Close, I mean that the parking signs would act purely as a deterrent. They would be non-enforceable and without a parking permit scheme for residents and visitors. Also, there would be no defined parking bays. • I would also like to request that double yellow line restriction is provided, at the north end, for both sides of St Mary's Close for a sufficient distance to afford safe visibility when turning on and off the London Road. <p>With regards to the issue of a lack of on-site parking provision identified in section 1 (i.e. Morland House Surgery, Morland House Pharmacy, Wellford Gardens and St Mary's House in St Mary's Close) and the wider Wheatley parking needs in general, I would like to request that an additional car park is built on undeveloped land to the north-east of the A40 Overbridge (see attached map). Staff of both Morland House surgery and Morland House pharmacy have indicated that they would be willing to use the new car park in order to free-up on-site parking spaces for patients. The new car park would also act as an overflow when the Morland House, Wellford Gardens and St Mary's House on-site car parks are saturated. Importantly, and due to its close proximity to local bus stops and village services, it would assist with the wider local parking needs and take some of the pressure off the existing, but limited, public parking facilities in Church Road and the High Street.</p>
(e31) Local resident, (Wheatley, Templars Close)	<p>Support – Thoughts/rationale</p> <ol style="list-style-type: none"> 1) the current situation is unsafe 2) double-sided and corner parking is risky and blocks entrance for emergency vehicles 3) a bit of fair use public parking is not unreasonable and supports the pub <p>Proposal</p> <ol style="list-style-type: none"> A) approve the suggested double yellows but B) extend these further along one side around the corner and hugging the green to avoid double sided parking
(e32) Local resident, (Wheatley, Templars Close)	<p>Object – In response to the proposed order, I am encouraged that CCC are addressing the parking problem in Wheatley. Though some of the proposals are long overdue, others will need further consideration.</p>

My main objection relates to where the cars and lorries, needed for sustaining the life of the village, will go. Shops and village businesses need support, without which, the village will die. For example, the Tyre Centre in Wheatley employs several men who need to drive in from other places to work. Currently, they park where they can (High Street, by the Lockup etc); in your scheme they would need to pay £70 pa - this is not acceptable. They also provide a very good service. The Language school, in the High Street are in a similar position, employing several staff in a central position. The Wheatley Society carried out a survey of such needs a few years ago, and I collected evidence to show that what I am talking about is evidence-based. So, specifically:

A

2a Glad to see the restriction is just 7 metres.

2b Where will these residents park their cars; the suggestion of using the SODC car park is helpful.

2g-i There is value in having some parking here — purely as a traffic-calming measure (it works at present). We will still have rat runs and buses along Church Road, but with little parking there will be nothing to slow them down. Safety is the issue.

3. a-d If you restrict too much here, trade in the Co-op will suffer — they currently do a very good service to the village.

4.OK

5. I cannot see the logic of this restriction — this is not a parking problem at present.

6.1 cannot see the need for this restriction either.

7.OK

8. Have you consulted the primary school on their needs?

9.and 10...OK

11. This totally misses the problem. At present, many cars park on verges on Park Hill, since they cannot park on the road. Will this be controlled? Think further.

12. I don't see the need for this - either now, or in future.

14. Half-baked thinking, I'm afraid. Cars/vans will just park further down Templars Close, which just moves the problem. Ambulances and fire engines will still find it difficult to get in. As for 'lost' juggernauts, they will continue to cause chaos as they find they can't get past the Sun.

15 OK.

B. Agree with this.

C. How will you control permit parking, in practice? My earlier point about people coming into Wheatley to work holds true - why should they be penalised £70 when they are supporting the Wheatley economy? Yes, restrict those motorists who leave their cars in Wheatley for free (as at present) and take the bus into Oxford, thereby avoiding the park and ride charge at Thornhill, but it is unfair to workers on lower pay.

Finally, all this is in denial of future growth in the Wheatley area. The development of housing on the previous Brookes Campus at Wheatley will potentially generate hundred of car journeys into Wheatley - for services, for shopping, for getting a new tyre etc. Where will they all be parking with these restrictions? I don't think your paper addresses this — it needs to in order to avoid future chaos,

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Horspath, Gidley Way)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>Unnecessary additional restrictions. Those in the “hub” of the village will have a direct negative impact on local businesses. Residents should not need to pay for permits to park, there is a cost of living crisis.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>N/A</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>

	<p>Unnecessary additional restrictions. Those in the “hub” of the village will have a direct negative impact on local businesses. Residents should not need to pay for permits to park, there is a cost of living crisis.</p> <p>General view – Object</p>
<p>(o2) As a business, (Whealey, Church Road)</p>	<p>Double Yellow Lines: A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>As a dental practice, we have at least 5 members of staff in practice at any given time, as well as patients. We already struggle to park for the whole day and the restrictions will make this more difficult, especially for our older patients, who we provide a vital medical service for. This has been a dental practice since 1979, parking is getting more difficult with restrictions as it is. Would you be able to provide a solution to this? Our livelihood depends on ease of access for our patients. The majority of our staff members do not have public transport options. We would be very grateful if someone can contact us to discuss the impact on our business. Our telephone number is 01865 873314, alternatively, you can email wheatleydental@gmail.com</p> <p>Kind regards, Wheatley Dental</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>Scholl areas need to be kept safe and traffic flowing</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Partially support</p> <p>Not completely convenient for ourselves as a dental practice, as we have patients who need easy access</p> <p>General view – Object</p> <p>as mentioned</p>
<p>(o3) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> Church Road – Object Ladder Hill – Partially support</p> <p>Church Road will become a danger to predestrians . I live on the corner of Holloway and Church road and I have had many near misses wirh busses cutting corners mounting the pavements on a regular basis and with no parked cars the traffic will be able to move easier and most likely faster I live at 21b and it seems that I will not be allocated a permit which will make parking even more difficult than at present.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Protecting school children</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>

	<p>I fail to really understand the need to introduce parking permits in a village . There is occasional poor parking in the village but are your restrictions going to address these problems? Do you propose to introduce traffic wardens to police the village? I think you are in danger of killing the high street . Will village traders get parking permits ?</p> <p>General view – Object</p> <p>OVERKILL is this yet another scheme to create revenue rather than problem solving ?</p>
(o4) Local resident, (Wheatley, Crown Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object</p> <p>The restriction of parking in these areas will displace it to other inappropriate areas. Makes sense on the A40 overbridge but cars are rarely parked there anyway</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Traffic at that time is chaotic</p> <p><u>Parking provision amendments:</u> High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Will reduce spaces available for non-residents to use the village facilities</p> <p>General view – Object</p> <p>Don't see how you can achieve your stated aim of “better management of residential and short-stay parking in parts of Wheatley” by removing parking spaces</p>

<p>(o5) Local resident, (Wheatley, Crown Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Object Templars Close – Partially support Westfield Road – Partially support</p> <p>Many of chmages are sensible, but I am very concerned about the effect they will have on other roads, as the proposals will displace even more cars into Crown Rd where I live. Crown Road is a very narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas, so pedestrians are forced onto the road, where the speed limit is still 30mph and unfortunately drivers often speed - sometimes at dangerously high speeds. In my view the proposals will push more cars to park on Crown Road and will make it a death trap for pedestrians!</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety for pedestrians and children should be the priority and should be improved</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>
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	<p>As per my previous concerns - Many of changes are sensible, but I am very concerned about the effect they will have on other roads, as the proposals will displace even more cars into Crown Rd where I live. Crown Road is a very narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas, so pedestrians are forced onto the road, where the speed limit is still 30mph and unfortunately drivers often speed - sometimes at dangerously high speeds. In my view the proposals will push more cars to park on Crown Road and will make it a death trap for residents such as my wife and I and all pedestrians, including school children walking home and parents with buggies etc. The extra cars parked on our road will also cause huge problems on refuse collection days!</p> <p>General view – Object</p> <p>As per my previous concerns - Many of changes are sensible, but I am very concerned about the effect they will have on other roads, as the proposals will displace even more cars into Crown Rd where I live. Crown Road is a very narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas, so pedestrians are forced onto the road, where the speed limit is still 30mph and unfortunately drivers often speed - sometimes at dangerously high speeds. In my view the proposals will push more cars to park on Crown Road and will make it a death trap for residents such as my wife and I and all pedestrians, including school children walking home and parents with buggies etc. The extra cars parked on our road will also cause huge problems on refuse collection days!</p>
(o6) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon's Close – No objection Station Road – No objection</p>

	<p>Templars Close – Partially support Westfield Road – Partially support</p> <p>This seems appropriate to reduce waiting</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It's reasonable to reduce this outside the school</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Its going to make it much more difficult for people to visit the area</p> <p>General view – Object</p> <p>I think it's disgusting that you are going to propose a permit system for wheatley including the high street. This is simply putting a tax on the poorer people who cannot afford a driveway , and the rich people don't have to pay anything because they have their driveway! It's honestly shocking. It's likely that even if we paid for it, we would be hard pressed to even manage to secure a parking space on the High Street. You really need to increase the parking capacity on the High Street, and stop punishing the people who are already struggling by making them pay more to just park on the road where they live.</p>
<p>(o7) As part of a group/organisation, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Church Road – Object</p> <p>Removing parking spaces in Church Road will not significantly improve safety as there will still be buses going in both directions on a relatively narrow road. Moreover, it will only move the parking to other areas of the village. The SODC car park will be used by residents and The Merry Bells Car Park is a private car park primarily for users of The Merry Bells (including Wheatley Library) but also allows short-term parking (max 2 hours) to use the shops and businesses; it is NOT for residents.</p>

	<p>Littleworth Road School Keep Clear – No objection</p> <p>Not concerned with that end of the village</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>By enforcing these restrictions, high street residents with more than one car will park in other places. If The Merry Bells private car park sees an increase in abuse of its purpose (for users of The Merry Bells or a 2-hour limit for other uses) by residents leaving their cars in the private car park for long periods, it may be necessary to introduce access control and charges for it, thereby further reducing parking options in Wheatley and threatening the sustainability of the businesses in the village.</p> <p>General view – Object</p> <p>With a further potential 500 houses and 1000+ vehicles on the Oxford Brookes site in Holton, there needs to be adequate parking opportunities near the village centre, which these proposals do not address. As a Trustee of The Merry Bells Village Hall Charitable Trust, which owns the private car park, I am very concerned that the removal of parking spaces, particularly in Church Road will lead to further abuse of the car park, necessitating the introduction of access controls and charges, which are not in the interest of the long-term sustainability of the village</p>
(o8) Local resident, (Wheatley, Littleworth Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object</p>

	<p>Morland Close – Object Park Hill – Support Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>It will kill off the local businesses and push all the parking into other roads . It could also affect the local nurseries if parents can’t park .Permit only parking just lines the pockets of council</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It is dangerous at the moment</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Kills off local businesses , it isn’t a problem at the moment</p> <p>General view – Object</p>
(o9) Local resident, (Wheatley, Littleworth Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Partially support Littleworth Road – Object London Road – Object Morland Close – Object</p>

	<p>Park Hill – Support Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>The financial implications on residents and impact on local services in the village</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Headteacher of one of the schools</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>The effect on the local businesses , it works fine as it is now .</p> <p>General view – Object</p> <p>To help traffic calming double yellow lines half way up church road next to the recreation ground would be helpful</p>
(o10) Local resident, (Wheatley, The Glebe)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Partially support Farm Close Road – Partially support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Partially support Ladder Hill – Object Littleworth Road – Support London Road – Support Morland Close – Object</p>

<p>Park Hill – Object Simon’s Close – Partially support Station Road – Partially support Templars Close – Object Westfield Road – Object</p> <p>Where are we expecting people to park? I don’t think anyone visit’s Wheatley just to park so the need for spaces will still be required. These restrictions will not prevent the need to park in Wheatley but will only more the issue elsewhere in the village. Parking on a junction of a main road is clearly wrong and dangerous but on minor roads such as Westfield are not required. I live in the Glebe and we have no yellow lines at present or a problem with parking except when there is a funeral or people are tending graves. My concern is by limiting parking in other places (Church Road, London Road, St Mary’s) cars will park in the Glebe then the spaces will not be available for people looking after the graves.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety for school children. But please add extra parking BEFORE making this change. People will still need to park close to the school as not everyone lives close enough to walk, but also time pressure means parents are always rushing from work to colle</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>People visiting the shops in the village or having a coffee/ meal need more than 1 hour. Just limiting spaces will not curb the need to park so where are you expecting these cars to park once the restrictions are in force?</p> <p>General view – Object</p> <p>Remove the speed bumps in the village and make these parking spaces, this way there will be extra spaces to park and traffic will still be slowed down as they have to navigate past the cars on the wrong side of the road.</p>
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<p>(o11) Local resident, (Wheatley, Church Road)</p>	<p>Double Yellow Lines: A40 Overbridge – Support Church Road – Object Farm Close Road – Partially support Holloway Road – Object Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>I live in church rd and have supported the parish planning meetings in relation to your proposals firstly where I live the road isn’t wide enough for two traffic of buses please measure the width the buses ride the curbs with pedestrians on the path !</p> <p>Then there’s the parking issues you all have which you have in the past taken away the parking for us residents more and more ..I’ve lived here for 23 years and you’ve decreased the parking my parking outside my home I can’t park in as across the way always park so this would need one way traffic to allow us residents to do this . We have asked for one way parking for 20 years or more as the bottleneck of traffic would be able to flow at a speed that would allow 20 mph not all ata standstill .</p> <p>I’ve been told one way would slow the bus route which actually is rubbish as the buses don’t move cause they can’t get through with all 6 buses in the road police say it will take a fatality for you to listen but please stop this from happening this is getting worse School kids poor down around this are ..but if you come and sit on the road and see on a normal day of not kids on holiday time but normal you will witness what as residents we call riding on curbs by cars or buses pedestrians being forced to step out of the way on oncoming vehicles on the path !!!!</p> <p>I was told church rd would only be included in the permits if you gave all residents a space in the carpark please confirm this is the case Thankyou</p> <p>Other residents won’t fill in the form unless they have a letter about this through their letter box which none of us have others think they are getting a space regardless of filling out anything ! How many spaces will be giving out ?</p>
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	<p>Also there was something which has now gone from the carpark some sheets a neighbor seem to think you are now going to charge in the carpark please can you confirm !</p> <p>My elderly parents come and stay and have disabled permits where will they be able to park ?</p> <p>Very concerned highways occ and sodc arnt interested I had a tractor and hgv vehicle drive into my house over 4 years ago asked the parish for weight camera to be put in place to stop the attic lorry's from continuing through the village when is this going to happen ! Please please take some recommendations from the residents rather than just what your thinking is to make money my home was built in 1856 with out Parkin but it did before I owned it had huge bit of land which sodc have allowed development on but did not put in for this hose to have parking just the development of properties ! But like I say when I bought my home it had a free carpark day and night no time restrictions and parking in abundance for residents and visitors . I know people are concerned with people parking all day and going off to work using the bus to there onward journey into oxford etc but whilst you are stopping them you are not helping people that actually pay to live on the rds Thankyou for responding in your time to every point raised .</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Danger</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>It needs to be more than 1hour</p> <p>General view – Object</p> <p>Please refer back to my major comment</p>
(o12) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support</p>

Morland Close – **Partially support**
 Park Hill – **Partially support**
 Templars Close – **Partially support**
 Westfield Road – **Partially support**

Hi I live on church rd I feel there's not enough parking that's safe from the fast driving and bus drivers mounting curbs 6 buses bottle necking the rd most of the day and I was told at the planning meetings iv attended on this that church road would only go through if the council give the residents you are taking parking from you were looking at parking spaces in the socd carpark in total from the this end of the rd you have taken 6 spaces and are about to take the rest away when if you put the buses and cars on a one way rd left the parking there wouldn't be upset residents that have all tried to support change but I don't feel you are actually listening to reason . The buses will kill someone soon as there mounting the curbs and driving other cars to do the same ! It's unsafe . I think if you asking any residents. That lives here you will hear the same reaction . I was told to film the buses to report them I would suggest you sit on this rd on a normal day of work and see what happens Thankyou for hopefully realising the situation in this rd .

Littleworth Road School Keep Clear – **Support**

It's dangerous there people are getting frustrated driving there

Parking provision amendments:

Bell Lane (new residents permit parking) – **Object**

High Street (new shared use parking) – **Object**

High Street (retain limited parking) – **Support**

A lot of houses don't have parking and more than one car we are a village

General view – **Object**

We are a old village with lots of very old homes without parking for that reason so when the majority bought the homes there has been plenty of street and car parks with no restrictions and off street parking options and for a village that's appealing to live in and now your stopping this parking back to virtually nothing and for no one to be able to park please address this dire situation we can foresee happening before you spend money in making a mistake with these roads . I understand the issues but what eludes the residents is why you don't listen to ideas that are simple to implicate and cost effective .the bus argument on it would take longer to do the route is rubbish for all the stopping and starting they have to do it would be easier for the one way church rd .

<p>(o13) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Object Templars Close – Partially support</p> <p>I'm writing this as I have with Tim bearder and parish council talked to them what could be done and a weight limiter camera was bandied about 2021 this has not happened and iv brought this up to find out where this stands so I'm asking you if all the cars go one side of church rd this will make it more accessible for these major Lorrie's that shouldn't be here to drive along please please can you find a solution of traffic lights on this cross rd church rd holloway and prevent my home taking this ever again I would point out my home here is 1856 cottage like the cottages across the way please can you help this as you are trying to change these rds When Brooke's gets shut may 2024 it has been said the ground will be removed for underground parking so there will be huge Lorrie's continuing to run through .. on a regular basis there are huge lorry's here on this cross rds it's a 7 ton limit these are massive lorry's . There are kids oap people dogs cats walk these roads we are a village not the centre of Oxford ! The bus stop also would be better infrint if Bryant's garage wall not infront of our houses please relook at Many thanks</p> <p>Littleworth Road School Keep Clear – Partially support</p> <p>As in first brief</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Not enough parking for all</p>

	<p>General view – Object</p> <p>The house in the centre of wheatley are very ol and weren't built with parking and when I bought my home there was more than adequate parking which has been taken away gradually and being left with very few options we are a village that needs more not less parking please help residents obtain a happy outcome for all many thanks</p>
<p>(o14) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon's Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>It will be dangerous for the busses to be able to pass outside number 23-35 on Church road. The parked cars allow protection for pedestrians to get to their house safely as the path is too narrow.</p> <p>Littleworth Road School Keep Clear – Object</p> <p>Will the school be allowing parents into the carparks?</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p>

	<p>1 hour on the high street is not long enough for some visitors.</p> <p>General view – Object</p>
<p>(o15) Member of public, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon's Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>I agree the overbridge on the a40 should have double yellow lines.. But all the other places shouldn't you are just making life difficult for the residents and businesses of these roads..</p> <p>Littleworth Road School Keep Clear – Object</p> <p>The school keep clear signs are already there.. The council should make sure there is adequate parking for parents to drop off and pick up their school children safely..</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p>

	<p>The householders knew when they moved into these streets that they only had on street parking.. They should've bought houses with off street parking..</p> <p>An hour parking outside of the shops is not enough time for anyone to have a hair appointment sometimes takes about 4hours..</p> <p>The local businesses will lose a lot of trade.. This will be really bad for the high street as we know it..</p> <p>There are already traffic calming measures in the village that take away parking spaces.. maybe they should be taken away..</p> <p>General view – Object</p> <p>If this resident parking scheme goes ahead.. it will be detrimental to the rest of the village and residents.. as it will just push the problem parking further out of the centre.. if the parking at the park and rides around Oxford were free.. more people would park there.. therefore stopping cars parked all day while their drivers go on the bus into town.</p>
(o16) As a business, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u></p> <p>A40 Overbridge – Partially support</p> <p>Church Road – Object</p> <p>Farm Close Road – Partially support</p> <p>Holloway Road – Partially support</p> <p>Howe Close – Object</p> <p>Kelham Hall Drive – Object</p> <p>Ladder Hill – Support</p> <p>Littleworth Road – Support</p> <p>London Road – Object</p> <p>Morland Close – Object</p> <p>Park Hill – Partially support</p> <p>Simon's Close – Object</p> <p>Station Road – Partially support</p> <p>Templars Close – Object</p> <p>Westfield Road – Object</p> <p>Yellow Lines are not needed in residential areas</p>

	<p>Littleworth Road School Keep Clear – Support</p> <p>Dangerous at school times</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Having parking permits will result in the street becoming a constant car park with no available parking spaces available for visitors.</p> <p>General view – Object</p>
(o17) As a business, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Partially support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Partially support Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Partially support Simon's Close – Object Station Road – Partially support Templars Close – Object Westfield Road – Partially support</p> <p>Certain parts of the village I can understand ie, A40 bridge & junction on park hill. These are all busy places with danger to pedestrians. Places like Holloway & station road & west field are all tight & single roads leaving no room for much parking. The high street & car parks need to stay as they are to support the village amenities. Us as shop</p>

	<p>owners try so hard & work together to encourage people to use the village. Restricting the parking is only going to kill the village & put people off coming here. If you buy a house in a south Oxfordshire village with no drive then you know you will have parking issues. Killing a village that has been thriving all these years is exactly unfair to us business owners.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It is a very busy & dangerous place to be at school times & the safety of the children & staff should be considered.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Myself as a business owner, parking for 1 hour is not long enough for someone to come & have a coffee, their hair done, go to the post office, use the butchers or bakery or even the laundrette. It's just not long enough!</p> <p>General view – Object</p> <p>I do not agree with the plans! The village is forever growing & us business owners try extremely hard to provide wonderful amenities for people to use. Restricting parking & time will only kill the high street off.</p>
(o18) Local resident, (Holton)	<p><u>Double Yellow Lines:</u> Church Road – Partially support Farm Close Road – Object Holloway Road – Partially support Howe Close – Object Ladder Hill – Support Littleworth Road – Partially support London Road – Partially support Morland Close – Support Park Hill – Partially support Simon's Close – Partially support Station Road – Support</p>

	<p>Templars Close – Object Westfield Road – Object</p> <p>My concern is if there are too many parking restrictions in the centre of the village it will have a detrimental impact on those using or working at businesses and visiting friends and family in these areas. Also if people park in these areas to work or use village facilities or simply don't have off road parking and need to park on the road near to where they live it will just force people to park in other residential streets that aren't covered by this and are perhaps already quite full from existing traffic.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>At school collection times people dropping off or picking up children do not park safely or considerately. Making it difficult to access the road safely for other road users of all kinds including children walking and cycling to and from school.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>There has to be access to some short term parking for people that literally just want to pop to the shop. But likewise the medium and long term parking needs of residents and visitors needs to be considered so people can make use of hospitality businesses and shops.</p> <p>General view – Partially support</p> <p>It seems too heavy handed and restrictive for the genuine village users and residents.</p>
(o19) Local business, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> Church Road – Partially support Farm Close Road – Object Holloway Road – No objection Howe Close – Object Kelham Hall Drive – Object</p>

	<p>Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Simon’s Close – Object Templars Close – Object Westfield Road – Object</p> <p>There should not be parking restrictions on residential roads</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Children should walk to school when possible and it needs to be safe for them to do so</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Shops needs to be supported and rely on passing traffic as well as local people</p> <p>General view – Partially support</p>
(o20) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Object</p>

	<p>Templars Close – Object Westfield Road – Object</p> <p>Double yellow lines will make it easier for Church Road to become more of a fast rat run. Traffic at weekend when less cars parked speed along road. Also i need to park my car in Church road, I do not have a drive, already this is quite difficult to do. It has been said certain houses will get permits- my worry is more permits than spaces. Also if the yellow lines are around the sun pub that is more competition for car park spaces.</p> <p>Littleworth Road School Keep Clear – Partially support</p> <p>There has not been enough research done on knock on effects. The proposals cover huge area. Cars will be forced off main road and down side streets- your proposals stop this option. The village has to function. Other strategies need looked at. Why have ye</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Village needs to have customers. If you have moved all residents to areas in village centre then people will not come to go to shop</p> <p>General view – Partially support</p> <p>There is little advertisement of plans. At meeting few months ago all parties did not show up. Apparently meeting last month- I did not know about it.</p>
(o21) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support</p>

Ladder Hill – **Support**
 Littleworth Road – **Support**
 London Road – **Support**
 Morland Close – **Support**
 Park Hill – **Support**
 Simon's Close – **Support**
 Station Road – **Support**
 Templars Close – **Support**
 Westfield Road – **Support**

The proposed changes to Church Road do nothing to address the issues that local residents face, namely the volume of traffic and the unsuitability of the road for the current traffic using it. Currently Church Road is the primary rat run for rush hour traffic going to and to an extent, from, Cowley. Combined with the wholly inappropriate bus services using Church Road make this an unacceptable situation for residents on the entirety of the road.

London Road is far and away a more suitable road for the bus services going into and out of Oxford. This is not debatable. The road is wide and has no challenges in the form of on street parking.

We also understand that whilst the speed limit will likely drop to 20 mph which is great, there will be no passive enforcement, e.g. speed bumps or similar. In reality what this means is that traffic will be free to speed along the road even more than they do now. The only speed enforcement will come from the police in the unlikely event they can be persuaded to take this up.

In conclusion I would submit that, with this proposal, the council has chosen not to help the residents of Wheatley but rather to punish them and further degrade their quality of life. By choosing to side with those who are only passing through the village the council is demonstrating its lack of care or concern for villager's wellbeing. The controversy that the council's LTN schemes have caused in East Oxford are well publicised and well known across the country and these plans feel more like a make up call than anything else. The residents of Church Road would embrace their street becoming an LTN with all the benefits that brings rather than the increased speeds, traffic and pollution we are likely to see as a result of this.

Littleworth Road School Keep Clear – **No objection**

n/a

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
 High Street (new shared use parking) – **No objection**

	<p>High Street (retain limited parking) – Support</p> <p>There is a lack of parking for residents in the High Street and considering the shops there, 1 hour should be sufficient</p> <p>General view – Partially support</p>
<p>(o22) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> Church Road – Partially support</p> <p>I live on Church Road, and I would like to be included in being eligible to apply for a parking permit in the car park opposite our house due to nearby road parking being prohibited. All of our neighbours in the vicinity have been listed as eligible except us so I am hoping this can be corrected. (Also for our neighbour at 21B church road) Many thanks</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Na</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – No objection</p> <p>NA</p> <p>General view – Partially support</p> <p>NA</p>
<p>(o23) Local resident, (Wheatley, Elton Crescent)</p>	<p><u>Double Yellow Lines:</u> Church Road – Support Farm Close Road – Support Littleworth Road – Support</p>

	<p>I support Church Road and Littleworth Road to keep the traffic flowing</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Parking along here causes a problem</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Parking outside the shops should be for at least 2 hours because an hour is not long enough if you have hair appointments etc and available to anyone. If permits are issued then householders will take all the parking places which means the shops will suffer as shoppers will just go to Asda instead. These people brought their houses knowing that there wasn't parking!!!</p> <p>General view – Partially support</p>
<p>(o24) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>Seem sensible compromise to allow traffic flow and maintain parking</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>Child safety</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Partially support</p> <p>Agree with short stay parking outside shops but there has to be a longer stay facility to support local businesses eg hairdressers tattooist cafe where people want to stay longer.</p>

	<p>General view – Partially support</p> <p>See previous re: businesses where customers need more than one hour parking. Also no provision here for staff in high street businesses who drive to work.</p> <p>Re: mixed resident permit & short stay parking on high street away from shops - fully support</p> <p>There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.</p> <p>The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.</p> <p>There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.</p> <p>BENEFITS</p> <p>Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.</p> <p>ADDITIONAL PROPOSALS</p> <p>We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village We would like a 20mph limit in the village and a ban on HGVs coming down High Street</p>
<p>(o25) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Object Holloway Road – Support Howe Close – Support</p>

Kelham Hall Drive – **Partially support**
 Ladder Hill – **Support**
 Littleworth Road – **Support**
 London Road – **Support**
 Morland Close – **Support**
 Park Hill – **Support**
 Simon's Close – **Support**
 Station Road – **Support**
 Templars Close – **Partially support**
 Westfield Road – **Partially support**

Church road is notoriously bad for traffic flow due to buses and parked cars especially around the bus stops. However, I am concerned that parked cars will be displaced from here to other areas and it is already difficult to find parking. Ladder hill should definitely have double yellow lines. The overbridge, park hill and roundabout should have double yellows as well due to the amount of traffic flowing through.

Littleworth Road School Keep Clear – **No objection**

I don't think this is necessary as there is no particular danger to children, however traffic is absolutely horrendous down here during school in/out times. Encourage more school buses and cut down on parents taking their children in with cars.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
 High Street (new shared use parking) – **Support**
 High Street (retain limited parking) – **Support**

I support discouraging the use of Wheatley as a park and ride.

General view – **Partially support**

The proposals are fair enough, but I am dubious about charging residents for their permits. I believe it would be fairer for residents of Bell Lane and High Street to receive one free permit, and charge for the second. Perhaps you could

	<p>survey which residents have drives and which do not and give a free permit to the ones who have no choice but to use street parking? As it stands, you are creating a tax which targets the poorest residents without drives.</p>
<p>(o26) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Support Littleworth Road – Support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Object Station Road – Support Templars Close – Object Westfield Road – Object</p> <p>Would support double yellow lines on key roads through Wheatley such as Ladder Hill where people waiting causes problems. Residential non through roads such as Simons Close will simply impact residents.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Assumed this was already in place as with other schools in the wider area.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p>

	<p>As a resident on the High Street, I have not experienced issues with parking while the 2 hour limit has not been significantly enforced in nearly 20 years. If parking permits are the only solution to enabling residents to continue to park during the day then I am 'forced' to support this. My preferred option would be to remove all parking restrictions.</p> <p>General view – Partially support</p>
<p>(o27) As a business, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Residential areas should be kept as a residential areas</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety of children</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p>

	<p>By changing the time limit from 2 hours to 1 hour will massively affect local businesses. Visitors will no longer be able to visit multiple businesses. Most services provided at my business take a minimum of one hour. Two hours is a fair amount of time</p> <p>General view – Partially support</p> <p>Some areas of Wheatley do having parking issues and fatalities will happen if they aren't sorted. But I feel some changes will kill all businesses in the village. Will there be permits for business owners? Our business is positioned on the high street.</p>
<p>(o28) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Support Littleworth Road – Support London Road – Object Morland Close – Support Park Hill – Object Station Road – Support Templars Close – Object Westfield Road – Support</p> <p>I don't see why all of these areas should have double yellow lines cars have to stop pull over or park somewhere</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>We must keep children safe</p> <p>Parking provision amendments:</p>

	<p>Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>None</p> <p>General view – Partially support</p> <p>The residents permits are too expensive. One should be £40 two should be £100. It's silly moving with two cars to an area of limited parking</p>
<p>(o29) Local resident, (Wheatley, Kiln Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Partially support Westfield Road – Partially support</p> <p>Living close to the partially supported areas worries us that if the limitation on parking in these areas will push people that currently park there into our lane where majority of the the properties do not have a drive and have to park our own vehicles outside our house, This will mean that we as residents won't have anywhere to park ourselves. If parking is such a big issue for the village then we need more car parks. What will happen when Brooks is built on - where will all of those people park when they come into the village to use the village facilities.</p>

	<p>Littleworth Road School Keep Clear – Support</p> <p>Its chaos outside the school at these times, before long someone whether it be a child or a parent or just an innocent passerby will get killed or seriously injured. The school needs to open up their top field for parents to park to drop/pick up their chi</p> <p>Parking provision amendments: Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>permits will be fair to the residents and the 1hour short stay will keep the cars moving and not being used for the commuters that go into Oxford daily and park in the village all day</p> <p>General view – Partially support</p>
(o30) Local resident, (Wheatley, Kiln Lane)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Holloway Road – Support Morland Close – Support Park Hill – Partially support Templars Close – Object Westfield Road – Object</p> <p>Wheatley is, in parts, a very historic village meaning a lot of the properties don't have the luxury of off street parking, some would argue this is part of its charm. As a result of this, residents have no option but to park on the street. In past years and including the new development on the Wheatley Campus of Oxford Brookes University the village has become much larger and arguably over developed... this as a direct result of planning permission being granted for such developments. As many predicted and detailed in objections to said planning permissions, this results in amenities around the village being over populated. Solving this by adding 'No Waiting at Any Time' restrictions as well as enforcing existing parking spaces on the High Street away from the front of the row of shops will simply push those using the already limited parking to surrounding, smaller and more residential locations.</p>

We live on Kiln Lane, which contains seven properties with only three having any off street parking. As a result, residents have discussed and agreed "designated parking spaces" meaning everyone can park their cars regardless of the time of day or night... any guests are asked to park elsewhere making it a very pleasant place to live where we all respect each other. This has worked perfectly since we have lived in the village.

On the very rare occasion someone parks on Kiln Lane to walk their dog or similar they often park incredibly inconsiderately often resulting in blocking traffic down the lane entirely. The proposals on Church Road, Templars Close and Westfield Road mean patrons of The Sun pub (who only have a very limited number of spaces), residents on Westfield Road and those displaced from the High Street and elsewhere on Church Road will be forced to park on Kiln Lane and the rest of Westfield Road. Our front door opens directly onto the lane and can already be dangerous when delivery vehicles and those not familiar with the area drive and park dangerously and this is only going to get worst.

When councils approve development in small villages these things need to be considered at the time of granting permission and not attempted to be enforced once the issues arise as a direct result at the detriment of those who were ultimately there first, who don't have alternatives.

As a result of said feedback I would ask that restrictions to short stay parking spaces at the Littleworth Road end of the hughstreet from the junction with Station Road be removed. I also ask that the proposal to add new No Waiting at Any Time restrictions to Templars Close and Westfield Road be dropped.

A final point... Church Road isn't suitable for busses... removing parking will not solve the issue of busses and cars mounting pavements etc... as the road simply isn't wide enough in places to allow for two busses or a bus and a car to pass with parking spaces there or not. If all busses stuck to London Road they would still serve the village without disrupting residents and parking could remain, safely.

Littleworth Road School Keep Clear – **Support**

This simply makes sense.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Partially support**

High Street (retain limited parking) – **Support**

Existing time limited parking bays from the junction with Station Road up to Littleworth Road should be unrestricted... the amenities in the centre of Wheatley don't warrant people staying for long periods of time so the bays outside the shops and from Station Road to Littleworth Road are plenty... any more is simply going to negatively impact residents

	<p>for no reason and can act as somewhere for those who currently use bays from Station Road towards the shops who don't have off street parking.</p> <p>General view – Partially support</p> <p>There are obvious things like restriction on the bridge over the A40 and outside the school and directly outside the shops which totally make sense... it's clear having spoken to neighbours and residents as well as views aired at the Parish meeting on Monday 8th April 2024 that most residents simply don't see what the problem is and are happy managing the parking, excluding those listed above, themselves as they have done for years.</p> <p>I would urge the council to reconsider and think hard about any future development in and mourned the historic village... 90% of the "issues" outlined in the proposal are a direct result of development approved by the Councils not the houses and residents that have been in the village for many years.</p>
<p>(o31) Local resident, (Wheatley, Old Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Think all of the above would improve safety and traffic flow.</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>Think this would improve safety and traffic flow.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>Existing 2-hour time limited parking bays need to remain 2 hours. One hour is too restrictive. For 1 hour parking there is the area outside the shops. If 2-hour parking is removed more drivers will Park in the private Merry Bells Village Hall car park. Right now, the Merry Bells car park is open to patrons and for 2 hours for other users. If drivers are forced from the High Street into the Merry Bells car park there will not be enough spaces for patrons of the Merry Bells village hall. The hall will have to close its car park to non-patrons and thus the village will lose a large number of 2-hour spaces which would affect quiet a few trading establishments, pub, restaurants, hairdressers, coffee shop, for example.</p> <p>General view – Partially support</p> <p>I partially support the proposals because I think that the 2 hour bays on the High street need to remain 2 hours. Also the proposals do not address the problem of day long parking outside the Primary school by parents who park there and catch the bus to locations outside the village. This effectively makes Littleworth Road a single track road for most of the day.</p>
<p>(o32) Local resident, (Wheatley, St Marys Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object</p> <p>1. St Mary's Church requires parking outside the church for funerals and weddings. This will not be possible with no parking throughout. 2. Having some parked cars on Church Road has the advantage of slowing traffic, which otherwise sometimes races through. The alternative is speed bumps and a 20 mph limit. At present Church road can be dangerous with speeding cars.</p> <p>Littleworth Road School Keep Clear – No objection</p>

	<p>The Primary School is a major traffic issue and the area should be kept clear of parking as much as possible.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Partially support</p> <p>Disabled and elderly people do need to park, but it must be limited.</p> <p>General view – Partially support</p>
<p>(o33) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>Wheatley roads were built for horse and cart. Unfortunately this allows little room for today’s traffic, especially those doing rat runs, lorries and buses. Damage happens regularly near the Sun Inn and recently Holloway Road. Vehicles are often seen mounting pavements in order to move through causing damage to the infrastructure both to the pavements and buildings nearby. Many of the houses were built before motorised traffic and therefore have no parking near them.</p>

	<p>At the same time it is important for both households and traders to have access for parking which I am unsure of in the scheme suggested.</p> <p>If parking is removed from Church Road particularly the speed of traffic passing through will increase and become more dangerous for those walking and crossing the road.</p> <p>Templars Close has been an increasing problem with the flow of people using The Sun. I remember the fire brigade being asked how they would gain access. The reply, we would just plough through the vehicles in the way. It has become so bad recently that those living in the close have not been able to get in or out, so using yellow lines on the corners may help.</p> <p>It is all very well having these ideas but in present lack of money days, how can this be managed? We would need permanent police or traffic wardens. How could this be paid for?</p> <p>Thank you for letting us pass forward ideas. My answer would be one way traffic on Church Road and some form of gating for Beech road and Farm Close road.</p> <p>Littleworth Road School Keep Clear – Partially support</p> <p>I have lived in this village for some 50 years and am well aware of the problems.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Partially support</p> <p>Everyone has to live and work in this village. All view points must be looked into.</p> <p>General view – Partially support</p> <p>Looks like too little parking and too many yellow lines which would have to be monitored.</p>
<p>(o34) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Holloway Road – Support Littleworth Road – Support Morland Close – Object</p>

	<p>Living on Church Road I am objecting to the proposal of removing existing parking to be replaced by DYL's for the following reasons Removing the parking outside cottages no's 23 to 35 will lead to traffic increase along the road as it will become even more attractive to rat runners. Buses currently mount the pavement to pass each other even when one is stationary. If both are mobile, I believe this will put the residents of the above cottages at risk of being struck by vehicles doing 30mph as they leave their properties The ability to receive deliveries of fuel to these properties will also be impacted (all properties have wood burners) The opportunity to receive building materials and goods deliveries has also been overlooked. There is an opportunity to make the road less attractive to rat runners and a more pleasant place for residents by making the road a one way street West to East which would be better for all concerned</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It's one thing putting lines on the road, enforcing the new rules is a different matter</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – No objection High Street (retain limited parking) – Support</p> <p>I believe the residents permit parking schemes being rolled out across Oxfordshire are nothing more than a stealth tax and parking in a village outside your home should be free and unlimited</p> <p>General view – Partially support</p> <p>The scheme in general would seem to penalise local residents financially. It also in the case of the proposals for Church Rd seem to promote a “rat run” for commuters to other locations rather than support local residents by removing the traffic to a more suitable road. A40 or even the London Rd, both roads being better suited for the volume of traffic currently using Church Rd as a “rat run”</p>
(o35) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object</p>

Farm Close Road – **Partially support**
Holloway Road – **Partially support**
Howe Close – **Partially support**
Kelham Hall Drive – **Partially support**
Ladder Hill – **Support**
Littleworth Road – **Partially support**
London Road – **Support**
Morland Close – **Partially support**
Park Hill – **Partially support**
Simon’s Close – **Partially support**
Station Road – **Partially support**
Templars Close – **Partially support**
Westfield Road – **Partially support**

As a resident of 46 church road of only three months, I’ve been almost run over three times by buses, I feel , by doing my own survey the need to make church road one way is the only SAFE OPTION, moving bus stop more westerly will create a blind spot at the cross roads, will also encroach on my safely entering and exiting my property .

Littleworth Road School Keep Clear – **Support**

Children’s safety is paramount

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Partially support**

NA

General view – **Partially support**

I’m all for the residents, as it is us who live here

<p>(o36) Local resident, (Wheatley, Crown Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>Please see email. I dont "object" to the changes themselves necessarily, but to the effect they may have on other roads. I am concerned that the proposals will displace even more cars into Crown Rd - a narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas.</p> <p>Littleworth Road School Keep Clear – Support</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>General view – Partially support</p> <p>Please see first comment. I am concerned about the effect on Crown Road. There are likely to be even more cars displaced into it, as it has been omitted from these plans.</p>
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<p>(o37) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Support Simon’s Close – Support Station Road – Partially support Templars Close – Partially support Westfield Road – Support</p> <p>Need for some flexibility in a village community- especially around timing of parking</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>Time limits may adversely affect business- who will risk parking on a one hour bay if their local bread & meat shop / coffee / haircut / tattoo could becomes eligible for a fine- there is a cost of living crisis ongoing.</p> <p>General view – Partially support</p> <p>Concerned - we need to bring people together in villages not divide them.</p>
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	<p>There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.</p> <p>The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.</p> <p>There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.</p> <p>BENEFITS</p> <p>Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.</p> <p>ADDITIONAL PROPOSALS</p> <p>We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village We would like a 20mph limit in the village and a ban on HGVs coming down High Street</p>
<p>(o38) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support</p>

	<p>Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Parking in these places worsens traffic and is dangerous</p> <p>Littleworth Road School Keep Clear – Support</p> <p>People ignore the current restrictions. There is a bottleneck there because of it. It is dangerous trying to get children to school because of the traffic and people driving dangerously to get around the cars.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Partially support</p> <p>No comment</p> <p>General view – Partially support</p> <p>This works better for residents than for people working at the businesses on the high street. They need some provision for parking where they don’t have to move their cars every hour or two.</p>
<p>(o39) Member of public, (Wheatley, High street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object</p>

	<p>London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>Parking in general is a nightmare. If there are zones and limits it’ll be worse</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It’s dangerous along that road. Loads of cars parked and a real pain if you need to get passed at school times</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>The parking outside the shops should be 2 hours. There is a hairdressers , tattoist and launderette, an hour isn’t long enough for the customers of these businesses</p> <p>General view – Partially support</p> <p>I think church road needs sorting. Too many buses. Not enough parking. Also the row if shops need longer parking</p>
<p>(o40) Local resident, (Wheatley, Holloway Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object Ladder Hill – Support Littleworth Road – Support Park Hill – Object</p>

Station Road – **Support**
 Templars Close – **Object**
 Westfield Road – **Object**

Church Road needs to have as many car parking spaces as is possible and safe. Removing parking spaces will allow cars to speed up along church road and encourage drivers to use Wheatley as a “short cut/rat run” to the BMW factory and beyond.

Enforcement of the double yellow lines on the lower half of Holloway Road will also encourage drivers to use Wheatley as a “ratrun” whilst their cars pollute the air around our homes. All three of my children suffer from Asthma which is triggered by the pollution of the air from the hundreds of cars that use our road every morning.

Littleworth Road School Keep Clear – **Support**

Too many parents/guardians ignore the basic rules of the road and basic common sense. Only enforcement of the rules of the road will keep our children safe.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Object**

High Street (retain limited parking) – **Support**

People that come to work on the High Street and areas close by need somewhere to park, they need provision of a parking area. Many businesses around the High Street need somewhere to park. If parking is restricted they will struggle to find places so they will be displaced and end up parking in areas like Farm Close as proposed by Cllr Tim Bearder.

General view – **Partially support**

The scheme ignores the root cause of the parking problem in and around the High Street which is that people park their cars on and around the High Street and catch the 400 bus to the P&R or Oxford city centre thus avoiding the parking charges at the park and ride.

Traffic on Holloway Road and Church Road should not be encouraged. Through traffic should go down Friday Lane up Mulberry Road and through Fram Close. If Holloway Road was made into a LTN this would solve many issues in and around Wheatley.

	<p>The problems with buses on Church road could be eased if the 400 coming from Oxford City Centre only used London Road to drop off passengers and the 400 going to Oxford used Church Road to pick up passengers. This will save the elderly and infirm bus users having to climb the hill to London Road whilst removing some damage to the fabric of the homes close to the “pinch points” on church road.</p>
<p>(o41) Local resident, (Wheatley, Leyshon)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Support London Road – Partially support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Partially support Westfield Road – Partially support</p> <p>Some enforcement is required, but making these road completely no parking will just move the problem to other areas.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>The traffic on Littleworth Road is very challenging at drop off and pick up times however parents do have to take and collect their children from school so the council should work with school to stagger these times. .</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>

	<p>The proposals will make accessing the shops more difficult and lead to local people shopping elsewhere? Risking the loss of crucial infrastructure. Residents can park in the car park behind the merry bells and parts of Bell Lane.</p> <p>General view – Partially support</p> <p>I live within walking distance of the high street and I hardly ever see any parking issues so I am unsure why changes are being proposed for this area.</p>
(o42) Local church, (Wheatley, London Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Partially support Holloway Road – Object Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Support Simon's Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>Restricted parking on Church Road: Occasionally we hold services in St Mary's church for funerals and weddings. The funeral and wedding cars need to park outside the church for a short period. Please advise if any concessions are to be considered for this facility. Thank you</p> <p>Littleworth Road School Keep Clear – Support</p> <p>I support the proposal but trade workers / delivery drivers and suchlike should be allowed to park with a temporary concessionary pass for a limited period.</p>

	<p>Parking provision amendments: Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>I support these measures as there is a nearby car park for drivers.</p> <p>General view – Partially support</p> <p>Spaces must be made available for home owners who do not have access drives or garages</p>
(o43) Local resident, (Wheatley, Old Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>I think there should be more double yellow lines along Littleworth road. I'm especially supportive of the new lines on church Road, though these should also extend from the Sun to the rec.</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>I take my kids to school here every day and the existing road markings are ignored.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>I think there's far too much parking in the High Street. Too much space is given to cars. The pavements are super narrow, you can't use a large child's buggy. I'd prefer parking to be reduced and pavements widened. I certainly don't support the extension of parking to include long term residential parking, which has never previously been permitted.</p> <p>General view – Partially support</p> <p>I think the proposals don't go far enough, Wheatley's roads are narrow, and dangerous parking is endemic here after a long period of no enforcement. The proposals give too much consideration to car users and too little to improving the village for residents, walkers and cyclists. Particularly cycling, there is no route from the Secondary school to the Littleworth side of the village that is safe for a child cyclist. The village has excellent links to Headington via cycle paths across shotover and alongside the A40, but no safe way to get through the village to get to them.</p>
<p>(o44) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Templars Close – Partially support</p> <p>Parking for patrons of the Sun Inn currently park in an irresponsible manner, blocking safe entry/exit into Templars Close. My only concern with the proposed changes is that it is likely to encourage parking further into the close, limiting parking for residents. The parking in front of the Sun Inn should also be reviewed as people often park jutting out over spaces and into the road.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Need to improve safety around the school site</p> <p><u>Parking provision amendments:</u></p>

	<p>Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Parking spaces likely to become more of a premium</p> <p>General view – Partially support</p> <p>I think a broader resident only scheme should be considered for the village beyond the areas mentioned. Too many people use the village as informal, free park and ride parking</p>
(o45) Local resident, (Wheatley, Templars Close)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Templars Close – Object Westfield Road – Object</p> <p>I live in Templars Close and if you put parking restrictions at the top of the close, along church road past the recreation ground and along Westfield road it will only make templars close worse as people who are currently parking in the areas you are looking to restrict will then park further into templars close which will make things worse for me and my family.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>When the school is finishing it is a nightmare trying to pass through littleworth road</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>If you are going to expect people to have permits who live in these areas they should be free</p> <p>General view – Partially support</p>

	<p>I think permits for householders living in any affected areas should be free. We pay enough council tax they shouldn't be expected to pay to park their cars.</p>
<p>(o46) Local resident, (Wheatley, Templars Close)</p>	<p>Double Yellow Lines: Church Road – Partially support Templars Close – Partially support</p> <p>I live in Templars Close. Although I partially support parking restrictions for 30 metres from the corner of Templars close I do agree that parking for The Sun pub is getting out of hand at evenings and weekends. Restrictions there will force parking further into Templars close for pub goers. Yes restricted parking there but a permit parking scheme is required in the close to prevent moving the problem. Equally church road on the bend from the pub to the playground is dangerous with vehicles coming through. This should have some restriction but also be permit parking for residences opposite yet looking at the map this has been ignored.</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>I don't use this road at school times but can see the benefit</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – No objection</p> <p>I usually walk into the village centre</p> <p>General view – Partially support</p> <p>You need to look again at Templars close as whilst restriction will help with emergency vehicles access currently compromised by bad parking for the pub the cars cannot be allowed to move further into the close. As resident this is unacceptable.</p>

<p>(o47) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Church Road – Object Farm Close Road – Object Holloway Road – Object Ladder Hill – Object London Road – Object Park Hill – Object Station Road – Object</p> <p>Parking is hard enough without trying to encroach on other roads.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety of the children</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>Those on the high street that don't have a drive will struggle to find somewhere to park. However I do believe that there can be a resolution to this</p> <p>General view – Partially support</p>
<p>(o48) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Support Holloway Road – Partially support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support</p>

Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Partially support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

I would like to see :

- a) additional measures in Church Road and Holloway to discourage the dangerous 'rat-running' through the Village.
- b) Double yellow lines extended on Church Road north side extended from the entrance to the recreation ground to the junction of Templars Close to prevent parked cars making it difficult to see and pass vehicles travelling along this road.
- c) Double yellow lines on both sides of Park Hill from its junctions with Holloway Road and to its junction with the A40.

Littleworth Road School Keep Clear – **Support**

I support the 'No stopping on the school entrance' upgrade and hope that it will be enforced.
It would also be useful if steps could be introduced to reduce the parking along the Littleworth Road along the length of the School premises.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Support**

I think that residents of the High Street should be allowed unlimited and priority parking without having to pay for a parking permit.

Residents already have to tolerate the increased volume of through traffic causing air pollution and noise.

General view – **Partially support**

I appreciate the time and effort taken to prepare the Wheatley Parking Scheme and I appreciate that it is impossible to satisfy everyone's requirements.

<p>(o49) Member of public, (unknown)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>The reason quite simply is this... You propose to implement these changes without offering any alternative. Except pay £70 per year to park outside my house on a road I already pay road tax for. You can't charge twice. This quite frankly is a money making scheme! Why not just put the double yellow lines on the corners/junctions as per highway code creating minimum disruption and I'll feeling?</p> <p>Littleworth Road School Keep Clear – Support</p> <p>High traffic areas with children involved should always have 'No parking' restrictions in place</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Permit holders I agree with but not at a cost to the permit holder. That's what council tax should be used for</p>
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	<p>General view – Partially support</p>
<p>(o50) Local resident, (Wheatley, Beech)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Partially support Ladder Hill – Support Littleworth Road – Partially support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Partially support Station Road – Support Templars Close – Partially support Westfield Road – Partially support</p> <p>all of this only works if enforced.restrictions are already in place on many roads in Wheatley but people park were they want through lack of enforcement</p> <p>Littleworth Road School Keep Clear – Support</p> <p>there is a car park and children that live locally can walk.....also need to enforceand stop the parking on the pavement and grassed areas</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p>

	<p>There is still the issue of permit holders that have bought properties without parking leaving their cars parked all day,so not allowing visitors to Wheatley space to park.If you own a couple cars and bought a house without parking....whose fault is that ?</p> <p>General view – Support</p> <p>All the proposals in the world may look good on paper but if they are not enforced then whats the point.Outside the co-op and outside the chip shop are 2 easy cases to point at.</p>
<p>(o51) Local resident, (Wheatley, Bell Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Too many cars park clogging up the village. All the no parking is logical</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It’s a good idea</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support</p>

	<p>High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>These make sense</p> <p>General view – Support</p> <p>Well done</p>
<p>(o52) Local resident, (Wheatley, Bell Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support</p> <p>'In general I agree with most of the proposed changes; however, I do have a few comments/suggestions about the changes in Station Road/Ladder Hill and High Street/Bell Lane; also, I am not in favour of the changes in Church Road.</p> <p>It is especially good to see the extension of double yellow lines on Station Road/Ladder Hill; and it also makes good sense to extend those double yellows for a few metres into the various adjoining side roads (Farm Close Road, Howe Close, etc.)</p> <p>However, a couple of other things that I think are also worth mentioning with relation to Station Road/Ladder Hill:</p> <ul style="list-style-type: none"> - The on-road parking around the area of the Co-Op leads to the area becoming very hazardous, for motorists and pedestrians alike; it is vital to enforce all restrictions in this area.

- Another great danger is the speed of vehicles on Station Road/Ladder Hill; I think it would be of huge benefit to extend the 20mph restriction further up Ladder Hill, certainly beyond the Co-Op, so maybe somewhere between Farm Close Road and Kelham Hall Drive.

I am also extremely happy to see some further enforcement of parking restrictions around the school entrance in Littleworth Road.

I am also generally happy with the proposed changes to the parking spaces in Bell Lane and High Street. I do have a couple of comments here, though:

- I live at No.9 Bell Lane, and access to our drive is often compromised by people parking over the end of the current parking spaces. So for me it is very important that the parking spaces outside 1-7 Bell Lane are clearly designated, including removing the unnecessary area of "hatched lines", and that the parking within the confines of these spaces is properly enforced.

- Visibility is very poor when exiting from Bell Lane onto High Street. The parking spaces outside properties 54-62 very much block visibility, making this quite a dangerous junction, especially if traffic proceeding down High Street is exceeding the speed limit. (Which it often does!) I can think of two different options which could help this situation:

1. Remove the most eastern parking space outside No.62 High Street. This parking place is simply too close to the junction with Bell Lane. Removing this parking space would improve visibility enormously!

2. Failing this, the other option could be to introduce another speed hump in the High Street, just before the junction with Bell Lane, to try and limit traffic speed there.

The main part of the changes that I think raises questions is the introduction of many double yellows along Church Road; the reasoning for this it is not entirely clear to me; what are we trying to achieve here?

The proposals, as they stand, generally seem to be removing quite a lot of parking, with no real gain.

If, as I suspect, we are trying to better manage the traffic flow, then surely there are other ways we could do this? For example:

- Move the bus routes up onto London Road.

- Make the stretch of Church Road between Friday Lane and Holloway Road "Access Only". (But still allow the buses to go along Church Road.)

- Make Church Road a 20mph zone.

- Introduce speed humps along Church Road.

- Maybe introduce a "No Left Turn" from Church Road into the lower section of Holloway Road?

In summary, I object to the introduction of lots more "No Parking" along Church Road; it would be better to retain as much parking as possible along Church Road, and to use other traffic control measures to try and dissuade (or completely prevent) so much use of this road as a through route; better to try and direct as much traffic as possible up along London Road.

I am aware that some of these points concern traffic, and not only parking.

So do please let me know if these comments should be directed to someone else.

Hope these comments are useful, and please let me know when there is any feedback.
Thanks,
Ed Tapper

Littleworth Road School Keep Clear – **Support**

We should do everything that we can to keep school entrances clear, to ensure better safety for all.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Support**

High Street (retain limited parking) – **Support**

I am generally happy with the proposed changes to the parking spaces in Bell Lane and High Street. I do have a couple of comments here, though:

- I live at No.9 Bell Lane, and access to our drive is often compromised by people parking over the end of the current parking spaces. So for me it is very important that the parking spaces outside 1-7 Bell Lane are clearly designated, including removing the unnecessary area of "hatched lines", and that the parking within the confines of these spaces is properly enforced.
- Visibility is very poor when exiting from Bell Lane onto High Street. The parking spaces outside properties 54-62 very much block visibility, making this quite a dangerous junction, especially if traffic proceeding down High Street is exceeding the speed limit. (Which it often does!) I can think of two different options which could help this situation:
 1. Remove the most eastern parking space outside No.62 High Street. This parking place is simply too close to the junction with Bell Lane. Removing this parking space would improve visibility enormously!
 2. Failing this, the other option could be to introduce another speed hump in the High Street, just before the junction with Bell Lane, to try and limit traffic speed there.

General view – **Support**

In general I support the creation of a permit-holders scheme around the centre of Wheatley; and the creation of further no-parking areas around the centre of Wheatley.

However, as mentioned earlier, I am not convinced that the treatment of Church Road is the correct approach. It seems that when we restrict parking in High Street, it is overkill to also restrict parking in Church Road; it would be better to adopt other approaches to manage the traffic in Church Road, and I have made some suggestions in my previous comments.

<p>(o53) Local resident, (Wheatley, Bell Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Wheatley needs parking permits and proper enforcement, both for the benefits of the residents and the shops. We often see non residents leaving their cars parked in Wheatley for days, sometimes weeks which negatively impacts us all. Parking permits will particularly benefit bell lane and the high st. That being said, removing the church road parking spots and replacing them with double yellow lines is potentially dangerous since they provide traffic calming. If they are to be removed they should extent the pavement and place bollards to protect pedestrians.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Seems reasonable</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Parking for residents can be stressful because of non residents parking for significant periods. Hopefully, permits with proper enforcement would help.</p>
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	<p>General view – Support</p> <p>Church road should be made one way.</p>
<p>(o54) Local resident, (Wheatley, Friday Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>It is reasonable to prioritise residents who live in these locations and to regulate parking so that traffic can move freely and without danger caused by unsuitable parking.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>At school opening and closing times the current restrictions are largely ignored.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p>

	<p>We need to ensure the small village shops are able to offer convenient access for customers, but the needs of residents should be prioritised</p> <p>General view – Support</p> <p>There are a large number of people who use Wheatley streets as a 'free of charge park and ride' service to access Oxford, it is likely that the proposed restrictions will displace some of this parking, particularly to Crown Square, Crown Road and Mulberry drive, since these are all an short walk to the High Street bus stops. Friday Lane is a no waiting street, the three properties on this street should be allowed to apply for parking permits for either the proposed 'WH' places or the parking south side of Chuch Road.</p>
<p>(o55) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Sudden pulling over and stopping, for example on Ladder Hill, endangers zebra crossing users and generally delivery vans that pull over, cause congestion in the village and stops traffic flow. I also walk through the village daily and am aware of the pedestrian / pavement infringement that these vehicles impose. Therefore I would strongly support No Waiting at Anytime restrictions in all the above areas.</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>Driving or walking up Littleworth Road at these times is very congested and the traffic is haphazard. For the safety of the children, creating more space to see the school entrance and pedestrians would be important .</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Some cars park vertically outside the shops at an angle that prevents larger vehicles from passing them, which often causes traffic congestion. The entrance to behind the shops is also sometimes a dangerous section with huge reversing trucks. It seems more sensible to have disabled spaces directly in front of the shops , using parallel parking there. The present disabled user bays seem far away from shop entrances and in a less safe position.</p> <p>General view – Support</p> <p>Wheatley Village should be preserved as the quaint village it is, and anything to discourage more cars / trucks /traffic from passing as a cut through, should be discouraged. Parking further away and walking/ cycling , should be encouraged. More green space and plants , less road space . In my opinion.</p>
(o56) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support</p>

	<p>Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Wheatley is used by too many non-residents as a car park/rat run. Parking needs to be tightly enforced to enable the village to function well.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>The road around the schools is very dangerous. Too many cars not on school business use the road at these times and so a safer environment needs to be established.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Residents need to be able to park outside/near to their houses. Many residents on the High Street are NHS professionals working irregular hours. Limiting their parking options will cause overflow parking on to surrounding roads, frustrating residents on those roads. As such, a permit system is essential, as is OCC handing over its carpark in the village to permit-holding drivers.</p> <p>General view – Support</p> <p>You have an unenviable task. Parking in the village is hugely divisive and so a simple and fair policy/permit system is badly needed. We need sensible resident parking and the ability for shoppers to visit local businesses on a time limited basis.</p>
(o57) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support</p>

Kelham Hall Drive – **Support**
 Ladder Hill – **Support**
 Littleworth Road – **Support**
 London Road – **Support**
 Morland Close – **Support**
 Park Hill – **Support**
 Simon's Close – **Support**
 Station Road – **Support**
 Templars Close – **Support**
 Westfield Road – **Support**

We live on the high street and the proposals allow both access for local residents and other users of the local businesses and also aim to improve traffic movement in key areas in the village. For visitors, they may want to spend more than 1 hour at local businesses (eg. hairdressers, cafe) so a 2 hour limit would also be suitable and not significantly alter the proposals for residents parking, although there are two nearby car parks off church road that are available for stays of longer than 1 hour.

Littleworth Road School Keep Clear – **Support**

The narrow area and parking nearby often lead to build ups in the mornings and anything that can tackle that would be good. Additionally, people often stop with engines running near the school which is harmful for the developing lungs of children breathin

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
 High Street (new shared use parking) – **Support**
 High Street (retain limited parking) – **Support**

There are two car parks on Church Road that also allow for parking. The 1 hour limited spaces allow short visits to the shops.

General view – **Support**

<p>(o58) Member of public, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>The public should only be parking where it does not impede other road users.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>This definitely needs to be enforced. Carers should not be setting a bad example to children by choosing to park dangerously rather than walking safely.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>The time period for parking in High Street should be residents only until 5pm. Particularly on Friday afternoon from 3.30pm workmen park in these spaces to go in the King and Queen pub so when residents don’t get home from work until 5-5.30pm there are no spaces left.</p> <p>General view – Support</p>
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	<p>I wonder how it will be monitored but best of luck as it is definitely needed.</p>
<p>(o59) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Partially support Simon’s Close – Partially support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>I and my wife at 99 High Street Wheatley support the residents parking scheme for High Street</p> <p>INTRODUCTION The transfer of civil enforcement of parking restrictions from the police to Oxfordshire County Council has created a unique opportunity to manage parking and traffic in the whole village. We believe that the proposals put forward by Oxfordshire County Council will deliver a scheme suited for the needs of the village in 2024 and beyond.</p> <p>THE PROBLEM The existing traffic restrictions are not fit for purpose, designed many years ago and rarely enforced. The Wheatley Neighbourhood Plan, adopted by the Parish Council, identified the real cause of parking congestion in the village namely commuters to London and Oxford parking in the village and others using it as a rat run to avoid congestion on the Green Road roundabout and elsewhere. The plan noted that parking for residents and shoppers was at a premium.</p> <p>THE SOLUTION</p>

There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.

The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.

There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.

BENEFITS

Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.

ADDITIONAL PROPOSALS

We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village
We would like a 20mph limit in the village and a ban on HGVs coming down High Street

Littleworth Road School Keep Clear – **Support**

Safety for pupils

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Support**

High Street (retain limited parking) – **Support**

INTRODUCTION

The transfer of civil enforcement of parking restrictions from the police to Oxfordshire County Council has created a unique opportunity to manage parking and traffic in the whole village. We believe that the proposals put forward by Oxfordshire County Council will deliver a scheme suited for the needs of the village in 2024 and beyond.

THE PROBLEM

	<p>The existing traffic restrictions are not fit for purpose, designed many years ago and rarely enforced. The Wheatley Neighbourhood Plan, adopted by the Parish Council, identified the real cause of parking congestion in the village namely commuters to London and Oxford parking in the village and others using it as a rat run to avoid congestion on the Green Road roundabout and elsewhere. The plan noted that parking for residents and shoppers was at a premium.</p> <p>THE SOLUTION</p> <p>There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.</p> <p>The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.</p> <p>There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.</p> <p>BENEFITS</p> <p>Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.</p> <p>ADDITIONAL PROPOSALS</p> <p>We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village We would like a 20mph limit in the village and a ban on HGVs coming down High Street</p> <p>General view – Support</p> <p>Well thought out and will work if enforced</p>
(o60) Local resident, (Wheatley, Kelham Hall Drive)	<p><u>Double Yellow Lines:</u> Church Road – Partially support Kelham Hall Drive – Object Ladder Hill – Support Station Road – Support</p>

	<p>For Kelham Hall Drive the proposal is:- Kelham Hall Drive:</p> <p>a. North side - from its junction with Ladder Hill, eastwards for approx. 50m</p> <p>b. South side - from its junction with Ladder Hill, eastwards for approx. 25m</p> <p>However for a cyclist going up the hill to the junction with Ladder Hill (ie South side) the proposed 25m of yellow lines is not enough to get safely past a parked vehicle, as car drivers are turning into the road from the north on a blind bend. i have nearly been knocked off my bike twice whilst passing parked vehicles. I would like you to consider increasing the length of the double yellow lines in this section by 10-20 metres so that bicyclists are safe. thank you.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>the area is a nightmare to drive past to visit elderly relatives at school pick up drop off times. this can impact collection of relatives to take to appointments etc</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>What about business owners on the High st - can they get some sort of parking permit access so that the shops can remain open, with more houses planned the shops are vital to the village community. i would not like the High street to become dead. it is the heart of the village and is so important</p> <p>General view – Support</p> <p>most of the proposals are a good compromise but more may be needed to stop the 'park and riders'. Parking around the school and the Coop are atrocious currently</p>
<p>(o61) Local resident/business, (Wheatley, Ladder Hill)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support</p>

	<p>Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>No comment</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>This needs enforcing as parents will still ignore it</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>The other parking on the High Street needs to be 2 hrs not 1 hr so people have time to use the facilities</p> <p>General view – Support</p> <p>This must be enforced on a regular basis else it will be just like it has been with people taking advantage</p>
<p>(o62) Local resident, (Wheatley, Old London Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support</p>

	<p>Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Too many people use Wheatley as a park and ride - parking here all day. My only worry is it will push parking to other roads in Wheatley - I live on Old London Road and have workmen parking from 5am till 6pm everyday as they all get in one van from here!</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Agree with this as busy outside school and dangerous.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Whole of Wheatley should be permit holders as it is used as giant cat park!</p> <p>General view – Support</p> <p>Hurry up and get it done - the parish council have talked about sorting church road for over 25 years!</p>
(o63) Local resident, (Wheatley, Simons Close)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Partially support</p>

	<p>Holloway Road – Support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Support Littleworth Road – Support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Support Station Road – Support</p> <p>I live in Simon’s close and often have difficulty accessing my driveway due to cars parked this can be other neighbours parking inconsiderately or coop customers, often cars parked near the end of the road create a hazard when turning in or out of the road . A consideration for park hill is that parents need to be able to drop/ pick up children safely from the scout hut so designated drop of area would be required.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Access along this road is incredibly difficult and it needs to be safer.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – Support</p> <p>Parking access to shops is required to support local businesses</p> <p>General view – Support</p>
(o64) Local resident, (Wheatley, St Mary's)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support</p>

	<p>Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>St Mary's Close also needs double yellow lines at the entrance as cars (staff and patients, and bus users and local businesses) park in St Mary's Close all day, and often at the very top when you pull in.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Needs monitoring as parents will still do it, the site isn't suited for a Primary School</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>The other 1 hr parking proposed for the High street should remain as 2 hours not the proposed 1 hour</p> <p>General view – Support</p> <p>St Mary's close also needs including in the double yellow scheme at it's entrance</p>
<p>(o65) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support</p>

Holloway Road – **Support**
Howe Close – **Partially support**
Kelham Hall Drive – **Partially support**
Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Partially support**
Simon's Close – **Partially support**
Station Road – **Partially support**
Templars Close – **Support**
Westfield Road – **Support**

There should be double yellow lines on both sides coming in to Templars Close and along Church Road from the Sun to the Rec. it is becoming very dangerous to get in and out of Templars Close as the Sun Car Park also restricts the view and the dense parking on the corner and beyond is unbearable.

Littleworth Road School Keep Clear – **Support**

Unbearable traffic jams and dangerous for passing traffic

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Partially support**

Difficult to drive through Bell Lane with parked cars and restricted view coming into High Street. All day parking should not be allowed in High Street, but a 2 hrs limit would be ok in the marked bays to enable people to use the shops.

General view – **Support**

The parking spaces at the surgery are not adequate with the Pharmacy being there as well. Why cannot be parking places be made available on London Road outside the Surgery and on the slip Road where there is a wide grass verge?

<p>(o66) Local resident, (Wheatley, Beach Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>These all seem sensible solutions to the on going traffic issues in the village, fingers crossed the County Council will enforce it and it makes a difference</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Sensible solution if enforced</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Sensible solution</p> <p>General view – Support</p>
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<p>(o67) Local resident, (Wheatley, Farm Close Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Ladder Hill – Support London Road – Support Park Hill – Support</p> <p>We need better parking restrictions in the village to stop the irresponsible parking.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>To help keep the flow of traffic running.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Parking should be two hours in the high street.</p> <p>General view – Support</p>
<p>(o68) Local resident, (Wheatley, High street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support</p>

	<p>London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Important to support</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Need more clear ways</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Good flexibility for high street residents and visitors</p> <p>General view – Support</p>
<p>(o69) Local resident, (Wheatley, Simons Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support</p>

Park Hill – **Support**
 Simon's Close – **Support**
 Station Road – **Support**
 Templars Close – **Support**
 Westfield Road – **Support**

I live in Simons Close and am horrified by the way people park around our village . There are times when people park their cars on Ladder Hill right up on the zebra crossing block the waiting area into Farm Close Road etc etc I don't know what different if any these proposals will make as so many people flagrantly ignore common sense & decency & think only of their own convenience. These proposals are long overdue but there should also be some serious consideration given to providing proper parking areas in Wheatley too. Not easy it straightforward but very necessary. People from the outlying villages need to access the public transport that we are lucky enough to have in our village & they need somewhere to park . Accessing our surgery where parking is becoming a real issue etc etc . The proposed parking changes will just move the problem to other places in the village as it doesn't offer any constructive suggestions for people who are generally concerned & need to access facilities . Whilst I totally agree with all the proposals I am concerned that the knock on effect will create even more problems

Littleworth Road School Keep Clear – **Support**

This is needed so that the flow of traffic through this part of the village can happen without the awful congestion that is there currently

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
 High Street (new shared use parking) – **Support**
 High Street (retain limited parking) – **Support**

Again, people use these areas for far longer than is necessary.

If it were feasible I would suggest that anyone who is a resident of Wheatley & is fully able bodied should be banned from parking their car anywhere in the centre of Wheatley. Something along the lines of the restrictions that used to operate with the pharmacy . If you lived within one mile of the surgery you had to collect your prescription from the coop pharmacy instead I'm in my mid 70's , am the only driver in our family but would never dream of driving to anywhere in the village . I am fit & quite capable of walking . There are no easy answers

	<p>General view – Support</p> <p>I think in general it's long over due . We have lived in Wheatley for 40 years & seen a lot of changes to the volume of traffic using Wheatley . I wish you could include banning over sized lorries using it as a rat run . That you could make the high street a traffic free area apart from deliveries to the stores . To make a real difference we need a proper designated car parking area so when the telephone exchange finally shuts its doors why not use that site as a proper village carpark ?</p>
(o70) Local resident, (Wheatley)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support</p> <p>I agree changes need to be made. My concern is who will enforce the changes. It's easy to say there are two car parks in the village. However these are full normally with people commuting into town on the bus. If there was a traffic warden to make sure these car parks had a strict 2 or 3 hour parking rule. This would be beneficial</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Parking outside the school is dangerous. Unfortunately this will never change unless people start getting tickets</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>There are no bays marked outside the shops this would help so people park sensibly</p> <p>General view – Support</p> <p>Parking permits along church road would help with the congestion.</p>
(o71) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support</p>

Church Road – **Support**
 Farm Close Road – **Support**
 Holloway Road – **Support**
 Howe Close – **Support**
 Kelham Hall Drive – **Support**
 Ladder Hill – **Support**
 Littleworth Road – **Support**
 London Road – **Support**
 Morland Close – **Support**
 Park Hill – **Support**
 Simon's Close – **Support**
 Station Road – **Support**
 Templars Close – **Support**
 Westfield Road – **Support**

It is frequent that cars/vans/trucks stop/park on double yellow lines and this is danger to the public or causes jams in confined spaces. In some areas OCC should consider safety and implement double red lines. OCC has not addressed the parking and waiting that occurs on the pedestrian ZigZag lines in ladder hill (outside of the Co-op (this should be enforceable) and the parking on pavements that occurs in all of these areas. Nor does this proposal refer to the high street in Wheatley where cars/vans/trucks often stop, wait or park on the double yellow lines in the high street especially outside the merry bells and post office.

Littleworth Road School Keep Clear – **Support**

Clearly all zigzag lines should be enforced and so should parking on the pavements in this area which occurs and obstructs vision.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Support**

High Street (retain limited parking) – **Support**

Large vehicles often park and obstruct bell lane. For those who live in the high street without an off-street parking place it is essential that they can access parking places for longer than an hour by purchasing a permit. What OCC has not addressed is that cars park vertically to the pavement outside of the shops. It is not legal to do so as the bays

	<p>are for horizontal parking in line with the shops. If the hour time limit was enforced then parking as permitted (horizontal) would be fine. If OCC does not make the bays clear then OCC would fail to be able to prosecute as this has already been challenged and the attempted prosecution failed. Additionally the current vertical parking of cars narrows the road and causes persistent traffic congestion - sometimes for up to 15 minutes when large trucks cannot get through illegally vertically parked cars on the righthand side and the bay on the left. Additionally OCC has not addressed the side road - the right hand turn - that goes into the parking behind the shops and on the right is the disabled parking. Trucks and vans often park there blocking the ease of entry for the disabled bay or the trucks reverse in and out of this road frequently mounting the pavement as they try to maneuver around the vertically parked cars. This road should have double red lines to protect the disabled bays. Additionally OCC has not addressed the parking on the pavement on the high street just before this road. This section of the pavement needs a barrier to prevent this parking as the only pavement drop for wheelchairs and prams is just where this illegal waiting/parking occurs as vans and lorries unpack here for the shops. Any one disabled is disadvantaged by this blockage by waiting or parked vehicles.</p> <p>General view – Support</p> <p>Enforcement of legal parking would be a boom to Wheatley and the safety for pedestrians and children - so enforcement with respect to zigzag lines and double yellow line is to be applauded if effected with the required frequency to act as a deterrent. The resident parking restrictions appear fair. What is less positive is that OCC has failed to to state that they will deal with the illegal vertical parking outside of the shops. That the road by the disabled parking bays remain unrestricted. That the frequent parking on pavements has not been addressed. And that the parking bays on the high street are not of fit size and when endorsement was attempted in the past - this has been overturned for this reason.</p>
(o72) Local resident, (Wheatley, Old London Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support</p>

	<p>Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Although I agree with this I think this should be extended to many of the other roads in Wheatley like the Old London Road the parking bays do NOT slow the traffic they make them go faster.</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>Wheatley is just used as a car park for many travelling to Oxford and builders like Darke&Taylor who all park their cars every day and then get into a van.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Too many cars that are not from Wheatley</p> <p>General view – No objection</p> <p>Extend to the whole of Wheatley, or rename us NCP</p>
<p>(o73) Local resident, (Wheatley)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p> <p>Littleworth Road School Keep Clear – No objection</p>

	<p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – No objection</p> <p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p> <p>General view – No objection</p> <p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p>
<p>(o74) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p>

	<p>The parking in front of the sun- the little triangle needs to be marked as no parking space as difficult to turn and see traffic coming from the opposite side due to parked cars</p> <p>Littleworth Road School Keep Clear – Support</p> <p>This will make traffic improve hopefully</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Works fine</p> <p>General view – No objection</p> <p>Please implement as soon as possible</p>
<p>(o75) Local Cllr ((Wheatley Parish Council)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p>

	<p>I am responding to this survey on behalf of Wheatley Parish Council. The Wheatley Parish Council Traffic Working Group has worked closely with Oxfordshire County Council in the planning of these restrictions. The group has used local knowledge, input from the community and data collected from an earlier parking study. We believe the changes will improve safety and reduce congestion on our roads, free up short term parking for our local businesses and enable residents in the High Street, Bell Lane and Church Road to still park near their properties when the new restrictions come into force.</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>Safety of our school children is paramount and parking of cars on the current Zig Zag lines has been a problem as they can obstruct the view for drivers and pedestrians visiting the Primary School, John Watson School and Maple Tree. Implementing this res</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>Parking spaces in the High Street. Restrictions for dual use bays in the high street should be for parking for up to 2 hour, with no return for 1 hour, for non-permit holders. This is the current arrangement. The consultation states waiting time is 1 hour which is incorrect. Parking permits should be limited to one per household.</p> <p>General view – No objection</p>
(o76) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support</p>

Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

If you have driven down Church Road lately you will know that the parking on the North side from the junction with Friday Lane to the small lane before the flats is causing traffic chaos. This review needs to be extended to include this piece of road. The council has allowed this road to have single homes replaced with multiple homes with inadequate parking and the inevitable consequences of road rage and gridlock.

Littleworth Road School Keep Clear – **No objection**

no comment

Parking provision amendments:

Bell Lane (new residents permit parking) – **No objection**

High Street (new shared use parking) – **No objection**

High Street (retain limited parking) – **Support**

no comment

General view – **No objection**

Will anyone actually enforce these restrictions?

The state of the roads needs serious attention when you're painting the yellow lines

Divisions affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

OXFORD: A420 BOTLEY ROAD (RAIL STATION AREA) – PROPOSED HIGHWAY IMPROVEMENTS/CYCLING AND PEDESTRIAN INFRASTRUCTURE

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following elements of the scheme design for pedestrian and cycle infrastructure improvements on the Botley Road between Abbey Road and Becket Street (the rail station junction) as advertised:

- a) **Humped Toucan Crossing (a raised signalled crossing for use by pedestrians & pedal cyclists), approximately 10 metres west of the junction with Mill Street (speed table extends 25m east of Mill Street),**
- b) **Raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the A420 Botley Road,**
- c) **Conversion of the existing footways on both sides of the A420 Botley Road to shared use footway cycle-track between the junctions of Abbey Road & Frideswide Square,**
- d) **Raised uncontrolled pedestrian crossing points at the following locations:**
 - i. **minor relocation of the existing crossing point on Botley Road, immediately west of its junction with the rail station access,**
 - ii. **provision of a new raised crossing point of the rail station access at its junction with Frideswide Square,**
 - iii. **widening of the existing raised crossing point on Becket Street at its junction with Frideswide Square.**
- e) **Delegate officers to continue working with Network Rail to finalise the detailed design of the improvements to be submitted to the county council as part of the Section 278 highways approval process.**

Executive Summary

1. This report presents responses (as shown in **Annex 2**) to a statutory consultation on key elements of design proposals for improved infrastructure for pedestrians and cyclists on the Botley Road between Abbey Road and Becket Street (including the rail station junction) – as part of the Network Rail Phase 2c project to enhance the rail station with a new railway track, platform and station entrance on the western side of the existing tracks and an accompanying new bridge carrying the new and existing tracks across the road.
2. Officers recommend that the key elements of the highway proposals are approved and will continue to work with Network Rail to ensure that wherever possible, feedback received during the consultation is taken into account in finalising the detailed design ahead of its submission to the county council for approval as part of the Section 278 process.

Introduction

3. The key elements of the proposed improvements to cycling and walking infrastructure on Botley Road between Abbey Road and the rail station junction (Becket Street) that were the subject of statutory consultation in March and April this year have been designed by Network Rail in consultation with Oxfordshire County Council officers. At the time of the consultation, the full design of the proposed improvements was not finalised but was sufficiently developed to allow the necessary consultation on the key elements to take place.
4. Improvements to cycling and walking infrastructure in the vicinity of the rail station are very welcome - for too long, the infrastructure on this section of Botley Road has been of very poor standard which discourages people from walking or cycling.

Development of the proposals

5. The replacement of the existing rail bridge in the summer of this year with a new one to accommodate the new track to the west of the existing station has provided an opportunity to provide 4m wide tunnels (internal dimension – vertical face to vertical face) on both sides of Botley Road. These tunnels act as supports for the new rail bridge structure and will accommodate pedestrians and cyclists. It is intended that cyclists travelling east will use the northern tunnel and those travelling west, the southern tunnel. Signage and markings will strongly encourage this even if it is not possible to legally enforce. The new Toucan crossing (see below) will help discourage westbound cyclists from using the northern tunnel the ‘wrong’ way.
6. The new wider rail bridge (west to east) means that the carriageway needs to be lowered for longer so that sufficient headroom for double decker buses and other large vehicles can be provided. The gradients of the slope down and up

again will therefore be steeper than at present to tie in with existing road levels at Becket Street and Mill Street/Cripley Road.

7. Cyclists will continue to be able to use the carriageway (7.3m wide with 0.6m wide hard 'verges') under the rail bridge. However, the tunnels described above not only allow cyclists to travel along Botley Road completely segregated from traffic but also without needing to cycle down a hill and back up again. The tunnels are a major improvement compared to the present situation where the one footway under the bridge is very narrow and follows the road level down and up again and the tunnel on the south side is narrow and provides a far from pleasant walking environment.
8. The existing Pelican crossing to the west of Mill Street will be replaced by a Toucan crossing to make access to and from the new western station entrance more attractive for cyclists in addition to pedestrians. It is proposed that this crossing will be positioned on a raised table extending from east of Abbey Road to approximately 25m east of Mill Street – the gradients of the table ramps will be no steeper than one in 20 but will help moderate the speeds of vehicles, supporting the improved conditions for the expected increase in pedestrians and cyclists in the area.
9. Raised side road entry treatments across Abbey Road, Cripley Road and Mill Street will ensure comfortable continuous provision for cyclists and pedestrians and reinforce the priority they should have over vehicles at these junctions with Botley Road.
10. Cyclists can remain on the carriageway between Abbey Road and Becket Street, but it is also proposed that the new shared footway/cycleway tunnels under the rail bridge are complemented by connecting sections of shared use footway on both sides of the road from either end of the tunnels to Abbey Road in the west and Becket Street in the east.
11. Adjustments are proposed to the existing raised uncontrolled crossings across the north, west and south arms of the rail station junction roundabout to better provide for pedestrians as part of the infrastructure improvements.

Financial Implications

12. Funding for consultation on the proposals (and implementation if approved) is being provided by Network Rail as part of the Phase 2c Oxford station improvement work.

Legal Implications

13. Once the scheme design is sufficiently developed having taken into account feedback received during the consultation, it will be submitted to the county council for approval via the Section 278 process, which allows a third party to carry out works to the highway. These works are currently scheduled to take

place later this calendar year, after the new rail bridge is installed during the planned closure of the railway in the summer.

Equality and Inclusion Implications

14. An Equalities Impact Assessment is at **Annex 4**. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
15. The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will be reviewed again after the infrastructure is improved and it has been used for a sufficient period of time. One possible course of action is to invite representatives of the city council's Inclusive Transport & Movement Focus Group to a site visit soon after opening and again a few weeks or months later in order to give feedback on the success or otherwise of the design.

Sustainability Implications

16. The proposals would help facilitate the safe and convenient movement of pedestrians and cyclists and help encourage the use of sustainable transport modes.

Formal Consultation

17. A formal consultation was carried out between 28 March and 26 April 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, local county and city councillors, countywide transport/access & disabled peoples user groups and Oxford City Council.
18. Street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
19. The consultation was hosted on the Let's Talk Oxfordshire (LTO) portal and included a plan and an explanation of the proposals and a questionnaire to allow feedback to be submitted. The plan and the content of the LTO page is in **Annex 1**.
20. 189 responses were received via the online consultation survey during the formal consultation, with 59 supporting the proposals in general (31%), 78 partially supporting (41%), 44 objecting (23%), and 8 indicating no objection (4%).
21. The responses to the specific measures being proposed are summarised in the tables below:

Table 1. Botley Road highway improvements.

Proposal	Support	Partially support	Object	No objection	Total
Humped toucan crossing	82	37	26	44	189
Raised side road entry treatments	66	30	33	60	189
shared use footway and cycletrack	50	44	92	3	189

Table 2. raised uncontrolled crossing points at the rail station junction.

Proposal	Support	Partially support	Object	No objection	Total
Relocation of existing (Botley Rd)	57	39	36	57	189
Introduction of new (rail station arm)	63	43	37	46	189
Widening of existing (Becket Street)	70	37	31	51	189

22. Additionally, a further nine emails were received – one of these raised an objection to the proposals and five raised some concerns.
23. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections & Concerns

Shared use footway/cycleway:

24. Whilst there was plenty of support for the proposed shared use footway/cycleway mainly on the grounds of giving a safer and more comfortable experience for people wanting to avoid sharing the road with traffic, others objected or expressed concern on the grounds that cyclists should be physically separated from pedestrians, particularly because the area will be so busy in the future and cyclists typically travel at a much higher speed than pedestrians. People felt that the shared use sections would be uncomfortable and unsafe for more vulnerable pedestrians (older, younger, disabled) in particular.

25. The 4m wide tunnels represent a huge improvement compared to existing infrastructure and Network Rail has clearly set out to officers the significant constraints presented by the site that mean tunnels wider than 4m are not possible. Officers believe that 4m (effective width is 3.5m given the vertical face of the tunnel on the cycle side) is sufficient for safe and comfortable sharing of the space although as the design is completed, officers will require Network Rail to pay careful consideration to how the space in the tunnels is shared between pedestrians and cyclists. Full, hard segregation will not be possible due to the limited space available, but other options will be considered including different surface materials, markings and signage.
26. Active Travel England (ATE) and the county council's Vision Zero cycle safety group (VZCSG) were consulted ahead of the statutory consultation. Both were of the opinion that providing for cyclists off the carriageway should be a priority for the design because of the high volumes of traffic on the Botley Road.
27. There was some concern about the amount of shared use footway where there is no segregation of the off-carriageway space. Some of this shared use is necessary either side of the crossing points because otherwise, cyclists would be directed straight through the areas where pedestrians need to wait to cross (or 'land', having crossed). However, it should be possible to make these sections shorter (particularly on both sides of the road to the west of the rail bridge) and so provide greater comfort and clarity for pedestrians and cyclists.
28. Personal security concerns in the tunnels will be addressed by ensuring lighting is bright and continuous throughout. In any case, for a very significant proportion of every 24-hour period, there will be a regular flow of pedestrians and cyclists giving natural surveillance.
29. It was suggested by some respondents that one tunnel be used only by pedestrians and the other by cyclists to remove physical conflict. This would be virtually impossible to enforce as well as requiring cyclists and pedestrians to make unnecessary additional crossings of Botley Road.

Toucan crossing and speed-table:

30. The main concern about the proposed Toucan crossing is that it is not in the best location – it would be more attractive to users if it was to the east of Mill Street. However, the road has to start descending sooner on the west side of the rail bridge in order to achieve the necessary headroom for double decker buses to get underneath it which means that there is a level difference between the footway and the carriageway east of Cripsey Road/Mill Street. This level difference stops the crossing from being located there. Officers are still confident that the Toucan crossing will be sufficiently attractive to people wanting to get to and from the new western station entrance and Cripsey Road/Roger Dudman Way.
31. There was some objection to the location of the Toucan crossing on a speed table. This seemed to be mainly from people who thought that this would

damage vehicles and/or that it wouldn't be appropriate or necessary to slow vehicles down. In line with the vision and objectives of the council's Local Transport and Connectivity Plan, officers believe that the use of a level difference on the road will help to reduce the speed and positively moderate the behaviour of vehicles in order to make walking and cycling safer and more attractive. The ramps of the speed table will be no steeper than one in twenty which has been used successfully elsewhere on busy bus routes where there is also a need to ensure a comfortable/safe experience of passengers, especially those standing on the bus.

Raised side road entry treatments (Abbey Road, Cripsey Road, Mill Street):

32. The main concerns about the raised side road entry treatments were the possibility they could create congestion on the Botley Road as vehicles slowed down to turn across them and also that pedestrians using them might not take due care and attention. Similar features have been used successfully in many other locations in Oxford where side streets meet main roads. The Highway Code is clear that pedestrians and cyclists using footways and/or shared use facilities adjacent to roads have priority over vehicles turning across them, and the raised side road entry treatment helps supports this. There are low volumes of traffic turning into these side roads from Botley Road and so the impact on congestion will be negligible.
33. Officers will work with Network Rail to ensure that the design of these features makes them as continuous as possible across the side roads and as effective as possible in ensuring vehicles give way to pedestrians and cyclists using them.

Changes to uncontrolled raised crossings at the rail station junction:

34. There were some concerns about the lack of priority that these crossings would give to pedestrians. It was suggested that a zebra crossing would be better on Botley Road. However, the volume of traffic and number of pedestrians wanting to cross there will be such that this would not be advisable – the crossing could create congestion which would adversely affect the reliability of bus services.
35. Otherwise, the crossings consulted on are very similar to those that exist already i.e. with dropped kerbs and tactiles, a contrasting road surface colour and a maximum change in carriageway level of 50mm, with changes being made only to their location to make them more convenient for pedestrians (most notably the new crossing on the rail station arm of the junction which will supplement the existing one).

Cyclists leaving and rejoining the carriageway:

36. Some people said they were concerned that the proposals would not allow cyclists on the road to comfortably join the proposed off carriageway facilities and then subsequently to rejoin the carriageway. This could mean cyclists are more likely to stay on the carriageway and need to share space with large volumes of traffic.

37. Oxford Bus Company in particular was concerned that cyclists using the tunnel on the north side of the road travelling eastbound would rejoin the carriageway at the station junction in a dangerous fashion because they would be doing so in places that drivers would not be expecting.
38. The final design that will consider the detail of transitions from on to off and back to on road again will be completed after this Cabinet Member meeting and take into account these comments. Careful design of the exact location and nature of dropped kerbs for cyclists leaving and rejoining the carriageway will seek to address the concerns.

Lack of cycle lanes on the Botley Road carriageway:

39. Cyclox was concerned about the fact that cycle lanes on the carriageway were missing from the consultation plan. It would have preferred to see wide advisory cycle lanes without a centre line; a similar approach to the Quickways introduced on a number of other main road carriageways elsewhere in the city.
40. For the time being, officers' view is that on balance it is better to build the proposals without cycle lanes on the carriageway, given the high volumes of vehicular traffic and the constrained width. Cycle lanes could be added later if monitoring together with feedback from users suggests this is needed.

Insufficient detail on the plan:

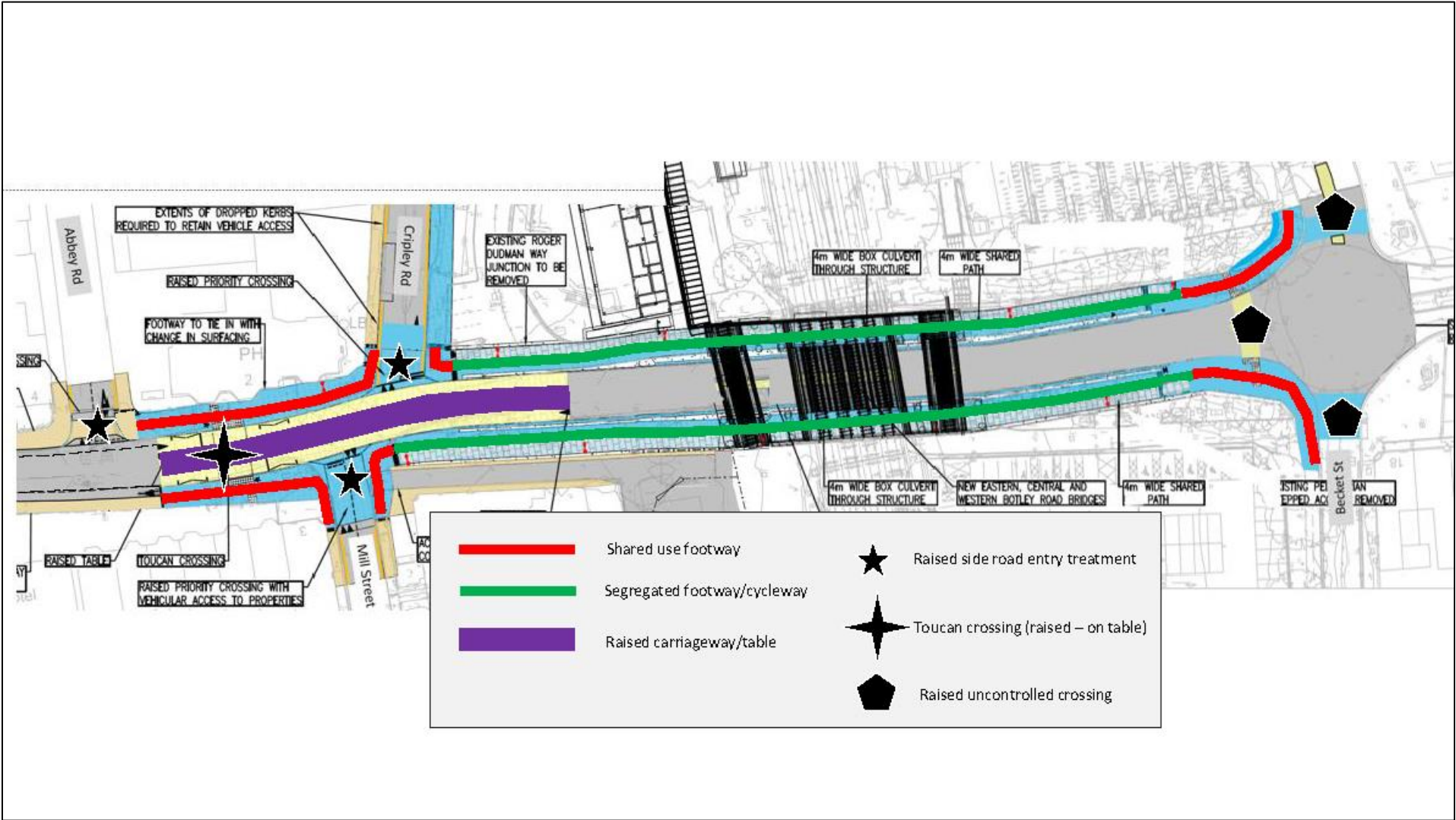
41. A number of respondents didn't think the plan was clear enough or contained enough detail to allow a proper understanding of what was being proposed. The aim of the plan (in Annex 1) was to show the location and extent of the key elements of the proposed Network Rail design that were the subject of this statutory consultation; not the full detail of the proposals. This will be completed following this Cabinet Member Decision meeting taking into account the feedback submitted. Officers believe that the description of the proposals on the Let's Talk Oxfordshire consultation page and the press notice were more than adequate to allow proper consultation on the key features.

Miscellaneous comments or concerns about the design:

42. Various other comments were made about such things as impact of the new design features on drainage and the overall appearance of the built environment. As far as possible and is necessary these comments will be taken into account in the final stages of the design process.

Next steps

43. Feedback from this consultation will be used by Network Rail to complete the detailed design which will then be submitted to the county council for approval via the Section 278 process. As part of the design process, an independent road safety audit will be carried out with the county council's Highways



Oxford: A420 Botley Road (Rail Station Area) - proposed highway improvement measures

We're asking for your views on the proposal to improve conditions for cyclists and pedestrians using Botley Road between Abbey Road and Frideswide Square. The proposals are part of the ongoing work by Network Rail to provide a new western entrance to the station for passengers and to replace the existing rail bridge across Botley Road. The improvements are being designed by Network Rail in consultation with the county council. The detailed design is in the process of being finalised although the key features are agreed and the subject of this consultation. The consultation needs to take place now so the design can be finalised in time for construction to start after the new rail bridge is installed in July. The plan accompanying this consultation highlights the key features which require consultation.

- New pedestrian and cycling tunnels – segregated footway/cycleway

As part of the new bridge, two, 4m wide tunnels under the rail tracks will be provided, one on each side of Botley Road. It is proposed that the space will be shared equally (2m each side) between cyclists and pedestrians with space for each user group demarcated through the use of surfacing materials, markings and signage. This segregated shared use will extend from approximately 15m west of Becket Street/Station entrance as far as just east of the Mill Street junction and just east of the Cripsey Road junction on the south and north sides of the Botley Road respectively.

- New shared use footway/cycleway

On the north side of the Botley Road, from Cripsey Road as far as Abbey Road, the existing footway would be converted to shared use footway/cycle way. On the south side, from Mill Street to a point just opposite the eastern kerb line of Abbey Road, the existing footway would be converted to shared use footway/cycle way.

- Raised Toucan crossing and speed table

A raised Toucan crossing of Botley Road would be provided for pedestrians and cyclists between Cripsey Road and Abbey Road, a short distance to the east of the existing Pelican crossing. This crossing would be provided on a speed table which would extend from the crossing as far east as approximately 25m east of the junction of Botley Road with Mill Street. This speed table would be raised by approximately 75mm with the gradients of the ramps at either end no steeper than 1 in 20.

The raised Toucan crossing is proposed to help make access to and from the new improved western station entrance (where there will also be new, additional secure cycle parking) safer and more attractive for cyclists as well as pedestrians.

- Raised side road entry treatments

Raised side road entry treatments will be provided at the junctions of Botley Road with Abbey Road, Cripsey Road and Mill Street. These would be raised by approximately 75mm and have ramps no steeper than 1 in 15.

- Informal uncontrolled crossings

At the Frideswide Square station junction with Botley Road, the existing raised informal crossing of Botley Road would be provided slightly closer to the junction, a new crossing of the station arm would be provided much closer to the Botley Road than the existing one, and the crossing of Becket Street would be widened towards Botley Road. These changes are to ensure that the improvements connect well with existing cycling and walking infrastructure in Frideswide Square.

- Expected outcomes

The overall outcome of the changes to infrastructure as described here is expected to make walking and cycling along Botley Road to and from the city centre and the rail station (including the new western entrance) safer and more attractive. Off carriageway facilities for cyclists shared with pedestrians are proposed because of the high volumes of traffic on the Botley Road although cyclists will be able to continue to use the carriageway along this stretch of Botley Road. No cycle lane markings are currently proposed from Abbey Road to Becket Street although they could be added following the implementation of the improvements, if monitoring and feedback shows this to be needed.

Have your say.

Please read the detailed information provided on this consultation and take the time to complete the survey as your views and opinions matter. Your response should be completed and returned by **5pm on Friday 26 April 2024**.

Whilst we will endeavor to answer simple queries during the course of the consultation, any more complex questions/issues will be appraised and dealt with as part of consultation process.

What happens next?

The County Council will review the responses and if necessary (i.e. if objections are received) prepare a report to be presented to the Cabinet Member for Highway Management at a meeting scheduled for 23rd May 2024. This will be public meeting

at which members of the public may apply to speak. The agenda and reports for meetings will be made available on the Oxfordshire County Council web site about a week before the meeting (please note that occasionally it is necessary to defer reports to a later meeting, and it is therefore advisable to check the agenda ahead of attending a meeting). The Forward Plan of decisions meetings can be viewed [here](#).

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	No objection/concerns – see Annex 3 for full response.
(e3) Oxford Pedestrians Association	<p>Concerns – Oxford Pedestrians Association (OxPA) supports the reopening of pavements on both sides of Botley Road Rails Station area bridge, as the current tunnel has been narrow and overcrowded at all times of the day, and represents a hindrance and deterrence to people on foot and in wheelchairs</p> <p>However we are sorry to see that both sides are planned as shared-use with cyclists without the stated requisite width (minimum 4m, ideally 6m) for this very busy route. We believe that if shared use the routes need to be wider than may be currently envisaged.</p> <p>OxPA supports the installation of continuous footways across Mill St, Cripsey Road and Abbey Road. These should be truly continuous, giving visual and physical priority to pedestrians and wheelchair users (and cyclists where paths are shared). This means they should have continuous paving, raised to the height of the footway on either side so that they are level, and making clear to drivers entering the side streets that they must give way, in line with the Highway Code.</p> <p>OxPA supports the moving of the crossings cited to their new locations and raised to enable continuous movement. However we do not believe all cyclists will be willing or able to interrupt their journeys by making this detour.</p> <p>OxPA also flags up that if cycle lanes are not provided under the bridge on the road, there are more likely to be cycle casualties on this narrow and steep stretch of road. Monitoring will not heal injuries or save lives lost here. Many cyclists will not want to detour or slow down as this is a key east west cycle corridor.</p>

(e4) Cyclox	<p>Concerns – Cyclox is pleased to comment on the design proposals.</p> <p>Cyclox welcomes a number of improvements: -</p> <ul style="list-style-type: none"> o Alternatives to on-road cycling provided by the raised paths. o New tunnel on north. o Widened tunnel on south o Improved Side Road Entry Treatments: we would expect these to be in conformance with LTN1/20 and revised Highway Code priorities. This means being visibly straight-on, level and with a continuous, consistent surface. <p>However: there are many unresolved issues:</p> <ul style="list-style-type: none"> o Every transition from on-road provision to off-road <p>o Routes are confusing. To the east, crossing Frideswides Sq/Park End St, both on or off road. Trajectories that are visibly defined would benefit all users, as the ‘not-quite shared-space’ design seems to deliver the worst of worlds. (The scheme’s red-line may preclude addressing the issue but users will be choosing trajectories that impact on the Square, the Highway Authority needs to be prepared.)</p> <ul style="list-style-type: none"> • When the Frideswides Square project was being consulted on, Cyclox raised the issue of shared-use transitions, from shared-use to road, being in a very confined space (with narrow footway). We were told that such details would have to await the bridge project details. With this bridge design, the transition/narrow footway issue remains un-addressed. <p>o To create more space for shared use at this busy junction, the retaining walls at the back of the footway, on each side of the road, need to splay outwards (away from the road) to create extra usable footway width. Without this, the potential for pedestrian/cycle conflict will be considerable. (Indeed, the Oxford Bus company letter clearly states this too).</p> <p>o Informal Controlled Crossing: The proposed new location of the crossing into the Station square (marked as Loverose Way in Google) may be beneficial for users but (depending on the extent to which travellers will arrive at the current front station entrance) the existing raised crossing needs to be extended north to align with movements from Frideswides beside the Saïd School to the current southern ramp to the station entrance.</p> <p>o SRETs, Cyclox does not accept maximum height of 75mm when the legislation is 100mm.</p>
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	<p>The standard SRET should have a completely flat pavement of undifferentiated texture from non-SRET pavement and with Dutch Entrance Kerbs: https://therantyhighwayman.blogspot.com/2019/12/the-british-entrance-kerb-exclusive.html; Charcon produce these in UK: https://online.flippingbook.com/view/416034782/84/.</p> <p>o Cyclox objects to the statement that “No cycle lane markings are currently proposed from Abbey Road to Becket Street although they could be added following the implementation of the improvements, if monitoring and feedback shows this to be needed”. We wish for the Quickways treatment to be applied here, with wide side cycle provision and no centreline.</p> <p>Cyclox notes that:</p> <ul style="list-style-type: none"> • The plan is at a poor resolution and is confusing. • There are no sections to aid comprehension • Many details are illegible.
(e5) Email response	<p>Concerns – I consider the proposed road and shared pavement layout as a ‘bare minimum’ scheme to meet the needs of pedestrians and cyclists. While the wider shared tunnels improve the previous road layout, they certainly do not meet or exceed statutory guidance and are not fit for Oxford as a cycling city.</p> <ul style="list-style-type: none"> • The concept of shared lanes creates conflict between cyclists and pedestrians. • There is no provision for the safe re-integration of cycle traffic onto the road on either end. This is also true at either end of Frideswide Square where the shared cycle/pedestrians areas have no clear instructions to cyclists to join the highway/roundabouts. <p>Compared to the increasingly segregated two-way cycle lanes installed in London, much more could be done here and across Oxford. I believe an integrated plan for a segregated, two-way, continuous cycle lane between the rail station and Iffley Road is needed:</p> <ul style="list-style-type: none"> • A continuous, two-way cycle lane on one side of the highway with pedestrians using the other tunnel. • Cycle lanes continue through Frideswide Square, and straight up Hythe Bridge St, George St and down High St. • Two-lane traffic diverted from Worcester St. To Frideswide Square via Park End St. Hythe Bridge St becomes one-way with much wider pavements. • One-way bus working around George St, Queens St, Cornmarket. The system becomes a gyratory. • Crossings for cyclists are signalised at key points rather than ‘courtesy’

<p>(e6) Visiting Research Associate, (Transport Studies Unit, Oxford University)</p>	<p>No objection – I looked at the plans for the station area footways, cycle routes and road routes, but feel I need to know what questions will be asked when filling in the survey. I'd fill in most as "partially support" and then wouldn't know whether I'd have a later opportunity to comment on the parts I don't feel are fully explained in the information provided.</p> <p>-Basically I think the success of it will be dependent on vehicle users having strong signals that they should expect the unexpected and drive very slowly (as generally happens in Frideswide Square now). Also that cyclists will be able to cross the side roads in a straight line, and be able to join the main carriageway easily if, for example, the footway is busy with pedestrians. The diagram isn't clear about this. And from a pedestrian's point of view it will be very important that cyclists treat them with respect.</p> <p>-I support the idea that the paths under the bridge will be marked as segregated but the other pavements won't be. But I think visual clues and written notices will be important to encourage cyclists to respect pedestrians. Likewise pedestrians are likely to be in the cycle parts at times. 4 metres is not wide for busy segregated paths, and pedestrians do tend to walk two or three abreast with shopping bags. (Cyclists are 'probably' somewhat more likely to go single file in such conditions).</p> <p>-I trust that the raised carriageway/ table will be marked as different to a normal tarmac road surface to help slow traffic down.</p> <p>-I'm not sure I understand why the dropped kerb needs to extend so far along Abbey Road.</p> <p>-Something will need to be done to stop Domino's Pizza deliveries (and people stopping to collect) getting in the way when Beckett Street reopens.</p> <p>-I hope access onto the roadway at the station roundabout will be level, as I for one, prefer to use the road way past the bus stops when cycling. But I'd much prefer to avoid using the roadway under the bridge.</p>
<p>(e7) Local resident, (Oxford, Hobson Road)</p>	<p>Concerns – In my capacity as a wheelchair user and a committee member of the local disability charity Unlimited Oxfordshire, I do have some concerns about this consultation. That said, I absolutely do not want to delay the works. Some of my concerns are about process and others are about the plan put on the website as part of the consultation. Whilst I do not want to delay the project at all, there are a number of issues I would ask you to consider.</p>

A. Powers

The powers of the County Council as traffic authority and highway authority to carry out these works are beyond doubt. Calling this a "statutory" consultation suggests a statutory duty to consult. Please identify the particular provision that gives rise to this duty.

Whether there is a statutory duty or a discretionary power to consult, the law is clear that the consultation must be carried out fairly. Consultees and indeed decision makers (elected members) must be given enough information to make a reasoned decision.

B. The Plan

The plan on the website is not at all clear in many respects. It is very low resolution. It raises so many questions as to render the consultation unfair. I have looked on the website to see if the other information contained answers to my points, but I did not find those answers.

I acknowledge that I have a visual impairment and had some difficulty with the plan. So I sent it to a friend who is a local resident and he came back to me with the following points. I agree with him on these points but you will see that at 7 he raises an issue that I cannot see.

1. The panel that I would describe as the legend does not explain the meaning of the light blue, yellow and beige areas on the plan.
2. The new western entrance to the railway station is not shown.
3. There are references to a 'culvert' under the bridge on either side. Presumably these are references to the pedestrian and cycle tunnels. Is that right?
4. The existing junction with Roger Dudman Way is to be removed. What is to be put there instead?
5. The caption on the plan at the entrance to Beckett Street is not complete and so one cannot read what it is saying.
6. At the far left (Western) end of the plan there are three black lines pointing to the star which represents the entry treatment for Abbey Road. Yet the captions showing what these lines are leading to were not visible on the plan.
7. As if to illustrate my point, my friend who lives in the area spotted '{Ex]isting Pe[lic]an [st]epped ac[cess] removed' somewhere on the plan. I could not see this.

	<p>Finally, and in relation to disabled access, it would have been helpful to have a line in the consultation documents to the effect that dropped kerbs, textured paving and level access for wheelchair users will be provided as standard. I trust that this is in fact the case.</p>
(e8) Local resident, (Oxford, Evelyn Close)	<p>Object – I'm extremely concerned about plans for dual use of pathways for both pedestrians and cycles/scooters/motor bikes while pushed.</p> <p>I'm disabled and have had bad experiences of using the current, inadequate, tunnel by the station. I use a rollator and have already used a Facebook page to say what I think, but have had no reply to it.</p> <p>I'm very much opposed to shared space with foot passengers and wheeled, active people. It just doesn't work and I strongly suggested two-way foot passengers in one pathway under the bridge and two-way for wheeled vehicles. They would need to be separated by permanent blocks, with adequate signage for the direction of travel, but this would be far safer and would work better for all of us. I have seen this in the long tunnel under the river in Antwerp and it works well. We pedestrians are very vulnerable when confronted by aggressive cyclists and, to be honest, I'm amazed that there has not been, to my knowledge, a very serious injury accident during the over-long time we have had to use the tunnel. To say that it would be difficult for people to understand would be to underestimate the intelligence of most people. We would soon get used to it. What is unacceptable long-term is for us, the elderly, parents with pushchairs, wheelchair users, the wobbly on their feet (like me) to have to do battle daily with cyclists etc. I think this is a solution which should be discussed sensibly when the plans are drawn up. Those of us who live on the Botley side have already had far too much stress about getting in and out of the city and we would appreciate some consideration being given to our needs and welfare.</p>
(e9) Email response	<p>Concerns – This is almost incomprehensible. "toucan", "raised", "uncontrolled" etc. The sketch plan doesn't help.</p> <p>All I want to know is whether I will be able to drive from Botley Road to the Becket St car park or to the new west station entrance; and that if I take a bus or walk or drive cyclists will be safely segregated. The current shared tunnel to the station is very dangerous for pedestrians because cyclists do not dismount and also swerve from side to side.</p>
(o1) Local resident, (Buckland, Summerside)	<p>General view – Object</p>

Greater care is needed to consider real human experience in order to keep everyone safe on the roads and pathways. Cyclists will not use the shared pathways as intended, they will see them as a hindrance and a danger to pedestrians. As a cyclist I actually prefer to travel on roads as I know I am bound by the rules of the road. My preference would be designated cycle lanes on the road which seamlessly divert to the cyclist-designated underpass of the railway bridge. rejoining the carriageway safely afterwards (e.g. my only objection is to the shared use pathways)

Toucan crossing – **Partially support**

Great for pedestrians, not necessary to be 'toucan' though as will rarely be functionally used by cyclists (will expand on this further under objection to 'shared use' paths surrounding crossing)

Raised side road entry treatments – **No objection**

assume this is for speed control and wheelchair accessibility. I have no objection

Shared use footway and cycletrack – **Object**

As a cyclist who commutes daily along this route, I think this is a bad idea. The main threat I feel as a cyclist is in areas where my path is not delineated. This will prove to be a very busy pedestrian path, cyclists who have been using the road over osney bridge will need to join this path which will add danger to pedestrians and will necessitate cyclists to go very slowly until the new cycle lane is reached. In practice, cyclists will remain on the road to keep out of the way of pedestrians and it is distressing to hear that no marked cycle lane will be provided on the road as I envisage drivers becoming irritated and dangerous due the congestion of a new crossing and upcoming roundabout - they will attempt to block cyclists from reaching new cycle path and collisions will occur.

Cyclists (not me) will also be emboldened by the Toucan crossing and think that it is ok to traverse it (along the road) while pedestrians are crossing as cycles are technically allowed to cross. This is dangerous and unnecessary. if the paths were not shared use here, cyclists would be forced to stop at the crossing.

Furthermore, you seem to be saying that cyclists coming out of Mill Street to turn right onto Botley Road should mount the path, turn left, cross the road and then turn right? That will NEVER happen.

My final point is that travelling west along the road will be no easier unless there is adequate provision to rejoin the carriageway safely. I believe the most efficient place to do this would be before Mill Street/before the new crossing (for the same reasons stated above)

Introduce new crossing point – **Support**

Relocate existing crossing point – **No objection**

Widen existing crossing point – **No objection**

No particular objection to any of this

<p>(o2) Local resident, (Cumnor, Oakwood way)</p>	<p>General view – Object Cars are being demonised and won't encourage visitors to oxford city</p> <p>Toucan crossing – No objection Good idea</p> <p>Raised side road entry treatments – No objection No problem</p> <p>Shared use footway and cycletrack – Object The existing cycle routes are seldom used by cyclists</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No problem</p>
<p>(o3) Local resident, (Eynsham, Blakeman Lane)</p>	<p>General view – Object</p> <p>Toucan crossing – Object may not be safe for pedestrians</p> <p>Raised side road entry treatments – Object In principle, I think that pedestrians have priority, rather than pedestrians and cyclists having equal priority.</p> <p>Shared use footway and cycletrack – Object As said before, shared pathways for cyclists and pedestrians are less safe for pedestrians than cyclists. In principle, pedestrians have first priority, for the obvious reason they are very unlikely to knock anyone down, injure, or maim, just by virtue of walking. At present, any shared space (such as riverwalks etc), has demonstrated pedestrians have to get out of the way of cyclists. Therefore, pedestrians have less space to walk in peace and safety.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object</p>

	<p>Widen existing crossing point – Object same reasons as before, pedestrians should be prioritised over & above cyclists/motorists</p>
(o4) Local resident, (Oxford, Abbey)	<p>General view – Object My Father fought in the war to protect our Democracy and freedom of speech but you are subjugating both</p> <p>Toucan crossing – Object Humps damage cars</p> <p>Raised side road entry treatments – Object Not needed or wanted</p> <p>Shared use footway and cycletrack – Object Cyclists already terrorise pedestrians</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Not needed or wanted just an excuse to further slow the traffic</p>
(o5) Local resident, (Oxford, Abbey)	<p>General view – Object Don't know why I'm even wasting my time as these surveys are pointless. As a resident my opinion is not valued or taken into consideration or seriously</p> <p>Toucan crossing – Object Not necessary after coming off a bridge to go under another</p> <p>Raised side road entry treatments – Object Not necessary on such a sharp turning point into a residential street after coming off a bridge so close to Abbey Road</p> <p>Shared use footway and cycletrack – Object Fed up with rude and dangerous cyclist that DO NOT slow down when use shared pathways. I'm disabled and have been knocked over by such cyclist. I do not feel safe on the path let alone a road</p>

	<p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Potential damage to cars</p>
(o6) Local resident, (Oxford, Abbey Road)	<p>General view – Object Local residents have been ridden over rough shod at every turn our views and objections have been ignored</p> <p>Toucan crossing – Object Just another way of punishing the local residents</p> <p>Raised side road entry treatments – Object Every thing you do makes our lives more difficult</p> <p>Shared use footway and cycletrack – Object Cyclists do not consider anyone else but themselves an accident waiting to happen</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object These are not necessary, wanted or needed</p>
(o7) Local resident, (Oxford, Abbey road)	<p>General view – Object There has been very poor communication throughout this whole building project and network rail have ignored local residents repeatedly. Appalling!</p> <p>Toucan crossing – Support .</p> <p>Raised side road entry treatments – Object No need for these to involve so much of Botley road. They should start and finish at cripley rd and mill street.</p>

	<p>Shared use footway and cycletrack – Object 2 shared tunnels seems like a disaster. They need to be either one way only or a bike lane on one side and pedestrian other</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection .</p>
(o8) Local resident, (Oxford, Alexandra Road)	<p>General view – Object I strongly object to any use of pedestrian / wheeled vehicle shared surfaces. Physical barriers and unambiguous zebra crossings must be used to safeguard pedestrians. Other than that I have no objection.</p> <p>Toucan crossing – No objection No additional comments</p> <p>Raised side road entry treatments – No objection Not entirely clear why these are required - these junctions are currently quite calm.</p> <p>Shared use footway and cycletrack – Object My experience is that shared surfaces are not safe for able-bodied pedestrians and certainly not for anyone with any disability. I feel strongly that shared surfaces should NOT be used. Physical barriers must be used to differentiate wheeled and foot traffic.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I do not object to the proposed amendments. I do not understand how 'uncontrolled crossing points' are supposed to function and how priorities work, and feel that these are less safe than zebra crossings, where priority is clear. Unambiguous Zebra crossings would be far preferable in these locations.</p>

<p>(o9) Local resident, (Oxford, Botley Road)</p>	<p>General view – Object There is not a single positive thing in this proposal, a lot of fluff about the type of crossing again and again and not infrastructure to separate and protect bikes from cars and pedestrians from bikes. It's an astonishing missed opportunity to support people who want to get in and out of oxford on a bike or even on foot.</p> <p>Toucan crossing – Object It makes no sense. Why not include some for of diagram. Is it humped or raised? What's the difference? How does it being either help cyclists as you claim? Why is it on a "speed table" and what is one of those?</p> <p>Raised side road entry treatments – Object Again it's completely unclear what this is and how it will work from the word salad you have constructed to describe it.</p> <p>Shared use footway and cycletrack – Object Strongly object. Shared use footway and cycletracks DO NOT WORK ... ever. You're simply allowing cyclists to use the pavement, they cannot make and decent progress there so are forced to use the road where they get abuse from cars, if they use the pavement they get abuse from pedestrians and pedestrians are not comfortable or confident in that space, especially if they are vulnerable in any way. It's a terrible idea that kills active travel and moves people into motorcars.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points do not work. They are hardly even a crossing point. pedestrians don't have right of way so they're just a section of road that you are hoping drivers pay more attention to, however not having to they probably won't.</p>
<p>(o10) Local resident, (Oxford, Botley Road)</p>	<p>General view – Object No need to raise the road surface and the surface demarcation footway/cycletrack is not adequate for the safety of pedestrians.</p> <p>Toucan crossing – Object It doesn't need to be humped.</p>

	<p>Raised side road entry treatments – Object It doesn't need to be raised.</p> <p>Shared use footway and cycletrack – Object The footway and cycle track needs to be physically separated with a barrier not just a demarcation on the surface that no cyclist et al will take any notice of.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object No need for the raised aspect.</p>
(o11) Local resident, (Oxford, Botley Road)	<p>General view – Object The new road under the railway line should be wider than it was and wide enough to allow for a cycle lane on both sides of the road. Traffic has - for at least the last eight years - been sufficiently slow-moving for bicycles not to be seen by motorists as obstructions</p> <p>Toucan crossing – Object Not suitable for bicycles</p> <p>Raised side road entry treatments – Object Unnecessary, and they're not suitable for bicycles</p> <p>Shared use footway and cycletrack – Object likely to be too many pedestrians in that area - bicycles and pedestrians don't mix well (see Bonn Square and Queen Street)</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection n/a</p>

<p>(o12) Local resident, (Oxford, Bridge St)</p>	<p>General view – Object Ending a segregated cycle and pedestrian path into a shared use path, without any controls, and without the chance for cycles to get onto the road is very strange. There's no provision for cycles to get back onto the road before or after, it makes no sense. The serious failures, despite critical but supportive messages, for the Botley rd bridge over the Thames, really need to be learnt from. Scrapping the cycle path there was absurd, and this is a similar strange use of "shared" space.</p> <p>Toucan crossing – No objection So long as cyclists can cross when safe to do so, i.e., not red light for cyclists, it seems fine enough</p> <p>Raised side road entry treatments – Object Shared footway is utterly unrealistic for the volume of cycle traffic and pedestrian traffic. It seems like an idea that shouldn't have even gotten past the blackboard.</p> <p>Shared use footway and cycletrack – Object You must have fully segregated use for cycles and pedestrians. The volume of traffic is just too much at certain times of the day, and the result will be injuries and cyclist unable to cycle. Please think again.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Doesn't seem fully thought through.</p>
<p>(o13) Local resident, (Oxford, Bridge Street)</p>	<p>General view – Object Absolutely opposed to shared pedestrian/cyclist pathways. They need to be physically separated with more than markings on the ground. These will have heavy traffic/footfall and will result in injuries.</p> <p>Toucan crossing – Support Approve of shared crossing with speed table</p> <p>Raised side road entry treatments – Support Looks like a good safety measure</p>

	<p>Shared use footway and cycletrack – Object Shared cycle/pedestrian pathways do not work, markings are ignored by both users and cyclists often go too fast.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I would much rather see crossings e.g. zebra where pedestrians have definite priority but appreciate these are tied up with lots of regulations unlike in most cities in Continental Europe.</p>
<p>(o14) Local resident, (Oxford, bushy close)</p>	<p>General view – Object Too much is expected of shared use areas, which are being proposed as they are low cost to implement.</p> <p>Toucan crossing – Support It isn't a significant change and cycle traffic is expected to increase</p> <p>Raised side road entry treatments – Partially support I do not agree with shared use cycleways. They are too dangerous for pedestrians and force cyclists into the main carriageway without protection</p> <p>Shared use footway and cycletrack – Object I do not agree with shared use cycleways on major commuting routes, they move large volumes of cycle traffic into the path of vulnerable pedestrians which is dangerous. More confident cyclists are moved back into the main carriageway without protection. The route along botley road must be segregated.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – No objection Widen existing crossing point – Partially support Moving traffic off the road and into the shared use cycle and pedestrian areas in frideswide square will increase danger at the junctions with park end street and Hythe bridge street as cycle traffic must rejoin the main carriageway with no clear demarcation. Better would be segregated cycle lanes that run parallel to the carriage way and rejoin the painted lanes at the mini roundabout at the eastern end of frideswide square</p>

<p>(o15) Member of public, (Oxford, Cedar Road)</p>	<p>General view – Object It is the sharing section of this that is most difficult - please do not just do this by markings; but by proper divisions.</p> <p>Toucan crossing – Support A crossing is needed, and it has to be one where cars are made to stop.</p> <p>Raised side road entry treatments – No objection I have no view on these.</p> <p>Shared use footway and cycletrack – Object Why is it always pedestrians that are sacrificed to share? This is an incredibly busy cycle route and this will make walking for those with disabilities, pushchairs, wheelchairs, luggage more difficult.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection More and clearer crossings are always to be welcomed.</p>
<p>(o16) County Cllr, (Oxford, City and County Councils)</p>	<p>General view – Object I would like to see wide cycle lanes on the carriageway. It's not quite in the area of the scheme, but if we want to encourage cycling and keep cyclists safe, it's essential to provide better facilities for cyclists crossing Osney Bridge and at other points in nearby Botley Road.</p> <p>Toucan crossing – Partially support It's not on the desire line.</p> <p>Raised side road entry treatments – Support They should make it safer for cyclists and pedestrians. It's a big worry that people have got used to parking at these junctions to drop off or pick up people.</p> <p>Shared use footway and cycletrack – Object Many pedestrians hate them so much they stay at home rather than use them. Many cyclists hate them -- they want to be able to cycle safely ON THE ROAD where they belong.</p>

	<p>Pedestrians tend to wander into the cycle lane and some cyclists will ride in the pedestrian lane when it suits them. It's often hard to overtake another cyclist. It's going to be difficult and awkward -- and dangerous -- to rejoin the carriageway at the end of the shared path. It encourages cyclists to cycle on all our footways.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Are these on the desire line?</p>
(o17) Local resident, (Oxford, Cumnor Hill)	<p>General view – Object Need clear path for pedestrians and clear road for drivers, cyclists should be segregated</p> <p>Toucan crossing – Object Confusing</p> <p>Raised side road entry treatments – Object Confusing</p> <p>Shared use footway and cycletrack – Object Really dangerous to pedestrians to be in close proximity to cyclists</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Confusing</p>
(o18) Local resident, (Oxford, Dale Close)	<p>General view – Object You are trying to make sensible decisions but the amount of cycle traffic in this area, especially cargo bikes of all shapes and sizes renders this scheme dangerous. It is not acceptable for anyone with disabilities, people with young children or nervous dogs. One tunnels should be for PEDESTRIANS ONLY, the other for those on bikes of whatever kind. The cargo bikes should be made to use the road, they are too big for the tunnels and travel at speed, we see them every day.</p>

	<p>Toucan crossing – No objection No particular view</p> <p>Raised side road entry treatments – No objection Would not affect me</p> <p>Shared use footway and cycletrack – Object I am elderly and use a stick. I would not dare walk through these tunnels because from bitter experience (shoulder bumped on Millstream near my house and nearly fell over, no redress, the cyclist shot off) I know cyclists ride at speed and do not consider pedestrians' safety. Every kind of cargo bike, electric bike and scooter will charge through, passing each other inevitably encroaching on footpath area.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I am concerned that all kinds of vehicles will not pay enough attention to others using them.</p>
(o19) Local resident, (Oxford, Duke Street)	<p>General view – Object I cycle daily to the hospital from east Oxford, shared cycle pedestrian lanes do not work and cyclists choose to use the road in these cases. Making the road wider and safer by incorporating cycle lanes would therefore be my preference.</p> <p>Toucan crossing – No objection Neutral</p> <p>Raised side road entry treatments – No objection Neutral</p> <p>Shared use footway and cycletrack – Object Would rather have a cycle lane with the main traffic carriage way, possibly with a separation barrier. Sharing with pedestrians at busy hours does not work with pedestrians often going into the cycle lane. The existing shared cycle lane outside Waitrose is a good example of it not working.</p> <p>Introduce new crossing point – No objection</p>

	<p>Relocate existing crossing point – No objection</p> <p>Widen existing crossing point – No objection</p> <p>Neutral</p>
(o20) Local resident, (Oxford, Earl st)	<p>General view – Object</p> <p>Yet another ideologically motivated boondoggle of nonsense that wastes my money on pointless dreck - probably because you've figured out a way to skim off the contract. Just fix the potholes - is that too much to ask?</p> <p>Toucan crossing – Object</p> <p>In common with all transport proposals from the local government, this one is of course focused on wasting my money on the usual panoply of obstructions and street furniture that does nothing to improve the actual rational aim of transportation - namely t</p> <p>Raised side road entry treatments – Object</p> <p>Waste of my money. Fix potholes. Although I assume that the council or various assorted civil servants don't get a kickback so easily from the company which fixes potholes, hence this boondoggle is the preferred way of laundering my council tax into your</p> <p>Shared use footway and cycletrack – Object</p> <p>Fix potholes.</p> <p>Introduce new crossing point – Object</p> <p>Relocate existing crossing point – Object</p> <p>Widen existing crossing point – Object</p> <p>Waste of money. Fix potholes.</p>
(o21) Local resident, (Oxford, East Street)	<p>General view – Object</p> <p>You just don't understand what it feels like to not feel safe in your neighbourhood, to the extent that you don't even feel like going out. This has been an outrage throughout.</p> <p>Toucan crossing – No objection</p> <p>I don't understand what this means, so I can't object</p>

	<p>Raised side road entry treatments – No objection I don't understand what this means so I can't object</p> <p>Shared use footway and cycletrack – Object I suffer from quite sever mobility problems and I am fed up with being terrified using the footway under Botley Road Bridge. You MUST clearly differentiate between pedestrian/cycling routes and you MUST police this. If you don't you're discriminating against all pedestrians, but in particular the elderly, disabled or mentally unwell. Do you really want a recipe for more chaos? If you do, just wait for the first serious or catastrophic accident to happen</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Crossing points should not be uncontrolled, especially once you've turned Botley Road into a motorway</p>
(o22) Local resident, (Oxford, East Street)	<p>General view – Object</p> <p>Toucan crossing – No objection not really aware of it but crossings are hopefully safe for pedestrians</p> <p>Raised side road entry treatments – No objection probably safer slowing down cars and even bikes</p> <p>Shared use footway and cycletrack – Object We were promised 2 separate lanes on each side!!! Shared lanes/space of 4 metres is not enough and needs to have physical separation/barrier. If cyclists and scooters in practice use the steep road incline then barrier could be reviewed. The entry and exit of cyclists is important as the crossover with pedestrians is potentially unsafe. This is a once in a generation opportunity. We need to protect cyclists in Oxford given all the fatalities in recent years BUT we must now also protect resident pedestrians, many of whom are old and some are disabled.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection</p>

	<p>Very worried about the back tracking on separate lanes for bikes and pedestrians. Worried that the restoration of the western access into the station might be dropped - this is an important part of the scheme for me as a local resident</p>
<p>(o23) Local resident, (Oxford, East Street)</p>	<p>General view – Object</p> <p>The new bridge at the railway station requires cyclists to share the pavement with pedestrians, which – given the (often) very high volumes of both – will be a total nightmare. Alternatively those wanting to use a bike instead of a car must go under the bridge on the road, like normal cyclists. However, the developers have not taken the opportunity to widen the road under the bridge slightly, and put in a safe – ie properly separated with a low kerb – cycle lane, although this would certainly have been possible, with sufficient commitment to the safety of cyclists. Instead they have decided to narrow the road there, to increase the steepness of the slopes, and to remove the visible cycle lanes. The aim is clearly to force cyclists to compete with pedestrians for the pavement. This has been widened, but – particularly with the rising numbers of scooters and electric bikes – this is an arrangement that simply doesn't work, and it runs contrary to Oxford's own transport policy. Most pedestrians are oblivious to the need to stay out of cycle lanes when they are on the same pavement, even when there is obvious signage for segregation. This problem is compounded when the pedestrians are strangers to the city (as are many of the people emerging from the railway station) who fail to comprehend what kind of arrangement is supposed to prevail where.</p> <p>Worse still, the design provides only a short putatively segregated cyclist/pedestrian section under the bridge, and then proposes an even higher level of mixed-use chaos either side of the bridge.</p> <p>The designers think this should work, and are therefore taking the position that it will, but this is just magical thinking. They need to design according to what people do, not what they think people should do.</p> <p>Oxford city desperately needs to reduce car travel into the centre, but this requires safe and unchaotic cycle routes. As it stands, the reality faced by all West Oxford cyclists is that these changes remove what little is left of a proper cycle route into the city. Cyclists will end up either having to weave through annoyed and impeding pedestrians, or risk their lives cycling on a road that has been made narrower and more dangerous for them. So we can anticipate more cyclist injuries and deaths, more injuries to pedestrians, more conflict between cyclists and pedestrians, more conflict between cyclists and drivers, and more car use.</p> <p>There has to be a better solution than the arrangements currently being proposed. And please don't suggest that cyclists should avoid the Botley Road altogether and treble their journey time by using the White Elephant bridge currently being planned to wreck the Grandpont Nature Park and donate £10 million of taxpayer's money to a University profiteering scheme on Osney Mead. No-one in Oxford has the time to cycle via a big loop that doubles or triples their travel time. And very few people will risk the White Elephant (though doubtless soon graffitied) bridge after dark.</p> <p>The best possible solution under the railway bridge would be to sacrifice some of the pavement width currently being allocated to pedestrians and widen the carriageway to have a safe, road-based cycle lane, properly separated (with a</p>

	<p>raised kerb) from the traffic. Failing that, then there needs to be the maximum amount of physically obvious segregation of cyclists and pedestrians on the same pavement, and this needs to be extended east and west until it is possible for cyclists to return to a fully road-based cycle lane.</p> <p>Toucan crossing – Object This depends on whether this extends into the cycle lane. Humped crossings are pretty tiresome for cyclists.</p> <p>Raised side road entry treatments – Object See previous comment. Fine if they don't extend across cycle routes. Tiresome if they do.</p> <p>Shared use footway and cycletrack – Object This is a totally unworkable arrangement, and contrary to Oxford's putative transport policy. See general comments.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object I take it this refers to road bumps which are not only tiresome for cyclists, but difficult for partially sighted/disabled pedestrians.</p>
(o24) Local resident, (Oxford, Fogwell Close)	<p>General view – Object No more road works, temporary lights, men in high-vis suits or delays. Please stop digging up Botley Road! The projects are of little benefit, if any and take an age to complete.</p> <p>Toucan crossing – No objection No objection, but perhaps just keep the 2 existing crossings by the allotments and Abbey Road rather than going to the cost of replacing them?</p> <p>Raised side road entry treatments – Object Other similar raised entry treatments, such as in front of Aldi in Botley, have these and send mixed messages as to whose priority it is (pedestrian, cyclist, car?) at these junctions. Also, similar ones give emerging traffic priority over ongoing cyclist</p> <p>Shared use footway and cycletrack – Object</p>

	<p>These shared routes are bad idea. Unfortunately, neither pedestrians or cyclists respect the lines differentiating individual routes. Also, they are hazardous to cycles at junctions giving priority to emerging traffic over ongoing cycles! Ideally, rather than a shared route bikes should be with the other traffic in the road, as in Oxford High Street, not up on the path. How does a cyclist make a right turn, across traffic from a shared path?</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object</p> <p>My council tax has gone up again and these are all unnecessary changes to replace existing, functioning infrastructure. Also, the construction of these changes is intolerably slow, eg the rail station bridge, cycle route along Botley Road, Friedswide Square.</p> <p>The long term benefits of these projects are negligible and at astronomical cost. The contractors at the Rail Station never seem to have any sense of urgency with usually 5 to 10 contractors standing around using their mobiles, while residents of Botley cannot get a bus to work in central Oxford in bad weather! Also, will the project finish on time in October? I have my doubts.</p>
(o25) Local resident, (Oxford, Grates)	<p>General view – Object ALL BS</p> <p>Toucan crossing – Object Bull</p> <p>Raised side road entry treatments – Object BS</p> <p>Shared use footway and cycletrack – Object BS</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object BS</p>

<p>(o26) Local resident, (Oxford, hazel)</p>	<p>General view – Object why consult now so you are digging up the road AGAIN after it re-opens, this should be done NOW whilst it is still closed</p> <p>Toucan crossing – No objection replaces existing so no objection</p> <p>Raised side road entry treatments – Object It blocks free passage of rainwater and also makes it more difficult for vehicles to enter/exit smoothly. Witness how large puddles form further up botley road where there are already raised side road entry/exits.</p> <p>Shared use footway and cycletrack – Object Shared use doesn't work further up botley road. Its often blocked with temporary signs or street furniture or cyclists/pedestrians are in the wrong side of it. Either put a physical barrier to segregate the lanes/use or make one side footway and the other side cyclepath. Closing Roger Dudman Way will push all the traffic/deliveries onto cripley road including access to nursery. At least re-align and widen these roads without losing parking</p> <p>Introduce new crossing point – Object Relocate existing crossing point – No objection Widen existing crossing point – No objection New raised uncontrolled crossing point on the northern arm of rail station junction Given how busy this is with busses and txis all turning in this should be signalled or toucan crossing</p>
<p>(o27) Member of public, (Oxford, Headington)</p>	<p>General view – Object xxxxx</p> <p>Toucan crossing – Object Stop wasting public funds on hair brain schemes</p> <p>Raised side road entry treatments – Object Already too much priority given cyclists</p>

	<p>Shared use footway and cycletrack – Object Would agree if enforcement took place to make sure they use these lanes, but as in others roads cyclist disregard these lanes, so a waste of money</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Stop pandering to a minority of road users</p>
<p>(o28) Member of public, (Oxford, Henry Rd)</p>	<p>General view – Object Shared paths are a major concern as they afford pedestrians less protection from vehicles than the current arrangement. ALL vehicles should be on the carriageway. Some cargo bikes now have a gross weight well over 1/2 tonne & can legally travel on shared paths at speeds of 15 MPH, or more at the hands of an unqualified driver as young as 14. With a cycle courier depot just down the road, it is highly likely that this type of vehicle could use this proposed elevated shared path at the same time a train load of passengers are emerging from the new station exit. Add in e-scooters, e-bikes & food delivery riders zipping along at speed & it will be an accident waiting to happen. I urge you to provide a separate footway.</p> <p>Toucan crossing – Partially support Raised table crossings can cause problems for motor traffic. Dropped kerbs would suffice.</p> <p>Raised side road entry treatments – Object Vehicles exiting side roads still need to park on the junction to use the junction, so what is the point? A change of surface & traditional dropped kerb arrangement is more likely to encourage cyclists to cross the junction with caution.</p> <p>Shared use footway and cycletrack – Object You claim this idea will make it "safer and more attractive" for pedestrians & cyclists, but then appear to acknowledge that it is not ideal. In fact, I would be LESS likely to walk this route on a path shared with cycles, particularly as there appears to be no way of banning fast e-bikes & large cargo bikes whilst allowing traditional, low speed cycling. There is also no way of ensuring one-way cycling on these paths, so pedestrians will be put at risk of oncoming cycle traffic, as I do not believe cyclists from town wanting to use the new station entrance will cycle on the south side under the bridge, cross over the toucan crossing & turn back towards the station - it just won't happen.</p>

	<p>You say it is a segregated path under the bridge, but segregated by what? We all know white paint is wholly insufficient to protect pedestrians & signs are too easily ignored. There is every likelihood that the northern path would become a 2m wide contraflow cycle path & that cycles would inevitably encroach into the pedestrian space. I would much prefer a 2m wide raised footway each side under the bridge, with a 4m wider carriageway below, including 1.5m cycle lanes each side connecting to the existing on-road cycle lanes on Botley Rd. That would keep pedestrians totally safe & still make cycling safer, whilst also increasing vehicular space & overall road safety.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object If these connect to shared paths, they will inevitably be used as short-cuts by cyclists assuming a priority to cross.</p>
<p>(o29) Local resident, (Oxford, Hythe Bridge Street)</p>	<p>General view – Object Please no more shared cycle/pedestrian paths as we know that they do not protect pedestrians: please separate them. Please keep a cycle path on the road for cyclists that want to travel more quickly. Please do not build any more uncontrolled crossings as we know that they are unsafe for pedestrians.</p> <p>Toucan crossing – No objection No issues with current placement of crossing & therefore proposed crossing seems reasonable</p> <p>Raised side road entry treatments – No objection '-</p> <p>Shared use footway and cycletrack – Object I support protecting/ encouraging pedestrians and cyclists. My concern is that currently on other cycle/pedestrian paths in Oxford, including nearby area (e.g. canal path), there are signs for cyclists to give way to pedestrians and this rarely happens - cyclists speed down the path ringing their bell intimidatingly and pedestrians, especially vulnerable, use the pathway at their peril: Signage for cyclists to give way to pedestrians does not work/ is not enough. I am concerned that, particularly at the tunnel part of the proposed shared pathway - where there is reduced visibility, that pedestrians will be at risk. Better would be to have one side for pedestrians and one side for cyclists (e.g. north side for pedestrians and south side for cyclists).</p> <p>Introduce new crossing point – Object</p>

	<p>Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points are highly dangerous. The current uncontrolled crossing points at Hythe Bridge Street, Park End Street, Botley road (i.e. area around Said business school and rail station) are really perilous to cross as a pedestrian and confusing as a driver. Some drivers stop, some don't: many drivers are confused whether to stop or not and hesitate. Some pedestrians believe they have the right of way on these crossings (they should - but this thinking is perilous with the current set up of ambivalence over the correct use of these crossings), some that they have to wait (and they wait for a long time, often stuck in the middle of the road as a result, which is obviously dangerous and unsafe, especially those vulnerable individuals.</p>
(o30) Member of public, (Oxford, Laburnum Road)	<p>General view – Object Waste of money and will take weeks of disruption / lights to carry out for no improvement. Stop wasting money, get the traffic moving and abandon silly dogmatic schemes like LTNs and bus gates. OCC has made journeys into Oxford significantly worse over the last few years and OCC is not a fit body to be the highway authority.</p> <p>Toucan crossing – Object We do not want any more roadworks on Botley Road with so called improvements. Money has already been spent on remodelling and the junctions at Lamarsh Road / Aldi Wickes entrance and much worse for pedestrians which proves my point. NO more work, no more</p> <p>Raised side road entry treatments – Object Anything that impedes traffic is a bad idea. We don't want any more disruption as we know these schemes between OCC/Drayton takes weeks to complete. Consider railings around the present crossing to stop pedestrians wandering into road. The present crossin</p> <p>Shared use footway and cycletrack – Object No shared spaces between pedestrians and other road users such as cycles or scooters. many of these travel at speed and the riders can be aggressive to pedestrians. Consider barriers at select points to stop people riding through at speed.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object</p>

	<p>OCC waste money like there is no tomorrow on silly schemes and constant twiddling which takes weeks of disruption to carry out. Once Botley Road reopens if it ever does it needs to be left alone for 5 years. It is now almost a year where there has been no through bus service to the city and through an awful winter. This is where councillors have made matters worse for the public, there is no shelter from the rain down there so basic stuff has gone by the by. Presumably this is because many elected individuals don't use public transport. No more disruption, OCC ought to hang its head in shame on the present mess at Osney Island where things have just got worse with Thames Water.</p>
(o31) Local resident, (Oxford, Mill Street)	<p>General view – Object I would like to add that I was frequently hounded by car drivers in the past when cycling under the rail bridge towards the city centre because I will always 'take the lane' for my own safety when the carriageway is narrow. I've twice approaching Frideswide Square had a car driver overtake then get out of their car to attack me, I've had a drink thrown at me from a passenger window, and many aggressive close passes. I was once knocked to the ground by a car driver near Broad Street and my bike run over. This does not put me off cycling but it is the reality of cycling in Oxford.</p> <p>Toucan crossing – No objection Replaces the existing crossing</p> <p>Raised side road entry treatments – Partially support To give an example: driving from the city centre and preparing to turn left into Mill Street, you must be very careful about cyclists coming up on your left, and also pedestrians crossing the side road. Often I have come to a stop here and waited for a sa</p> <p>Shared use footway and cycletrack – Object Having cycled, walked or driven between Abbey Road and Frideswide Square most weeks for the past 20 years, I object to the proposal because it is a missed opportunity to do something better. It also lacks key details. The design provides a relatively narrow (2m) cycle lane through the tunnels with the risk of pedestrians crossing and the difficulty of rejoining the carriageway. My key message is that most cyclists will therefore use the main carriageway as it will be faster and give opportunity for overtaking.</p> <p>In many cases shared use areas give a bad experience for cyclists and pedestrians, particularly in busy areas like this. For example Frideswide Square was designed with deliberately narrow road lanes to force traffic to move at cyclist speed without overtaking, but this just frustrates motorists and leads to less confident cyclists hugging the kerb. Also the shared use paved areas of Frideswide Square look like pedestrian-only areas.</p>

	<p>The Rail Station improvements are an opportunity to make space for a wide and completely separate cycle lane to take cyclists either into the city or to the station. However the proposal is for cyclists and pedestrians travelling at different speeds to share a relatively narrow space which will be an uncomfortable experience for both. The consultation plan does not show how the lanes will be demarcated - textured surfaces, kerbs, wands? All of these can be an issue. There is little detail on how cyclists will negotiate turnings e.g. to the station, or how cyclists will rejoin the carriageway either side of the bridge. Due to the issues cyclists experience with shared areas (e.g. pedestrians stepping to the side or changing direction quickly) I predict that the majority of cyclists will use the main carriageway, which of course will upset motorists.</p> <p>It looks like this was designed to put motorised traffic first. The very opposite of what the proposal claims. It gives cars, buses, etc. an unimpeded run under the bridge and keeps cyclists and pedestrians out of their path.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Crossings should allow for the most direct lines that pedestrians will want to take.</p>
(o32) Local resident, (Oxford, Oakthorpe Road)	<p>General view – Object</p> <p>Toucan crossing – Object Potentially hazardous for motorbikes</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object The shared use of footway and cycle track can be potentially dangerous. Cyclists often speed in these spaces and invade the walking side. I have several times almost been run over by cyclists speeding on these shared spaces. At the very least there should be an enforceable speed limit for bikes or a physical barrier between the two to protect pedestrians. Footways are often used by the most vulnerable people in our society (children ,elderly, disabled) and we need to protect them.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection</p>

	no objection
(o33) Local resident, (Oxford, Osney island, east st)	<p>General view – Object Please listen to us on the shared pathway issue. It is awful as an older pedestrian to be unable to walk safely, to be too slow or hard of hearing or simply unsteady, to be unable to jump out of a cyclist's way when they go at speed, because they are granted the right to be in the pedestrian space by these planners.</p> <p>Toucan crossing – Object Completely unclear what this entails from the description, so I cannot support. However this is not the main aspect of my criticism of the proposals.</p> <p>Raised side road entry treatments – Object Again, very unclear description. As above.</p> <p>Shared use footway and cycletrack – Object This is my major objection. My father was knocked over by a cyclist in a similar pathway. Since the scheme was proposed we have seen a huge increase in electric bikes, 4 wheelers, and delivery cyclists going at speed. It is patently unsafe to have a shared space. I cannot object strongly enough after my own experience with a cyclist hitting my father and not even stopping. Cyclists are becoming increasingly brazen in their disregard for pedestrians as shown in other shared spaces in Oxford. It makes many older people fearful to walk into town now.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Unclear description of what this entails and I fear that it will be part of the overall aim of which I strongly disapprove - to share space between pedestrians, bicycles and electric bikes.</p>
(o34) Local resident, (Oxford, Prefer not to say)	<p>General view – Object I implore you to urgently rethink the pedestrian provision under the railway tracks. The proposal is discriminatory to members of society who are at risk from hate crimes. I would actively choose to risk being hit by a car at 30mph than walk through an enclosed tunnel.</p>

	<p>Toucan crossing – No objection N/a</p> <p>Raised side road entry treatments – No objection N/A</p> <p>Shared use footway and cycletrack – Object I am very concerned by the proposal to create separate tunnels for pedestrians and cyclists away from the road. As a lone female I would actively choose to avoid this dangerous situation by walking in the road - even if the risk of being hit by a car was high. This is because an enclosed and not overlooked walkway with the potential for mugging, rape and murder is far more dangerous to me than a car driving at 30mph. Please create a colonnade on each side for the pedestrians and cyclists so that these areas are overlooked.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/a</p>
(o35) Local resident, (Oxford, Prestwich)	<p>General view – Object Costly, unnecessary, disruptive, not well thought through.</p> <p>Toucan crossing – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p> <p>Raised side road entry treatments – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p> <p>Shared use footway and cycletrack – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p> <p>Introduce new crossing point – Object</p>

	<p>Relocate existing crossing point – Object Widen existing crossing point – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p>
<p>(o36) Local resident, (Oxford, Prestwich Place)</p>	<p>General view – Object The scheme needs to integrate with the wider cycling and pedestrian infrastructure in a coordinated way and give a continuous two-way cycleway through the whole area.</p> <p>Toucan crossing – Partially support I have no objection to a toucan crossing at this location but it needs to be integrated into the wider cycle infrastructure.</p> <p>Raised side road entry treatments – Support Traffic at these locations needs to be slowed.</p> <p>Shared use footway and cycletrack – Object The cycle lanes (whether one-way or two way through the tunnels) need to be separated from pedestrians.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Uncontrolled crossing points should be replaced with a permanent controlled two way cycle path.</p>
<p>(o37) Local resident, (Oxford, South street)</p>	<p>General view – Object Badly thought through. There should be a much clearer route for cyclists which doesn't use shared space with pedestrians.</p> <p>Toucan crossing – Object Seems unnecessarily at this point and will slow traffic and cyclists using the main road. When would people need to cross the road at this point? Surely they would have done it further up the Botley road when getting off the bus?</p> <p>Raised side road entry treatments – No objection Don't really understand what they are or why they're needed but don't see a reason to object to them</p>

	<p>Shared use footway and cycletrack – Object Shared use pavements don't work for anyone. Pedestrians feel threatened by cyclists and cyclists feel frustrated by pedestrians not paying attention. Particularly difficult for cyclists trying to re enter traffic as cars aren't expecting cyclists to join the road suddenly from the pavement. From my experience as a pedestrian, cyclists and motorists they're confusing and dangerous.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Seem like a good way of giving pedestrians some sort of priority when crossing</p>
(o38) Local resident, (Oxford, Sycamore Road)	<p>General view – Object</p> <p>Toucan crossing – No objection No objection</p> <p>Raised side road entry treatments – No objection I don't know what this means.</p> <p>Shared use footway and cycletrack – Object This is dangerous for both cyclists and pedestrians. The paths will be too busy. Pedestrians will overtake each other in the cycle lane without looking. The two paths need to be segregated. The obvious way to do it would be to have cyclists on the road with a kerb dividing them from traffic.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I don't understand.</p>
(o39) Local resident, (Oxford, West Street, Osney Island)	<p>General view – Object</p>

	<p>For decades, it has been clear that Botley Road cannot be made wide enough to enable smooth flowing traffic. The past years of closure have demonstrated that Oxford continues to function with the Botley Road closed to traffic. I think that it should be reopened EXCLUSIVELY for buses, for cyclists' safety and environmental reasons.</p> <p>Toucan crossing – No objection As a pedestrian, this seems fine.</p> <p>Raised side road entry treatments – No objection I don't have a view on these.</p> <p>Shared use footway and cycletrack – Object My STRONG VIEW is that there should be PHYSICALLY SEPARATE LANES, with one for pedestrians and an entirely separate one for cycles/scooters/e-bikes. I have had worrying experiences of near-collisions with fast-moving cyclists on the stretches on the Botley Road where there are markings similar to those proposed here, and those are with wider pavements. The "criss-crossing" between pedestrians and cyclists is confusing and danger-prone, particularly for people such as myself with aging hearing and vision. And having cyclists leaving and then rejoining vehicular traffic is most dangerous of all. I feel EVEN MORE STRONGLY that cyclists should ALWAYS be physically separated from vehicles. The toll of deaths and life-changing injuries to cyclists on our roads is appalling.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No view on these.</p>
(o40) Local resident, (Oxford, Woodin's Way)	<p>General view – Object I strongly object to shared surfaces for pedestrians and cycles etc. In particular, electric bikes with adapted thumb throttles are not being monitored/controlled in any way. Pedal cycles also can gather speed and without a barrier in place, accidents are likely. Older people and those with young children may not feel safe. I agree we should encourage people to cycle around Oxford, but not at the expense of pedestrians. I walk along the Botley Road regularly and the shared paths do not work. Cycles go against the traffic direction etc. Putting everyone in a channel would be even worse. Look after us Pedestrians please!</p> <p>Toucan crossing – No objection</p>

	<p>.</p> <p>Raised side road entry treatments – No objection</p> <p>.</p> <p>Shared use footway and cycletrack – Object It is not safe to put pedestrians and cycles -particularly electric or modified cycles in close proximity to each other in a 4 m channel with just signs and painted lines. It is bad enough for able bodied pedestrians to cope with cycles overtaking etc. Who is going to mointor direction of cycles -can they go in either direction? There should be a physical barrier between foot and wheel.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I think unambiguous zebra crossings are better. Who knows the rules around unambiguous crossings? Delivery bikes certainly don't.</p>
<p>(o41) Local resident, (Oxford, Yarnells hill)</p>	<p>General view – Object It's just not clear enough</p> <p>Toucan crossing – Object We need clear information regarding how cars are going to be allowed to travel and what restrictions are being proposed if any.</p> <p>Raised side road entry treatments – Object Not sure this is completely clear</p> <p>Shared use footway and cycletrack – Object The shared use will cause issues. Cyclists will speed along and there will inevitably be an accident</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Not clear enough</p>

<p>(o42) As a business, (Oxford, .)</p>	<p>General view – Object pedestrians need protecting from cyclists and should not be in the same space</p> <p>Toucan crossing – Partially support v</p> <p>Raised side road entry treatments – Partially support .</p> <p>Shared use footway and cycletrack – Object cyclist are a danger to pedestrians and should not be in the same space</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object .</p>
<p>(o43) Member of public, (Oxford, Elms drive)</p>	<p>General view – Object Waste of even more money! This should have been in the original plans.</p> <p>Toucan crossing – No objection Toucans seem to be effective</p> <p>Raised side road entry treatments – No objection They seem to be effective</p> <p>Shared use footway and cycletrack – Object There is still the river bridge. Needs a completely new route</p> <p>Introduce new crossing point – Partially support</p>

	<p>Relocate existing crossing point – Partially support Widen existing crossing point – No objection All these are peripheral and not important</p>
(o44) Local resident, (Oxford, Htr)	<p>General view – Object .</p> <p>Toucan crossing – Support Safe crossings are generally a good idea</p> <p>Raised side road entry treatments – Support .</p> <p>Shared use footway and cycletrack – Object Mixing pedestrians and cyclists is not good for anyone. Pedestrians tend to walk in groups in unpredictable ways, leading to frustration for cyclists whose way is impeded and/or the risk of collisions if pedestrians stray in front of a faster cyclist.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – Partially support Widen existing crossing point – No objection I have no strong opinions about these</p>
(o45) Local resident, (Cumnor, Cumnor Hill)	<p>General view – Partially support They could be better. The stated aims of improving access for cyclists and pedestrians is only half hearted - the proposed improvements still prioritise cars</p> <p>Toucan crossing – Support Support. Toucan crossings better for pedestrians and cyclists. These are needed in Frideswide square</p> <p>Raised side road entry treatments – Partially support Depends who has priority - pedestrians crossing these or vehicles turning in/out of these side roads</p>

	<p>Shared use footway and cycletrack – Object Shared cycle and footways are never ideal, for either of these groups. This is even more so in busy areas, which these will be around the station. Was it not in original plans that the cycleway will be segregated from the pedestrian footways? It seems that despite all the proposed changes, cyclists are being sidelined and cars given priority</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points just don't work for pedestrians and cyclists. It relies on motorists goodwill - which isn't always forthcoming and they don't really work for cyclists, pedestrians OR motorists, as no one knows who has priority. They are particularly stressful to use for old, vulnerable and disability groups</p>
<p>(o46) Member of public, (Eynsham, Acre End Street)</p>	<p>General view – Partially support These are very good plans which help to create safer traffic flows, especially for pedestrians and cyclists, but the devil is in the details when planning/creating them. Some minor improvements will make these plans truly excellent.</p> <p>Toucan crossing – Partially support This will slow down traffic (hump) and provide a place to cross the Botley Road closer to the western station entrance. I do wonder if it would be even better placed further east (of Cripsey Rd and Mill St) so that it is positioned right at the western st</p> <p>Raised side road entry treatments – Support This will make it a lot safer for cyclists as currently, cars pull in and out of these streets quickly, which is very dangerous to cyclists. I have been cut off by cars repeatedly when cycling on Botley Road.</p> <p>Shared use footway and cycletrack – Partially support As long as it's clearly marked which parts are for pedestrians and which for cyclists, this would be excellent as it takes these road users away from motorised road users. I have one worry, which is the signposting of where cyclists will leave and especially re-enter the main road. This has to be clear to motor vehicles and there has to be at least a visual, if not a physical barrier between motor traffic and cycle lane traffic. Good examples of such safe exit points onto segregated cycle paths and re-entry from segregated cycle path onto main road can be seen here (from The Netherlands):</p>

	<p>https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEjeF9N_cci9-KyMRrlydZN0FLXawsC5yPU5dLDIsGfghockfjLUpGPfGptcR2_3VGuFJOMGZ-SJ12aI9-r8FrPCR2OBi-x3v0oHlikzHjgPWjY2GzI945SMrnNVMcXliym1yIQRHRhRPe8/s640/SAM_1823.JPG</p> <p>https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEhGoxhiYWDdK1U5Bc-Tpml0xTeMltZDVAMV4-L4YnPNXi_A_V5wVcMxP4HTI-EqcEW660wWGzcSG_s9_h0WLiVC0Vyt810mU9plxPvWRMrOAXjwckpT8o6Fe1PuX_BIEh6_ScehXOTCjaE/s640/DS CF2448.JPG</p> <p>https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEj8yBkxV2jocODaiuJQtoFSoEB50NKplkiwNlrX4OYt-X62Gq19dpVR9g9tPZcQvmvsb3EBAqjZ4ve8YEnF8XCUK8ssvOQjVFXpFLjT-MeyNOUy75T14B2TB5urjyyX5qLY7lh9yLUWZA/s640/DSCF2450.JPG</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support This will make the crossings for pedestrians safer than they are at present</p>
(o47) Member of public, (High Street, Queens Lane)	<p>General view – Partially support</p> <p>Toucan crossing – No objection Will have little impact as it's generally nose-to-tail traffic anyway</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object e-scooters and bikes require their own lane</p> <p>Introduce new crossing point – Object Relocate existing crossing point – No objection Widen existing crossing point – No objection New not required</p>

<p>(o48) Local resident, (North Hinksey, North Hinksey Lane)</p>	<p>General view – Partially support These proposals look good in principle, but the actual viability for cyclists wanting to get from Botley to the City Center was efficiently as possible remains unclear, as it is unclear that they will provide a route which is as free flowing as staying on the main carriage way. Only proposals which fully segregate bike traffic from both cars and pedestrians can get my full support, even if this means extending pedestrian crossings over bike lanes and having a clear give way to pedestrians, as "shared spaces" generally provide a very poor experience for cyclists. The aim needs to be to provide cyclists with an experience which is as seamless as cycling along an empty road, and mixing with pedestrians or dodging road furniture in place to support car traffic never provides that. These proposals could be very good, or be half-baked, and it is unclear from these designs which it will be.</p> <p>Toucan crossing – Support This is matching existing provision, with slightly improved design</p> <p>Raised side road entry treatments – Support Raised side road entries are good for highlighting that the space should prioritise pedestrians and cyclists proceeding along the main road, and will hopefully help keep cars from stopping in or blindly entering the crossing area - A major risk, particula</p> <p>Shared use footway and cycletrack – Partially support Separated cycling infrastructure is good, but "shared spaces" are often a very poor experience for cyclists and are badly implemented as a way to tick boxes or get cyclists out of the way of cars. Full segregation with a height offset between the cycle path and footpath are always the best experience for both cyclists & pedestrians. I am unconvinced the proposal will form a good experience for cyclists. Going towards town, the section between Abbey Road & Cripsey Road will likely be not worth using as a cyclist, having to be cautious of pedestrians along the space and road furniture for the toucan crossing. The segregated lanes under the bridge will likely be very good, but will be limited by the ease of getting into them (ideally extend all the way to the junction so cyclists on the road can merge on easily) and of getting off them. The cycle lane appears to end without ceremony and by a crossing that will have conflicting pedestrian movements and it is unclear how someone would return to the road, as the intention is clearly to direct people towards cycling through Frideswide Square. Frideswide square is not a great place for cycling as there is no clearly demarked route for cyclists, and I will likely continue to not use it after these changes. Going out of town, again, the routing for cyclists who do not consider Frideswide square is unclear, but the major problem will be that the designs show cyclists using the segregated path will lose priority to car traffic entering or</p>
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	<p>exiting Mill Street. This is a MAJOR concern, as unless it is made entirely unambiguous that car traffic must give way to cyclists, this will be a serious danger zone for cyclists and could well make the entire segregated path under the railway lines unviable.</p> <p>Overall, these changes look good in principle, but there is a real risk that the "shared spaces" will prove to not be worth the hassle to cyclists who just want to get to their destination with minimal faff, and not worry about pedestrians, road furniture, and cars not bothering to loop when pulling on/off major roads. Only fully segregated cycling infrastructure can get my full support.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support</p> <p>I dislike cycling through Frideswide Square, as it is not an efficient cycling route, and requires considerable more thought and slower speeds than following traffic on the road. It is possible that these changes will help improve that, by making the entry and exit into the space clearer, but contending with pedestrians in a "shared space" is always a major concern, and without a clearly marked route for bike traffic through Frideswide Square, it is likely that the best route through this junction for a confident cyclist will remain following traffic on the road.</p>
<p>(o49) Member of public, (North Hinksey/Elms Rise, Laburnum Road)</p>	<p>General view – Partially support</p> <p>The 4-metre wide tunnels on either side of the road beneath the railway are good. However, on the east side the transitions to cycle lanes in Frideswide Square, which are very little used as a result of poor marking, need to be more clearly marked. On the western side of the bridge the proposed 4-m wide shared area for cyclists and pedestrians suddenly give way to the Osney Bridge pinch point. As at the bridge just before the junction with Ferry Hinksey Road, there need to be pedestrian only bridges on either side of the existing bridge, and there is room for installing the access. Cyclists could then have their own narrow lanes as part of the main carriageway, as at that bridge.</p> <p>Toucan crossing – Partially support Danger that users of the carriageway may be distracted from the many other features such as junctions</p> <p>Raised side road entry treatments – Support Should make it safer for pedestrians to cross</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Better and safer to separate pedestrians and cyclists, as shown by current shared use in the "tunnel of love" beneath the railway. Particularly with increased use of electric bikes and scooters. Pedestrians need to concentrate on crossing side roads e.g. Mill Street & Abbey Road rather than avoiding cyclists in shared space.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object You need to accompany this question by a small map showing exactly what is proposed and where</p>
<p>(o50) Member of public, (Oxford, Abbey Farm Barns, off Station Road.)</p>	<p>General view – Partially support Important to safely connect cycle/pedestrian tunnels with pathways behind bus stops in Frideswide Square.</p> <p>Toucan crossing – Support Good safe design of a very necessary amenity.</p> <p>Raised side road entry treatments – No objection I trust the County Council's opinion.</p> <p>Shared use footway and cycletrack – Support Safe separation of motor and alternative travel vehicles.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support I trust the County Council's proposals.</p>
<p>(o51) Local resident, (Oxford, Alexandra Road)</p>	<p>General view – Partially support I'm a 78 years old cyclist and even I doubt the wisdom of putting cyclists with pedestrians: 2-3mph walking is a lot slower than 10-15mph cycling speed, whereas 10-15mph cycling speed is a lot closer to 20mph vehicle speed. Why not put cyclists in a widened road with priority given to them?</p> <p>Toucan crossing – Support Hump will slow traffic</p>

	<p>Raised side road entry treatments – Partially support The shared use footways should be straight across Cripely Rd and Mill St. The vehicle stop markings from those streets should therefore be set back behind the shared use footways.</p> <p>Shared use footway and cycletrack – Object First, it's unclear how cyclists will get on and off the shared use footway at Abbey Rd and opposite. Ramps are notorious for being uneven and at busy times, cyclists may prefer to keep to the road rather than negotiate pedestrians. 4m sounds a lot for a separate cycle track and footway but, again, at busy times it may not be enough. As a cyclist I'd prefer to stay on the road even if traffic couldn't be kept below 20mph. Electric cycles should not be allowed on the cycle track since their speed is dangerous to pedestrians.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support They're very similar to what we have already.</p>
(o52) Local resident, (Oxford, Alexandra Road)	<p>General view – Partially support As a cyclist, car driver and pedestrian with children I dislike the shared bike/pedestrian paths when there is a chance to better separate out pedestrians and cyclists - under the bridge it makes sense to have these, but where these are being expanded beyond the bridge I would prefer for the cycle path to be separated - on the road but with a raised edge to separate bikes and cars. Otherwise fast cyclists just use the road and for other cyclists it's never obvious it's cars will stop turning into the junctions, giving the cyclists priority. All the curbs and junctions to negotiate with young children on these shared cycle paths make them really hard to use. Better to have a flat cycle path which appears to be part of the road but with something more substantial than a white line separating cars and bikes.</p> <p>Toucan crossing – No objection Vehicles do not always stop at the crossing between Alexandra and Hill View Road so anything to ensure scooters/bikes definitely stop would be good for kids. This means the hump cannot have gaps at the edges big enough for e-scooters/bikes to get through</p> <p>Raised side road entry treatments – No objection Will this have impact on flooding/puddles?</p>

	<p>Shared use footway and cycletrack – Partially support This works well in the Osney industrial estate, but even there pedestrians often walk on the cycle path but it doesn't matter so much as volumes of traffic are low. E-bikes and large cargo bikes are best kept away from a path where young children will walk - what will the bike speed limit be along here?</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support My main concern about crossings with young children is e-scooters and bikes not stopping - will these measures stop this?</p>
(o53) Local resident, (Oxford, Arthray)	<p>General view – Partially support I hope you do a better job than the botley road cycle path, it criss crosses a lot and a lot of cyclists don't appear to use it</p> <p>Toucan crossing – No objection I don't really know what it looks like so I'm not objecting</p> <p>Raised side road entry treatments – Partially support If cyclist and pedestrians are to share the same space albeit with marked delineation it might be unsafe in a confined space. Electric bikes travel far too fast and someone could inadvertently step into the path of one</p> <p>Shared use footway and cycletrack – Partially support If cyclist and pedestrians are to share the same space albeit with marked delineation it might be unsafe in a confined space. Electric bikes travel far too fast and someone could inadvertently step into the path of one</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These need to be monitored, if they become dangerous then lights must be introduced</p>

<p>(o54) Local resident, (Oxford, Barrett Street)</p>	<p>General view – Partially support Please consider that most people are pedestrians, cyclists and drivers. Please consider from all points of view, especially drivers who just happen to live in this area and still need to go about their business when they need to use their cars. Please don't make the Mill Street junction dangerous and please consider that bikes and scooters and some cars will still travel too fast in conditions that are clearly meant to encourage safer cycling or driving (this is what has happened in Frideswide Square).</p> <p>Toucan crossing – Partially support In principal it is a good idea but the speed and volume of bikes and scooters needs to be considered alongside pedestrians. Also with the steeper slope under the railway bridge, visibility needs to be considered and reminders of the 20mph speed limit need</p> <p>Raised side road entry treatments – Partially support As a cyclist, pedestrian and driver who lives off Mill Street, it is crucial that you get this junction right. Mill Street is a busy junction (especially over the next few years as major construction projects are ongoing on side roads off Mill Street). A</p> <p>Shared use footway and cycletrack – Partially support This could work but only if visibility and access to side roads (Abbey, Cripsey and Mill Street) is thought-through carefully. Otherwise it could be dangerous to have cyclists (probably travelling at speed) and scooters whizzing across the road junctions on their way to the shared used footway and cycle track. Again, signage to ask people to be considerate is probably necessary otherwise people tend to travel too fast (esp. bikes and scooters). Faster bikes will probably also prefer to use the road so think about visibility on side roads when cars are trying to emerge or enter: it could be a nightmare to spot all the bikes and pedestrians coming from the road and the footway/cycletrack.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Just as a note question 8. above does not make sense? Not sure what you are referring to?</p>
<p>(o55) Local resident, (Oxford, Barrett Street)</p>	<p>General view – Partially support</p>

	<p>Support in principle but experience of other schemes in Oxford which have relied totally on everyone driving, cycling or walking sensibly and to the rules have shown that this is not the case to the detriment of sensible pedestrians and cyclists.</p> <p>Toucan crossing – Support Support the toucan crossing but concerned that it lands those crossing into a shared use footway which to me implies bikes and scooters will be travelling along it and could result in collisions with those landing on the footway after crossing.</p> <p>Raised side road entry treatments – Partially support Partially support. I think it is good to demark these road entry/exits. However, as Mill Street residents, I suspect we will still find turning out onto the Botley road difficult because of all users (pedestrian, bike and vehicle) not taking care and go</p> <p>Shared use footway and cycletrack – Partially support This is ok in theory but the reality is that some cyclists will not ride appropriately through them. This will be even more of an issue when the traffic under the bridge is nose to tail and fast cyclists will switch from the road to the shared way but try to maintain road like speeds!</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support The uncontrolled crossings on all of Frideswides Square are an issue for pedestrians as the vehicles travelling through are much faster than I suspect the original transport modellig allowed for.</p>
(o56) Local resident, (Oxford, Barrett street)	<p>General view – Partially support I am not particularly on board with all these proposals because like everything in this city (bus gates etc) decisions are made without anyone actually spending time 'in situ' to see how things will work. Unfortunately I don't have a lot of confidence.</p> <p>Toucan crossing – Partially support In theory it sounds fine but like a lot of suggestions it may not be very practical.</p> <p>Raised side road entry treatments – Object</p>

	<p>As usual the pedestrian and cyclist are given priority, and neither has much respect for the Highway Code. I fear trying to exit and enter Mill Street will be difficult.</p> <p>Shared use footway and cycletrack – Partially support In theory a good idea but with e scooters and motorised cycles whizzing along it could be unsettling</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Like any crossing which is uncontrolled it only works if users respect the situation.</p>
(o57) Member of public, (Oxford, Benson Road)	<p>General view – Partially support There should be a segregated system of cycle tracks through the bridge as proposed, but there does not seem to be consideration for how cyclists would access those tracks, especially on the western side. A toucan crossing is correctly used on the western side to provide a safe crossing for pedestrians accessing the station, but the eastern side still relies on "informal" crossings. The experience of the Frideswide square redevelopment is that these encourage motor traffic to "barge" through pedestrians trying to cross, and so formal crossings (zebra/toucan) are needed here also where the pedestrian traffic is likely to be higher.</p> <p>Toucan crossing – Support There needs to be a sufficient safe pedestrian crossing for access to the station.</p> <p>Raised side road entry treatments – Object There should be a full continuous footway treatment at the side roads otherwise these will be hazards for pedestrians. Additionally it is unclear how cycles will navigate these side roads - since they are expected to be on a "shared use footway" on approach</p> <p>Shared use footway and cycletrack – Partially support In isolation it makes sense to have segregated cycle paths but there is no indication on the plan as to how cyclists would access these from the bike lanes on the western side of the bridge. Hence the eastbound cycle lane would simply be not used (cycles would use the main carriageway which they are naturally directed toward) and the westbound one would create a hazard when cycles have nowhere to go, presumably being forced to rejoin the main carriageway, when reaching the junction with Mill Street.</p>

	<p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – Partially support</p> <p>Moving the crossing points to closer to the informal roundabout would potentially reduce the tendency of motor traffic to speed away from the roundabout particularly on the northern arm where there is conflict with pedestrians accessing the station. The northern crossing should ideally be signal controlled as this is the one where motorists tend to try and drive through the pedestrians. The others should be painted and signalled as zebra crossings so that visually impaired users have proper access.</p>
<p>(o58) Local resident, (Oxford, Botley)</p>	<p>General view – Partially support It seems rash, and is probably irresponsible, not to include cycle lanes in the road tunnel. Some more impatient cyclists will certainly use the road tunnel, and there will be a risk of serious crush injuries against the unforgiving walls of the tunnel (there will be far more cyclists when the University is fully established in Osney Mead). Are your planners really thinking ahead?</p> <p>Toucan crossing – Object As Councillors know from Ferry Hinskey Road some years ago, humps close to residents create vehicle noise. This is especially true of delivery vehicle working late at night and very early in the morning. In the Ferry Hinskey Rd case the noise led to threa</p> <p>Raised side road entry treatments – Object Unnecessary. I would much prefer that you spent the money on mending the *pavements*, which are a real and present risk and distraction to older pedestrians.</p> <p>Shared use footway and cycletrack – Object We know from experience that cyclist attention, patience and discipline is poor, and we can expect impatient cyclist to veer into the path of pedestrians. Also e.g. on Botley Rd it the cycle lane markings can be erratic and indistinct, again creating risks for pedestrians.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support If implemented properly, and observed by cars and cyclists, these might increase pedestrian safety.</p>

<p>(o59) Local resident, (Oxford, Botley rd)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Construction of crossing should be done so as to minimise potholes. Thus Building into the road construction rather than build on road surface</p> <p>Raised side road entry treatments – Partially support Built as previous answer</p> <p>Shared use footway and cycletrack – Support As long as cyclists use it</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support As long as pedestrians have priority as they are primary users as in the hierarchy of users. NOT cyclists as it seems to be the thought of OCC</p>
<p>(o60) Local resident, (Oxford, Botley road)</p>	<p>General view – Partially support No comment apart from cycle path markings of the shared space for pedestrians and cycles</p> <p>Toucan crossing – Support Safety</p> <p>Raised side road entry treatments – No objection No comment</p> <p>Shared use footway and cycletrack – Object This is dangerous for pedestrians. There should be a marked cycle path</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – Support</p>

	<p>Pedestrian safety is Important.</p>
<p>(o61) Local resident, (Oxford, Botley Road)</p>	<p>General view – Partially support The plans make no mention of lighting or any other provisions on the route which is essential as I am a woman and these other elements are very important to me. There is a clear lack of diversity of the design teams undertaking this design and the shown plans (which does not even have a north pointing arrow)</p> <p>Toucan crossing – Object I object to a humped toucan crossing on the Botley Rd between Mill St and Abbey Rd because it causes significant delay for pedestrians and cyclists. This route is always busy with both a mix of pedestrians and cyclists and there is a need for a clear prio</p> <p>Raised side road entry treatments – Partially support Support the raised side road entry treatments so long as they are all one continuous footway with priority for pedestrians and cyclists</p> <p>Shared use footway and cycletrack – Object There is a clear need for segregated footway and cycleway due to the sheer number of pedestrians and cyclists using this route everyday. This is only going to increase in the future when there is direct access to both entrances of the new railways station</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object all of these crossings need to be providing clear priority for pedestrians and cyclists through parallel crossings/sparrow crossings or zebra crossings. I walk here everyday and drivers never slow down and it is very risky/dangerous</p>
<p>(o62) Local resident, (Oxford, Botley Road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support</p>

	<p>I am concerned that this makes it difficult for any cyclists or people using cycle delivery bikes (such as Pedal & Post or the Post Office) who might not want or be able to use the shared footway - perhaps because of a large number of pedestrians - and th</p> <p>Raised side road entry treatments – Partially support I think there might be additional noise for residents, but safer for pedestrians. Will this mean that cyclists using the shared footway will be able to go faster though?</p> <p>Shared use footway and cycletrack – Object Really object: I don't think it's safe for pedestrians, given the number of e-bikes in use for deliveries along this road. the bikes are very fast, and much heavier than normal bikes - and the delivery drivers using them won't want to slow down - they'll weave through. From the cyclists perspective, I think it's a bad idea too - you do get sudden crowds of people when a busy train has come in - and they'll have to stop cycling.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Yes, I think if you have any other sort of crossing it'll be even worse - BUT - I think if the traffic gets too bad after the introduction of the Bus Gates, you might need to rethink the one at the join of Botley Road and Frideswide Square.</p>
(o63) Local resident, (Oxford, Bridge Street)	<p>General view – Partially support</p> <p>Toucan crossing – No objection I have no opinion on this one, because I suspect that for practical purposes its effect will be similar to that of the current crossing.</p> <p>Raised side road entry treatments – No objection No opinion.</p> <p>Shared use footway and cycletrack – Object There are a lot of pedestrians and a lot of cyclists on this route; asking them to share a narrow space will lead to accidents and to delay for cyclists. Those two groups should in my view always be segregated.</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection The crossing at the northern arm is currently in the wrong place, causing danger for cyclists and for pedestrians.</p>
<p>(o64) Local resident, (Oxford, Bridge Street)</p>	<p>General view – Partially support An awful lot is being left to split second decisions of pedestrians and cyclists, CONTROLLED crossings would be better, of course, and certainly a lot more thought needs to be put into the separation between pedestrians and cyclists on shared footways.</p> <p>Toucan crossing – No objection This seems to be a worthwhile upgrade.</p> <p>Raised side road entry treatments – No objection This seems to be worthwhile.</p> <p>Shared use footway and cycletrack – Object The shared route is not that bad an idea, it is just the means of separation that is alarming, it is quoted in the plans that it will be surface markings and signage etc, THIS IS NOT ENOUGH to safely separate pedestrians from cyclists, it needs to be a more upright sturdy separation such as the small upright bollards with light reflectors that separate cyclists and cars on the B4150 Marston Road, if it can be done there, it can be done on the shared path at both sides of the A420, but close enough together to form an upright separation, THAT, would lessen the risk of accidents, as we all know, both pedestrians and cyclists on a shared path with mere markings where people are walking and chatting etc, and a moving metal form of movement going at even 2-3 miles an hour will result in accidents, all the versions of people walking along with cycles going past them on a shared path, which, let's face it, some of the cyclists will end up on the pedestrian part, as I have witnessed myself on the Osney Mead Industrial Estate, when there was nobody else about a cyclist was on the pedestrian part and I and a friend had to dive out of their way, so don't think that this won't happen here.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These sound, on paper, that they might work, but until we see it in operation, we won't know for sure, .</p>

<p>(o65) Local resident, (Oxford, Bushy Close)</p>	<p>General view – Partially support Yes it's a good idea to make active travel easier. But you must separate pedestrians from bikes and bikes from cars. This is a major commuting route and the amount of cyclists would make it unsafe for pedestrians, and the level of foot traffic from tourists and others coming out of the train station would make it impossible to bike safely through frideswides square. But please put in cycle infrastructure so I don't have to cycle with buses and cars under the bridge. It is far too unsafe.</p> <p>Toucan crossing – Support A toucan crossing will help people cross the road easier</p> <p>Raised side road entry treatments – Partially support I don't see how this will fit there if the pavement is already narrow</p> <p>Shared use footway and cycletrack – Object Cycle lane should be completely segregated from pedestrians. There are too many pedestrians either from the train station or walking in to Oxford that would need to interact with commuting cyclists. It's a recipe for disaster. Just make one side pedestrian and the other side for two way cycle traffic? Sounds like you are trying to push cyclists into pedestrian areas which is ridiculous. As a pedestrian I don't feel safe sharing a path with cyclists because half of them are ebike deliveroo guys going 20 mile an hour. Please just separate the pedestrians from cyclists, and cyclists from cars. I would cycle into town more often if I knew I could cycle in without having a car try to clip me off my bike, or have to deal with pedestrians with their headphones on just walking into my path.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Yes this is OK</p>
<p>(o66) Local resident, (Oxford, Cedar Road)</p>	<p>General view – Partially support As noted elsewhere, in my view (and presumably the view of the DfT) modifications to cycling infrastructure must be compliant with LTN 1/20. At present my interpretation of the proposals is that they are not fully compliant.</p> <p>Toucan crossing – Support A signalised crossing at this location seems sensible.</p>

	<p>Raised side road entry treatments – Support This should help enforce pedestrian priority.</p> <p>Shared use footway and cycletrack – Object Shared use footways are not compliant with summary principle 2 in section 1.6.1 of LTN 1/20 which states that "Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route." and also that "Shared use routes in streets with high pedestrian or cyclist flows should not be used." Botley Road is a route with both high pedestrian and high cyclist flows, and therefore shared use infrastructure is not appropriate. The segregated sections under the railway bridge are ok, but the shared use sections around the Abbey Road/Cripley Road/Mill Street/Frideswide Square junctions are not.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Need to find ways to clearly indicate pedestrian priority on the crossing points around the rail station junction.</p>
<p>(o67) As a business, (Oxford, Christ Church (Oxford University college)Philip)</p>	<p>General view – Partially support What is being proposed is not the safest option</p> <p>Toucan crossing – Support Improved safety</p> <p>Raised side road entry treatments – Support Improved safety</p> <p>Shared use footway and cycletrack – Partially support</p>

	<p>Shared pathways don't always work unless they are really wide and can be dangerous to both pedestrians and cyclists. Should have separate dedicated pedestrian and cyclist pathways.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These don't really work</p>
(o68) Local resident, (Oxford, Denton Close)	<p>General view – Partially support Do not, at any point, let cyclists and pedestrians share a walkway. This is so very unsafe - also because cars don't see cyclists that are on the pavement, and will simply turn left despite cyclists coming, for that reason. Put cyclists in clearly marked (preferably coloured red) cycle lanes, wide enough with enough space next to the cars, lorries and buses. Make sure this is not a gutter, but an actual cycle lane: Without potholes and bursts and ruptures in the road that our tyres can get caught in. There is enough space for it, and if Oxford truly wants to be a cycling city, it should have safe cycling lanes - not some kind of ineffectual line on a pavement.</p> <p>Toucan crossing – Support Any humped crossing is a good idea, because cars hardly even notice them otherwise.</p> <p>Raised side road entry treatments – Support Again, a raised side road entry is the only way that stops cars from accelerating towards the main road and not seeing cyclists coming.</p> <p>Shared use footway and cycletrack – Object I strongly OBJECT to this. I cycle on Botley Road every day, and especially from in front of Aldi until Botley I cycle on the shared use footway & cycle track, and it is the absolute WORST. Same for the other direction - in fact it is so bad from Botley to Aldi that I always just cycle in the road (bus lane): It is too unsafe for me to cycle 16 mph on the shared footway & cycle track, because pedestrians never keep to their side, or step into the cycle lane from the bus stop without looking. It is impossible! Cycle lanes should not be shared with pedestrians, it is insanely unsafe. If you want, I can provide video evidence of people stepping in front of my bike *constantly*. I've had so many near accidents that I never use that shared cycle lane anymore, much to the annoyance of the buses and cars - who then get aggressive with me, even while I have two kids on the back of my bike. In other words, I know that I am always unsafe while cycling on Botley Road, and I need to cycle the full length of this road every day. It is the worst. There should be a wide enough cycle lane, coloured clearly - preferably in red, without potholes and other road ruptures because of the</p>

	<p>heavy buses and poor repair. Oxford is not a cycling city until it is able to do so. I do not want to cycle on the pavement! Oh and that's another issue: By putting bikes on the pavement, bikes become invisible for cars. Whenever I go straight, and a car wants to turn left, do you think they see me? No, the only reason I have yet to be in an accident is because I start breaking in time: Cars don't see cyclists that are on the pavement! It is so insanely unsafe.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Raised is always better, because it makes the cars slow down and notice what is happening around them.</p>
(o69) Local resident, (Oxford, Earl Street)	<p>General view – Partially support I support most of the upgrades but I do not support the mixed footpath. We live in the real world and it just will not work.</p> <p>Toucan crossing – Support Good idea, will slow traffic down</p> <p>Raised side road entry treatments – Support Good idea slows traffic down makes it easier for pedestrians</p> <p>Shared use footway and cycletrack – Object I totally object to have shared footpaths people on foot and cyclists. It just does not work. You only need to look at Queens Street, Cornmarket Street, the shared footpath along the Botley Road. There are a majority of cyclists who just ignore the rules and regulations and I'm a cyclist.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Good idea should improve safety of pedestrians</p>
(o70) Local resident, (Oxford, Earl Street)	<p>General view – Partially support</p>

As I noted in more detail in responses to individual questions: it's a good step in the right direction, but these designs still do **not** encourage people to cycle and walk. Instead, these designs **still** put **cars** central, and fit pedestrians and cyclists around the car-focussed infrastructure.

There's a notable omission in this consultation: the designs of the segregated foot/cycle way that actually runs underneath the Botley Bridge. While I'm please to read in the description of the consultation that it contains "space for each user group demarcated through the use of surfacing materials, markings and signage", it does not contain any further detail. Please could you make sure the surfaces for cyclists and pedestrians are **clearly** separated by a difference in height and paving material (e.g. pavers for pedestrians and tarmac for cyclists). Don't rely on just a line of paint; that's equivalent to creating a shared use path. Here's a good example of how to do it right: <https://t.ly/7gkgt>. And here's a local example of how **not** to implement segregation: <https://t.ly/7Bbe1>.

Toucan crossing – **Partially support**
I support the plan to install a humped toucan crossing, but want to recognise this is **not** a suitable crossing for cyclists travelling westbound from out of town towards the new western entrance of the train station. The segregated westbound foot/cycle p

Raised side road entry treatments – **Partially support**
Love the raised side entry treatments, but it's **not enough**. Experience tells us that most drivers will simply push through — both when entering and when exiting side-roads. The change to the highway code will take another 10-20 years to properly settle

Shared use footway and cycletrack – **Object**
Shared use cycle/footway puts those on foot and on bikes at odds with each other. As a result, most cyclists will simply prefer to use the carriageway — to avoid conflict and danger. We've seen this throughout Oxford and elsewhere. It's yet another example of road users being prioritised, which is in complete contravention with the city and county's aims to promote active travel (and vision zero).
The new way of thinking is: design the walking and cycling infrastructure **first**, and then fit car usage around it. Not the other way around.

Introduce new crossing point – **Support**
Relocate existing crossing point – **Support**
Widen existing crossing point – **Support**
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<p>(o71) Member of public, (Oxford, Eynsham Road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Support A pedestrian crossing is important on this busy road and I feel a raised or humped crossing will aid in slowing traffic</p> <p>Raised side road entry treatments – No objection No comment on this</p> <p>Shared use footway and cycletrack – Partially support I cycle regularly on the shared cycle way on the Botley road and to be totally honest a shared space is dangerous pedestrians have crossed into the cycle path without looking on several occasions and it would be better if these could be separated if possible</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Nothing to add</p>
<p>(o72) Local resident, (Oxford, Eynsham road)</p>	<p>General view – Partially support The amount of time the redevelopment is taking is a joke, all traffic from Botley is just being diverted down other main roads into Oxford congesting them... speed it up and the public might actually see some sense in what is being done</p> <p>Toucan crossing – Support Humped toucan crossing will be useful in times of congestion in which the Botley road usually suffers</p> <p>Raised side road entry treatments – No objection No comment</p> <p>Shared use footway and cycletrack – No objection Clear signage needed for the shared cycle path as cyclists will continue to use the road otherwise</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection</p>

	<p>Widen existing crossing point – No objection No objection</p>
(o73) Local resident, (Oxford, Ferry Hinksey Road)	<p>General view – Partially support No point in objecting really as OCC refuse to take any notice of the opinions of Oxford residents - disgraceful</p> <p>Toucan crossing – Partially support How will cyclists be encouraged to stop</p> <p>Raised side road entry treatments – No objection Hopefully prevent speeding into residential roads</p> <p>Shared use footway and cycletrack – Object From my own experience, cyclists and scooters weave through pedestrians making it very unsafe. We have already put up with shared space through the tunnel for over a year now and I know quite a few people who have been clipped by cyclists who have refused to dismount</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I still think they should be controlled crossing points</p>
(o74) Local resident, (Oxford, Heatley Way)	<p>General view – Partially support You do not have my full support because I am extremely concerned about the shared use cycle/pedestrianised proposal under the railway bridge. Furthermore, you have missed an opportunity to create integrated infrastructure by between Abbey Road and Cripsey Road, so it will continue to be substandard, much like the rest of cycling provision from Botley Road from the west/east.</p> <p>Toucan crossing – Support Please make it clear to all road users that toucan crossings do not require cyclists to dismount</p> <p>Raised side road entry treatments – Partially support</p>

	<p>I partially support this, provided it is clear that it is clear that without the current provision of a planned cycle lane, motorists will need to approach slowly so as to avoid collisions with other road users.</p> <p>Shared use footway and cycletrack – Object Shared use footways and cycletracks separated by paint alone simply do not work. Paint is not infrastructure. Pedestrians walk in cycle lanes. This is a wonderful opportunity to create some decent infrastructure for pedestrians/cyclists, but shared use is not the way to go here. Bollards, different coloured/textured surfaces to make it clear that they are separate, not shared.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Support Widen existing crossing point – Support Uncontrolled crossing points are inaccessible to disabled/impaired/elderly people. Either create a crossing point, or do not, not some weird guessing game as to whether it is safe to cross.</p>
<p>(o75) Local resident, (Oxford, Helen road)</p>	<p>General view – Partially support The disruption to movement along botley road and Roger dudman way has been challenging.. but made more so by the number of motorbikes allowed through</p> <p>Toucan crossing – Partially support Need diagrams</p> <p>Raised side road entry treatments – Partially support Need diagrams</p> <p>Shared use footway and cycletrack – Partially support Need diagrams of proposals</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Clearly need protected space..not to include motorbikes</p>

<p>(o76) Local resident, (Oxford, Helen Road)</p>	<p>General view – Partially support I support the widening of the footways and cycle-tracks on either side of the bridge. These have been badly needed to accommodate the actual amount of foot and cycle traffic under the bridge. However, as per my previous comments, I object in the strongest terms to the introduction of stretches of shared use areas for pedestrians and cyclists, and also feel not convinced that in the proposed segregated footway/cycleway stretches of the road the segregation will be evident enough to prevent pedestrians from walking onto the cycleways. From my experience with the segregated footway/cycleways on the pavements up on the Botley Road most pedestrians do not register the existence of a separate cycleway even if indicated by a line and painted signs: I would invite consideration of a physical separation such as regular posts to ensure that pedestrians do not step on the cycleway (and to stop cycles from encroaching on the pedestrian areas).</p> <p>Toucan crossing – Object I object to the toucan crossing because I object to the shared-use footway between Abbey and Cripsey Road. I cannot stress enough how important it is to have a smooth transition for cyclists from using the road and the segregated foot-/cycleway. It is far</p> <p>Raised side road entry treatments – No objection I don't have an objection to the raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the Botley Road.</p> <p>Shared use footway and cycletrack – Object I object strongly to the shared use footway and cycletrack on both sides of the Botley Road between the junctions with Abbey Road and Frideswide Square. I am a local resident and cycle along this stretch of road everyday commuting into and out of the city centre. I have ample experience with shared use footway and cycletracks in Oxford and have found them dangerous and incredibly cumbersome: cyclespeed has to be significantly reduced in the shared use footway and cycletracks areas; pedestrians are often not aware of bicycles behind them and there is a danger of them stepping unexpectedly into the way of the bicycle. This is the main commuting route into and out of the centre and to the train station and very busy: making pedestrians and cycles share a pavement in essence forces cyclists to dismount and walk. Oxford calls itself a cycling city, and cycling should be encouraged and enabled rather than made more difficult and potentially hazardous for cyclists and pedestrians. There is a unique opportunity here to create the safest, smoothest, and most efficient tracks for pedestrians and cycles in Oxford: the proposal of making them share the same part of pavement has the opposite effect, and would significantly worsen the cycle and walking experience for cycles and pedestrians on this stretch of road.</p>
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	<p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I have no objections to the proposed amendments to raised uncontrolled crossing points in the area.</p>
(o77) Local resident, (Oxford, Henry)	<p>General view – Partially support The key issue is to not oblige cyclists and pedestrians to be on the same level. Overall planning these days very helpfully, tries to separate motorists from cyclists, but it is completely wrong to do so at the expense of pedestrians. Pedestrians are the primary form of human locomotion! They are the most vulnerable and need to be the most protected therefore.</p> <p>Toucan crossing – Object Humped toucan ? What is it? Picture would be worth 1000 words</p> <p>Raised side road entry treatments – Object Don't know It's not showing as an option there and I don't really understand the question</p> <p>Shared use footway and cycletrack – Object As a 100% pedestrian have had many near misses with cycles on the Botley Rd area . I would much prefer bikes to be on a cycle lane shared with the road. Being a pedestrian Who is obliged to share the footpath creates constant vigilance and anxiety. Cyclists with their speeds and wobbles are much better on separate lanes with at least a curb protecting pedestrians</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Junctions that have “northern and Southern arms” sound like a robotic planner language to me. Much better to have a photo showing what is meant.</p>
(o78) Local resident, (Oxford, Henry Road)	<p>General view – Partially support The cyclist/pedestrian interaction is not well resolved.</p> <p>Toucan crossing – Partially support</p>

	<p>A Toucan crossing is a good idea given the large flows of pedestrians, cyclists and motor traffic. I do not understand however, why isn't the crossing aligned with (linking) Mill St and Cripely Rd. This would make much more sense psychologically instead</p> <p>Raised side road entry treatments – Support Raised side road entries should be countywide standard.</p> <p>Shared use footway and cycletrack – Object Cyclists should join motor traffic on the carriageway to avoid conflicts. This would be in line with LTBN 1/20 as motor traffic will be 20 mph and the cyclist flows are very high.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support No comments.</p>
(o79) Local resident, (Oxford, Hill View Road)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support I don't really like cycles mixing with pedestrians as a minority of cyclists seem to have little regard for their potential impact on pedestrians</p> <p>Raised side road entry treatments – Object I don't see a need</p> <p>Shared use footway and cycletrack – Partially support If it is made very clear that cycles should use one of the tracks and pedestrians the other, then that would be OK</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection no objection</p>

<p>(o80) Member of public, (Oxford, Home Close)</p>	<p>General view – Partially support It is not clear what is proposed, and this is a mess of a consultation.</p> <p>Toucan crossing – Support '-</p> <p>Raised side road entry treatments – Support '-</p> <p>Shared use footway and cycletrack – Partially support The documentation is totally unclear on what is proposed: what's the point of a consultation if the proposal is so unclear? The PDF plan has both the text "Segregated footway/cycleway", and "4m wide shared path". This document has "shared use footway & cycletrack" but the survey webpage has "segregated footway/cycleway". I support a segregated footway/cycleway. I do not support a shared footway/cycleway, which would be a bad idea in this busy location.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object it is not clear whether vulnerable road users or vehicles have priority, which makes the crossings risky for vulnerable road users</p>
<p>(o81) Local resident, (Oxford, Lamarsh Road)</p>	<p>General view – Partially support It feels like it isn't fully integrated with the wider area, this may be a problem for the local council rather than Network Rail though.</p> <p>Toucan crossing – Partially support It feels a fair distance from the bridge, would people actually use it?</p> <p>Raised side road entry treatments – No objection no opinion</p>

	<p>Shared use footway and cycletrack – Object Shared routes inevitably cause conflict & confusion. They seem very common, but I find that cyclists frequently avoid using them due to pedestrians walking in the cycle path so I'd expect a high proportion of cyclists to simply stay in the road. At a bare minimum the cycle path must be painted a different colour with a raised divider, but even that doesn't seem to be sufficient further out on Botley road so a properly divided (and therefore wider) tunnel would be much more likely to actually be used by cyclists.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Why bother raising them.</p>
(o82) Local resident, (Oxford, Linton Road)	<p>General view – Partially support As elsewhere in the city, shared pedestrian/cycle arrangements tend not to work. As a pedestrian I often feel unsafe as cyclists tend not to respect the division between footpath and cycle track. This has been amply demonstrated by the failure of cyclists to dismount as required when using the tunnels during the period of the work despite the requirement to do so. Pedestrians as the most vulnerable road users need better protection than is afforded by these shared spaces.</p> <p>Toucan crossing – No objection No objection</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object As elsewhere in the city, shared pedestrian/cycle arrangements tend not to work. As a pedestrian I often feel unsafe as cyclists tend not to respect the division between footpath and cycle track. This has been amply demonstrated by the failure of cyclists to dismount as required when using the tunnels during the period of the work despite the requirement to do so. Pedestrians as the most vulnerable road users need better protection than is afforded by these shared spaces.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection</p>

	<p>Widen existing crossing point – No objection No objection</p>
(o83) Local resident, (oxford, magdalen road)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support I'm not sure what the gradient on the Magdalen Road speed tables is, but that's what you should be aiming for here. They're steep, vicious, and REALLY effective at slowing cars down (the second time they drive through).</p> <p>Raised side road entry treatments – Support These work well along Iffley Road.</p> <p>Shared use footway and cycletrack – Object Please segregate. Shared use is hellish for both cyclists and pedestrians.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No further comments</p>
(o84) Local resident, (Oxford, Mill Street)	<p>General view – Partially support The residents are not being taken into account. We have suffered for a very long time now.</p> <p>Toucan crossing – No objection For a year I've been forced to take a taxi to see my GP at a cost of 50 pounds a throw, more if I have to take a taxi to the John Radcliffe hospital.</p> <p>Raised side road entry treatments – Partially support It's all very unclear. Old people have difficulties as it is.</p> <p>Shared use footway and cycletrack – Support No comment.</p>

	<p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Support No comment.</p>
(o85) Local resident, (Oxford, Mill Street)	<p>General view – Partially support Subject to previous comments</p> <p>Toucan crossing – No objection it seems to be a sensible approach. In all situations involving shared space, i.e. pedestrians and cyclists - do we mean pedal cyclists or can this include electric bikes and scooters? I would like to see a strict hierarchy of users i.e. pedestrians, then</p> <p>Raised side road entry treatments – No objection Best approach for junctions</p> <p>Shared use footway and cycletrack – Partially support this goes back to my first answer regarding the hierarchy and sufficiently protecting the pedestrian on foot. Should there be speed limits for cyclists and motorised electric bikes, scooters and mobility scooters i.e. average walking speed?</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support I accept the benefits of raised crossing points. One question - will this help to manage the current drainage issues at most pedestrian crossing points in Oxford where the drainage clearly hasn't been maintained sufficiently and doesn't work with any degree of rain beyond light rain?</p>
(o86) Local resident, (Oxford, No thanks)	<p>General view – Partially support The description of the proposed changes was almost deliberately obtuse. Why weren't there clear diagrams or maps? This made it really hard to answer these questions. It's a poor quality survey because of this.</p> <p>Toucan crossing – No objection</p>

	<p>This seems sensible</p> <p>Raised side road entry treatments – No objection Seems sensible</p> <p>Shared use footway and cycletrack – Object This is a really busy bit of road, and will be the only way for cars to access the station and Westgate Centre without going through a bus gates. It's also incredibly busy for pedestrians and bikes, including electric delivery bikes. Pedestrians should be clearly segregated from all bikes. However, I like that there will be cycle track going both ways, segregated from the road.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No objection</p>
(o87) Local resident, (Oxford, Pinnocks Way)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Don't think it needs to be humped</p> <p>Raised side road entry treatments – No objection N/A</p> <p>Shared use footway and cycletrack – Object Dangerous for pedestrians as bicyclists and electric scooters are too fast and do not take pedestrian safety into account. Please use one side of road for these vehicles and other side for pedestrians only.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/A</p>

<p>(o88) Local resident, (Oxford, Pinnocks Way)</p>	<p>General view – Partially support It is really not clear how bikes are supposed to navigate this stretch. How will they join the shared footway and rejoin the carriageway at the end of it safely? The plans are extremely unclear on that issue, the red and green lines are absolutely useless on that issue.</p> <p>Toucan crossing – No objection I don't care</p> <p>Raised side road entry treatments – Object How are bikes supposed to get across these? This is really not made clear in the proposal.</p> <p>Shared use footway and cycletrack – Support Sounds good</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Whatevs</p>
<p>(o89) Local resident, (Oxford, Quarry High Street)</p>	<p>General view – Partially support I would like assurance of footways and cycleways being wide enough for no conflict between groups, including cmfor adapted or cargo cycles. I would like cycleways to adhere to best practice of being continuous (ie minimising change of level, which the side road raising helps, and minimising lateral movement including through the tunnels), coloured to aid visual cues to drivers to slow down. I would also like footways to adhere to best practice of being unobstructed, flat and use Dutch kerbs rather than dropped kerbs as this is shown to be more comfortable and facilitate pedestrians walking and wheeling.</p> <p>Toucan crossing – Support Speed controls safer for pedestrians</p> <p>Raised side road entry treatments – Support Speed controls safer for pedestrians and cyclists</p>

	<p>Shared use footway and cycletrack – Partially support I would like this to be wide enough to segregate Nd comply with LTN1/20</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – Support Speed controls safer for pedestrians</p>
(o90) Local resident, (Oxford, Riverside Road)	<p>General view – Partially support See previous comments</p> <p>Toucan crossing – No objection Anything which slows traffic down is a good idea</p> <p>Raised side road entry treatments – No objection These do not affect me</p> <p>Shared use footway and cycletrack – Object I think sharing footways with cyclists is a very bad idea. Many have no consideration for pedestrians, do not slow down/ring bells etc and seem to think that they have priority over us. They are often very frightening when they ride past at speed. Keep them as far away as possible.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Do not think these will cause me any problems</p>
(o91) Local resident, (Oxford, Riverside Road)	<p>General view – Partially support I couldn't see where to comment on the segregated pedestrian and/cyclist sections of the scheme - to which I have objections - so I have included my objections and suggestions in my response to the the section of this form on the shared use</p>

Toucan crossing – **No objection**

No comments

Raised side road entry treatments – **No objection**

No comments

Shared use footway and cycletrack – **Object**

Objection to proposed pedestrians/cyclists access arrangements as part of Station Development

I have lived in Riverside Road for nearly 10 years and regularly walk to and from the centre of Oxford. I also walk to/from Riverside Road to Elms Parade/West Way at Botley. I therefore have extensive experience as a pedestrian of using shared/segregated paths for cyclists/pedestrians both before and during the ongoing station development works.

I object most strongly to any access shared between pedestrians and cyclists and also object to the current proposals for access under the new tunnels under the railway for segregated access between pedestrians and cyclists. My reasons and suggestions are set out below.

1 Shared Access

This concept might seem OK on a plan but in practice this does not work and it is a dangerous space for pedestrians (and to a lesser extent for cyclists).

Traffic engineers classify users as: road users/cyclists/and pedestrian and the hierarchy of risk regards pedestrians as the highest risk group with cyclists as the second most at risk.

[Horse riders are another group of users but are not relevant in the context of this consultation. I assume that electric bikes and electric scooters (both legal and illegal) are classified as 'cyclists'. Their use of shared and segregated cycle paths increases the risk to pedestrians and non-electric bicycles and scooters and so I have not addressed them separately.]

Unfortunately very few cyclists understand the risk they pose to pedestrians (and other cyclists). Many of them seem to be unaware of the risk that cars represent to them and/or are unaware of their own responsibility to mitigate that risk. I regularly encounter cyclists without lights or helmet and wearing dark clothes with no reflective clothing and accessories. Cyclists riding while wearing headphones and using mobile phones is also very common. Bicycles with a bell are a very rare sight indeed.

The idea of putting cyclists, many of whom are irresponsible users on the same space as pedestrians is in practice a very high risk for pedestrians. Examples of poor behaviour have been heightened by the use of the shared 'on foot' tunnel under the bridge during the station works. A significant minority of cyclists do not dismount and push their bikes but insist on riding them amongst the pedestrians (and other cyclists who are pushing their bikes). The concept of 'shared space' is often interpreted by most cyclists as meaning that they have the right to cycle even if the conditions make it unreasonable/dangerous to do so.

There is clearly a risk to pedestrians of a collision with a bike. Cyclists rely on their riding skills to 'weave' round pedestrians but do not seem to consider the possibility that a pedestrian might change course or even just 'lean' to one side of their trajectory as they walk. This potential for collision is exacerbated by the fact that the cyclists are travelling faster (sometimes much faster) than pedestrians and so the pedestrian is usually unaware of the approaching danger if it is to the side or rear.

2 Segregated Access

This approach might be thought to resolve all the problems noted above for Shared Access. Unfortunately that is not the case. A 2m wide path marked for pedestrians and a separate one for cyclists but adjacent to it still pose several of the same risks. On a segregated path cyclist can travel faster than on a shared path and there is even less warning of a bike approaching until it 'whooshes' past very close by. Even with no collision it is quite scary and can severely startle the pedestrian. The consequences of even slightly overhanging or having the bike and pedestrian close to the edge of their designated path might actually be greater than a collision on a shared path would be. Although 2m might seem wide enough for a pedestrian and cyclist to stay well within their own space that is before taking into account bends on the pathway and wider users ie in the case of pedestrians there can also be 'buggies' and in the case of bikes cargo bikes, and pedestrians and cyclists might want to overtake other legitimate users in their designated space. It is also necessary to take account of two way 'traffic'. Although the existing cycle lanes on the Botley Road are marked as one-way it is common to find them used in both directions.

3 Suggestions

It is clear that I strongly oppose shared space and even adjacent segregated space for cyclist and pedestrians. I have a suggestion for each of these types of space. I do not think these will resolve all the problems I have highlighted but might mitigate some of them. These suggestions would bring other issues in to play which I do not propose to address but recognise that they exist and will need to be considered by the designers.

Segregated access under bridge

The current proposal is on each side 2m for pedestrians and 2m for cyclists.

Please consider putting both cycle paths in one tunnel - 2m in each direction – and 2 x 2m pedestrian access in the other tunnel – 2m in each direction could also be sensible here.

Shared access

Currently pedestrian access is two-way on each side of the road and designated one-way on each side of the road. One of the greatest risks for pedestrians is not being aware of a bike approaching from behind. Designating a 'preferred direction' for the pedestrian paths on each side of the Botley Road marked in the opposite direction to the designated direction for the cycle path on each side would perhaps be worth considering. This might cause some inconvenience for pedestrians and would not deal with cyclists riding the 'wrong' way on their path but might help a little.

	<p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No comments</p>
<p>(o92) Local resident, (Oxford, Riverside Road)</p>	<p>General view – Partially support Need to consider traffic flow in the area, speed limits, safe right-hand turns for cyclists. These don't seem to have been addressed in the current plans. Not clear if there is going to be a footbridge from the south to north side of Botley Road, on the east side of station as there currently is. Plans seem to indicate that there isn't. Important to retain this crossing.</p> <p>Toucan crossing – No objection No objection - new crossing is close to where existing crossing is. Plans state that crossing is raised but it is not clear whether it is raised above the carriageway/table. Are there going to be drainage issues?</p> <p>Raised side road entry treatments – No objection would be even better if ramp was higher to slow down traffic turning into the roads</p> <p>Shared use footway and cycletrack – Partially support Supportive of shared use footway/cycletrack under bridge although it would be better if there were a physical separation of footway and cycle track. This would be safer for pedestrians. But not supportive of the shared track west of Cripsey Road. The track is not wide enough (on either side of the road) for this purpose.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support There should also be an uncontrolled, raised crossing point on the eastern corner of mill street/Botley Road to allow pedestrians to go into/out of the station entrance on the west side. Need to restrict speed limit at junctions around the railway bridge. These are dangerous junctions. Should slow the traffic down - max 20 - in that area. Also, consider how cyclists will turn right out of the Roger Dudman Way/Cripsey Road safely.</p>

<p>(o93) Local resident, (oxford, sermon cls)</p>	<p>General view – Partially support Cyclists should not share spaces with pedestrians</p> <p>Toucan crossing – Partially support na</p> <p>Raised side road entry treatments – Partially support na</p> <p>Shared use footway and cycletrack – Object As we know cyclists and pedestrians do not share well with pedestrians suffering from faster space users</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support na</p>
<p>(o94) Local resident, (Oxford, South Street)</p>	<p>General view – Partially support It is completely unclear how a cyclist rejoins the road when they leave the shared use path - on Botley Rd at Mill St when going west or at the roundabout when going east. How do bike using the shared use path get safely back into the flow of traffic? There is no indication of how this is supposed to work either in the text or in the graphic.</p> <p>Toucan crossing – No objection I have no objection to this</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Partially support I'm unclear how cyclists rejoin the traffic flow on Botley Rd (going west) or the roundabout by Beckett St (going east) when they exit the shared use paths</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support Should be helpful pedestrians</p>
(o95) Local resident, (Oxford, South Street)	<p>General view – Partially support To be usable there has to be a seamless way for cyclists to leave the road and join the paths through the tunnel, and vice versa. This is not the case in the current plans. In addition the segregated path through the tunnel must be segregated by a barrier, not just lines painted on the path. Pedestrians do not observe these, which then means cyclists have to weave around them.</p> <p>Toucan crossing – No objection</p> <p>We need to retain a proper crossing here</p> <p>Raised side road entry treatments – No objection Seems ok</p> <p>Shared use footway and cycletrack – Partially support It's very unclear how cyclists will join and leave this cycle way. At present the 'cycle paths' in Frideswide's Square have no way for bikes to re-enter the traffic and are therefore little used and dangerous when used. There has to be a speedy, safe and smooth way for cyclists to stay on their bikes as they leave the road and rejoin it. How will this work? It also looks as though they will have to give way to cars where side roads cross the cycle paths, while also contending with pedestrians. This is dangerous - it is impossible to look eight ways at once.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Minor changes which seem ok</p>
(o96) Local resident, (Oxford, South street)	<p>General view – Partially support Cyclists and pedestrians should both be given more physically separated space into and out of the station.</p> <p>Toucan crossing – No objection</p>

	<p>Seems fine</p> <p>Raised side road entry treatments – No objection Giod</p> <p>Shared use footway and cycletrack – Partially support I support a cycle way but please make this physically segregated from the pedestrian path and the main road. Oxford needs to have more physically segregated cycling infrastructure.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These uncontrolled crossings are ignored by drivers particularly taxis coming out of the station. I would support proper pelican/zebra crossings and/or traffic lights coming out of the station.</p>
(o97) Member of public, (Oxford, Southfield Park)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Upgrading pelican crossings to toucan crossings is generally sensible, as long as there is sufficient width for a shared-use pavement - in particular, removing or relocating street furniture.</p> <p>Raised side road entry treatments – Partially support These must be full continuous pavements, in line with the County Council's stated commitment that pedestrians are at the top of the hierarchy of transport users. This means not only raised level with the pavement on either side, but laid and coloured as</p> <p>Shared use footway and cycletrack – Partially support The cycle path along Botley Road is a mess, appearing and disappearing, moving on and off the pavement, apparently at random. If this stretch is to be shared-use, it needs to have clear provision for cyclists who may choose to use the road, as well as clear markings for cyclists who are moving between the path and the road. In particular, there must be clear signage for drivers that cyclists take priority when joining or cycling on the road.</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support I often cross the northern arm of this junction on foot when using the railway station.</p>
(o98) Member of public, (Oxford, Southfield Rd)	<p>General view – Partially support It could be more pedestrian friendly with more priority points for pedestrians vs car traffic</p> <p>Toucan crossing – Partially support Should be zebra crossing to have priority for both pedestrians/cyclists at any time</p> <p>Raised side road entry treatments – Partially support Should have zebra crossing or similar design to have priority for both pedestrians/cyclists at any time</p> <p>Shared use footway and cycletrack – Support '-</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support All crossings in that area should be redesigned to have zebra crossing or similar design to have priority for both pedestrians/cyclists at any time</p>
(o99) Local resident, (Oxford, Stanton Road)	<p>General view – Partially support I strongly object to shared use foot/cycle ways</p> <p>Toucan crossing – Support The raised crossing makes it clearer</p> <p>Raised side road entry treatments – No objection Seems neutral</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Strongly object because cyclists do not know how to 'share' they just take over and make these unsafe. Many accidents occur but do not get logged in police figures.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Neutral</p>
(o100) Member of public, (Oxford, Stapleton Road)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Like all examples of new road designs in Oxford, there has been very little consideration given to the transition between on-road and off-road cycle provision. Continuous provision of cycling infrastructure must be considered at all points of the design i</p> <p>Raised side road entry treatments – Object As previous comment - these junctions are poorly implemented as currently done in Oxford. There are better examples in other UK cities e.g. these junctions implemented in Cardiff: https://www.walesonline.co.uk/news/wales-news/continuous-footway-cardiff-co</p> <p>Shared use footway and cycletrack – Partially support The transition between cycle track and road is sub-standard in current proposals - see earlier comment. This applies on both east and west sides of the rail bridge. Consider - how is someone cycling into town supposed to use the underpass and then end up cycling toward Hythe Bridge Street? The current design turns the underpass toward the station. A cyclist would either have to rejoin the carriage way haphazardly, cross the raised table and end up on the pavement outside the Said Business School, or (as will likely be common), just stay on the main carriage way all the way under the rail bridge. Poor infrastructure design like this leads to additional conflict points between different modes of transport.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support</p>

	<p>As before - these must be implemented with correct design. There is no current good example in Oxford. Other cities manage to implement continuous crossings better. More examples of better design can be found here: https://robertweetman.wordpress.com/2018/11/13/design-details-1/</p>
<p>(o101) Local resident, (Oxford, Stratford Street)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support The toucan crossing should in my view be on the East of Cripsey Road in order to support those leaving the station from the new Western entrance and wanting to immediately cross the road, to avoid also having to cross Cripsey road first and double back. T</p> <p>Raised side road entry treatments – Partially support Please ensure these treatments are designed as true continuous footways (see https://robertweetman.wordpress.com/2018/11/13/design-details-1/) with unbroken cycle and pedestrian links, with cars having lowest priority, unlike the current offerings on Iffl</p> <p>Shared use footway and cycletrack – Partially support It is unclear whether cyclists are supposed to continue on the road or on the shared use pavement West of the toucan crossing. For safety of pedestrians, it would be better to continue clear segregation of cyclists from pedestrians and from traffic all the way past Osney Bridge which is the next active travel bottleneck. This can be done either on the pavement (as proposed under the bridge) or on a segregated cycle route on the road. If this means narrowing the roadway to minimum width that should be done, the current cycle lanes here are essentially useless as they are so narrow.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object These should be controlled crossings with clear priority to pedestrians and cyclists. The buff coloured crossings here at the moment are confusing to everyone with no clear rights of way often leading to conflict between motor vehicles and those on foot or bike. They are difficult and anxiety-inducing to cross as a pedestrian because it is not clear which drivers might stop for you and which might go straight through because they believe they have priority.</p>

<p>(o102) Member of public, (Oxford, Sunningwell Road)</p>	<p>General view – Partially support Anything which improves the infrastructure for pedestrians is welcome.</p> <p>Toucan crossing – Support No further comment</p> <p>Raised side road entry treatments – Support No further comment</p> <p>Shared use footway and cycletrack – Object It is never a good idea to introduce shared use footways and cycletracks. It always puts pedestrians at a disadvantage.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No further comment.</p>
<p>(o103) Local resident, (Oxford, Swan Street)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Support A crossing is necessary here and a toucan one seems appropriate</p> <p>Raised side road entry treatments – Support This is necessary to ensure cars slow as they enter the side roads</p> <p>Shared use footway and cycletrack – Object As a cyclist, I firmly believe that shared footway/cycletracks are problematic. In my experience, it is impossible for pedestrians and cyclists to communicate while using these shared spaces, and since pedestrians and cyclists travel at vastly different speeds, it is extremely difficult for cyclists to overtake safely and nerve-wracking for pedestrians to always be on the look-out for bicycles. It is preferable for both to separate the lanes, so that there is clarity about who has priority in which space.</p>

	<p>Furthermore, with the Botley Road as one of the main arteries to/from the city, it is in constant use by both commuters and recreational cyclists. Having a portion of shared footway/cycletracks between the designated cycle lanes further west along Botley Road and at the new railway bridge would cause a bottle-neck for cyclists, and will inevitably lead to either irritated cyclists, or cyclists being forced to use the road (especially at rush hours, when the number of pedestrians, cyclists, and cars is higher).</p> <p>The cycling conditions along the Botley Road are dire overall: the road is too narrow to accommodate a protected cycle lane of appropriate width so wide cars, buses and lorries frequently stray into the unprotected bike lane, and the lane itself is terribly uneven and strewn with potholes, so it is really treacherous. Every possible move towards wider, protected cycle lanes throughout the city should be taken.</p> <p>Possibly the most dangerous part of the Botley Road for cyclists is Osney Bridge. For years, impatient cars have dangerously overtaken cyclists on the bridge, even though they cannot see the oncoming traffic until it is too late. A protected cycle lane - ideally unbroken from the city centre all the way along the A420 - is the only way to ensure that a terrible accident does not take place here. With the reduced width of the road in its current state (due to the incredibly slow repairs to the water pipe), Osney Bridge is even more dangerous than before.</p> <p>The council should be trying to encourage cycling in Oxford, and the best way to do that is to show that cycling in Oxford is safe, which unfortunately it is not at the moment. Otherwise, we will continue to have streams of cars funnelled into the city centre along the Botley Road (which is almost understandable given that buses cannot be reliably on time if they are also stuck in the same traffic...), and Oxford will never truly be the 'cycling city' it claims to be.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Raising these uncontrolled crossing points should hopefully encourage all traffic to slow and allow pedestrians and cyclists to cross</p>
(o104) Local resident, (Oxford, West Street)	<p>General view – Partially support</p> <p>as mentioned, my main objection is the currently non segregated cyclist/pedestrian tunnels. These have to be absolutely and clearly segregated by more than just markings which everyone will ignore.</p> <p>Another part that is not clear to me is how the cycle paths on both sides of the bridge will re-enter the traffic. As i mentioned, cyclist will only use these, if they are not stopped from moving. Currently there seems no plan for how the cycle paths re-enter the normal road/traffic. These should not be via stopping and entering, but the cycle paths should</p>

	<p>be segregated when entering the road for a few meters, so that cyclists can continue their normal way without needing to stop. this is required on both sides of the bridge and in both directions</p> <p>Toucan crossing – Partially support I am cycling every day at least 2x underneath the Botley Road train bridge on my way to work. So I consider myself a heavy user of this bottle neck as it is my connection to and from work as well as to and from the city centre for my leisure activities. I</p> <p>Raised side road entry treatments – Support seems a sensible option to prevent cars from dashing into the main road</p> <p>Shared use footway and cycletrack – Object I wholeheartedly object the plans to have shared cycle/footways. As both a cyclist and pedestrian, I know this will undoubtedly lead to issues. Whereas 4m sounds like a wide tunnel, it is actually not as wide. For instance, 2 pedestrians walking side by side and 1 cycle passing will already be challenging. As a cyclist, i know how dangerous the underpass is, and a tunnel would be very welcome. however if that means that cyclists have to slow down, and balance around pedestrians, then they will not use it (i won't!). So that then defeats the whole idea of a safer cycling environment. as a pedestrian, i know i will be walking with my friends side by side, and i will be annoyed at the fast cyclists passing us. The current design will most certainly create tensions. I very strongly suggest that the cycling and pedestrian pathways are Completely segregated, not only with markings, but with e.g., raised borders, or poles (see for instance on Warneford Lane?). This segregation should be narrow, but very effective so that cyclists are not deviating to the pedestrian side and also pedestrians are not tempted to cross to the cycle side. too low a kerb will likely mean pedestrians will still be tempted to use the cycle path. I feel very strongly about this. thank you for considering.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support NA</p>
(o105) Local resident, (Oxford, West Street)	General view – Partially support

	<p>I support the promotion of cyclist safety and the encouragement of cycling as a mode of transportation over driving. Having cyclists mentioned explicitly is a welcome gesture.</p> <p>However, I object to the proposed implementation because it lacks clear segregation between the carriage way, footpath, and cyclist tracks throughout its entire length. Cyclists are either mixed with pedestrians, posing a safety risk to both pedestrians and cyclists, or they are mixed with road traffic, which poses a safety risk to cyclists.</p> <p>Toucan crossing – No objection Any clearly marked road crossing is good.</p> <p>Raised side road entry treatments – No objection No view either way</p> <p>Shared use footway and cycletrack – Object I have two main concerns regarding the proposal for a shared-use footway and cycletrack:</p> <ol style="list-style-type: none"> 1. Pedestrians may inadvertently encroach upon the path of cyclists, posing a safety risk. This has been observed on Ferry Hinksey Road, which experiences less foot traffic compared to the proposed location. I support a segregated footway and cycletrack with clear built-up demarcation to enhance safety but object to the shared use proposal. 2. The plan lacks designated entry and exit points for cyclists. When traveling eastward, the western entrance does not provide a dedicated cycle-only entry, and the eastern exit does not offer a safe re-entry into traffic—it appears to lead into a shared footway, it should lead into a safe entry into the roundabout traffic. Similar issues are present when traveling westward. <p>These concerns may lead cyclists to disregard the shared path altogether and opt for the carriageway, which cannot be the intended purpose of the proposal.</p> <p>I support the clear statement of "pedal" cyclists.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No view either way.</p>
(o106) Local resident, (Oxford, West Street)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support</p>

	<p>Without being able to see how the toucan crossing will work, it is difficult to back it 100%, but I am in favour of any measure that increases the safety of all road users.</p> <p>Raised side road entry treatments – Partially support See above.</p> <p>Shared use footway and cycletrack – Partially support Although the footpath/cycleway is a broad space, I am strongly against the space being shared by both types of user. Sharing the space between them greatly increases the potential for accidents, whether there are lines drawn to demarcated the space or not.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – Support Increased crossing points should increase pedestrian safety.</p>
(o107) Local resident, (oxford, western road)	<p>General view – Partially support the objectives for the scheme regarding active travel are nowhere near as good as they should be. Standards are not met, eg the 4m width of the tunnel, meaning usable width is 3m or less, it would seem that Nnetwork Rail are blind to their passengers and their various means of transport.</p> <p>Toucan crossing – Object too many unresolved details in this plan.</p> <p>Raised side road entry treatments – Partially support The Oxon SRETs are not in conformance with guidance and need to be certain thatthey are up to date - LTN1/20</p> <p>Shared use footway and cycletrack – Partially support \$m between uprights is limiting the path, mixed use and two-way, I fear its not enough</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Partially support Widen existing crossing point – Support</p>

	<p>I don't believe the northern crossing point is good enough, the existing is bad, in not aligning with the station ramp, this is what needs to happen. Two may be needed.</p>
<p>(o108) Local resident, (Oxford, Woodstock Road)</p>	<p>General view – Partially support Beneath the railway, cyclists and pedestrians should be completely separated, not having a shared space. Too many concessions are made to cyclists, not enough to pedestrians. Many elderly pedestrians no longer cycle and feel intimidated by Lycra clad speeding cyclists.</p> <p>Toucan crossing – Partially support .</p> <p>Raised side road entry treatments – Partially support .</p> <p>Shared use footway and cycletrack – Object I am tired of cyclists thinking they own all the shared space and forcing pedestrians out of their way. Cyclists and pedestrians should be completely separated - with cyclists using the roadway.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support .</p>
<p>(o109) Local resident, (Oxford, Abbey Rd)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Support Ok</p> <p>Raised side road entry treatments – Object Traffic should be forcefully discouraged from drop-off or circulating around Abbey and Cripsey Rds. This proposal does not go far enough.</p> <p>Shared use footway and cycletrack – Object</p>

	<p>I think cyclists should be separated from pedestrians in this scheme. The rise of evokes in particular means that pedestrians will be vulnerable to collision with bikes</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Ok</p>
(o110) Local resident, (Oxford, Barrett Street)	<p>General view – Partially support Please communicate in plain English</p> <p>Toucan crossing – Partially support The potential negative impact on people and traffic is not known</p> <p>Raised side road entry treatments – Partially support I care about my city and my neighbourhood</p> <p>Shared use footway and cycletrack – Support It makes sense</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Partially support Widen existing crossing point – Support Because I care about my city neighbourhood and residents and visitors. The technical language and jargon, with no proper explanations of what you are trying to describe actually means in practice.</p>
(o111) Local resident, (Oxford, Botley road)	<p>General view – Partially support See points on cyclists. Some aren't able to share with pedestrians</p> <p>Toucan crossing – Support None</p>

	<p>Raised side road entry treatments – No objection None</p> <p>Shared use footway and cycletrack – Object Oxfords cyclists aren't able to share with pedestrians as we know from the current tunnel where some cyclists ride even though they're supposed to dismount. I've seen many cyclists use the pavement on the botley road rather than the cycle path. We need to keep cyclists and pedestrians separate</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection None</p>
(o112) Local resident, (Oxford, Botley Road)	<p>General view – Partially support Don't mix cyclists with pedestrians. Make the carriageway under the railway bridge suitable for cyclists. My cycling friends agree with this</p> <p>Toucan crossing – Partially support Present crossing works well enough</p> <p>Raised side road entry treatments – No objection Okay</p> <p>Shared use footway and cycletrack – Object Cycles are vehicles and should be on the carriageway. Pedestrians often feel vulnerable when having to share space. A friend with a disability is frequently abused by speeding cyclists. I am elderly and will not feel safe using this shared space. Pedestrians need spaces where they can walk freely. Sadly, the needs of cyclists often take priority in Oxford</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Support I do not support uncontrolled crossings</p>

<p>(o113) Local resident, (Oxford, Cripsey Road)</p>	<p>General view – Partially support As per my first response, I'm concerned that it will affect the character of Botley Road between Abbey Road and the railway bridge. The use of concrete and metal work should be minimised to so it doesn't detract from the turn of the last century character of the area (which is rapidly being diminished e.g. the loss of the mill on Mill Street, the loss of the warehouses on Abbey Road and the large numbers of pedestrian railings)</p> <p>Toucan crossing – Partially support I'm concerned about the proposal changing the character of the stretch of Botley Road from Abbey Road to the railway bridge. I'm particularly concerned that there will be much more visible concrete and metal than at present and that the 'turn of the last</p> <p>Raised side road entry treatments – Partially support As per previous response.</p> <p>Shared use footway and cycletrack – Object I consider that the cycle track is unnecessary and the wider tunnel needed to accommodate it is likely to have a detrimental effect on the character of the road.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/A</p>
<p>(o114) Local resident, (Oxford, Ewin Close)</p>	<p>General view – Partially support There needs to be more awareness of the elderly and infirm</p> <p>Toucan crossing – No objection Reasonable</p> <p>Raised side road entry treatments – Object It will cause more traffic build up</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Cyclists think they own the road and some can be very menacing and dangerous</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object The traffic takes no notice of pedestrians they need to be controlled</p>
(o115) Local resident, (Oxford, George street)	<p>General view – Partially support Concerned it's all about bikes again. Oxford is dying because everything we do in this city is aimed at making bikes</p> <p>Toucan crossing – Partially support As long as traffic isn't compromised</p> <p>Raised side road entry treatments – No objection As long as traffic isn't compromised</p> <p>Shared use footway and cycletrack – Partially support As long as traffic isn't compromised</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Don't like them -</p>
(o116) Local resident, (Oxford, Hill view Road)	<p>General view – Partially support I am strongly objecting to pedestrians and cyclists sharing any footpaths / cyclists.</p> <p>Toucan crossing – Object I do not wish to share a foot path of crossing with cyclists. My experience of having to share the current tunnel with cyclists has been wholly negative.</p> <p>Raised side road entry treatments – No objection I do use these roads so I am not impacted. Residents of this roads views matter more</p>

	<p>Shared use footway and cycletrack – Object I object as strongly as possible to this. I believe that one pathway should be for pedestrians and one should be for cyclists. We should not share the space. Cyclists do not take the needs of pedestrians into account. There will be injuries.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I don't know enough to object.</p>
(o117) Local resident, (Oxford, Hurst Street)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Proper segregation of pedestrian walkways and cycle lanes is needed. With high levels of cycle traffic during rush hour bikes need space to overtake other bikes without endangering pedestrians.</p> <p>Raised side road entry treatments – Object Cyclist need a better way to rejoin the road. Existing cycle lanes up to the bridge towards Osney island are too narrow to safely cycle with traffic, without being visibly in the road.</p> <p>Shared use footway and cycletrack – Object Pedestrians and bikes need proper segregation, with escooters and fast delivery cycles endangering pedestrians. Without proper segregation the cycle lanes will be problematic and not used properly similar to the situation at University Parks/Museum of Natural History</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Informal crossings on Wrideswide square don't work. Proper zebra crossings or traffic lights make it clearer of what's expected by drivers and pedestrians</p>

<p>(o118) Local resident, (Oxford, Seacourt)</p>	<p>General view – Partially support It feels like the council repeatedly prioritises the needs of cyclists over those of pedestrians. Cyclists dominate any space that is supposed to be shared.</p> <p>Toucan crossing – No objection I don't see any benefit (I walk to walk from Botley to the town centre) but I don't object</p> <p>Raised side road entry treatments – Partially support As a pedestrian these can make crossing the road easier</p> <p>Shared use footway and cycletrack – Object Please please make a very clear delineation between space for cyclists and pedestrians. Otherwise as a pedestrian it feels like you are constantly crossing the road. My ideal route into work is pedestrian only space so I can listen to my audiobook on my 40 minute journey. Where cyclists share space you have to be alert as cyclists brush past you and trying you to get out the way.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – No objection No one stops at the uncontrolled crossings so it doesn't much matter if you widen them</p>
<p>(o119) Local resident, (Oxford, South Street)</p>	<p>General view – Partially support Residents need to be informed of the timing of all this as soon as you know it. There needs to be a "run-through" for everyone, especially users of mobility aids.</p> <p>Toucan crossing – Support Improves pedestrian access to proposed new western station entrance.</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Not outright opposition, but questions remain about the safety of pedestrians in shared space, where safety depends on the willingness of cyclists to behave appropriately. Who enforces compliance? Is the cycling 2-way on each side? What prevents cyclists overtaking in the "pedestrian" space? What about e-scooters, where do they go?</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – Support Access to station.</p>
<p>(o120) Local resident, (Oxford, West Street)</p>	<p>General view – Partially support I'm in support of changes that make travel more pleasant for pedestrians and cyclists. There needs to be consideration of the ways cycles come off and back onto the road, and a clear way to keep cyclists and pedestrians apart. It is nonsensical to expect that use of different surfacing will be sufficient. Pedestrians will step onto the cycle path and cyclists will err on the pedestrian side - both of these things can cause significant accidents.</p> <p>Toucan crossing – No objection It sounds like it will be useful for cyclists and pedestrians but I'm unsure what the alternative is. There are also no drawings of this provided so I'm unclear what the 'speed table' does.</p> <p>Raised side road entry treatments – No objection I think this sounds like a good idea if it means cars have to come to stop before joining the main road. This will be safer for pedestrians and cyclists (though your existing plans don't make clear whether cyclists will be on the road or the shared path a</p> <p>Shared use footway and cycletrack – Partially support I am fine with the idea of shared pathways but there needs to be a physical separation between cyclists and pedestrians, and ideally the cyclists should be only permitted to go one way on either side (with the flow of traffic). It's also unclear on your diagrams how cycles come off the main road onto the path and rejoin it - ideally the cycle path should just become part of the wider road rather than requiring cyclists to stop and cars to give way/make room. I hope it will be made very clear that e-bikes and scooters are expected to use the road rather than the cycle path. 2m is not wide enough for bikes to be overtaking one another, and anything motorised is simply much faster than regular bikes.</p> <p>Introduce new crossing point – No objection</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection No objection to these changes as I'm not sure how this will affect the layout around the station.</p>
(o121) Local resident, (Oxford, West Street)	<p>General view – Partially support I urge you to look at how existing “discretionary” crossing points work in this area and the adjoining Frideswide Square. I will happily show you around. Frideswide Square was presented as a “pedestrian first” space and its lessons are vital for these new proposals. Please give me a ring and I can show you what these proposals don't take into account, on location, any time. 07706 188263.</p> <p>Toucan crossing – Support A crossing that makes pedestrian/vehicle priority clear, unlike Frideswide Square</p> <p>Raised side road entry treatments – Object As has been observed by studies since at least 2006, SREPs do not make clear who has priority. Thus drivers who assume priority get it because they are stronger, and pedestrians who (correctly) assert priority come into conflict with drivers. The majority</p> <p>Shared use footway and cycletrack – Partially support Clear physical segregation is essential</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points already only breed pedestrian confusion in this area. Almost all drivers are confident they can enforce right of way. You have the opportunity right now to see how motor traffic treats the crossing point on the north station arm. Despite large signs instructing them to give pedestrians priority on the crossing point they completely ignore it. Pedestrians taking their priority risk being hit. Is this not a problem? Zebra crossings are the solution.</p>
(o122) Member of public, (Reading, Queen Anne's Gate)	<p>General view – Partially support Toucan crossing – Partially support</p>

	<p>actin needs to be taken to ensure that cyclists stop when pedestrains are crossing the road, for example using lifting barriers.</p> <p>Raised side road entry treatments – Support again, needs to be clear to vehicles on side roads that pedestrians and cyclists on Botley Road have priority.</p> <p>Shared use footway and cycletrack – Partially support needs to be properly segregated so that pedestrians are not threatened by unruly cyclists. i.e. a proper barrier needs to be installed down the divide.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support these should really be pedestrian crossings with clear legal right of way from pedestrians</p>
<p>(o123) Member of public, (Abingdon, Ballard Chase)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Dedicated crossings control road users more effectively, making it safer for people who wish to cross the road.</p> <p>Raised side road entry treatments – Object I currently work at Rewley Road fire station and encounter these raised areas on the way to and from work. I am surprised that nobody has been injured yet as pedestrians routinely walk out in front of vehicles without even looking up. There is a lot of co</p> <p>Shared use footway and cycletrack – Support I support a separate area away from vehicles that will enable cyclists to travel in relative safety.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Dedicated crossings are a good thing as long as they are identified as such so that all relevant persons are aware of their responsibilities when using them.</p>

<p>(o124) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>General view – Support The design of the bridge, and indeed the space available for bridge, and the surrounding roads put a lot of constraints on the design. Following that, we have discussed the options for each section and junction in some detail with colleagues. Based on this, we consider the design proposed to be a good solution. After implementation. By monitoring how people use the facilities, they might be altered in inexpensive ways (with signs, markings, etc) to improved flows and crossings etc.)</p> <p>Toucan crossing – Support Botley Road traffic, when traffic filters are in will be free-flowing and the main access to Westgate, so the road is likely to be difficult to cross. A raised toucan provides both traffic calming, supporting the 20mph limit, and enables pedestrians and c</p> <p>Raised side road entry treatments – Support Continuous priority walking should be the top priority here, and these SRETs provide this. For cycling, the first consideration is to avoid conflict, and this is challenging with side roads close to the semi-segregated provision under the bridge. Ideally</p> <p>Shared use footway and cycletrack – Support The proposed design is constrained by the bridge design with 4m space for foot/cycle provision each side. We support the semi-segregated provision under the bridge. We think visual and tactile cues e.g. surface differences and a divider or level difference should be used to separate walking and cycling provision. The shared areas at each end appear to be in places necessary to facilitate crossings and continuity. The use of these areas should be monitored when the scheme is in place, to see how people are using it, and to identify if anything should be changed to improve safety or convenience.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Crossing on Botley Road: We believe this crossing may be useful for a number of people not using the station. A raised uncontrolled crossing makes it consistent with the rest of Frideswides Square, but we have some concern if it will give sufficient priority for all less able people to cross. We suggest it is monitored in case a parallel or signalled crossing is required. Northern arm: This is the most difficult crossing. For pedestrians along Botley Road, this is a significant improvement as closer to the desire line. We would consider pedestrian priority with a zebra/parallel here, but that might cause</p>
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	<p>traffic to block the junction and there does not currently seem to be a problem. For cycling, people can choose the carriageway or the shared pavement, leading to uncertainty, which is one of the problems with dual network provision of this nature. The kerbs should enable both of these movements, and there should be some indication of a preferred route eastbound. The fact that we cannot recommend either the carriageway or the shared pavement is a concern for cycling provision in Frideswide Square.</p> <p>Southern arm: This is more straightforward as it needs to enable pedestrians, and enable cyclists both on the carriageway and on the shared pavement to join the under-bridge semi-segregated pavement, which the widened crossing and shared corner pavement does.</p> <p>For all these, Input should be taken from the City Council's inclusive mobility focus group. The junction should be observed in use to see if adjustments are needed.</p>
(o125) Member of public, (Adderbury, Round Close Road)	<p>General view – Support</p> <p>Toucan crossing – Support For the safety of pedestrians and cyclists.</p> <p>Raised side road entry treatments – Support For the safety of pedestrians and cyclists.</p> <p>Shared use footway and cycletrack – Support For the safety of pedestrians and cyclists.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support For the safety of pedestrians and cyclists.</p>
(o126) Member of public, (Aylesbury, Lawrence Close)	<p>General view – Support</p> <p>Toucan crossing – Support Support</p> <p>Raised side road entry treatments – Support</p>

	<p>Support</p> <p>Shared use footway and cycletrack – Support</p> <p>Support</p> <p>Introduce new crossing point – Support</p> <p>Relocate existing crossing point – Support</p> <p>Widen existing crossing point – Support</p> <p>Support</p>
<p>(o127) Member of public, (Benson, Brook Street)</p>	<p>General view – Support</p> <p>.</p> <p>Toucan crossing – Support</p> <p>.</p> <p>Raised side road entry treatments – Support</p> <p>.</p> <p>Shared use footway and cycletrack – Support</p> <p>.</p> <p>Introduce new crossing point – Support</p> <p>Relocate existing crossing point – Support</p> <p>Widen existing crossing point – Support</p> <p>.</p>
<p>(o128) Local resident, (Cumnor, Colegrove Down)</p>	<p>General view – Support</p> <p>this will surely be safer and there can be no doubt that the number of cyclists and motorists using the Botley Road will increase. Unless measures are taken to make the lives of cyclists safer, the route will also become harder for pedestrians.</p> <p>Toucan crossing – Support</p>

	<p>there are many cyclists who use the Botley road and this is a safe way of allowing those who are less confident to cross.</p> <p>Raised side road entry treatments – Support these work well in St Frideswide Square.</p> <p>Shared use footway and cycletrack – Support the road under the bridge for traffic will not be wide this is a safer option. Whether cyclist use the shared pathway will depend upon the fine details of the road layout of the share pathway.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support these seem to work well else in this general area of Oxford</p>
<p>(o129) County Cllr, (Cumnor/North Hinksey, Stone Close)</p>	<p>General view – Support This is a very busy active travel area. The traffic filters are coming in by November, can this scheme be reviewed for signage 6 months into the traffic filter scheme.</p> <p>Toucan crossing – Support There have been several accidents with cyclists and LGV/HGV's at this point being let through the traffic. This would regularise the road crossing at this point and give all road users greater vision.</p> <p>Raised side road entry treatments – Support the raised crossings along the phase 1, 2 and 5 sections of the Botley road corridor programme have worked well and reminded motorists of the new highway code heirarchy of use.</p> <p>Shared use footway and cycletrack – Partially support Friedswide Suare has been shared use for some time and has worked well. However, during the last year of walking through a 2 metre tunnel, it has become apparent that keeping to the left might be the British system but not so for most of the rest of the world. In most spaces it isn't critical, but in this tight shared space through the tunnel, it has caused confusion. Also this close to the station means that a lot of visitors are wheeling suitcases through from areas where keeping to the right is normal. The shared crossing by the station entrance will be a problem with fast cyclists</p>

	<p>wanting to access the city and foreign visitors wanting a flat crossing to access the station. Some signage will be necessary.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Support Widen existing crossing point – Support The northern arm should be as wide as possible.</p>
(o130) As part of a group/organisation, (Farmoor, Mayfield Road)	<p>General view – Support</p> <p>Toucan crossing – Support The toucan crossing is an essential upgrade because of the opening of a western entrance to the station. This will increase pedestrian and cycle users and the sensors must be set in such a way as to enable frequent changes so that people crossing the road</p> <p>Raised side road entry treatments – Support Raised road entries are really helpful in showing who has priority.</p> <p>Shared use footway and cycletrack – Support Strongly support. The previous on-road cycle lanes were horrible to use, far too narrow and a cause of potential accidents/frustration.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support strongly support these raised crossings which will hopefully be aligned to the shared use footway levels allowing ease of use for cyclists who are not going to the station but on their way to or from town. These crossings should align seamlessly and continuously with the existing cycle routes in front of the business school/behind the bus stops.</p>
(o131) Local resident, (North Hinksey, Wytham View)	<p>General view – Support Better safety</p> <p>Toucan crossing – Support</p>

	<p>To make walking and cycling safer along the Botley Road</p> <p>Raised side road entry treatments – Support There will need to be clear markings on the tarmac to separate pedestrians from cyclists.</p> <p>Shared use footway and cycletrack – Support To make it safer for walkers and cyclists</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support To make it safer to cross the road</p>
(o132) Local resident, (Osney, Botley rd)	<p>General view – Support Pragmatic approach</p> <p>Toucan crossing – Support Safer for pedestrians than the uncontrolled crossing</p> <p>Raised side road entry treatments – Support Easier for pedestrian and cyclists</p> <p>Shared use footway and cycletrack – Partially support The most vulnerable users, pedestrians can get less consideration from other users</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Many road and pavement users don't know how to use the crossings. Makes it less safe</p>
(o133) Local resident, (Oxford, 111 Ferry Hinksey Road)	<p>General view – Support Make sure the crossing and bridge are well lit up!</p>

	<p>Toucan crossing – No objection Drivers are. Unaware of a public crossing when busses are queuing to set down and pick. Up! Any visual and surface change to prompt safety. Nearly been knocked down twice on crossing.</p> <p>Raised side road entry treatments – Support Again safety awareness entering at lower speed.</p> <p>Shared use footway and cycletrack – Support Safety and volume of foot /cycle traffic. One wobble and your stuffed.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Safety and Volume of footfall</p>
(o134) Local resident, (Oxford, Abberbury)	<p>General view – Support I hope that when the advantages of these changes become apparent after they have been implemented the council will move swiftly to implement the many other road improvements required in Oxford to prioritise the safety of vulnerable road users over the interests of those who want to continue to use their cars in the city without restriction.</p> <p>Toucan crossing – Support It is essential that all road changes in Oxford prioritise the safety and convenience of pedestrians, wheelchair users and cyclists ie every citizen of Oxford, over the perceived interests of those who want to drive their cars unhindered everywhere in the</p> <p>Raised side road entry treatments – Support The raised side road entry/exits should begin flush with the Botley road with no deviation of the cycle pedestrian routes along the Botley Road and with no change in gradient of the pedestrian/cycle routes as they cross the side roads.</p> <p>Shared use footway and cycletrack – Support It is essential to implement the requirements of the new Highway Code and to prioritise the safety of vulnerable road users , pedestrians , the disabled and cyclists.</p>

	<p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Because they will improve the safety and convenience of the most vulnerable road users.</p>
<p>(o135) Local resident, (Oxford, Abberbury Avenue)</p>	<p>General view – Support Please keep to your timetable.</p> <p>Toucan crossing – Support I am a walker and cyclist and I think this will make traffic slow down for the hump and thus be more careful of others not in cars.</p> <p>Raised side road entry treatments – Support Improves safety for pedestrians</p> <p>Shared use footway and cycletrack – Support Safety is the prime reason. I will use it as long as it is well lit and kept clean and clear of glass. Maintenance of pedestrian and cyclist tunnels must be frequent and thorough. As a cyclist I use all the underpasses in and around Oxford for my safety, but some are in a shocking state eg underpass of Eastern Bypass from school area to Long Lane and Newman Rd. The graffiti in some are amazingly good, obv lots of budding Banksys in Oxford.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Safety for pedestrians</p>
<p>(o136) Local resident, (Oxford, Abbey)</p>	<p>General view – Support I support but issues relating to non-resident parking and drop-offs need to be addressed and enforced</p> <p>Toucan crossing – Support Aid crossing the road</p> <p>Raised side road entry treatments – Partially support</p>

	<p>This will be good. However since the road has been closed Abbey Road has seen significant numbers of cars stopping at the junction to drop people off for the station. There needs to therefore be a restriction on drop off and parking in Abbey and Cripsey</p> <p>Shared use footway and cycletrack – Support E-bikes are increasing in numbers. Although I support the shared path there needs to be a restriction on ebikes</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Is there any monitoring of if these are effective?</p>
(o137) Local resident, (Oxford, Abbey Road)	<p>General view – Support One area that I think needs to be looked into is making the whole area 'Residents parking only'. At the moment is just a huge drop off location for the station. There needs to be new signage indicating this is a residential area. Also that the end of Abbey Road running down to Sheep wash channel is a 'dead end' so please do not drive down there.</p> <p>Toucan crossing – Support As this will be the main road into Oxford crossing for pedestrians at the busy crossing point needs to be as safe as possible.</p> <p>Raised side road entry treatments – Support It is important that these roads (where we live) are not seen as just a dropping off place for the station!</p> <p>Shared use footway and cycletrack – Support I'm not sure there is enough room for a dedicated cycle route. Which of course would be best.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No objection.</p>

<p>(o138) Local resident, (Oxford, Abbey Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Partially support My understanding is cyclists do not have to dismount for a Toucan crossing? A description would have been helpful here.</p> <p>Raised side road entry treatments – Partially support Again - rather impenetrable language - what this will mean is not clear</p> <p>Shared use footway and cycletrack – Object Lethal - there are so many e cycles at speed - this is already dangerous on Fredeswide square - pedestrians and cyclists have very different needs - there are also wide cycles - delivery carts and multi kid carriers - again not compatible with pedestrian paces</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support More protected space for pedestrians needed</p>
<p>(o139) Local resident, (Oxford, Apsley Road)</p>	<p>General view – Support While not part of this work, you must insist tht NR / GWR install really imaginative numbers of accessible bike parking spaces. The current mish-mash is shameful and you need to emulate Cambridge or even Dutch stations.</p> <p>Toucan crossing – Support Everything that slows motor traffic and eases walking journeys is good</p> <p>Raised side road entry treatments – Support All residential roads should be treated as 'play streets' as far as possible, with car drivers behaving as guests. Making it appear that they are driving over a pavement to get to the side road reinforces the idea that they are visitors and should respect</p> <p>Shared use footway and cycletrack – Partially support</p>

	<p>It will be infinitely better than the old bridge but ideally the cycle track would be separated from road and footway - at least with a slight change in height and perhaps colour. I am concerned that access to bike parking in the station needs to be from both sides of the bridge. 4m is not really wide enough if walkers and cyclists are going in both directions.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – Object Widen existing crossing point – No objection</p> <p>I cycle through Frideswide square a lot and am saddened to see that even bus drivers fail to stop for people waiting to cross the current raised beige coloured crossings. I understand zebra crossings without Belisha beacons are likely to be an option - this gives a much clearer signal to drivers and the 'visual clutter' objection is not justified.</p>
(o140) Local Cllr (i.e. Town/Parish/District), (Oxford, Argyle Street Oxford)	<p>General view – Support I am a little concerned not to see the cycle parking. I'm concerned that there won't be enough cycle parking, and that we have missed a big opportunity to build a proper cycle storage unit to facilitate cycle / train travel - as per many other Dutch cities (but cf Utrecht for a really good example). What we need is a secure, manned cycle storage unit where it's free for the first 24 hours and pay thereafter - this is repeatedly done across Europe and is really what we should be aiming for.</p> <p>Toucan crossing – Support Good idea.</p> <p>Raised side road entry treatments – Support I am concerned that these might not be of the requisite standard, as the ones recently proposed on Iffley Road as part of the Safer Roads Funding were not. Please can whoever is doing the detailed design google "continuous footway" and see what the latest</p> <p>Shared use footway and cycletrack – Support Honestly, this seems v. reasonable given the constraints.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support</p>

	<p>I think that anything which demarcates these better, making them larger and more clearly footways rather than road is a good thing. Would like to see clear road markings here too. Thanks for all your work on improving station access for walkers and cyclists.</p>
<p>(o141) Local resident, (Oxford, Ashcroft Close)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Improved provision under the railway bridge for cyclists and pedestrians</p> <p>Raised side road entry treatments – Support Should slow traffic down and improve safety</p> <p>Shared use footway and cycletrack – Support The question of any conflict between cyclists and other users will need to be reviewed</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Very similar to current arrangements</p>
<p>(o142) Local resident, (Oxford, Baily Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Support I cycle so a Toucan crossing is more convenient than a pedestrian crossing.</p> <p>Raised side road entry treatments – Support This is safer for cyclists.</p> <p>Shared use footway and cycletrack – Support This is safer for cyclists and also allows us to move quicker than sharing the road with car traffic.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support</p>

	<p>Widen existing crossing point – Partially support Sounds fine, no preference.</p>
<p>(o143) Local resident, (Oxford, Barrett Street)</p>	<p>General view – Support The plans seems sensible and elegant, and I very much hope they work out. My only concern is sharing the pedestrian/cycle tunnel with delivery drivers on power assisted bikes, for whom speed is a very important factor of their work.</p> <p>Toucan crossing – Support It seems to provide a safe way for cyclists to cross Botley road, which is important to us as a cycling family, with two teenagers who cross Botley Road from Mill Street to cycle to school via Roger Dudman Way. This crossing was dangerous and difficult be</p> <p>Raised side road entry treatments – No objection I don't quite understand what these will look like. It sounds positive though? I live on Barrett Street at the end of Mill Street, so would be directly affected. Graphics would make this consultation much easier!</p> <p>Shared use footway and cycletrack – Partially support My only concern is the high volume of Deliveroo etc. drivers who use power-assisted bicycles, and are naturally working in a very time sensitive environment. While I have every empathy for these drivers doing a very difficult and low paid job, I'm not HUGELY convinced that they are ideal sharers in this kind of layout. Currently we all share the very narrow tunnel under the tracks, and it's evident that they are more pressed for time than most cyclists and pedestrians.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – Support Again, I'm not entirely sure what these will look like, but it is evident that busses probably represent the biggest competitors with pedestrians on the northern arm, the southern arm needs to be more elegant and the Botley Road arm is usually pretty dangerous so anything is an improvement.</p>

<p>(o144) Local resident, (Oxford, Boswell Road)</p>	<p>General view – Support Cars have no place in this part of the city. All private cars should use the park and ride or take the train from Oxford Parkway if they want to drive to a station. Taxis should be limited and people incentivised to use the park and ride with free parking / bus. You need to build the Oxford South stations to enable this city to compete with Cambridge. Our public transport policy will destroy our international competitiveness. The station design compared to the submitted concepts is pretty basic and disappointing for what Oxford should aspire to be. Again being left behind by Cambridge and London.</p> <p>Toucan crossing – Support Facilitate safe passage of cyclists and pedestrians.</p> <p>Raised side road entry treatments – Support Safe for pedestrians and cyclists, reduce speed of cars and hopefully their presence.</p> <p>Shared use footway and cycletrack – Support Cycleways should ALWAYS be separate from the road. I cycle on a daily basis. I am exposed to pollution and dangers of sharing a road with cars. Removing lane lines and widening cycle lanes does not make it safer for us. Continental Europe have it right, the UK has been left behind. Make Oxford a cycling city and develop dedicated cycle lanes and highways entirely separate from roads which should be deprioritised with the exception of bus lanes. Or follow Cambridge and build a guided busway.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support All make sense</p>
<p>(o145) Local resident, (Oxford, Bridge Street)</p>	<p>General view – Support Generally positive</p> <p>Toucan crossing – Support Crossing is needed there and makes sense to make it a toucan as cyclists often use it to cross.</p> <p>Raised side road entry treatments – Support</p>

	<p>All good</p> <p>Shared use footway and cycletrack – Support Need to consider how cyclists will reenter the highway safely</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Uncontrolled crossings create confusion and irritation. My preference would be for zebra or other controlled crossings to improve safety for vulnerable road users</p>
(o146) Local resident, (Oxford, Cedar Road)	<p>General view – Support</p> <p>Toucan crossing – Support Good idea</p> <p>Raised side road entry treatments – No objection No comment</p> <p>Shared use footway and cycletrack – Support We need dedicated pedestrian and cycle routes</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Necessary for pedestrians</p>
(o147) Local resident, (Oxford, Cedar Road)	<p>General view – Support</p> <p>Toucan crossing – Support With high volumes of traffic restored to Botley road, designated crossings for pedestrians will be helpful.</p> <p>Raised side road entry treatments – No objection</p>

	<p>I don't know what these are.</p> <p>Shared use footway and cycletrack – Support Increasing ease and safety of cycling is important, although with the rapid rise in electric bicycles and scooters, perhaps segregating cyclists from pedestrians would keep the latter group safer.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Not quite sure what these are.</p>
(o148) Local resident, (Oxford, Deanfield Road)	<p>General view – Support</p> <p>Toucan crossing – Support It's a good idea to help slow traffic down on the approach and provide a safe crossing area for cyclists and pedestrians.</p> <p>Raised side road entry treatments – Support Seems to make sense</p> <p>Shared use footway and cycletrack – Support As long as it's clearly and safely segregated.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Support Uncontrolled crossings can be problematic for non-motorised transport.</p>
(o149) Local resident, (Oxford, East Avenue)	<p>General view – Support Would like to see private cars and taxis banned from using the bridge entirely to prioritise public and active transport.</p> <p>Toucan crossing – Partially support Would prefer a zebra crossing to prioritise pedestrians</p>

	<p>Raised side road entry treatments – Support This is an excellent development, would be good to see these coloured to make them even clearer to drivers.</p> <p>Shared use footway and cycletrack – Support Good provision of bike and pedestrian access</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Seems fine</p>
(o150) Local resident, (Oxford, Ferry Hinksey Road)	<p>General view – Support For things I care about, the proposal is favourable, for other things it sounds sensible and I can't think of any objections.</p> <p>Toucan crossing – Support Will be safer for pedestrians.</p> <p>Raised side road entry treatments – No objection Do not use, but sounds sensible.</p> <p>Shared use footway and cycletrack – Support I prefer to cycle this way, and given the road configuration previously, it feels safer for cyclists</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Sounds sensible</p>
(o151) Member of public, (Oxford, Glanville Rd)	<p>General view – Support</p> <p>Toucan crossing – Support</p>

	<p>A crossing is badly needed here, and motor vehicle speed needs to be tamed.</p> <p>Raised side road entry treatments – Support These should be the default at any normal side road. But the gradient at 1 in 15 is too low to represent a proper speed deterrent. I understand the relevant code allows for steeper?</p> <p>Shared use footway and cycletrack – Support Absolutely essential if this is not to be a complete gap in the active travel network.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support All essential if the active travel network is to be anything near complete and convenient in this area.</p>
(o152) Local resident, (Oxford, Hanson Drive)	<p>General view – Support Make it easier for buses, cyclists and pedestrians to get around</p> <p>Toucan crossing – Support I think that with the amount of people crossing this road, there should be better foot infrastructure</p> <p>Raised side road entry treatments – No objection Don't hugely care about this</p> <p>Shared use footway and cycletrack – Object I think that cyclists and pedestrians should be segregated to ease any congestion and help with the flow of traffic</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – Support Make it easier for people to cross the road!</p>
(o153) Local resident, (Oxford, Harley Road)	<p>General view – Support</p>

	<p>Toucan crossing – Support A crossing is essential</p> <p>Raised side road entry treatments – No objection It will be difficult to join the Botley Road at these points</p> <p>Shared use footway and cycletrack – Support Bicycles should not be forced to join the busy - and sometimes stationary - carriageway</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Object Widen existing crossing point – Support It is not clear where on the Botley Road the current crossing point is. If it is the one to the East of the bridge, why move it? It is well located at present.</p>
(o154) Local resident, (Oxford, Hollow Way)	<p>General view – Support</p> <p>Toucan crossing – Support Pedestrians and cyclists need priority in busy areas.</p> <p>Raised side road entry treatments – Support Pedestrians and cyclists need priority in busy areas.</p> <p>Shared use footway and cycletrack – Support Pedestrians and cyclists need priority in busy areas.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Pedestrians and cyclists need priority in busy areas.</p>
(o155) Local resident, (Oxford, Hurst Rise Road)	<p>General view – Support Good</p>

	<p>Toucan crossing – No objection Seems sensible</p> <p>Raised side road entry treatments – Support Safety for bikes</p> <p>Shared use footway and cycletrack – Support Continue good access from further up Botley road</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Clear definition of purpose</p>
(o156) Local resident, (Oxford, John Garne Way)	<p>General view – Support Consider the addition of noise absorbing materials around the bridge. Consider the addition of public art around and under the bridge to maximise social impact and discourage graffiti.</p> <p>Toucan crossing – Support Toucan crossing should be angled slightly towards the station to accommodate natural pedestrian movement from Oxford station.</p> <p>Raised side road entry treatments – Support Abbey Road should receive an equal quality of treatment as Cripsey Road and Mill Street (marked in blue on the the map)</p> <p>Shared use footway and cycletrack – Support Using the correct surfacing material will promote better cycling. Use of Dutch “klinkers” (block paving) will reduce speeds and ease maintenance costs. Granite sets flush with the path every ten metres may have an additional benefit.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support</p>

	<p>Widen existing crossing point – Support A part-time signal is also needed on each side of the bridge to prevent traffic from blocking the western station entrance.</p>
(o157) Local resident, (Oxford, Laburnum road)	<p>General view – Support None</p> <p>Toucan crossing – Support People are used to crossing now near this point so need it for entry to the railway station.</p> <p>Raised side road entry treatments – Support None</p> <p>Shared use footway and cycletrack – Support As long as there are restrictions on motorbike. Now they are used to being on paths in this area</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support None</p>
(o158) Local resident, (Oxford, Marlborough Court)	<p>General view – Support As noted in other comments, this is shared cycle infrastructure for a small part of the journey. But the Osney Bridge will still need improvement for cycling and Frideswide Square itself is a bit complex to negotiate (not clear where or how to cross roads) so hopefully there will be future improvements to these. Has any thought ever been given to a one way system around the St Thomas' block?</p> <p>Toucan crossing – No objection Doesn't impact me as not a place I need to cross the road but I can see others will need to especially with new station entrance and perhaps more people coming down mill street to station via river path as a result</p> <p>Raised side road entry treatments – No objection This seems like fairly standard side road entrance practice.</p>

	<p>Shared use footway and cycletrack – Partially support This is obviously better than what was there before the works started. However I am concerned about how bicycles using the shared paths coming into town will join the mail road at the Frideswide Sq end, at the roundabout with the road to the station. Maybe there should be a more obvious crossing to the shared us space outside Said Business School (or that should be more obviously shared use), maybe that junction should have some user activated light control (similar to the vehicle operated bus lane light by Waitrose). I don't think this will be as much of a problem going out of town because you will essentially join the road as an obvious give way into Mill St as is the case now walking through the pedestrian tunnel. I think once the bridge works are completed there is an opportunity to only have a pedestrian path on one side of the bridge to make the road a little wider for bikes and cars at the same time, similar to the cycle lanes on the bridge by Ferry Hinksey as I think this bridge will be the main pinch point for width down the road after these works.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection The northern arm proposal may alleviate some of my concerns about how bicycles rejoin the road at the station. But it depends how it interacts with the rest of the Frideswide street scene</p>
(o159) Local resident, (Oxford, Marston Street)	<p>General view – Support I would like a large number of dedicated cargo bike parking spaces to be included, so that commuters with luggage and children are able to use the station without relying on motorised transport. Please add cargo bike parking spaces. Please increase action against bike thieves.</p> <p>Toucan crossing – Support Need to slow down all forms of traffic here, including slowing mopeds. I would however recommend additional speed humps before and after the crossing, to force traffic to be even slower.</p> <p>Raised side road entry treatments – Support Will make cycling more attractive.</p> <p>Shared use footway and cycletrack – Support It would be future-proof to have this wider than 4m, but for now it should be satisfactory.</p>

	<p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Support but I advocate greater visual prominence and priority for pedestrians.</p>
(o160) Local resident, (Oxford, Mill St)	<p>General view – Support</p> <p>Toucan crossing – Support Safety</p> <p>Raised side road entry treatments – Support People speed down mill street and need to be slowed.</p> <p>Shared use footway and cycletrack – Object Dangerous and not practical.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/A</p>
(o161) Local resident, (Oxford, Minster Road)	<p>General view – Support</p> <p>Toucan crossing – Support Good idea for access to new station entrance</p> <p>Raised side road entry treatments – Support Good idea</p> <p>Shared use footway and cycletrack – Partially support I hope it will be safe to cycle on the main carriageway if this is crowded</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support I hope it will be possible to access the station via the current footbridge from Beckett Street car park</p>
(o162) Local resident, (Oxford, No)	<p>General view – Support</p> <p>Toucan crossing – Support Good idea. Make all the paths bigger. Make under the bridge a bus gate. No public traffic</p> <p>Raised side road entry treatments – Support This should be standard for all roads that cross pavements!!</p> <p>Shared use footway and cycletrack – Object Cyclists can be very rude give them a separate lane to pedestrians that have kerbs so they cant just use the path. What about a push chair</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Support Widen existing crossing point – Support All crossings should be raised. Good stuff</p>
(o163) Local resident, (Oxford, Norfolk Street)	<p>General view – Support</p> <p>Toucan crossing – Support I agree that the proposed crossing fulfils the purposes required.</p> <p>Raised side road entry treatments – Support I agree that the purposes required are fulfilled.</p> <p>Shared use footway and cycletrack – Support I agree that the purposes required are fulfilled.</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support I agree that the purposes required are fulfilled.</p>
(o164) Local resident, (Oxford, Oatlands Road)	<p>General view – Support In an ideal (Netherlands-style) world Osney River Bridge would be duplicated with a separate cycling bridge on the south side from the River Hotel to Osney Island, but that wouldn't be cheap. Extending the 20mph zone westwards to Ferry Hinksey Road junction might help, but most motorists flout the limits.</p> <p>Toucan crossing – Support I support the new toucan crossing, but could the timing of the lights-sequence be set so that it responds immediately to the activation buttons? All too often pedestrians have to wait in the rain for the "green man" while warm, dry motorists drive by uni</p> <p>Raised side road entry treatments – Support Pedestrians should have priority at these junctions. Aggressive motorists intimidate vulnerable pedestrians who feel they should wait until the car goes past first, as if motorists are somehow "more important" road users. Raised junctions should help.</p> <p>Shared use footway and cycletrack – Support There will always be some friction between cyclists and pedestrians over shared-use, but they seem to manage it well in The Netherlands.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support The lack of black/white zebra crossing-style markings in Frideswide Square gives motorists the idea that they have priority over pedestrians. Please could such markings be applied to all these crossings? It would help to install bollards to close-off the Becket Street "rat-run", but that's beyond your remit!</p>
(o165) Member of public, (Oxford, Old Road)	<p>General view – Support Overall a big improvement for pedestrians and cyclists and also motorists.</p>

	<p>Toucan crossing – Partially support Cyclists coming from town to the new West side station will want to turn directly into it. Better than the Toucan crossing located where it is would be traffic lights for the junction with Cripsey Road and Mill Street incorporating a pedestrian and cyclis</p> <p>Raised side road entry treatments – Support It helps reinforce the pedestrian right of way at junctions.</p> <p>Shared use footway and cycletrack – Support Seems like the best use of the available space.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I don't like the intentional ambiguity of raised uncontrolled crossings. Zebra crossings would be better.</p>
(o166) Local resident, (Oxford, Pinnocks Way)	<p>General view – Support Positive, I hope they are implemented</p> <p>Toucan crossing – Support Good approach to road safety</p> <p>Raised side road entry treatments – Support Good for road safety</p> <p>Shared use footway and cycletrack – Partially support I would prefer a segregated pathway for both modes of transport but if this is the best that can be done then so be it</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Good for pedestrians and vulnerable road users</p>

<p>(o167) Local resident, (Oxford, Rivermead road)</p>	<p>General view – Support Need more bus services to make this work</p> <p>Toucan crossing – Support Oxford resident wanting a more pedestrian friendly oxford.</p> <p>Raised side road entry treatments – No objection Na</p> <p>Shared use footway and cycletrack – Support Better support for pedestrians and cyclea</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Object Widen existing crossing point – Support More pedestrian friendly</p>
<p>(o168) Local resident, (Oxford, Riverside Road)</p>	<p>General view – Support It is absolutely essential that the proposed changes are integrated seamlessly with the existing infrastructure. This is especially the case on the west side of the bridge with the addition of new cycling infrastructure. This must connect up with the carriageway to provide the clearest and easiest possible experience for cyclists travelling to and from the west. This means smooth, shallow-angle transitions and gentle gradients between the carriageway and cycletrack. Different surface materials should be used for segregation on pedestrian and cycle paths. Paint is not good enough by itself.</p> <p>Toucan crossing – Support This is the safest possible option for crossing the road, both for pedestrians and cyclists. The hump is essential to help calm traffic.</p> <p>Raised side road entry treatments – Support Raised side road entrances are much safer, giving clear, visible priority to both pedestrians and cyclists (as should be the case given the new Highway Code). These should be implemented wherever possible, including right the way down the rest of the Botl</p>

	<p>Shared use footway and cycletrack – Partially support This is a better option than no cycletrack at all, but is far from ideal. The segregated pedestrian-cycle path should be continued from under the rail bridge. This should be clearly demarcated with different surface materials, not just painted lines. The segregated cycletrack should merge seamlessly with the on-road section west on Botley road. Having a small stretch of shared path and then a segregated path produces unnecessary conflict points between pedestrians and cyclists.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support These are all welcome changes. However, the northern arm of the rail station junction crossing should be kept just as wide as the current one due to the number of pedestrians and cyclists using it. The widened southern arm crossing will be essential with the addition of the new pedestrian and cycle path.</p>
(o169) Local resident, (Oxford, Riverside Road)	<p>General view – Support Make sure the surfaces are of good quality to limit the need to repair and offer more stable use</p> <p>Toucan crossing – Support Helpful to highlight crossing point and slow down road users of all types</p> <p>Raised side road entry treatments – Support The will prioritise the pedestrians and non powered road users and well as people with less mobility in crossing each road, encouraging drivers to be careful</p> <p>Shared use footway and cycletrack – Partially support It would be helpful to be wider, but given the constraints of the site clear marking for each form of user would be helpful. Encouragement of one way use could also help. It will allow less confident cyclists to use the under bridge on one level away from traffic</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support</p>

	<p>Raising the crossings will signal the use more clearly to road users and moving them closer to the junction will make journeys along Botley Road more straightforward</p>
<p>(o170) Member of public, (Oxford, St Thomas Street)</p>	<p>General view – Support The web page does not mention anything about the existing footbridge between the carpark and the station.</p> <p>Toucan crossing – Support There needs to be a way to safely cross Botley road west of the railway.</p> <p>Raised side road entry treatments – Support Having safer and more accessible road crossing is always better</p> <p>Shared use footway and cycletrack – Support As mentioned on the page, Botley road gets very busy, so being able to not cycle on the road is a bonus, but there are no cycle lanes west of the station, so would not really help across the thames bridge. Also the current/past footways were way too narrow, so any widening is a great improvement.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – No objection I feel that moving the uncontrolled crossings closer to the junction would make them less safe. But making them wider is better too.</p>
<p>(o171) Local resident, (Oxford, The garth)</p>	<p>General view – Support Good idea</p> <p>Toucan crossing – Object A toucan crossing could be provided without the hump, at road level, so providing less hindrance to road users.</p> <p>Raised side road entry treatments – Support These make it much easier for cyclists and pedestrians.</p> <p>Shared use footway and cycletrack – No objection</p>

	<p>I'm confused if it's shared use or segregated</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No view on these</p>
<p>(o172) Local resident, (Oxford, Townsend Square)</p>	<p>General view – Support These proposals don't go far enough. These crossings, and all others on Frideswide Square, should be Toucan crossings to prioritise pedestrians and cyclists over cars, who never give way to pedestrians. Please make Frideswide Square a suitable welcome to Oxford for commuters and visitors. Make it friendly for the many people who walk or cycle from the station into the city centre.</p> <p>Toucan crossing – Support This junction is used much more often by pedestrians, not cars. The layout of the junction should reflect this fact.</p> <p>Raised side road entry treatments – Support These junctions are used much more often by pedestrians, not cars. The layout of the junctions should reflect this fact.</p> <p>Shared use footway and cycletrack – Support While not as good as a fully segregated footway and cycletrack, this is much better than what we have at the moment. Please make sure the cycleway is clearly labelled though. There should also be a raised table to help distinguish.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These should not be uncontrolled crossing points, they should be Toucan crossings to clearly prioritise pedestrians and bikes over cars. Pedestrians use these junction all the time, more than vehicles. Taxis and buses never give way, this needs to change! The same goes for all crossings on the three roundabouts on Frideswide Square.</p>

<p>(o173) Local resident, (Oxford, Turner Drive)</p>	<p>General view – Support</p> <p>Toucan crossing – Support As a daily commuter along the road into Oxford on a bicycle, I support the plans to segregate cyclists from motorised traffic. My only concern is making sure that the segregation between pedestrians and cyclists is clear ideally by a white line along the</p> <p>Raised side road entry treatments – No objection No objection but motorised traffic tend to ignore the highway code of allowing pedestrians have priority so might be a waste of money</p> <p>Shared use footway and cycletrack – Support Support as long as properly laid out and identified.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Makes no difference to me.</p>
<p>(o174) Local resident, (Oxford, West Way)</p>	<p>General view – Support Wider walkways and cycling lanes are important for pedestrians commuters and cyclists</p> <p>Toucan crossing – No objection Safer for all using crossing</p> <p>Raised side road entry treatments – Support Raised entry safer</p> <p>Shared use footway and cycletrack – Support Shared cycle lanes and pedestrian lanes work well</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support</p>

	<p>Widen existing crossing point – Partially support Safety on uncontrolled crossing points concerning</p>
(o175) Local resident, (Oxford, Abbey Road)	<p>General view – Support 2 hour parking bays should be taken away and replaced with residential parking in Cripsey Road. These bays are currently used by shoppers to avoid parking charges. This contributes to terrible traffic jams on the Botley Road. Station drop off and pick up in Abbey and Cripsey Roads should be forbidden otherwise this residential area will become unsafe with cars circulating around the two roads in a ‘rounderbout’ fashion.</p> <p>Toucan crossing – Support Slowing traffic</p> <p>Raised side road entry treatments – Support Demarcation that this is a residential area and should be used for local access only and not train station drop off and pick up</p> <p>Shared use footway and cycletrack – Support Much safer than existing</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Will have to see how this works out after redevelopment finishes</p>
(o176) Local resident, (Oxford, Abbey Road)	<p>General view – Support Because the aim is to make cycling safer</p> <p>Toucan crossing – Support Any thing that makes travelling by bike safer is good as long as cyclists observe the rules</p> <p>Raised side road entry treatments – Partially support I don’t really understand what this means</p>

	<p>Shared use footway and cycletrack – Support It is a safe cycle route as long as cyclists and pedestrians stick to their areas</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Will not hold up traffic</p>
(o177) Local resident, (Oxford, Duke Street)	<p>General view – Support Great, overall the scheme should be a massive improvement. Thank you</p> <p>Toucan crossing – Support This is a big improvement on existing infrastructure.</p> <p>Raised side road entry treatments – Support Raised road treatments will help slow down road traffic coming off the main road and protect vulnerable users (pedestrian and cyclists) from turning traffic. Big improvement</p> <p>Shared use footway and cycletrack – Support This will be a massive improvement and much safer for cyclists and much more space for pedestrians too.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I support the improvement to the infrastructure but this could go further. The informal approach to street architecture in Frideswide square was never implemented properly and pedestrian crossing points are not observed by road traffic. These should be formalised to protect vulnerable users (pedestrians)</p>
(o178) Local resident, (Oxford, Helen Road)	<p>General view – Support The focus of all changes should be to improve the likelihood of pedestrian and cycle access to the area, facilitate public transport efficiency and in so doing reduce (and hopefully discourage) private motor traffic.</p> <p>Toucan crossing – Support</p>

	<p>Efficiency and safety of pedestrian and cyclist movement must take priority over motorised road traffic.</p> <p>Raised side road entry treatments – Support These should increase safety for pedestrians and cyclists by highlighting junctions and slowing down motor vehicles.</p> <p>Shared use footway and cycletrack – Partially support This will work well (as it does in Frideswide square) and encourage more people to cycle who were previously worried about using the roadway under the bridge. However, consideration must be given to preventing motor scooters and illegal e-bikes from using this facility and endangering users. Equally cyclists still have the option of using the road carriageway; so there should still be bike lanes demarcated on the road under the bridge.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support These crossing points help pedestrians and cyclists using Frideswide square and the station, and served to calm the flow of motor traffic.</p>
<p>(o179) Local resident, (Oxford, Osney Lane)</p>	<p>General view – Support Support</p> <p>Toucan crossing – Support Support</p> <p>Raised side road entry treatments – Support Support</p> <p>Shared use footway and cycletrack – Support Support</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Support</p>

<p>(o180) Local resident, (Wheatley, Templars Close)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Prioritises pedestrians over other road users</p> <p>Raised side road entry treatments – Support Pedestrian safety</p> <p>Shared use footway and cycletrack – Partially support Good to separate bikes from road but cycles and pedestrians not a good mix on unsegregated shared use paths</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support All improve pedestrian safety</p>
<p>(o181) Local resident, (Witney, Thorney Leys)</p>	<p>General view – Support</p> <p>Toucan crossing – Support '-</p> <p>Raised side road entry treatments – No objection No idea what this actually means or what the impact may be</p> <p>Shared use footway and cycletrack – Object Needs to be separate lanes for pedestrians and cyclists - shared use will not work here</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support '-</p>

<p>(o182) Local resident, (Oxford, Hanson Drive)</p>	<p>General view – No objection</p> <p>Toucan crossing – Object A pedestrian tunnel or bridge is preferable to smooth progress of road users, bikes and motorised vehicles</p> <p>Raised side road entry treatments – No objection Seems appropriate to distinguish between side roads and Botley road</p> <p>Shared use footway and cycletrack – Support Appropriate to as a means to slow over aggressive cyclists</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Shared crossings Work well now</p>
<p>(o183) Member of public, (Oxford, Islip Road)</p>	<p>General view – No objection Possibly a map indicating the proposals MIGHT help.</p> <p>Toucan crossing – Partially support Rather complicated to fully understand what it will involve.</p> <p>Raised side road entry treatments – Partially support Difficult to visualise</p> <p>Shared use footway and cycletrack – Partially support Confused!</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Sorry, I am confused!</p>

<p>(o184) Member of public, (Oxford, Laburnum)</p>	<p>General view – No objection</p> <p>Toucan crossing – No objection Although I don't understand why it needs to be humped, I don't object to the crossing.</p> <p>Raised side road entry treatments – Support I support this in order to slow traffic in residential streets.</p> <p>Shared use footway and cycletrack – Partially support I do think that a shared use path can lead to problems. It would surely be better to widen the road for cyclists and retain a smaller path for pedestrians.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support The uncontrolled crossings are no good for pedestrians. They are reliant on drivers/cyclists slowing or stopping and the vast majority do not. I have taken to just stepping into the road, otherwise I'd be waiting a long time to cross.</p>
<p>(o185) Local resident, (Oxford, Mill street)</p>	<p>General view – No objection No objection at present but until they're in situ it's impossible to predict advantages or drawbacks</p> <p>Toucan crossing – No objection It remains to be seen how efficient these would be for pedestrians, particularly parents with young children or buggies and old people.</p> <p>Raised side road entry treatments – No objection I have no comment</p> <p>Shared use footway and cycletrack – Partially support Safer for cyclists as long as cyclists understand that children sometimes may not stay in their own lane, ie they need to slow down</p> <p>Introduce new crossing point – No objection</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection They work well in other areas</p>
(o186) Member of public, (Oxford, Minster Road)	<p>General view – No objection Hope this works!</p> <p>Toucan crossing – Support Good to slow traffic</p> <p>Raised side road entry treatments – No objection Not sure how this will work</p> <p>Shared use footway and cycletrack – Partially support I hope it will be possible for cyclist to use the road when the track is crowded</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Should slow traffic</p>
(o187) Local resident, (Oxford, Pinnocks Way)	<p>General view – No objection I want to know how this will affect bus travel and if the bus routes will be restored to how they were before the road closure</p> <p>Toucan crossing – No objection Can't see a problem</p> <p>Raised side road entry treatments – No objection As before</p> <p>Shared use footway and cycletrack – Partially support As a pedestrian I sometimes feel my safety and right of way is compromised by some cyclists</p>

	<p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – Partially support Difficult to envisage but don't see a problem</p>
(o188) Local resident, (Oxford, South Street)	<p>General view – No objection Please do not listen to people that have no knowledge of urban planning</p> <p>Toucan crossing – No objection Please use research and data from previous schemes to decide the the best way to treat cars, pedestrians and cyclists rather than uninformed opinion</p> <p>Raised side road entry treatments – No objection See previous reason</p> <p>Shared use footway and cycletrack – No objection Research and data only, not opinion.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Research and data only</p>
(o189) Local resident, (Southmoor, Lime Grove)	<p>General view – No objection More safe pedestrian and bike access is desired. it is important to preserve and expand these spaces.</p> <p>Toucan crossing – Support In favor of this for pedestrian safety</p> <p>Raised side road entry treatments – Support Safety for pedestrians</p>

	<p>Shared use footway and cycletrack – Support Safety for pedestrians</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Safety for pedestrians - don't know if a different location for crossing point would be better...</p>
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17th April 2024

By e-mail only: christian mauz@oxfordshire.gov.uk

Christian Mauz
Senior Officer (TRO and Schemes) Network Management

Directorate of Environment & Place
Oxfordshire County Council
County Hall
New Road
Oxford|
OX1 1ND

Dear Mr Mauz,

STATUTORY CONSULTATION – Ref: CM/12.6.407/P0164)- A420 Botley Road (in the Vicinity of Rail Station – Proposed Active Travel Measures

I refer to the proposed Traffic Regulation Order (TRO) changes referenced above, which sit alongside draft designs on which the County Council and Network Rail are seeking views. The nature of this consultation is thus apparently a hybrid one, extending beyond a typical TRO consultation.

We have never been sighted on the emerging proposals before this point. We are well aware that there are significant fixed milestones in the delivery programme for the wider rail bridge reconstruction associated with Network Rail's "Oxford Station Phase 2" project. These mean that very little time remains to finesse the designs. None of this is conducive to effective engagement with key stakeholders or the public, nor to achieving the best outcomes.

After careful consideration, including a site visit and inspection, City of Oxford Motor Services Limited (Oxford Bus Company) and Thames Travel (Wallingford) Limited ("Thames Travel", "TTW") offers **no objection** to the proposed Order.

However, we wish to raise **serious concerns about the proposed design of the scheme at its far eastern end**, in particular where eastbound cycles reach the end of segregated provision at the station vehicular entrance. We set these concerns out below. We also set out some broader feedback to assist the designers.

the City of Oxford Motor Services Limited
registered in England & Wales no. 91106
registered office 3rd Floor, 41-51 Grey St, Newcastle-upon-Tyne, NE1 6EE

Part of the Go-Ahead Group

1. Humped Toucan Crossing west of Mill Street

This replaces the existing pelican crossing *in situ*. The new station entrance, in the northeast quadrant of this four-arm junction, will no doubt give rise to a greater need for cycles to cross Botley Road. The principle is **supported**.

We note that it intended that the raised table feature will involve transition gradients no greater than 1:20 and a 75mm maximum height. These parameters are considered to represent an appropriate balance between achieving effective traffic calming, and ensuring that no risks arise to bus passengers, especially those riding standing on busier journeys. This is **supported**.

2. Side Road Entry Treatments – Abbey Road, Cripsey Road and Mill Street

All these junction side arms from Botley Road are to quiet and largely residential streets. We are separately aware that the County Council is more broadly committed to arriving at a standardised approach/es to side-road entry treatment (“SRET”), to support safer and more attractive options for active travel. We assume that the proposed approach here is pursuant to these emerging standards.

We note that a 1:15 transition gradient is proposed to a 75mm high feature. Again, these parameters are considered to represent an appropriate balance between achieving effective traffic calming and ensuring that no risks arise from traffic entering the side arm making sudden and unpredictable decelerations in the mainline carriageway. Level pedestrian crossing on as direct a desire line across the bellmouth is also achieved, suitably elevating the status of pedestrians, and making walking more attractive and convenient as well as safer. The approach is thus **supported**.

However, the Council should be reminded that in achieving the benefits to pedestrians in this manner, the footway becomes considerably more attractive to use for cyclists and micro-mobility vehicles. This use is, of course, both illegal as well as intimidating and potentially highly dangerous, especially where footways are as narrow as they are here. While the wider length of Botley Road west of the junctions is beyond the scope of this scheme, we therefore **urge the Council to progress urgent plans to arrive at a suitable solution for active travel modes on this highly constrained section of Botley Road**, approaching Cripsey Road/Mill Street that might be cost-effectively implemented in association with planned water and sewer upgrade works at Osney Bridge in the short term.

3. Cycle provision under the rail overbridge, Cripsey Road to Station Entry eastbound; Becket Street to Mill Street Westbound

This is the area where the biggest improvements are effected, taking advantage of a greatly widened bridge structure. There is no question that this will address one of the most intimidating environments for both pedestrians and cycles in the city, and it is awaited with very positive anticipation.

However, we have to draw the Council's attention to the fact that this improvement sits between two sections immediately to the west and east, that present radically different levels of segregation between cycles/powered micro-mobility; and pedestrians.

The Botley Road corridor, being the only major route from the city to the west, is also extremely intensively used by all modes – including buses. This is the predominant east-west traffic flow.

Added to this, immediately east of the rail crossing at Frideswide Square, buses and taxis are very regularly turning right across the Botley Road arm at an informal mini-roundabout; or alternatively existing the station to turn left. The form of the city, with the station off-set considerably to the west of the city centre, while most trip origins and destinations lie to the north and east has led to the establishment of the station forecourt as a key route terminus for this reason, as well as supporting a very high level of bus-rail interchange.

The approach proposed, for cyclists from the west, involves an on-carriageway advisory cycle lane approaching Cripsey Road, then transitioning briefly to a shared space, before high quality segregation is provided under the bridge. Unlike today, where cycles must descend and then reascend a quite pronounced gradient towards the east and the mini-roundabout, cycles will naturally be able to achieve higher speeds.

The segregated lane stops and returns to an illegible shared use area on the north west quadrant of the mini-roundabout, which will facilitate cycles and powered micro-vehicles either seamlessly re-entering the eastbound carriageway on approach to the roundabout – where they ought to give way to vehicles approaching from the right - or to continue, via a relatively short deviation, to use a relocated uncontrolled raised shared use crossing over the Station entrance into the extensive public realm of Frideswide Square, which is beyond this scheme extent. Unlike today, where cyclists are all using the carriageway, presenting the logical onward route as across the roundabout and into the vehicular carriageway to the east, cyclists will be offered a much more finely balanced choice as to whether to continue on-carriageway, or off it. In the latter case, they will have priority over turning vehicles exiting (or entering) the mini-roundabout. The formal distance between the on-road option, giving way to traffic, and the off-road option, which legally gives micro-vehicles priority over the same arm, will be just over 3m, through the relocation of the existing uncontrolled crossing significantly to the south – intentionally so as it is closer to the pedestrian east-west desire line. However, the engineering design approach being proposed would actually allow cyclists or micro-vehicle users approaching potentially at speed to effect a crossing at any point on the north west quadrant of the mini-roundabout or to the north of it, and exit at any point on the north east quadrant into Frideswide Square, whether the public realm or the carriageway. This would include a wide range of diagonal trajectories across the northern arm.

Worse still, these kinds of manoeuvres could be achieved in the reciprocal east-west direction: something that today is restricted only to cyclists looking to reach the station cycle park, for whom the current crossing position is actually quite advantageous. It

should be remembered that the main station cycle park is immediately northwest of the mini-roundabout and this creates an extremely important – indeed quite compelling – cycling desire line across the northern arm from the east.

Frideswide Square, is beyond this scheme extent. Here, a wide strip of shared pedestrian and cycle space, loosely defined by monumental raised planters allows cyclist to legitimately continue among pedestrians, at whatever speed is considered achievable by the rider, in both directions. This space by definition, is an arrival gateway to the city, frequented by exceptionally large number of visitors to the city, including from overseas, who are already presented with an area that is exceptionally hard to “read”.

The combination of all these factors means that “unlocking” the Botley Road western arm of this junction under the rail overbridge, in the manner proposed, causes a very substantial shift in the way the space at the roundabout will be read and used. It **increases the levels of conflicts very substantially** in a location which is already extremely finely balanced, but where priorities are at least relatively clear, and there is sufficient offset between conflict points at the circumference of the roundabout and the current crossing for drivers legitimately in the area – not least our staff – to anticipate potential hazards and drive defensively. **The scheme proposals look likely to create a much less legible situation in what is already an extremely busy area. Very complex pedestrian cycle and vehicular movements will conflict in a more focused area immediately north of the roundabout, in ways that could be expected to be very difficult for all road users to resolve consistently safely.** Indeed, even if all vehicular movements were removed from that arm, it is credible to suppose substantial risks would remain that pedestrians and cycles could collide, or cycles with cycles.

The intensity of pedestrian and cycle use across this junction, and indeed the wider corridor, can be expected to rise substantially. Wider policy initiatives in support of the County’s bold Local Transport and Connectivity Plan objectives through mode shift to active travel and public transport are anticipated to be implemented shortly after the lifting of the Botley Road blockade. Additionally, the West End of the city – extending along Botley Road to Seacourt – is one of the two areas of greatest change anticipated within the city’s administrative area in the future. Proposals to redevelop the area south of the junction at Oxpens are progressing, one of the city’s largest current regeneration schemes, within 200m. Beyond at Osney Island, even larger redevelopment plan for research and employment are advancing, which will greatly intensify walking cycling and wheeling trip demands across the junction to the Station and Said Business School as well as points further north. We note that redevelopment of existing retail parks at Seacourt for research and laboratory uses is already taking place and we consider it likely the high demand for such space will maintain this trend. This will create substantial further east-west movement demands, many and indeed possibly most of which will be met by active travel.

The proposed design approach to this northern arm is thus a matter of the greatest concern to us.

We urge the Council and its design contractors to consider carefully the situation we outline above against their obligations under the Construction Design and Management Regulations 2015. The Equalities Act 2010 is applicable, since there are clear implications for those with protected characteristics, not least the partially-sighted and unsighted. There may also be serious effects on the safe and efficient passage of traffic which is covered by the statutory duty at s.6 of the Traffic Management Act 2004.

If these hazards are to be appropriately resolved, substantial alterations to the design will be needed. This might include formalising the proposed cycling crossing, segregating it from pedestrians with “elephant’s feet” markings, directing off-carriageway cyclists to the shared use area to the east. There needs to be a clearer direction of the cycle flow for those wishing to rejoin the carriageway on approach to the mini-roundabout. In practice, we wonder how many would actually do so as they would not have priority, and an alternative approach might involve precluding this, to start to reduce the number of potential movements and make it easier for cyclists and pedestrians to understand where they should circulate as is expected by LTN 01/20 as a foundational principle.

A similar approach is likely to be required for the Becket Street arm – see point 6.

There is a very strong case to look carefully at modelling current and anticipated flows in a multi-modal micro-simulation tool. This may well point to the need to introduce signalised priority for all modes at the western end of Frideswide Square.

4. Botley Road western arm uncontrolled Crossing point – relocation

This is on the western arm of the mini-roundabout. The only credible desire line it serves is between Becket Street and the station building and this movement is already provided for by the footbridge which will be replaced an improved as part of these works.

The proposals maintain and intensify conflicts especially on the NW quadrant of the mini-roundabout, in the proposed shared use space. This is unnecessary, in appropriate and unjustified. The use of the bridge is clearly preferable, presents no real detriment in terms of walking distances, and obviates the need for this crossing, which therefore should be removed.

5. Rail Station Access, northern arm crossing relocation

See comments under point 3.

6. Becket Street, southern arm crossing.

See comments under point 3.

The overall situation is similar to the northern arm albeit this arm is less busy with vehicular traffic. It is not used by buses in normal circumstances. It is likely to need

resolution by substantial alterations to the design. This might include formalising the proposed cycling crossing, segregating it from pedestrians with “elephant’s feet” markings, directing off-carriageway cyclists to a segregated track that commences immediately to the west of the junction achieving a more continuous and greatly more legible situation.

In addition, removing the current crossing on the western arm (q.v.) as we suggest, would greatly reduce the number of potential movements and conflicts on the south western quadrant and make it easier for cyclists and pedestrians to understand where they should circulate, a foundational principle expressed in LTN 01/20.

7. Concluding comments.

While we do not object to the TRO formally – mainly to avoid triggering a formal re-consultation that may prejudice the tight construction programme - the comments above highlight our very great concerns. We therefore strongly urge the Council to give them appropriate weight. Under normal circumstances we would have lodged an objection.

We also understand that cycling groups, including Cyclox, may well have similar concerns to our own.

We believe that significant changes are warranted and necessary. These might require either formal re-consultation, or, in view of the very compressed programme, some kind of stakeholder workshop to look at revised designs. We are naturally ready and willing to support these efforts.

Yours sincerely

Nick Small

Head of Built Environment and Infrastructure



Oxfordshire County Council

Equalities Impact Assessment

Botley Road, Oxford – infrastructure improvements for pedestrians and cyclists as part of the Network Rail Oxford Station Phase 2C enhancements.

May 2024

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Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	<p>Proposals to improve conditions for cyclists and pedestrians using Botley Road between Abbey Road and Frideswide Square. The proposals are part of the ongoing work by Network Rail to provide a new western entrance to the station for passengers and to replace the existing rail bridge across Botley Road. The improvements are being designed by Network Rail in consultation with the county council. The detailed design is in the process of being finalised although the key features are agreed and the subject of this EIA.</p> <p>Should the improvements be approved through the S278 process, this EIA will be reviewed as part of the detailed design, with impacts being monitored following the scheme implementation.</p>
Is this a new or existing function or policy?	<p>The improvements of conditions for cyclists and pedestrians on Botley Road constitute a new scheme. Improving conditions for pedestrians and cyclists in Oxford aligns with the county council’s transport strategy, as set out in the Central Oxfordshire Travel Plan. The improvements also 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. Better conditions for cyclists and pedestrians in this location will encourage more use of rail as a mode of transport.</p>
<p>Summary of assessment</p> <p>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?</p>	<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 improvements to pedestrian and cycle infrastructure will improve access in and out of the city centre and to/from the rail station for people with limited mobility and without access to a car. When taken together with the existing public transport offer along the Botley Road and to and from the rail station, and also the introduction of the trial traffic filters to reduce traffic and associated congestion, opportunities to travel to/from/in Oxford without access to a car should be improved as a consequence of these proposals.</p> <p>Some concerns have been raised by people responding to the statutory consultation on the proposals about the shared use (including a segregated section under the rail bridge) footway/cycleway. Sharing space in a location where there are expected to be high volumes of cyclists and pedestrians is something that can create concerns for people in the protected characteristic</p>

(following completion of the assessment).	groups e.g. age, being pregnant, disability. The completion of the detailed design will bear this in mind to avoid any possible disproportionate impact on people in these groups.
Completed By	Craig Rossington
Authorised By	
Date of Assessment	7 May 2024

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Improving conditions for pedestrians and cyclists at the same time as giving better access to rail and bus services aligns with the county council’s transport strategy, as set out in the Central Oxfordshire Travel Plan. This proposal for the Botley Road near the rail station 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 decision to approve the key elements of the design of the improvements (that were the subject to statutory consultation in March and April this year – see details below) will be made at a Cabinet Member Decisions for Cabinet Member for Highways Management meeting on 23rd May 2024.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The scheme will provide the following enhancements to the pedestrian and cycling infrastructure along Botley Road between Abbey Road and Becket Street:</p> <p><i>New pedestrian and cycling tunnels – segregated footway/cycleway</i> As part of the new rail bridge, two, 4m wide tunnels under the rail tracks will be provided, one on each side of Botley Road. It is proposed that the space will be shared equally (2m each side) between cyclists and pedestrians with space for each user group demarcated through the use of surfacing materials, markings and signage. This segregated shared use will extend from approximately 15m west of Becket Street/Station entrance as far as just east of the Mill Street junction and just east of the Cripsey Road junction on the south and north sides of the Botley Road respectively.</p> <p><i>New shared use footway/cycleway</i> On the north side of the Botley Road, from Cripsey Road as far as Abbey Road, the existing footway would be converted to shared use footway/cycle way. On the south side, from Mill Street to a point just opposite the eastern kerb line of Abbey Road, the existing footway would be converted to shared use footway/cycle way.</p> <p><i>Raised Toucan crossing and speed table</i> A raised Toucan crossing of Botley Road would be provided for pedestrians and cyclists between Cripsey Road and Abbey Road, a short distance to the east of the existing Pelican crossing. This crossing would be provided on a speed table which would extend from the crossing as far east as approximately 25m east of the junction of Botley Road with Mill Street. This speed table would be raised by approximately 75mm with the gradients of the ramps at either end no steeper than 1 in 20.</p>

	<p>The raised Toucan crossing is proposed to help make access to and from the new improved western station entrance (where there will also be new, additional secure cycle parking) safer and more attractive for cyclists as well as pedestrians.</p> <p><i>Raised side road entry treatments</i> Raised side road entry treatments will be provided at the junctions of Botley Road with Abbey Road, Cripsey Road and Mill Street. These would be raised by approximately 75mm and have ramps no steeper than 1 in 15.</p> <p><i>Informal uncontrolled crossings</i> At the Frideswide Square station junction with Botley Road, the existing raised informal crossing of Botley Road would be provided slightly closer to the junction, a new crossing of the station arm would be provided much closer to the Botley Road than the existing one, and the crossing of Becket Street would be widened towards Botley Road. These changes are to ensure that the improvements connect well with existing cycling and walking infrastructure in Frideswide Square.</p> <p>The proposals are expected to make walking and cycling more attractive including for people with mobility and visual impairments.</p>
<p>Evidence / Intelligence</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>To inform the scheme design, experience was drawn from a wide variety of other schemes across Oxford where the aim was to improve the environment for cyclists and pedestrians e.g. Frideswide Square, side road entry treatments along many of the city's main roads, Toucan crossings and shared use facilities etc etc</p> <p>Officers also conducted preliminary engagement with Active Travel England inspections team and the Oxfordshire Vision Zero Cycle Safety Group.</p> <p>Given that the detailed design is not yet completed, feedback from this consultation will be used as intelligence to address concerns that people in protected characteristic groups may be negatively affected e.g. careful design of any shared footway to minimise the chance of conflict between cyclists and pedestrians.</p> <p>Officer responses to concerns about possible negative impacts on pedestrians are set out in the Cabinet Member Decision's report that this EIA is an annex to.</p>

<p>Alternatives considered / rejected</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>Designing enhancements to the Botley Road that involved no shared use facilities was considered earlier on. However this either mean that all cyclists were required to use the main carriageway which will be very busy with traffic or one of the tunnels is used only for cyclists and one only for pedestrians. This would not be possible to enforce and would not therefor e eliminate conflict. Also it would introduce additional crossing movements of Botley Road which for pedestrians in particular would be undesirable.</p>
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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Overall, people are unlikely to be disproportionately impacted by the scheme based on their age.</p> <p>Facilities for pedestrians and cyclists will be significantly improved compared to the current situation and any potential conflicts between cyclists and pedestrians on the shared footway areas will be minimised by using experience from best practice design solutions elsewhere (including in Oxford)</p>	<p>Ensure there is clarity about which spaces are for cyclists and which are for pedestrians – using surfacing/materials, signage and markings.</p> <p>Involve representatives of the Oxford City Transport and Movement focus Group if clarity is needed as the design is finalised.</p> <p>A clear marking (Tactile if possible) showing the transition from cycle to pedestrian space will help mobility and visually impaired pedestrians to avoid walking in space allocated for cyclists.</p> <p>The road safety audit process as part of the design process/S278 highways approval submission will help reduce potential negative impacts for older people.</p>	OCC/Network Rail design team	Monitoring of operation of scheme after scheme completion. Road Safety Audit post construction and post opening (stages 3 and 4) will be completed.

Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Overall, people are unlikely to be disproportionately impacted by the scheme based on disability.</p> <p>Facilities for pedestrians including those with mobility and visual impairments will be significantly improved compared to the current situation and any potential conflicts with cyclists on the shared footway areas will be minimised by using experience from best practice design solutions elsewhere (including in Oxford).</p> <p>Side road entry treatments are expected to make crossing of side roads easier and more comfortable for pedestrians.</p>	<p>Ensure there is clarity about which spaces are for cyclists and which are for pedestrians – using surfacing/materials, signage and markings.</p> <p>Involve representatives of the Oxford City Transport and Movement focus Group if clarity is needed as the design is finalised.</p> <p>A clear marking (tactile if possible) showing the transition from cycle to pedestrian space will help mobility and visually impaired pedestrians to avoid walking in space allocated for cyclists.</p> <p>The road safety audit process as part of the design process/S278 highways approval submission will help reduce potential negative impacts for older people.</p>	OCC/Network Rail design team	Monitoring of operation of scheme after scheme completion. Road Safety Audit post construction and post opening (stages 3 and 4) will be completed.
Gender Reassignment	<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.

Marriage & Civil Partnership	<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.
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input 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 improved infrastructure for pedestrians and cyclists makes travelling along the Botley Road in this location a safer and more attractive experience.</p>	No actions/mitigations needed.	OCC/Network Rail design team	Monitoring of operation of scheme after scheme completion. Road Safety Audit post construction and post opening (stages 3 and 4) will be completed.
Race	<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.
Sex	<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.
Sexual Orientation	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making walking and cycling along the Botley Road more attractive including to/from the city centre and the rail station, people living in areas of deprivation without access to a car will have better options for travel to employment, shopping, leisure and healthcare.	Not applicable	Not applicable	Not applicable

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

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
Staff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Council staff are unlikely to be disproportionately impacted by the scheme.</p> <p>By making walking and cycling along the Botley Road more attractive including to/from the city centre and the rail station, options for travelling to council owned buildings in Oxford city centre and nearby e.g. County Hall, Rewley Road fire station, will be improved (including walking or cycling from Seacourt Park & Ride)</p>	Not applicable	Not applicable	Not applicable

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.

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

Divisions affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

FARINGDON: B4019 COXWELL ROAD / A417 STATION ROAD – PROPOSED RAISED TABLE MINI-ROUNDBOUT

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the construction of a new 'Flat Top Road Hump' at the existing mini roundabout junction of the A417 Station Road & B4019 Coxwell Road in Faringdon as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct a new traffic calming feature on the A417 Station Road / B4019 Coxwell Road mini roundabout in Faringdon, as shown in **Annex 1**.
2. The traffic calming feature will comprise of a 'Flat Top Road Hump' (with ramp heights of 75mm & gradients of 1:10) to be located at the existing mini roundabout junction, and would extend approximately 20m into its various junctions.
3. Additional improvements to the existing informal crossing points will also be included as part of the proposals.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the developers.

Legal Implications

5. No legal implications have been identified in respect of the proposals.

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 improve safety for vehicles and cyclists using the mini roundabout, maintaining safety for pedestrians crossing the carriageway.

Formal Consultation

8. Formal consultation was carried out between 13 March and 05 April 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, Faringdon Town Council, and the local County Councillor representing the Faringdon division.
9. 31 responses were received during the course of the formal consultation, comprising of 14 objections (47%), seven in support (23%), six partially supporting (20%), and four non-objections.
10. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police expressed no objections to the proposals as advertised.
12. It was asked in the consultation if the proposals would lead to an increase or decrease in the number of road signs, having reviewed the scheme there is no proposed changes to the number of road signs.
13. Comments were made on the cycle provision within the roundabout and scope of the works, unfortunately the scheme approved at planning and secured in the S106 agreement did not include proposed improvements to the cyclist provisions in this area, however it has been negotiated and agreed with the developer to provide better safety for cyclists using the 'slip lane' from Coxwell road (B4019) to Gravel Walk (A417) by placing 'Armadillo' cycle lane raised separators to prevent vehicles entering the cycle lane.

14. Major cycleway improvements and facilities have been provided as part of the main development along Park Road as part of the scheme.
15. Concerns were raised that the narrowing of Marlborough St will lead to difficulties for vehicles turning right at the roundabout, the scheme has undergone detail technical review and tracking analysis and it is confirmed that tightening the radii will not impact vehicles turning right.
16. In addition, concerns were raised that the additional grass verge area could lead to parking issues, there are existing double yellow lines along this section of Marlborough St which prohibits parking on the carriageway and grass verge.
17. It is noted that the Town Council's response stated that the proposed works do not reflect the plans within S106 agreement. The proposed works are almost identical to that secured in the S106 agreement for the development, with the exception of the eastern approach to the mini roundabout from Coxwell Road, in the S106 it is proposed to have a two lane entry to the roundabout, however during the detailed technical review it was not possible to accommodate a dual lane approach due to the width available, having a two lane approach would mean insufficient space for two vehicles to wait alongside each other.
18. It should be noted that the plans annexed to the S106 agreement are indicative and are subject to detailed technical review.
19. It has been noted that other areas of Faringdon require more urgent attention such as dangerous junctions and to fix potholes, this scheme is funded by the developer of the 'Park Road' development and is secured in the developments planning consent and S106 agreement, therefore it is not possible to consider other junctions or works as part of the scheme. Residents and members of the public should report concerns to Oxfordshire County Council using the fix my street website.
20. Numerous comments were made in the consultation asking how the works are funded, the works are to be fully funded by the developer of the 'Park Road' development.
21. It has been asked when the works will be delivered, at this time it is not possible to confirm due to the numerous different factors to consider, however it is envisaged to be completed within 12 months should approval be given.
22. Concerns made within the consultation report that it is difficult to cross the road at the designated crossing points, due to the speed and volume of traffic, these proposals will assist with resolving these concerns as the crossings will become raised (flush) and vehicles will slow down due to the ramp's proximity to the crossings.

Bill Cotton
Corporate Director for Environment and Place

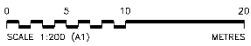
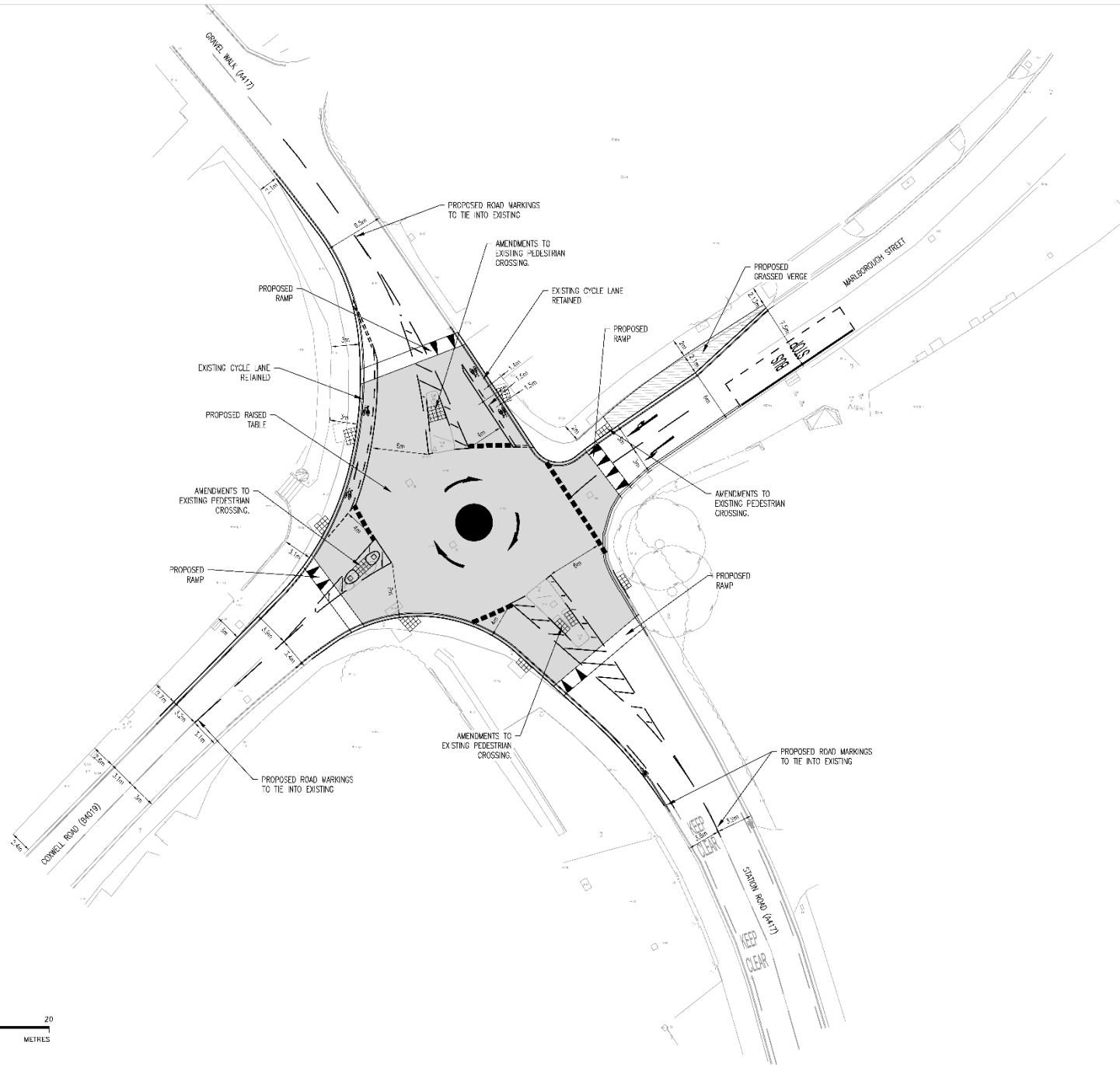
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Ryan Moore (Lead TDM Engineer)
Ryan.Moore@oxfordshire.gov.uk

May 2024



ANNEX 1

CDM R1
The works and highway safety management arrangements by proposed contractors.
Road are full or shared equipment.

Scale: F:\WINDINGTON Date: 05.01.2024

DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES.
CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER.

FIRST ISSUE	FW	TW	TH	05.01.24
Drawn by	Checked by	Drawn Date	Checked Date	

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BLOOR HOMES

Project:
PARK ROAD FARINGDON

Drawing Title:
**SECTION 278
MINI ROUNDABOUT
CONSULTATION PLAN**

Drawing Status:
APPROVAL

Drawing No: WB04775	Drawing Ref: SW108-EN-216
Scale: 1:200	Date: 01.2024
Drawn: FM	Checked: FM
Drawn Date: AT	Checked Date: AT

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Faringdon Town Council	<p>Object</p> <ul style="list-style-type: none"> • Cycle lanes need review. The one going from Coxwell St to Gravel Walk makes a cyclist think they are they are on a protected cycle lane but then suddenly the lane ends leaving the cyclist vulnerable. • Marlborough St narrowing will reduce space for cars turning right and grass verge may be parked on. <p>The plans do not seem to completely match those that are laid out in the s106 agreement that funds this work - This needs to be explained and revisited.</p>
(3) Local resident, (Eaton Hastings, A417)	Object – More important junctions need priority
(4) Local resident, (Faringdon, Beech Close)	<p>Object – Unknown assessment of need for scheme. No data to support the scheme. Traffic safety issues already addressed through imposition of 20mph zones (subsequent to this scheme). Unknown cost funded by housing developer. No timescale or indication of time required. No plan for completion Alternatives not considered (if they were there is no information) If funding is available serious safety issues should take priority need addressing.</p> <ol style="list-style-type: none"> 1. Access to A420 and 2. Dangerous potholes on Coxwell road (cyclists are in danger through the failure to remedy this road surface)

<p>(5) Local resident, (Faringdon, Cedar)</p>	<p>Object – If OCC has money to spend on traffic calming situations in Faringdon, there are several other areas that need improvement before the proposed changes to Station Road and Coxwell Street junction. As a pedestrian I believe the Station Road/Marlborough Street/Gravel Walk/ Coxwell Street 7arlboro works very well as there are already very good crossing facilities, some of the best in Faringdon. Whereas the junctions created by Tesco and Waitrose supermarkets onto Park Road are dangerous, both would benefit from a mini roundabout and speed humps on Park Road before the Tescos entrance.</p>
<p>(6) Local resident, (Faringdon, Coxwell Gardens)</p>	<p>Object – The money would be better spent on managing the current road structure. That includes pot holes, 20 mph speed limit which is ignored. Parking on double yellows in Coxwell rd, Illegal parking in Coxwell rd.</p> <p>If you cannot currently manage these, why spend money on another hair brained scheme ?</p>
<p>(7) Local resident, (Faringdon, Coxwell Road)</p>	<p>Object – will make parking even more difficult and not reduce the volume of traffic to make crossing easier traffic calming along the roads would be a better option to reduce the speed altogether, not just at the roundabout</p>
<p>(8) Local resident, (Faringdon, Coxwell Street)</p>	<p>Object – do not see that this is necessary. Already reduced to 20mph. the speed of the vehicles is not the thing that makes it difficult for people/bikes to cross at these junctions, it is the volume of traffic so would rather see something in place that can break that flow to allow for safer crossing.</p> <p>Raised humps will cause even further pressures on parking available in Coxwell street (post 6pm) and increase illegal parking in the area. This will also increase the vibration from vehicles going over the raised hump, which long term may impact the dwellings in close proximity.</p> <p>The issue on the streets is not at the roundabout, it is the speed that people drive along the longer sections of road that cause the danger for the cyclist and crossing pedestrians.</p>

	<p>A better idea on pedestrian safety would be zebra or pelican crossings and also explore a safer crossing point half way up Coxwell street as the distance between roundabout and the traffic lights is too far, many people cross to either turn down Highworth road or cut through the alley way toward Marlborough Gardens They choose not to cross at the bottom of the road by the roundabout due to risks, and then choose to cross half way up the street where there is much less visibility and increased risk of accident.</p> <p>people do not walk beyond their turning point to cross and double back.</p>
(9) Local resident, (Faringdon, King Street)	<p>Object – The road's leading to the roundabout are already 20 or 30 miles an hour. It will soon be impossible to drive a car around the town whilst we continue to panda to the limited number of cyclists in the town, Farcycles as an organisation is terrific and has done a lot of good, but please don't think we are a similar scale to Oxford for example.</p>
(10) Local resident, (Faringdon, King Street)	<p>Object – Waste of money. What are ramps going to do. You need to sort out the parking on the street down coxwell street. Very tight to get round cars. People are cutting through to this roundabout to get to a420 rather than getting onto a420 on the great coxwell turning. It is impossible to get out safely on the a420 due to the high levels of traffic and the new roundabout in shrivenham.</p>
(11) Local resident, (Faringdon)	<p>Object – It's my opinion but given that the speed limit has already been reduced in the town and with the extent of the proposed works, I just don't see why it is needed and how it represents value for money. My view would be that the pressing concern with local road safety instead lies with the junction at the top of London Street and the A420 where accidents are fairly regular for people turning left or right out of Faringdon. Trying to reduce the number of deaths that happen on the A420 each year has always felt like a more pressing issue.</p>
(12) Local resident, (Faringdon, The Pines)	<p>Object – Firstly there is a mistake in your notice, it is the mini roundabout at Station Road and Coxwell Street, not Coxwell Road. This proposal is unsuitable for this roundabout and is not needed. I cannot see how a raised flat top mini roundabout with ramps would help to improve safety here, if anything it is likely to increase the risks of traffic incidents. Approaching the roundabout from Marlborough Street there is already an incline at the junction, so how would an additional ramp onto a raised surface tie in with this and make it safer? The pedestrian crossing points as they are currently and as they are shown on the plan are not great and I would consider to be too close to the</p>

	<p>roundabout and should be moved further from the roundabout on their approaches or replaced entirely with a different type of crossing. The cycle lanes as they currently exist and as shown on the plan are utterly pointless. I have lived in Faringdon for my entire life and in 44 years I have never witnessed nor even heard of any incidents at this roundabout. It is just not necessary and the money that would be spent on this scheme could be better spent elsewhere such as fixing some of the roads around the town, Canada Lane is an example of this, of which the condition of the road surface is atrocious. Another option would be to fix and make safer the poorly designed junction at Tesco on Park Road. Coming out of the Tesco car park, the junction has poor visibility, with the junction to Marlborough Gardens opposite and two short turning lanes in the middle of the road. This is a more dangerous junction, where to exit the Tesco car park you often have to take your life in your hands. I have seen many near misses here and think it should probably be prioritised over the proposed scheme which would do nothing to make the mini roundabout at the junctions of Station Road and Coxwell Street safer.</p>
(13) Local resident, (Faringdon, Coxwell Road)	<p>Object – It would be much better to have traffic lights instead, much safer for traffic and pedestrians.</p>
(14) Local resident, (Faringdon, Leamington Drive)	<p>Object – This is an unnessasery in a 20MPH speed zone. Please spend the money on the very dangerous ‘T’ junctions around Faringdon on the A420.</p>
(15) Local resident, (Watchfield, High Streey)	<p>Object – This mini roundabout is safe and doesn’t need any “improvement” ! This is yet another waste of money scheme by Oxford CC on a stupid traffic scheme. In 30 years of use I have never seen a bike or someone trying cross. This is now a 20 mph zone and doesn’t need further traffic calming !</p>
(16) Local resident, (Faringdon, Coxwell Street)	<p>Partially support – I don’t think the plan addresses the issues, we live on Coxwell street so use the station road crossing a lot. The main issue that we see is that drivers approaching the mini roundabout from the 9arlborough street side don’t look left before turning left so as a pedestrian it does not feel safe to cross. It’s not always possible to tell which direction cars are turning so you have to wait until there is no traffic turning left from 9arlborough street to station road. Moving the existing crossing 5-10 metres along station road would make this a safer crossing for pedestrians</p>

<p>(17) Local resident, (Faringdon, Coxwell Street)</p>	<p>Partially support – As a local resident I often cross the area near the roundabout where the measures are being considered. My feedback is as follows:</p> <p>1)It is difficult to cross as a pedestrian when at the corner of Station Road and Marlborough Street as pedestrians cannot easily see traffic entering the roundabout from Marlborough Street and wishing to turn into Station Road. (and vice versa). A mirror at this corner may be an improvement. The other corners are quite open and are safer to cross.</p> <p>2) There is a growing number of large lorries using the roundabout and I would recommend alternative routes for heavier vehicles as they take a significant space in the roundabout area, often driving through and over the roundabout area as there is insufficient space for them to manoeuvre their lorries.</p> <p>3) With regards to general vehicles, there does not seem to be a significant number of accidents at the roundabout. There are of course the usual selfish drivers who think that they can access the roundabout ahead of others they should give way to, but this is a question of road etiquette rather than the current measures being inadequate. Perhaps speed signs asking drivers to slow down may be considered as an alternative.</p> <p>4)My main concern is the physical space that the proposals require especially with regards to larger vehicles and whether the proposals will in fact impede the flow of traffic rather than create a better flow.</p>
<p>(18) Local resident, (Faringdon, Elm Road)</p>	<p>Partially support – Without sorting out the vehicles parking down Coxwell Road/Street first (i.e. on both sides of the road) this will probably cause more congestion unfortunately. We are supposed to have a traffic warden, but I've never seen them & the Police seem indifferent.</p>
<p>(19) Local resident, (Faringdon, Lechlade Road)</p>	<p>Partially support – Our money has been spent on putting up signs to reduce speed to 20 and as far as I can see that hasn't worked so not sure more money being spent on a couple of humps is going to make much difference. Would it not be better spent on filling in the pole holes on the paths and road.</p>
<p>(20) Local resident, (Faringdon, Marlborough Street)</p>	

	<p>Partially support – There is insufficient information. le Colour of road surfaces. Explanation of grassed area – currently a seating area, gravelled</p>
<p>(21) As part of a group/organisation, (Farcycles, community cycling charity, Coxwell Road)</p>	<p>Partially support</p> <ol style="list-style-type: none"> 1. The ramps are definitely a good idea to slow traffic approaching the roundabout. 2. I think the cycle lanes are pointless, and even frankly dangerous – the one going from Coxwell St to Gravel Walk makes a cyclist think they are they are on a protected cycle lane but then suddenly finds the lane ends and a car comes across your path. I've had drivers follow me turning left and use the opportunity to overtake on the roundabout and cut in at the end of the cycle lane. 3. I cannot understand why Marlborough St should be narrowed, just after the bus stop? This will hold up traffic and it makes the 2 lanes very narrow at the top with cars squeezing past cyclists. What is the point of the grass verge? Other grass verges in Faringdon just get driven on! 4. I like the markings of 2 lanes going up Marlborough St to the roundabout.
<p>(22) Local resident, (Faringdon, Elm Road)</p>	<p>Support – Some vehicles approach and carry on through the current mini roundabout too fast. Whilst the move to a 20mph limit has helped, many drivers, particularly those coming along Park Road and travelling on down Gravel walk do so too fast. They often react quite late to vehicles exiting Marlborough Street.</p>
<p>(23) Local resident, (Faringdon, Marlborough Close)</p>	<p>Support – My partner and a friend were very nearly run over whist crossing here ghe driver took out the bollards. My son uses this crossing place on the way to school daily along with many other year 6 students to faringdon junior school.</p>
<p>(24) Local resident, (Faringdon, Marlborough Street)</p>	<p>Support – Speed of traffic towards mini roundabout in Marlborough St is too high, particularly double decker buses! Good idea to slow down all traffic before a bad accident occurs. We are the last house before roundabout in Marlborough St, so are very aware of high traffic speed.</p>

(25) Local resident, (Faringdon, Wessex Close)	Support – I agree with proposals but would suggest pedestrian crossing on Park Road is move further from junction I have encountered a number of times pedestrians start to cross without regard to traffic turning left out of Marlborough street with collision only narrowly avoided
(26) Local resident, (Faringdon, Gravel Walk)	Support – Drivers do not take enough care, pedestrians should be better protected. Any change that enables this should be supported
(27) Member of public, (Littleworth)	Support – I drive through the junction when shopping in town.
(28) Local resident, (Stanford in the Vale, Spencers Close)	Support – Should slow traffic down. Any reason why the cycle lanes couldn't be made longer?
(29) Local resident, (Faringdon, Sadlers Close)	No objection – So far in this survey there has been no description of the proposed scheme, so we cannot at this stage explain our reasons for supporting or objecting to the scheme! It's depressing to have to point out that the survey seem badly constructed!
(30) Local resident, (Faringdon , Nichol Court)	No objection – Proposal looks good to me because bumps are close enough to the roundabout
(31) Email response, (unknown)	No objection – Please would you explain what changes you are proposing for this area. Will there be more road signs- or fewer

Divisions affected:

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

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

Report by Corporate Director for Environment and Place

Recommendation

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

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Coopers Lane, Abingdon; Fane Drive, Berinsfield; Elm Drive, Chinnor; Pages Orchard, Sonning Common; Van Diemans, Stanford-in-the-Vale; Radnor Road, Wallingford; Manor Road, Whitchurch-on-Thames.
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: St. Marks Road, Henley-on-Thames; Chapel Lane, Letcombe Regis; Park Street, Thame.
- c) But defer approval of the proposals at the following locations pending further investigations: Maberley Close, Abingdon; Cowleaze, Chinnor; Kynaston Road, Didcot; Gainsborough Crescent, Henley-on-Thames; Anvil Paddock, Letcombe Regis; Church Road, Radley; Ashford Avenue, Sonning Common.
- d) Defer approval of the removal of DPPP at the following locations: Park Road, Henley-on-Thames.

Executive Summary

2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.
3. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts

- The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1 to 13** provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

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

Legal Implications

- No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

- The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Formal Consultation

- The formal consultation on the proposal was carried out between 6 March and 5 April 2024. A notice was placed in the Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, the Vale of the White Horse District Council and the local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
- Forty-eight responses were received from members of the public during the course of the consultation (two other members of the public gave general online support for every proposal, which are not included in this report) and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Abingdon	Coopers Lane			2

	Maberley Close	3	2	2
Berinsfield	Fane Drive	5		
Chinnor	Cowleaze		5	3
	Elm Drive			1
Didcot	Kynaston Road		1	
Henley-on-Thames	Gainsborough Crescent			3
	Park Road (removal)	1	1	
	St. Marks Road (Removal)	1		
Letcombe Regis	Anvil Paddock		3	1
	Chapel Lane (removal)	1		
Radley	Church Road			1
Sonning Common	Ashford Avenue		1	2
	Pages Orchard	1	1	
Stanford in the Vale	Van Diemans		1	2
Thame	Park Street (removal)	1		
Wallingford	Radnor Road	1		
Whitchurch on Thames	Manor Road		1	1

11. Thames Valley Police responded expressing no objection.
12. The responses are recorded in **Annex 14**, and copies of the full responses are available for inspection by County Councillors

Officer response to objections/concerns

13. Comments and recommendations are provided in response to the concerns and objections as given in Annex 14 in respect of each of the proposed sites in the following paragraphs.
14. The eligibility for a blue badge is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPP's). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
15. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should report it to the department for work and pensions (DWP) or the county council's blue badge team.

Abingdon – Coopers Lane: proposed new DPPP

16. Two expressions of concern were received; concerns were received over the location of the disabled parking; it is recommended that this proposal is approved, however, consideration needs to be made on the most suitable location for the disabled applicant.

Abingdon – Maberley Close: proposed new DPPP

17. Two objections, two expressions of concern and three expressions of support were received; private parking is available at the nearby garages approximately 50 metres away; it is recommended not to approve the disabled parking place.

Berinsfield – Fane Drive: proposed new DPPP

18. Five expressions of support were received; it is recommended to approve the disabled parking place.

Chinnor – Cowleaze: proposed new DPPP

19. Five objections and three expressions of concern were received; there is nearby adequate private parking available less than 100 metres away, it is recommended not to approve this disabled parking place.

Chinnor – Elm Drive: proposed new DPPP

20. One expression of concern was received; parking concerns were raised; it is recommended to approve the disabled parking place given that the applicant already parks in this area.

Didcot – Kynaston Road: proposed new DPPP

21. One objection was received; applicant has installed an off road parking area to the front of the property since the application was received, therefore does not now reach the criteria; it is recommended to not approve the disabled parking place.

Henley-on-Thames – Gainsborough Crescent: proposed formalisation of two existing DPPPs

22. Three expressions of concern were received; the disabled parking places are not fully utilised; it is recommended not to approve the formalisation of these disabled parking places, but to carry out a review of the existing disabled parking places on Gainsborough Crescent.

Henley-on-Thames – Park Road: proposed removal of DPPP

23. One objection and one expression of support were received; the applicant informed us that the disabled parking is still required; it is recommended not to approve the removal of the disabled parking place.

Henley-on-Thames – St. Mark's Road: proposed removal of DPPP

24. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Letcombe Regis – Anvil Paddock: proposed new DPPP

25. Three objections and one expression of concern was received; during the consultation the applicant informed us that they no longer require the disabled parking due to moving away; it is recommended not to approve the disabled parking place.

Letcombe Regis – Chapel Lane: proposed removal of DPPP

26. One expression of support was received to the removal of the disabled parking place; it is recommended to approve the removal of the disabled parking place.

Radley – Church Road: proposed new DPPP

27. One expression of concern was received; the location is not suitable and could prevent essential parking for funerals and weddings; it is recommended not to approve the disabled parking place and to look at a more suitable location.

Sonning Common – Ashford Avenue: proposed new DPPP

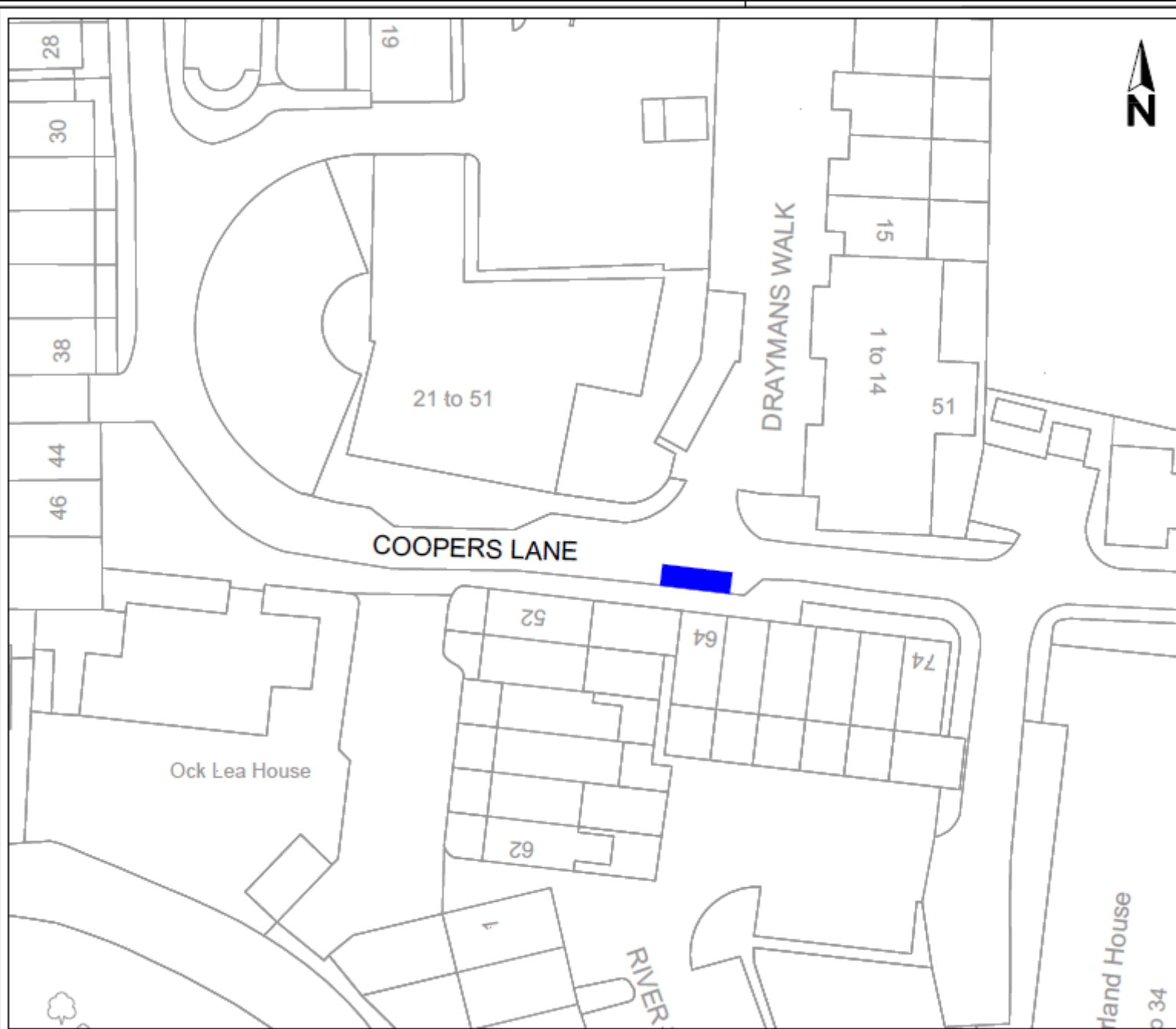
28. One objection and two expressions of concern were received; concerns over the infrequent use of the nearby existing disabled parking; it is recommended to not to approve the disabled parking place.

Sonning Common – Pages Orchard: proposed new DPPP


29. One objection and one expression of support was received; concerns over the lack of parking places for residents; given that the applicant already parks in the area, it is recommended to approve this disabled parking place.

Stanford in the Vale – Van Dieman's: proposed new DPPP

30. One objection and two expressions of concern were received; concerns over the availability of parking places; given that the applicant already parks in the area, it is recommended to approve the disabled parking place.



Drawing No. **DPPP/2024/001** **ANNEX 1**

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

REGARDING TO THE HAZARD(S) NORMALLY ASSOCIATED WITH THE TYPE(S) OF WORK SET OUT ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)


MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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88 Cotton
Corporate Director for
Environment and Place
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0345 210 11 11

Project title
PROPOSED DISABLED PERSONS PARKING PLACE

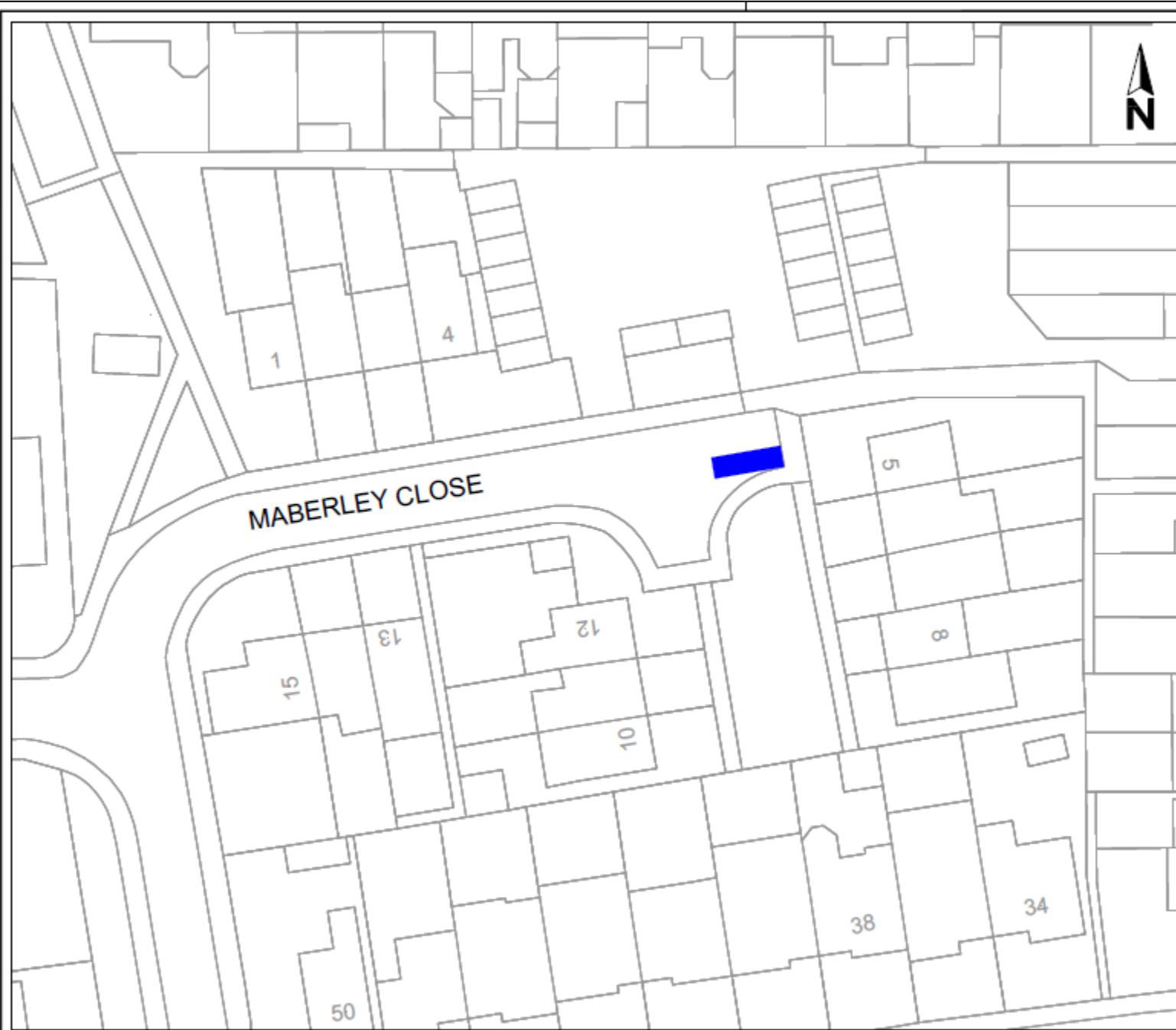
Drawing title
ABINGDON COOPERS LANE

Drawing Status


Scale @ A4	Drawn by	JeC	Checked by	Approved by
1:500	Date check	01/24	Date checked	Date approval

Oxfordshire Project No. & File Ref. **P0133**

Drawing No. **DPPP/2024/001** Revision **0**



Drawing No. DPPP/2024/01 **ANNEX 2**

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

(IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT PERSONAL RISKS)

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

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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

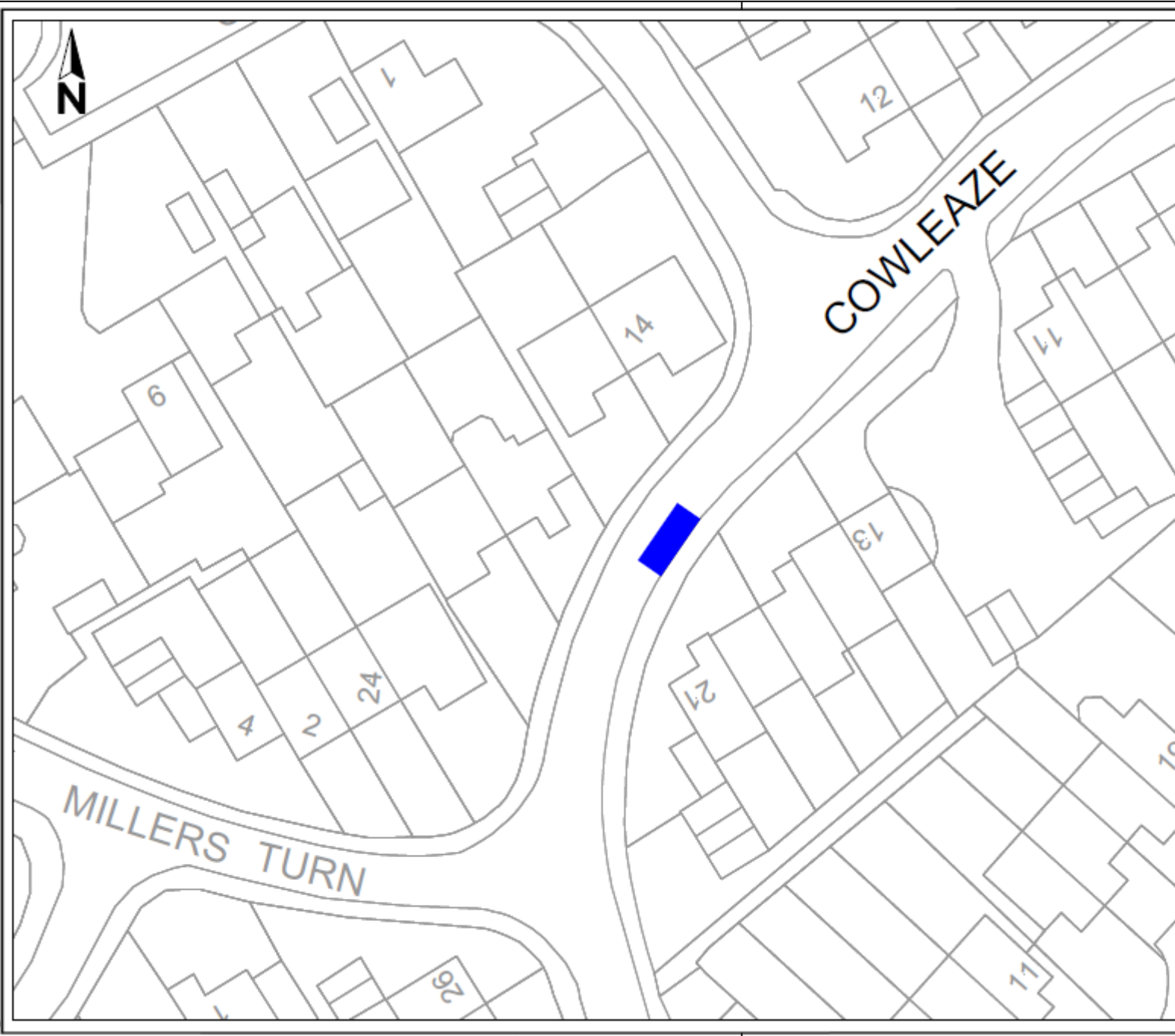
Drawing title
**ABINGDON
 MABERLEY CLOSE**

Drawing Status


Scale @ A4	Drawn by	Checked by	Drawn by	Checked by	Approved by
1:500	Date checked 01/24	Date checked	Date checked	Date approved	Date approved

Oxfordshire Project No. & File Ref. **P0133**

Drawing No. **DPPP/2024/002** Revision **0**



Drawing No. **DPPP/2024/0** **ANNEX 3**

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK SET OUT ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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

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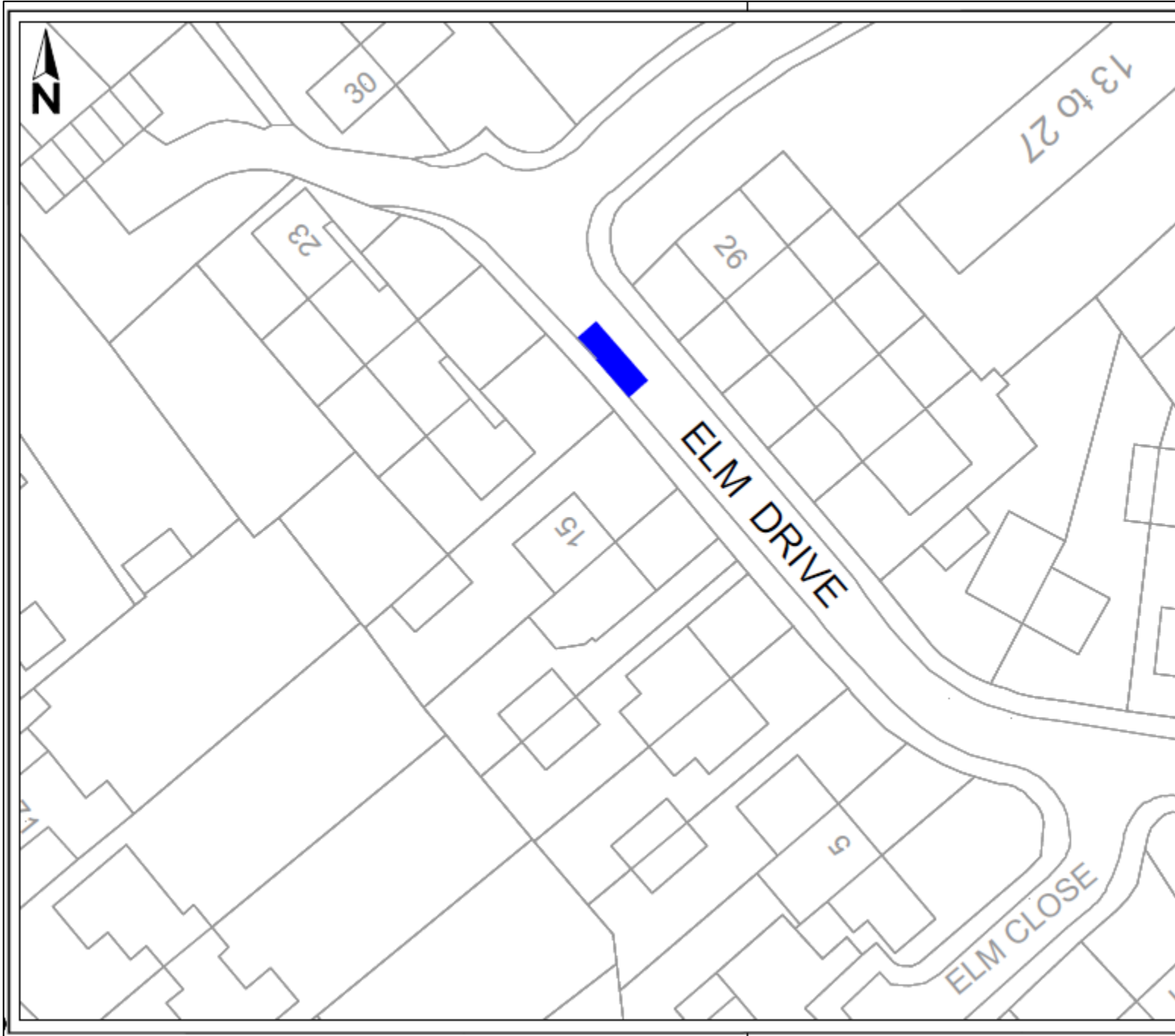
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Project title
PROPOSED DISABLED PERSONS PARKING PLACE


Drawing title
CHINNOR COWLEAZE

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
1:500	J&C	J&C	
Date issue	Date checked	Date approved	
01/04			
Oxfordshire Project No. & File Ref.	P0133		
Drawing No.	DPPP/2024/003	Revision	0



Drawing No. DPPP/2024/01 **ANNEX 4**

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

(IN ADDITION TO THE HAZARDING(S) NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT POTENTIAL RISKS)

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)


MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DISMANTLEMENT
 (ENTER NONE IF APPLICABLE)

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R/W	Date	Purpose of release	Drawn	Checked	Approved

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Project title
 PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
 CHINNOR
 ELM DRIVE

Drawing Status

Scale @ A4	Drawn by	JwC	Checked by	Approved by
1:500	Date check	02/24	Date checked	Date approved

Oxfordshire Project No. & File Ref. **PD133**

Drawing No. DPPP/2024/004 Revision: **0**

Drawing No: **DPPP/2024/00 ANNEX 5**

Key

- Proposed Disabled Persons Parking Place
- White access protection line

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISK

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

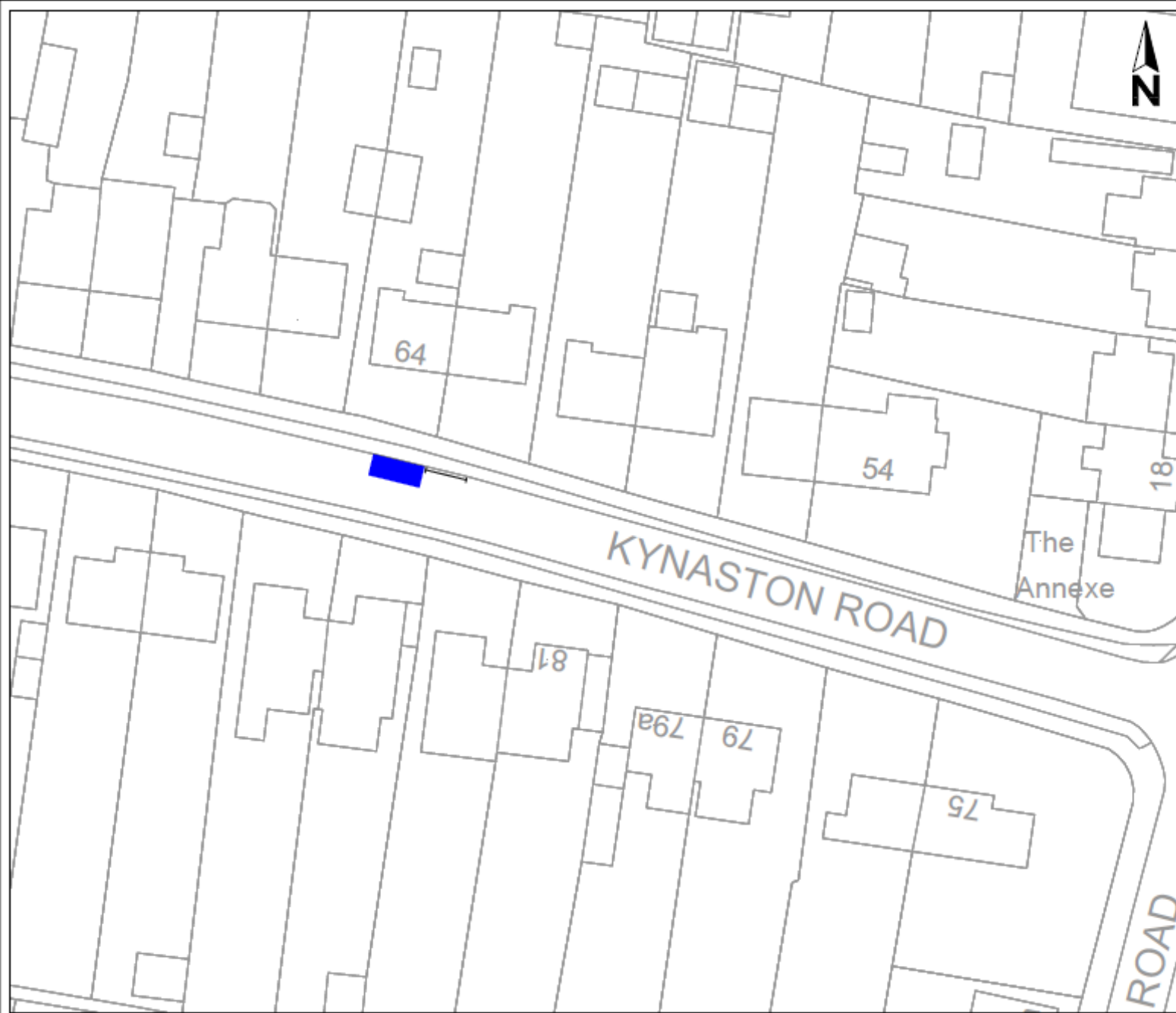
Drawing title
DIDCOT KYNASTON ROAD

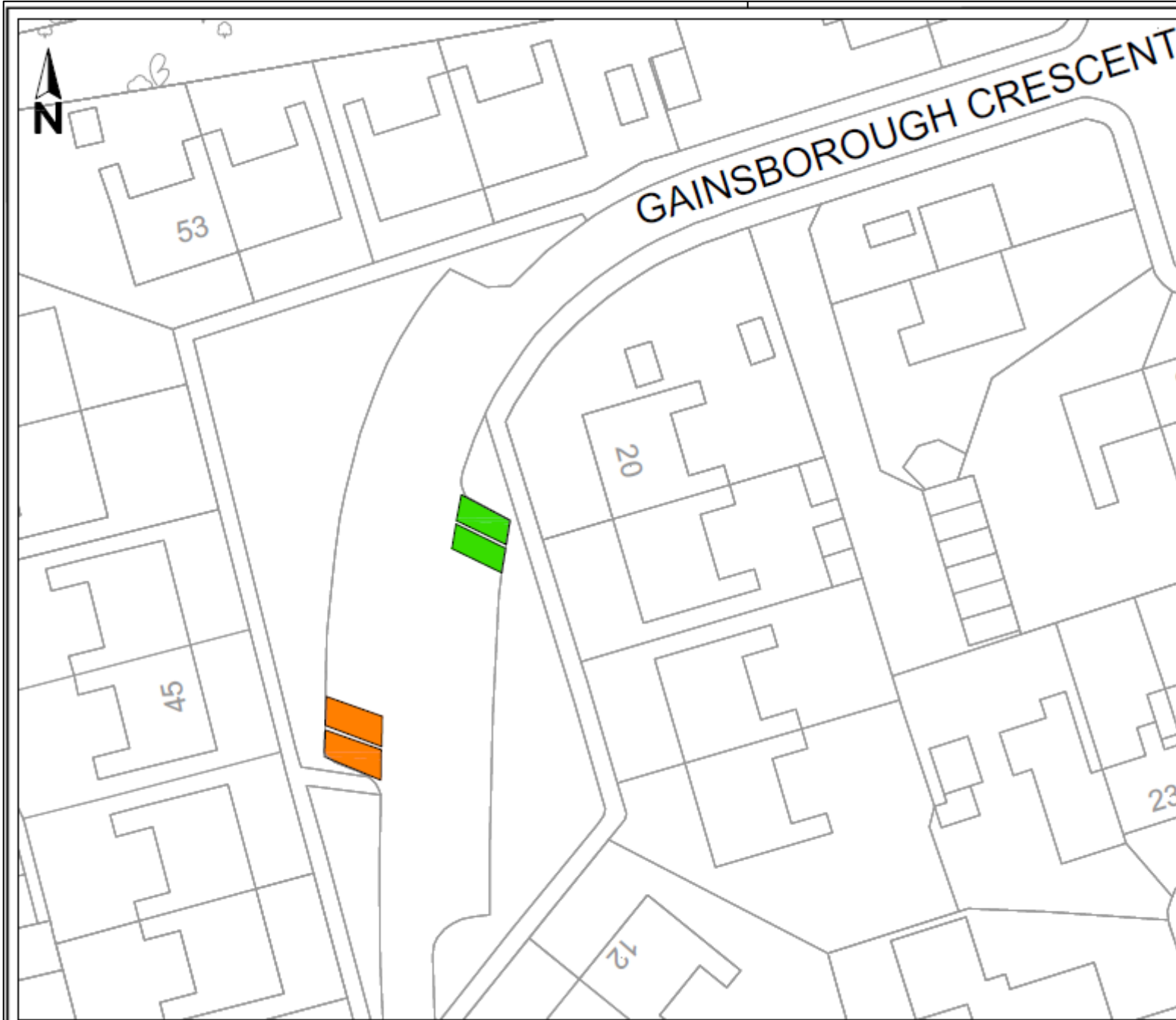
Drawing Status

Scale @ A4	Drawn by	Checked by	Drawn by	Approved by
1:500				

Oxfordshire Project No. & File Ref: **P0133**

Drawing No: **DPPP/2024/006** Revision: **0**





Drawing No: DPPP/2024/0: **ANNEX 6**

Proposed formalisation of Disabled Persons Parking Places

Existing Disabled Persons Parking Places to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

REACTION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAIL IN THESE DRAWINGS, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORK

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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Project title:
**PROPOSED FORMALISATION
 OF DISABLED PERSONS
 PARKING PLACES**

Drawing title:
**HENLEY ON THAMES
 GAINSBOROUGH CRESCENT**


Drawing Status:
CONSULTATION

Scale @ A4	Drawn by	JwC	Checked by	Approved by
1:500	Date checked	02/2024	Date checked	Date approved

Oxfordshire Project No. & File Ref: **PD133**

Drawing No: DPPP/2024/024 Revision: **0**

Drawing No. **DPPP/2024/0** **ANNEX 7**

 Proposed removal of Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISK

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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 Oxford
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 Tel: 0845 310 1111

Project title
 PROPOSED REMOVAL OF
 DISABLED PERSONS
 PARKING PLACE

Drawing title
 HENLEY ON THAMES
 PARK ROAD

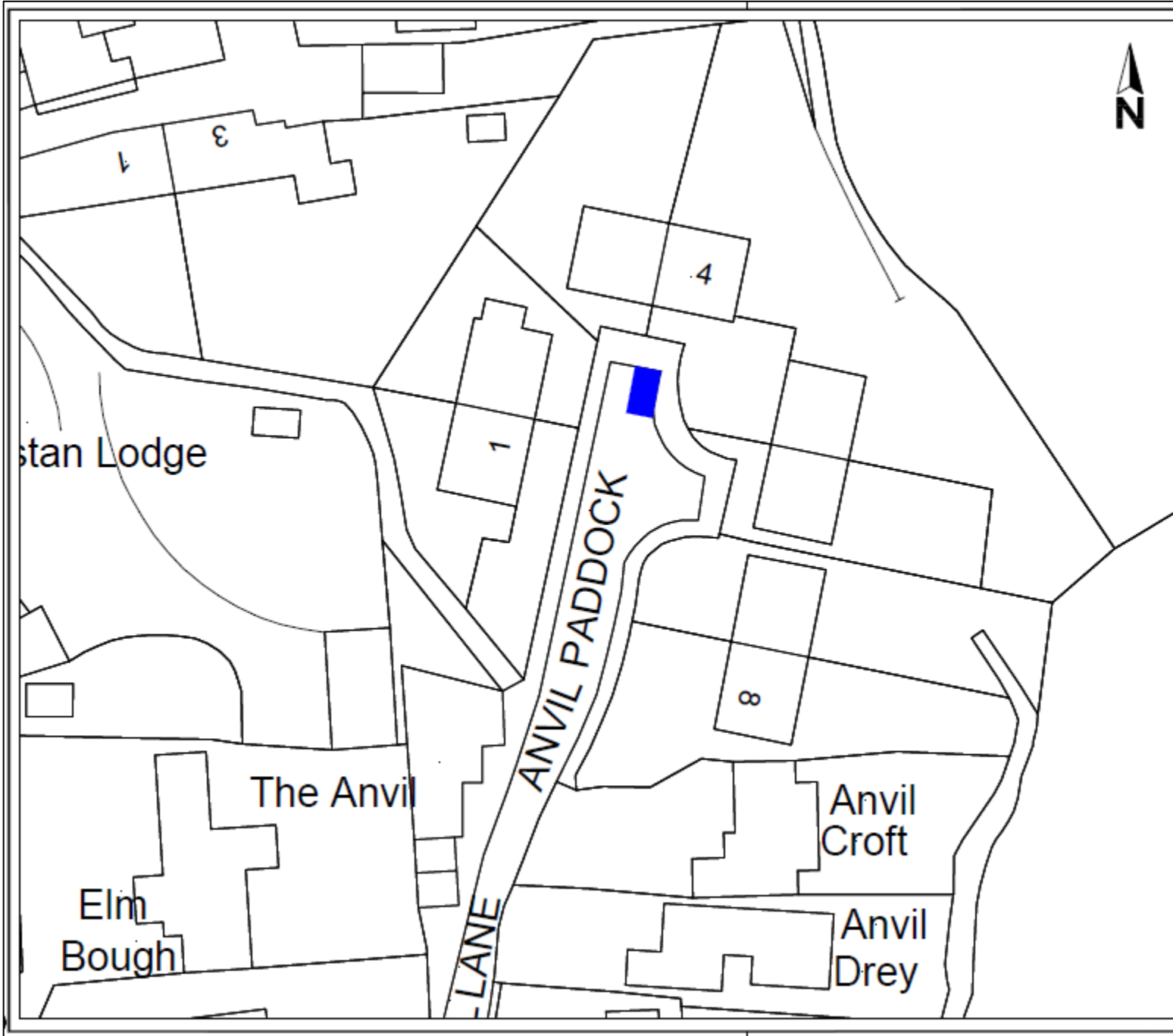
Drawing Status
 CONSULTATION

Scale @ A4	Drawn by	JeC	Checked by	Approved by
1:500	Date checked	02/2024	Date checked	Date approved


Oxfordshire Project No. & File Ref. **P0133**

Drawing No. **DPPP/2024/019** Revision **0**





Drawing No. DPPP/2024/01 **ANNEX 8**

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 (PLEASE REFER TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, WITH THE FOLLOWING BOLD/UPPER CASE LETTERS)
CONSTRUCTION
 (ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)
USE
 (ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)
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 Tel: 0345 210 11 11

Project title
PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
LETCOMBE REGIS ANVIL PADDOCK

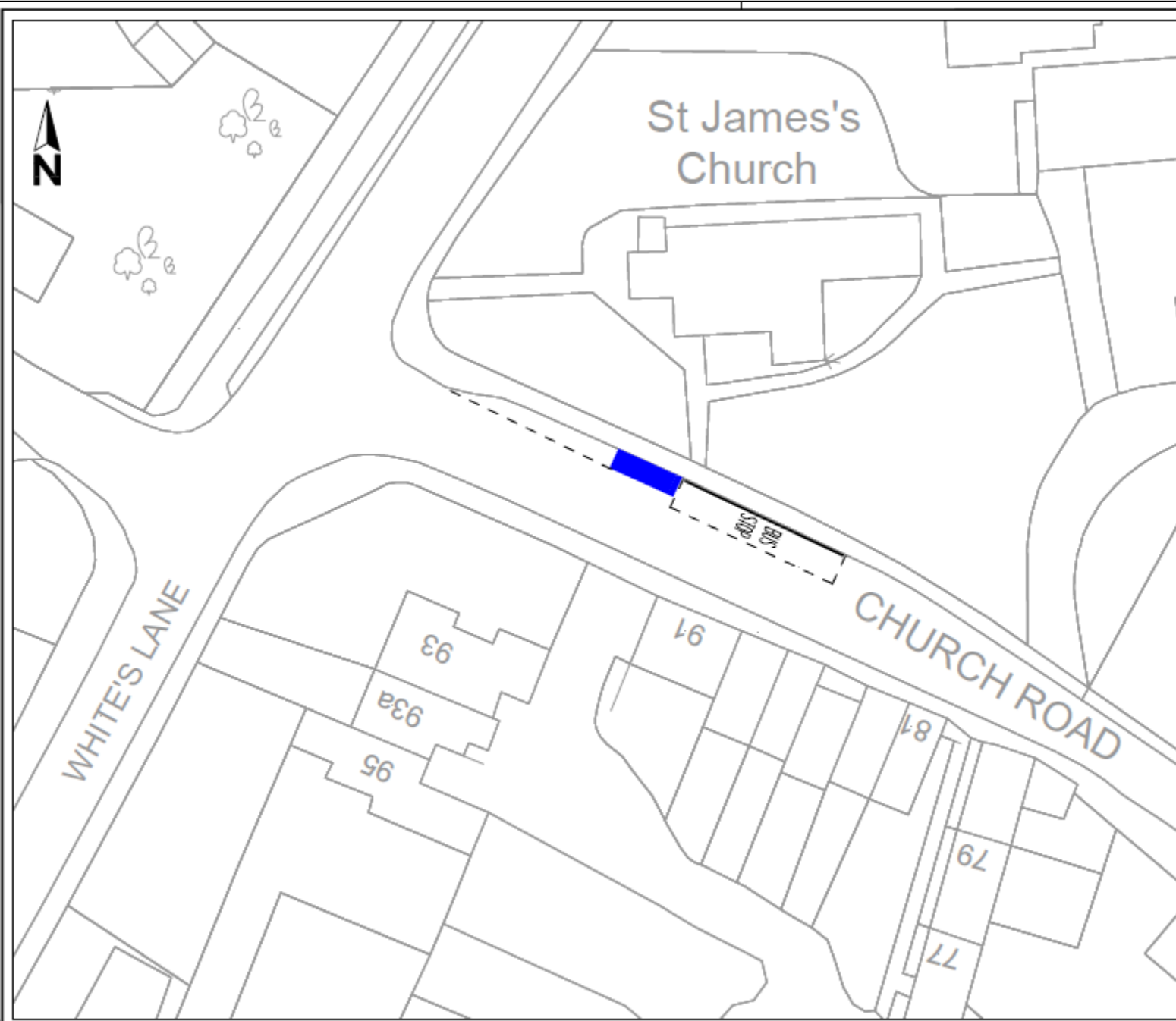
Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC	JwC	JwC


Date drawn	Date checked	Date approved
01/24		

Oxfordshire Project No. & File Ref. **PD133**

Drawing No. **DPPP/2024/009** Revision **0**



Drawing No. DPPP/2024/01 **ANNEX 9**

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

REGARDING TO THE HAZARD(S) NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION	(ENTER NOTE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NOTE IF APPLICABLE)
USE	(ENTER NOTE IF APPLICABLE)
DECOMMISSIONING/DISMANTLING	(ENTER NOTE IF APPLICABLE)

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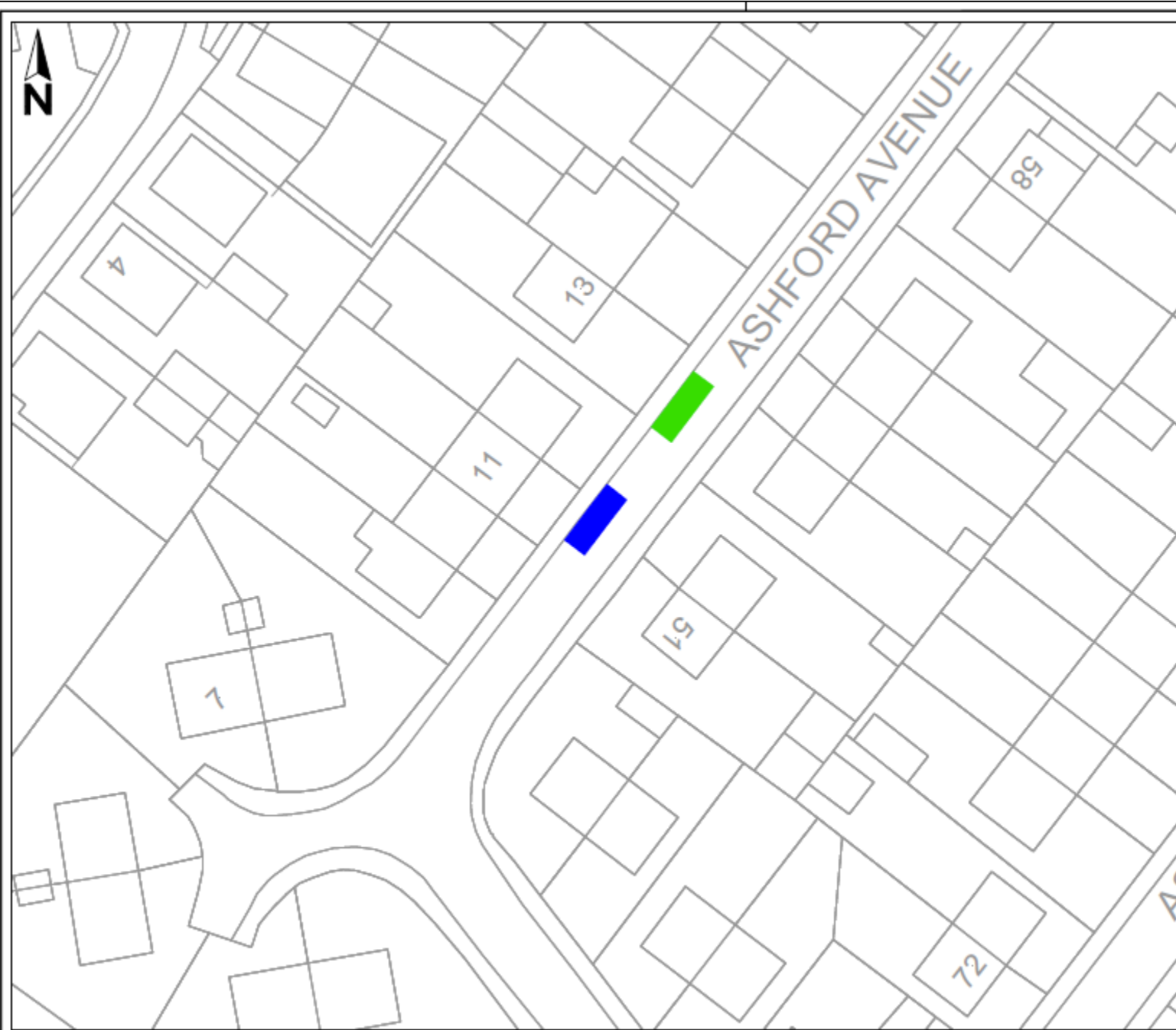
Project title
PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
RADLEY CHURCH ROAD

Drawing Status

Scale @ A4	Drawn by	Checked by	Drawn by	Approved by
1:500	Date drawn 02/24	Date checked	Date approved	Date approved

Oxfordshire Project No. & File Ref. **PD133**
 Drawing No. **DPPP/2024/010** Revision **0**



Drawing No. **DPPP/2024/025** **ANNEX 10**

Key

- Proposed Disabled Persons Parking Place
- Existing Disabled Persons Parking Place to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

(IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS)

CONSTRUCTION
(ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)

USE
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DISMANTLING
(ENTER NONE IF APPLICABLE)

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 Oxfordshire County Council
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 Oxford
 OX1 1ND
 Tel: 0345 210 11 11

Project title
PROPOSED DISABLED PERSONS PARKING PLACE

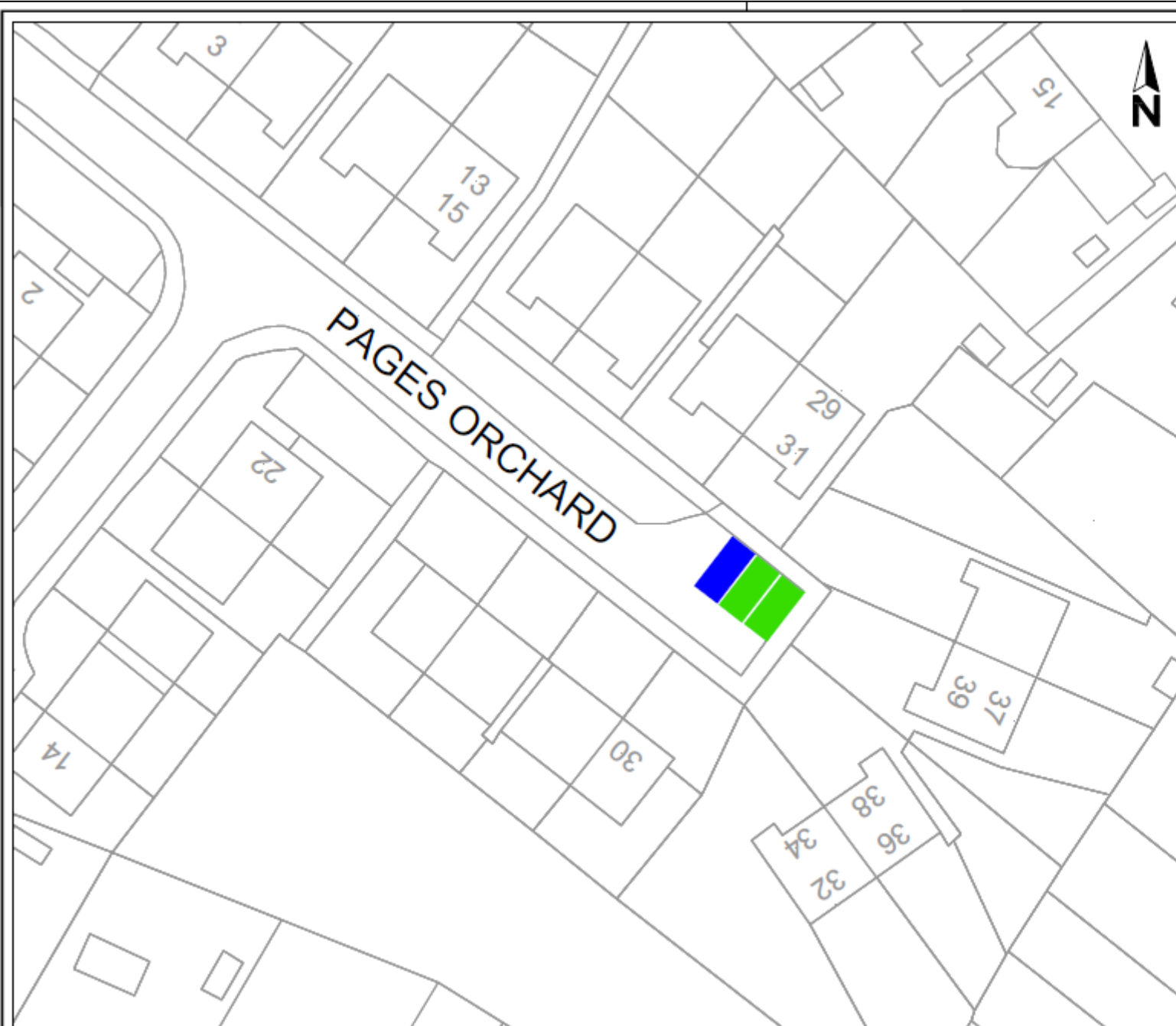
Drawing title
**SONNING COMMON
 ASHFORD AVENUE**

Drawing Status

Scale @ A1	Drawn by	Checked by	Approved by
1:500	JwC	JwC	JwC
Date checked	Date checked	Date checked	Date approved
02/24	02/24	02/24	02/24

Oxfordshire Project No. & File Ref. **PO133**

Drawing No. **DPPP/2024/025** Revision **0**



Drawing No. **DPPP/2024/011** **ANNEX 11**

Key

- Proposed Disabled Persons Parking Place
- Existing Disabled Persons Parking Places to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLACEMENT TO THE HAZARDING NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOT THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DISMANTLING
 (ENTER NONE IF APPLICABLE)

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 Tel: 0345 210 11 11

Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

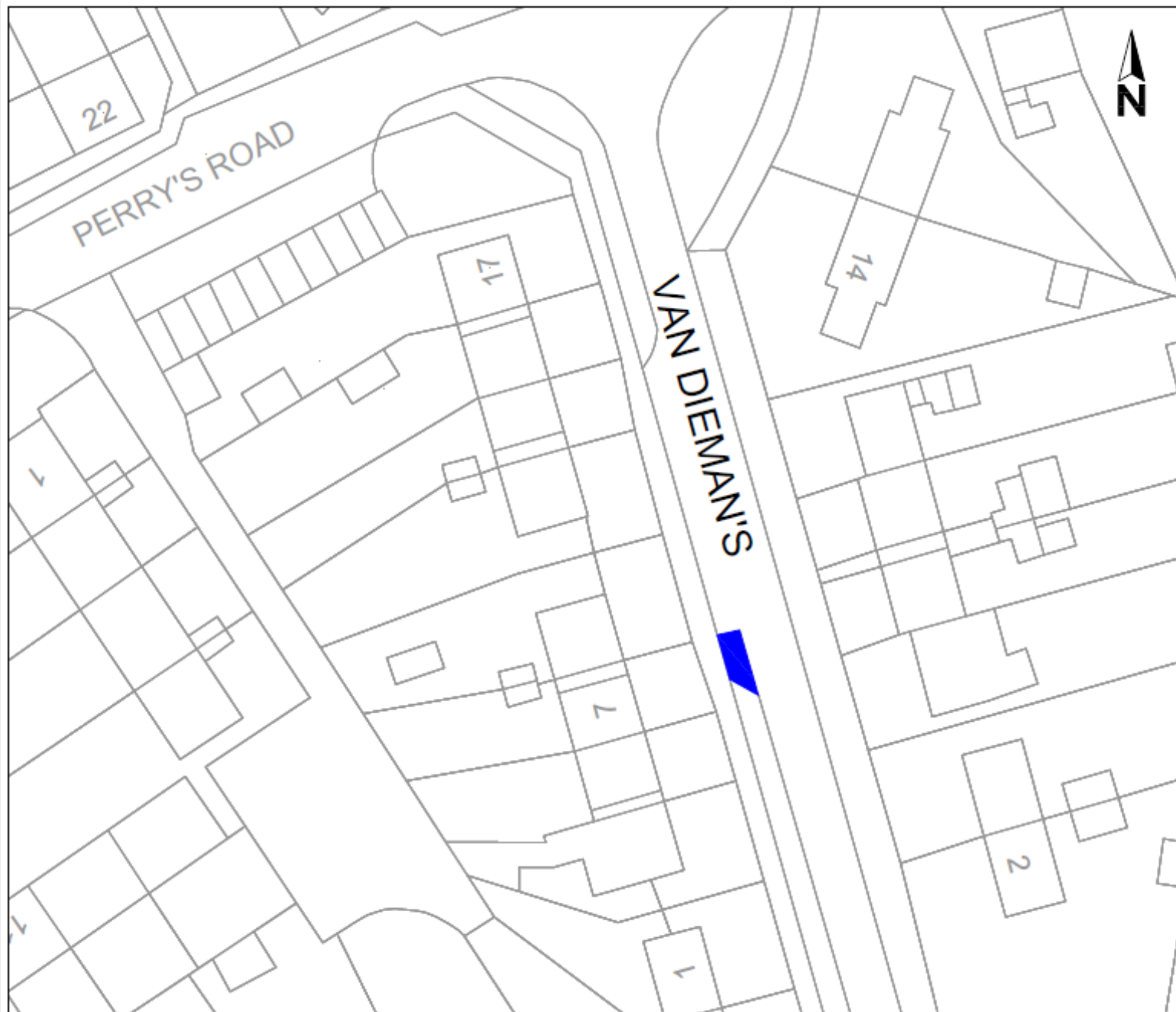
**SONNING COMMON
 PAGES ORCHARD**

Drawing Status

Scale @ A4	Drawn by	Checked by	Drawn by	Checked by	Drawn by	Checked by	Drawn by	Checked by
1:500		JwC						
	Date drawn		Date checked		Date approved			
	01/24							

Oxfordshire Project No. & File Ref: **PD133**

Drawing No. **DPPP/2024/011** Revision: **0**



Drawing No. **DPPP/2024/012** **ANNEX 12**

Key

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL WORKS

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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 Tel: 0246 210 11 11

Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

**STANFORD IN THE VALE
 VAN DIEMAN'S**

Drawing Status


Scale @ A4	Drawn by	Checked by	Drawn by	Checked by	Approved by
1:500		JwC			
	Date checked	02/24	Date checked		Date approved

Oxfordshire Project No. & File Ref **P0133**

Drawing No. **DPPP/2024/012** Revision **0**

Drawing No: **DPPP/2024 ANNEX 13**

Key

 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK SET OUT ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORK:

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)


MAINTENANCE/CLEANING
 (ENTER NONE IF APPLICABLE)

USE
 (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

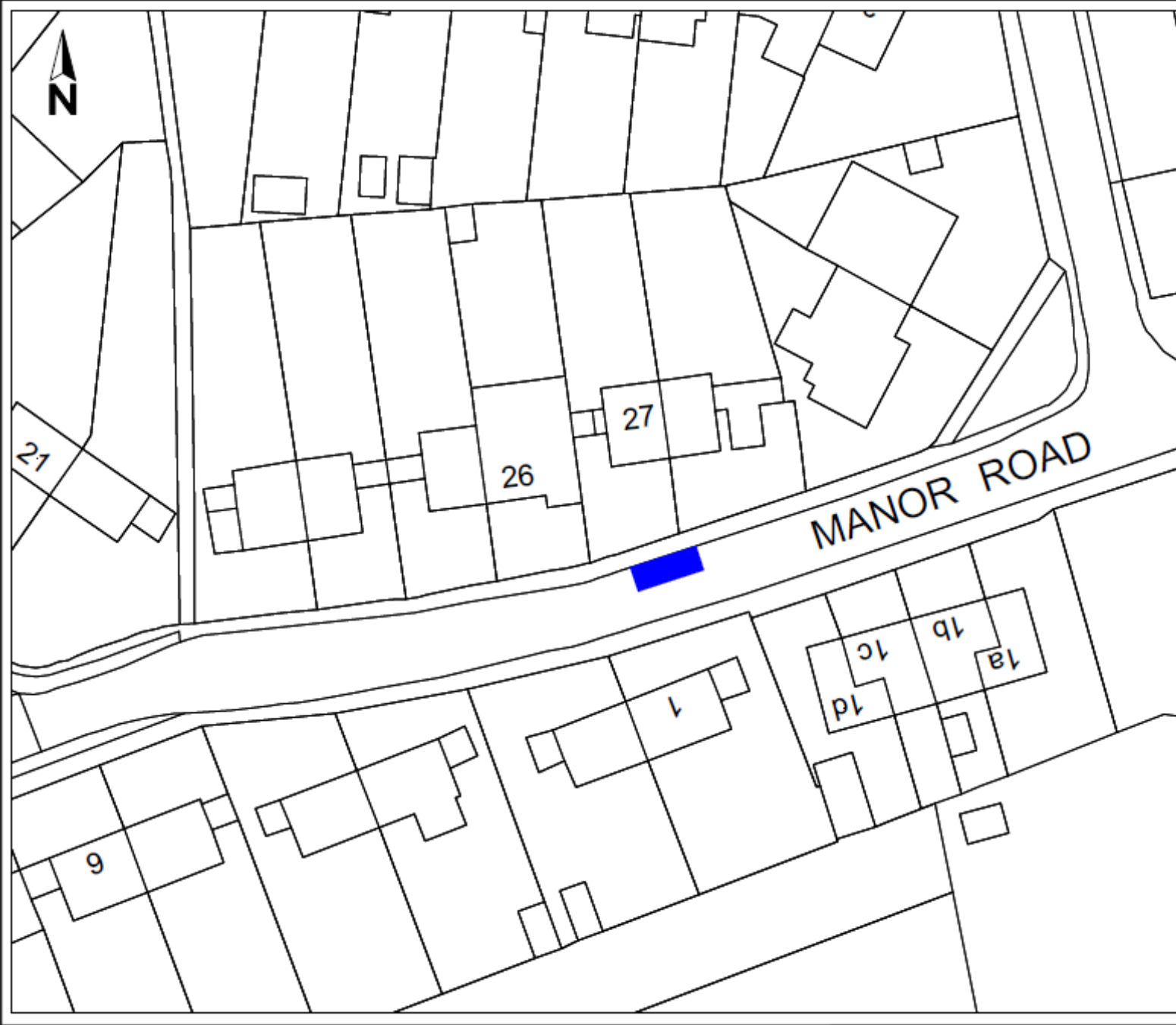
**WHITCHURCH ON THAMES
 MANOR ROAD**

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC	JwC	
Date issue	Date checked	Date approved	
02/24			

Oxfordshire Project No. & File Ref: **P0133**

Drawing No: **DPPP/2024/015** Revision: **0**



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
<i>Coopers Lane (Abingdon) - Proposed new DPPP</i>	
(1) Local Resident, (Abingdon)	Concerns (Coopers Lane) - I believe that I would be the blue badge holder who uses the proposed disabled parking, I have found it difficult to drive into where it is proposed, there are also high kerbs here. Where the double yellow lines parking restriction ends, i would propose the Disabled Parking Space should begin. This would be much more accessible.
(2) Local Resident, (Abingdon)	Concerns (Coopers Lane) - Firstly, there is a lot of competition for parking spaces in this area and I think the disabled parking space might make this worse. People with mobility issues can already try to park close to the building. Secondly, because of the nature of the housing in Drayman's Walk lots of the tenants have disabilities. It would not be clear who should use the space. People might argue over this.
<i>Maberley Close (Abingdon) - Proposed new DPPP</i>	
(3) Local Resident, (Abingdon)	Objection (Maberley Close) – the person who has applied for it I know has a disabled badge but he is more than capable of walking a 100 yards, he has been seen walking round tescos and other places without sticks. Parking is a problem and I have to often park my car round at the garages. I feel if this is granted it is taking liberty's as he was a councillor.

	<p>Our deeds say that the parking is one car space per household at the garages, a new family has moved in who has at least 4 cars, we are all struggling to park our cars. The applicant always feels that parking spot is his. A photo is supplied of the man who has applied for this, walking carrying a bag unaided without the use of sticks.</p>
(4) Local Resident, (Abingdon)	<p>Objection (Maberley Close) – if it was proposed it would make parking absolutely awful as there is 24 cars in our close and this disabled place would cause absolutely mayhem for cars trying to park and the person in mind is not disabled he can walk with out a stick and he has only got the badges so he can claim disabled allowance so I am against this going head and I will be contacting my local MP.</p>
(5) Local Resident, (Abingdon)	<p>Concerns (Maberley Close) - Over the past couple of years, parking has become more congested for residents living at the end of Maberley close whose houses are set back from the main road. Many houses have between two and four cars per household and there are three commercial vehicles taking extra space. Therefore, I am not surprised a resident has requested the parking space closet to his house. I understand the person requesting the space has a blue disability parking badge and ensuring a parking space is correct.</p> <p>Before allocating a parking space on the road I would like to be sure the following option has been considered. All properties in Maberley Close have access to a private car park with garage. The parking space and garage are clearly marked on the deeds of the property. Would it make sense to use the section of the private car park shown on the deeds of the property as his personal disabled space. That way we would not be losing a public parking space on the road. The car park is an additional 30 steps from the proposed disabled persons parking space. I do not know if there are any regulations stating the parking space should be close to the persons house or if the requester can walk those additional 30 steps.</p>
(6) Local Resident, (Abingdon)	<p>Concerns (Maberley Close) - The garages are fifteen steps further away, this should never have been applied for in the first place, I suspect this has come about because of a tit for tat neighbouring feud. You know this is ridiculous.</p>
(7) Local Resident, (Abingdon)	<p>Support (Maberley Close) - Increased car ownership (per house) is making it very difficult to park on the road.</p>

(8) Local Resident, (Abingdon)	Support (Maberley Close) - Lack of disabled parking
(9) Local Resident, (Abingdon)	Support (Maberley Close) – No comment
<i>Fane Drive (Berinsfield) – Proposed DPPP</i>	
(10) Local Resident, (Berinsfield)	Support (Fane Drive) – I think this is a good and positive move. I would however like to suggest the space is placed at the side of the parking area closer to house number 1. My reason would be that the path leads directly to far more properties on this side than where it is currently proposed, and it would be far easier for anyone with a disability to access this side and avoid negotiating several turns and an uneven path surface. Also the current proposed position is very close to a public bus stop that at least 3 school buses also use so the area gets very loud and busy at least twice a day with school children and also would present more of a hazard to traffic when pulling out or into the space.
(11) Local Resident, (Berinsfield)	Support (Fane Drive) – I am a disabled car user and having a usable parking space near the kerb would benefit me and make things easier and safer for me getting in and out of a car.
(12) Local Resident, (Berinsfield)	Support (Fane Drive) – Husband is disabled
(13) Local Resident, (Berinsfield)	Support (Fane Drive) - I believe this is a suitable requirement for one to exist in that parking bay for current and future people that may require mobility aid
(14) Local Resident, (Berinsfield)	Support (Fane Drive) - It will make life better for disabled people in the area giving them the safety and space to get in and out of their vehicles safely.

Cowleaze (Chinnor) - Proposed DPPP

<p>(15) Local Resident, (Chinnor)</p>	<p>Object (Cowleaze) - I object to this proposal for this disabled parking bay outside 19 Cowleaze in Chinnor. The couple who live in that property have flaunted the disability & benefit scheme for years and I'm sure this has been applied for to guarantee a parking space outside their house. They have a guaranteed parking space & garage 20 yards from the property but have chosen to park a large caravan in that space. They have no problem walking to and from that to hitch it up and go on numerous caravan holidays. They also have a dog which they have no problem walking to the fields & round the village! Not so long ago they had a dispute with various neighbours over parking so I'm sure this application has been requested as a result of that. If this space is granted does that mean anyone with a disability can apply for a disabled parking bay outside their property? What happens if the tenants of this shared housing property move out and non disabled tenants move in? It means they can't park outside their property. I hope you will re think this application.</p>
<p>(16) Local Resident, (Chinnor)</p>	<p>Object (Cowleaze) - Thank you for your letter and we are totally supportive of providing disabled parking spaces and are always totally respectful of these spaces. However, with the continual pressure on your finances, we feel it is important that your funds are spent in the correct areas and on those people in genuine need.</p> <p>We are unaware of any of our neighbours having mobility issues so are unsure why a disabled parking space is being proposed. If this is a specific request from the owners of the property where this space is being proposed, we would oppose this as we do not believe this is a genuine request. The residents of the property have an allocated parking space which they do not use for their car as their touring caravan is parked in this space. They do not seem to have any issues walking to or accessing this caravan and it does not appear to have any specific modifications for disability. Also, they do not seem to have any issues walking their dog regularly without any walking aids.</p> <p>We are aware of their insistence in always parking directly outside their house (on a public road) and they have been known to show passive-aggressiveness to other drivers who may encroach on that space.</p> <p>We would therefore ask you to reject the request for this disabled parking space in light of the comments above.</p>

<p>(17) Local Resident, (Chinnor)</p>	<p>Object (Cowleaze) - I object very strongly to this disabled parking space being allocated for several reasons.</p> <p>The bay will be on entry to a bend in the road, which forces cars into the path of oncoming traffic on a bend. You cannot see the traffic coming as the car in question is an MPV and high, so limiting visibility.</p> <p>May I propose that the garden of number 19 is paved, and the kerb dropped as all other residents in the vicinity have done at their own expense to minimise on road parking in this area, keeping our road safe. If said occupier of number 19 is so badly disabled that he cannot walk to the parking bays in front of his garage, then he won't be able to keep up with the gardening either, will he. Two problems solved at the same time. Or maybe allocate them a bungalow? If he can't walk to the garage, how can he manage stairs in the house?</p> <p>However, the person in question is not at all disabled but a benefits cheat. I have seen him building the brick wall around his garden, and he seems to have no problem walking to and from his garage for that.</p> <p>The man (I won't put gentlemen, and cannot put what I would like to!) has been verbally abusive to anyone who has parked in front of number 19. He also is rude to his neighbours.</p> <p>I feel that in these times of such financial hardship for the councils, people like this should be outed, and the precious funds they take from the truly needy in our society can be rightfully allocated. I'm sure there are others that may genuinely need a parking space that funds may not be there for.</p>
<p>(18) Local Resident, (Chinnor)</p>	<p>Object (Cowleaze) - This car is continuously parked here, even though they have 2 allocated parking bays in front of their garage, which they never use & are now taken up by a huge great caravan, which said resident has no problems hooking up to their "disability" car. Said 'disabled" resident has no problems climbing up and down steps of said caravan, or wheelbarrowing gravel from said drive to their front garden, nor building a brick wall around said garden. He also manages to walk their dog out onto the Driftway(lower Icknield way). He is no more disabled than myself!! Maybe they should pay to put their caravan in proper storage and stop scamming the benefits system!! Your precious funds will be much better spent elsewhere. I don't object to people that have genuine mobility issues being granted permission, but this man is a cheat.</p>
<p>(19) Local Resident, (Chinnor)</p>	<p>Object (Cowleaze) – Evidence can be supplied to show this person is not disabled.</p>

(20) Local Resident, (Chinnor)	Concerns (Cowleaze) - Not suitable position due to hazards with traffic
(21) Local Resident, (Chinnor)	Concerns (Cowleaze) - There is no good reason to have a disabled space along Cowleaze. The family at No 19 have a large driveway where they choose to park an enormous caravan. There is always parking along the road and they park their large car outside their home address every day. In my view spending money for a disabled parking bay here would be a burden to the tax payer.
(22) Local Resident, (Chinnor)	<p>Concerns (Cowleaze) - In response to the recent letter received we feel that this request is not warranted as the family who has requested this dedicated parking space is quite able bodied.</p> <p>I have no objections to people having there lives made easier, but in this case the couple here both are able to walk their dog, seen quite often walking towards the drift way, is also able to tow a caravan that is currently parked on his driveway round the corner hence the reason for this request, to ensure that he has access to a house that is a 3 bed home, for two people who's bathroom is upstairs, I totally understand that he may have health conditions that may hinder his lifestyle but so do others in this road and they don't ask for special treatment, it's a public road which can be hazardous at times as the road bends as you proceed along it in which by adding a personal parking request to would increase the issues. They drive quite a large car and both show no disability in doing so and manage to tow a caravan when they go away several times a year. There are families in need everywhere but surely a parking space is not a priority just so they can have your own way.</p>
<i>Elm Drive (Chinnor) - Proposed DPPP</i>	
(23) Local Resident, (Chinnor)	Concerns (Elm Drive) –. In your letter to me it states "permanent or substantial disability" the resident certainly does not have trouble walking. She walks her dog everyday. She also does lots of gardening including digging.

	<p>Its more a case that she wants her own parking space, a year or so ago she put an 'orange no parking cone' in line with her front path. She will also come out as late as 11pm in her dressing gown just to move her car a few feet, to park in what she considers is her space.</p> <p>She is away quite a lot, so there will be a space that will remain empty for weeks at a time that no one can park. Parking here is quite tight with residents, visitors and carers that come several times a day to one of our residents. These are my views for OCC to take into consideration.</p>
<p><i>Kynaston Road (Didcot) - Proposed DPPP</i></p>	
<p>(24) Local Resident, (Didcot)</p>	<p>Objection (Kynaston Road) – I would like to submit an objection to the proposed Disabled Persons Parking Place that has been requested on Kynaston Road.</p> <p>Our key points to our objection is that the application does not meet the specified criteria that would qualify them for a DPPP</p> <ul style="list-style-type: none"> • Our understanding is that the applicant has applied for this for his granddaughter who visits infrequently (she does have a disability but <u>does not</u> reside at the address). To our <u>knowledge no one at the address has a blue badge or mobility needs</u> and therefore doesn't meet the first criteria described on the Oxfordshire.gov.uk website "The applicant holds a valid Blue Badge and lives or works near the proposed DPPP" • The applicant has access to a <u>large driveway that is sufficient to accommodate the adaptive car</u> that he transports his granddaughter in when she visits and therefore doesn't meet criteria 3 described on the Oxfordshire.gov.uk website "There is no access to off-street parking (unless the applicant is the vehicle driver and their disability prevents them from using the off-street facility.)" • To our understanding the applicant <u>has no disability that prevents them from using the off street facility</u> and therefore also doesn't meet criteria 3 described on the Oxfordshire.gov.uk website "There is no access to off-street parking(unless the applicant is the vehicle driver and their disability prevents them from using the off-street facility." <p>In addition to the above, the applicant has previously been able to accommodate a large caravan on his driveway (he no longer has this at his property). As the caravan was larger than his adaptive car it further evidences that he</p>

	<p>has suitable access to off-street parking. (See attached Google Maps image – since removing the caravan from his property he has also removed the wall that was in place along the outside of his driveway.)</p> <p>Based on this, our understanding is that the applicant does not meet 2 of the 4 criteria required to qualify for a Disabled Persons Parking Place and therefore we object to the application.</p>
<p><i>Gainsborough Crescent (Henley on Thames) - Proposed formalisation of two DPPP's</i></p>	
<p>(25) Local Resident (Henley on Thames)</p>	<p>Concerns (Gainsborough Crescent) - I have no issues with specific parking spaces allocated to disabled residents if these residents do park in their allocated spaces everyday.</p> <p>I have seen ON MANY OCCASIONS, the disabled resident not use their parking space but park in the normal space because its a shorter stride to her flat, which is unfair to other residents as parking is limited.</p>
<p>(26) Local Resident (Henley on Thames)</p>	<p>Concerns (Gainsborough Crescent) - My view on this matter and I can vouch for everyone else who lives here and drives, think all of the disabled parking spaces, apart from one, who rightful needs it for her son, are a complete waste of time. They are always empty and nearly every night there is not enough spaces as they have been taken up. One of the new disabled spaces a neighbour got especially for her never parks in it and when asked the response was I just can't be bothered, it's literally 5 metres extra further from her door.</p> <p>We have had letters to say we shouldn't park on the side of the road and to be honest if I come home and anyone else for that matter can't find a space then we should be able to park in the disabled parking as there isn't enough spaces.</p>
<p>(27) Local Resident (Henley on Thames)</p>	<p>Concerns (Gainsborough Crescent) - In response to the letter I received today regarding the disabled bays at Gainsborough Crescent Henley on Thames, I would like to ask that they are not formalised.</p> <p>I understand the need of disabled spaces and I wouldn't go against decision normally. There is not adequate parking spaces here and I know there is only 1 disabled parking space that is actually used for its purpose.</p>

	<p>The two spaces in question are never used for anyone with disabilities. I arrive home in the evening to find no spaces available apart from those two spaces which aren't being used by a disabled user. Therefore they are needed for the tenants that live here.</p> <p>The spaces opposite that aren't proposed formalisations are used by one person who actually needs it. So I think it is a waste of resources to change what is already here.</p> <p>If anything, there should be allocated property spaces which would save the unnecessary need of resources and confusion.</p>
<i>Park Road (Henley on Thames) - Proposed removal of DPPP</i>	
(28) Local Resident (Henley on Thames)	Object (Park Road) – I still use the disabled parking place that I applied for, please do not remove it.
(29) Local Resident (Henley on Thames)	Support (Park Road) - I have no objection to removal of this disabled bay.
<i>St. Mark's Road (Henley on Thames) - Proposed removal of DPPP</i>	
(30) Local Resident (Henley on Thames)	Support (St. Mark's Road) - To confirm, the disabled lady has permanently moved away from St Marks Rd – she moved over 6 months ago and before that she had not driven for years. There is no need for a disabled space in this part of town as we are not right near the town centre or other amenity. It is taking up space that we badly need to park our own cars.
<i>Anvil Paddock (Letcombe Regis) - Proposed new DPPP</i>	

(31) Local Resident (Letcombe Regis)	Object (Anvil Paddock) – Not needed. Been here 20 years never needed before only reason it's been requested is to stop workers parking there. Will cause more problems when carers come for 15 minutes a day as will have no where to park.
(32) Local Resident (Letcombe Regis)	Object (Anvil Paddock) – There are multiple people at the end of the road that require a disabled bay making one irrelevant. It's not necessary needed as the only person who parks in the space is the resident at number 4. Other than the odd work van or delivery driver who if asked nicely will move. As it's at a dead end with very little traffic there only people who travel down the close are resident who either only have one car or don't drive meaning when all residents are at home there are 2/3 parking spaces available. Plus there is space for a few more cars. As all residents have lived there for many years they all know one another and if for whatever reason they have parked in an area and need the car moved all residents have never had a problem. By putting a bay outside the front of number four you push out the space for number 3. Who also has access to a disabled meaning multiple residents will be able to use the space making it irrelevant and getting rid of a space. An unnecessary expense that will only lead to conflict in the area. Don't fix what's not broken waste of money.
(33) Local Resident (Letcombe Regis)	Object (Anvil Paddock) – I object to the proposal of a disabled parking space because we are a small OAP cul-de-sac and we have a very good relationship with parking. If for reasons the parking you normally parking is blocked by a worker, a subcontractor or anything like that we make exceptions to the rules, we all work together to help. we have lived here for 20 years and have had no problems before there are only two new people that have moved in recently and one is causing the problem. We all have medical conditions and if you take a parking space to make blue it will rebound on somebody else.
(34) Local Resident (Letcombe Regis)	Concerns (Anvil Paddock) – With reference to the above, personally I do not think a disabled parking place is necessary because there are enough parking spaces to accommodate everyone who lives in the cul-de-sac. After speaking to everyone, they all seem to agree because we all know each other and look out for one another. No. 4 who has applied for the disabled space have been here just over a year. However the rest of us are all old age pensioners and have been here for some years. Someone of Authority should come along to Letcombe Regis and have a good look and see how things stand.

<p><i>Chapel Lane (Letcombe Regis) - Proposed removal of DPPP</i></p>	
<p>(35) Local Resident (Letcombe Regis)</p>	<p>Support (Chapel Lane) - Re your letter, received today, concerning the proposed removal of a DPPP in Chapel Lane, Letcombe Regis, this should have happened 5 years ago. The person for whom this DPPP was put in place died in 2022, and had not driven for at least 3 years prior to that. Given the scarcity of on street parking in Letcombe, the removal of this DPPP, as soon as possible, would be appreciated.</p>
<p><i>Church Road (Radley) - Proposed DPPP</i></p>	
<p>(36) Local Resident (Radley)</p>	<p>Concerns (Church Road) - I received correspondence notifying of the proposal to locate a disabled parking space outside St. James the Great, Radley. As vicar of the church, I am concerned that this will make it difficult for necessary vehicles to be able to use the space outside. In particular, we need to have enough space for both hearses at funerals, and for wedding parties at weddings, and this needs to be as close to the church as possible. It would be extremely inconvenient if, for example, a hearse was not able to park next to the church for a funeral (both before and after) because the space was already occupied by a blue badge holder. In addition, we also have a significant amount of work to do on the building in the coming years, and it will be important for contractors to have easy access by parking as closely as possible and inconvenient to have this space taken away.</p> <p>I am supportive of the idea of having more disabled parking, but please could you think again about the location? There is a car park just about a hundred yards away which could easily accomodate a designated disabled space.</p>
<p><i>Ashford Avenue (Sonning Common) - Proposed DPPP</i></p>	
<p>(37) Local Resident (Sonning Common)</p>	<p>Object (Ashford Avenue) – Parking in this road is already a nightmare... There is already 1 disabled parking bay 2 doors down from the proposed new bay which is 90 percent of the time empty preventing anyone else parking there I do not see the point of having yet another taking up valuable parking space.</p>

(38) Local Resident (Sonning Common)	<p>Concerns (Ashford Avenue) – I personally think that it is difficult enough to find a parking space down the road without adding another Disabled Space. I am sure I am not alone in saying it is a real struggle to get a space as it is and I would be surprised if other people were not against this happening too. I really feel it needs to be left as it is at the moment. Also the Existing Disabled Persons Parking Place seems to only be used very little throughout the month. I would say 70% of the time it is empty.</p>
(39) Local Resident (Sonning Common)	<p>Concerns (Ashford Avenue) – Nobody in number 11 has mobility issues impacting their ability to walk longer distances - I see the mother and daughter walking to school.</p> <p>Parking is a nightmare and very limited down the avenue. We have a disabled bay outside number 13 which is very often vacant. Anyone with a blue badge can use this space and it isn't exclusively allocated to an address.</p> <p>More often than not the occupants of number 11 can and does manage to park outside her house - this is because both adults in the home swap their cars around to ensure they have a parking space outside. They have 2x cars currently and then they sometimes have 3 as he buys and sells cars from time to time - cars are often parked on the front garden (which is a separate issue for the council) but by doing this this will often lead to people not parking outside their house for risk of 'blocking' that car in.</p> <p>I myself have mobility issues and meet the criteria for a blue badge and I'm in the process of applying however I would not use this to request a disabled parking bay outside my property as I respect the very limited parking on my road and will use this exclusively for parking at supermarket, shopping centre etc...</p> <p>In summary my views are that I would not welcome another disabled parking bay in a road already over populated by vehicles.</p>
<p><i>Pages Orchard (Sonning Common) - Proposed new DPPP</i></p>	
(40) Local Resident (Sonning Common)	<p>Object (Pages Orchard) - I don't see a need for it. There is a shortage of parking space already, where are the non-disabled residents supposed to park? Those of us who live at the end of Pages Orchard where the disabled spaces are located, often have to park at the far end of Pages Orchard. This is very bad for women at night and for everybody when unloading shopping or in the rain. Losing 1 more of the 5 spaces - Therefore a 3rd disabled space would take the</p>

	<p>total number of disabled spaces to 60% of available spaces and leave only 2 spaces for 10 flats and several bungalows, this will make parking an even bigger problem. I object to another disabled space being created.</p> <p>Could the council instead convert the unused and large grass area into parking spaces? It's rarely mowed and looks untidy, car parking would be neater and much more beneficial to the residents.</p> <p>I don't see any of the current residents with mobility issues - they can all walk to their cars i.e. they do not appear to have permanent or substantial disabilities. I have also seen one of the disabled space owners run and have seen them walking without a stick - why does that person have a reserved space when they obviously don't need it? I would guess that it is because they don't want to struggle to find a space near where they live. If the new application is from an existing resident, I expect this will be the reason they have made the application - we are all totally fed up with having to park a long way away or park on the grass areas, and this appears to be a way to get a reserved parking space.</p> <p>Please can you look into a more suitable solution to the parking issue at Pages Orchard, and not make it worse by reserving another of the spaces.</p>
(41) Local Resident (Sonning Common)	<p>Support (Pages Orchard) – I totally agree with the proposal because Pages Orchard needs at least TWO more Disabled Persons Parking Spaces - BUT im am wondering if there is anything that you can do to help me please.</p> <p>I am a disabled person, li have a driveway that I can park my car on but often my driveway is blocked because there is very limited parking along Pages Orchard in Sonning Common and sometimes when I come home and my driveway is blocked I have to park a long way down the road and struggle walking back to my home, often because my driveway is totally blocked, or partially blocked, I cannot get into my driveway and on other times I cannot actually get out of my driveway because its blocked. Maybe the words ' NO PARKING ' painted on the road outside of my home?</p>
<i>Van Dieman's (Stanford in the Vale) - Proposed new DPPP</i>	
(42) Local Resident (Stanford in the Vale)	<p>Object (Van Dieman's) - I am writing to you with my objection to the proposal to provide a Disabled Persons Parking Place within the area that you are proposing. My reason for this is that the parking outside of our house and my neighbours is very limited. The car parking at the rear of the houses on this side of the road so the parking at the front of our houses is very important to us and my neighbors. Most of us are courteous to each other and the parking is in most parts good. To limit the parking at the front will not help this and may cause some upset to</p>

	<p>the street. I feel there is a very simple solution to this that will provide the Disabled Parking that is being requested and help the parking at the front of the houses at the same time. My proposal is to put the Disabled parking place at the rear of number 7 as there is parking around the back of these houses that is not available to all the street but will benefit the person that is looking to use the disabled parking.</p>
<p>(43) Local Resident (Stanford in the Vale)</p>	<p>Concerns (Van Dieman's) - I would like to know if this parking space is for any person who holds a disabled blue badge or specifically for number 7. This road has very limited parking already as most houses have 2 cars and the lay by is of great use to all and obviously visitors. Also the odd number side of the road all have rear parking access and a car park at the rear which they also use to park there vehicles in already. As I am in the process of applying for a blue badge for myself, if this is for anyone's use it would be extremely beneficial to me as in the past it has been much easier to park but now it is almost impossible and people can get very possessive over who parks where.</p>
<p>(44) Local Resident (Stanford in the Vale)</p>	<p>Concerns (Van Dieman's) - This space is regularly used by residents and we feel that if the marks on kerb are size of disabled bay it will reduce the number of cars able to park by one. Assuming this is required for number 7, they currently park two cars in the lay-by outside their house with no problem. If safety is an issue or concern then why have they no gate on front path. It would make more sense to park around the rear of their property away from road as they have done in the past, where they now have a caravan and abandoned mini, that does not move along with another Renault belonging to another person.</p>
<p><i>Park Street (Thame) - Proposed removal of DPPP</i></p>	
<p>(45) Local Resident (Thame)</p>	<p>Support (Park Street) - Given that a second disabled bay was recently installed further along the road and parking spaces are limited for the number of houses on Park Street, we are of the opinion that one bay is sufficient for the street and agree with the proposal to remove the bay outside of number 25 Park Street if it is no longer required.</p>
<p><i>Radnor Road (Thame) - Proposed DPPP</i></p>	

(46) Local Resident (Thame)	Support (Radnor Road) – I would be more than happy for this to go ahead. I think as this most directly affects myself, any objections - if any arise, should be ignored and the space to be provided for our disabled neighbours and/or visitors. Thank you for your time in dealing with this and I hope it will be a smooth installation.
<i>Manor Road (Whitchurch-on-Thames) - Proposed new DPPP</i>	
(47) Local Resident (Whitchurch-on-Thames)	<p>Object (Manor Road) - I object due to the permanent negative impact it would have on available parking in Manor Road. We are of course sensitive to anybody's needs regarding disability, however permanently limiting the availability of parking places to benefit one property will be restrictive. Due to the location of Manor Road within Whitchurch and the proposed location of the Disabled Parking Place the assumption must be that it is not being provided to allow anybody with a disability to park to access facilities such as shops or even the local Park as there are locations closer to it. Therefore presumably the Disabled Parking Place has been requested for the benefit of one property only and that the property is provided by the Council.</p> <p>Whilst providing a Disabled Parking Place would of course benefit the resident by guaranteeing parking directly outside of their house rather than having to walk up to 50 yards, it naturally is unfair the it is benefitting one property only and prevents houses on the other side of the road from parking outside of their house, or their guests parking there.</p> <p>The space in question is often empty during the day, whereas other parts of the road is often full with parked cars. Making this space a Disabled Parking Place removes the ability for Trades persons or delivery drivers to park.</p> <p>Due to the potentially transient nature of Council Housing providing a permanent Disabled Parking Place for a resident will have a long-term negative impact when they leave the property and it is no longer required, potentially leaving Manor Road with one permanently empty parking space.</p> <p>Parking in the road is clearly an issue with lack of space, with most properties having multiple vehicles. The recently agreed changes to parking on the High Street in Whitchurch, with resident only parking in dedicated bays to be implemented, clearly threatens to push more parked vehicles on to Manor Road to exacerbate the problem therefore consideration surely should be given to how to increase parking for Council properties, not to reduce parking for spaces that effects all residents of the road.</p>

	<p>Private owners of houses on Manor Road purchased property with no expectation of a future reduction of available on-road parking, which may negatively affect house prices. It is clearly unfair that actions of the Council for the benefit of a Council House resident only may affect Private owners.</p> <p>The Council provided properties on the south side of Manor Road have sufficient space in the front gardens to create off-road parking, and as this is on the side of the road that cars do not park then this option would relieve the pressure on parking in the road, not increase it. It is noted that Number 1 Manor Road is the only property that does not have off-road parking. Number 2 (next door) appears to have an identical footprint and off-road parking has been provided for the property on their front area by the use of a dropped kerb and a low-cost concrete driveway.</p> <p>On the assumption that No.1 is the property that has requested the Disabled Parking Place then surely it is correct that the Council strongly considers providing off-road parking for the property. This will ensure that both Council residents and Private residents on the road do not suffer from permanently reduced availability of on-road parking.</p> <p>This suggestion would obviously be of benefit to No.1 by providing off-road parking to ensure that they always have an available parking space. Presumably the proposal is to provide a Disabled Parking Place for all road users, not just the residents of one property, so there is a clear and obvious risk of another Disabled road user moving into the road and using the space, meaning the situation would be no different or worse than at present for the residents of No.1. This risk would permanently be removed by providing off-road parking on the front area of No.1 by using a dropped kerb. This suggestion would further benefit the residents of No.1 by ensuring that any disabled persons are parked directly outside of the property with less distance to walk, and without the need to cross over a road. This would also benefit all residents of the road by providing more parking spaces, not less.</p> <p>Whilst I obviously support assistance to be provided to disabled persons wherever practicable, as all residents of the road pay Council Tax and are customers of Oxfordshire County Council I trust that consideration for all road users will be taken into account, especially when there is an obvious option to provide off-road parking that will be of greater benefit to the disabled person(s).</p>
(48) Local Resident (Whitchurch-on-Thames)	<p>Concerns (Manor Road) - I have not got a direct issue with the installation of a dedicated bay. However feel that the installation of a dedicated bay will cause a knock on effect to the overall parking on the street, which will affect me. I am one of the many properties with a driveway from the road, on this space I can park up to 3 vehicles. However, the people parking on the road opposite can at times restrict the ability to get on and off the road.</p>

	<p>There are many houses, number 1 included who have plenty of space to install a drive onto the front garden of their property. In doing so they would have convenient parking for themselves and would be leaving more room on the road for other residents and visitors to use. I feel that this would be a better solution for the resident to ensure convenient and close parking to their property.</p>
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Divisions affected: *Wallingford*.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

LONG WITTENHAM – PROPOSED 30MPH & 40MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Extend the existing 30mph speed limit on Long Wittenham Road northwards,**
- b) **A new 30mph buffer speed limit on Little Wittenham Road, and**
- c) **A new 40mph speed limit on Long Wittenham Road in place of the existing 60mph National speed limit.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce a short extension to the existing 30mph speed limit on the Long Wittenham Road at the northern end of the village, to then be accompanied by a new 40mph speed limit to run northwards to meet the existing 30mph speed limit at Clifton Hampden. Additionally, on the Little Wittenham Road leading eastwards out of the village & adjacent to the nature reserve – a new 250 metre 30mph buffer speed limit is also proposed, as shown in **Annexes 1 & 2**.
3. The proposals are being promoted by Long Wittenham Parish Council to encourage Active Travel and in anticipation of additional pedestrian and cycle links to the Long Wittenham Road. The 'buffer' 30mph speed limit on the Little Wittenham Road encompasses the entrance to the car park for the Nature Reserve on the Little Wittenham Road and supports the existing village-wide 20mph speed limits.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided, in part, by Long Wittenham Parish Council with additional financial support from Oxfordshire County Council's Accessibility & Road Safety budget.

Legal Implications

5. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

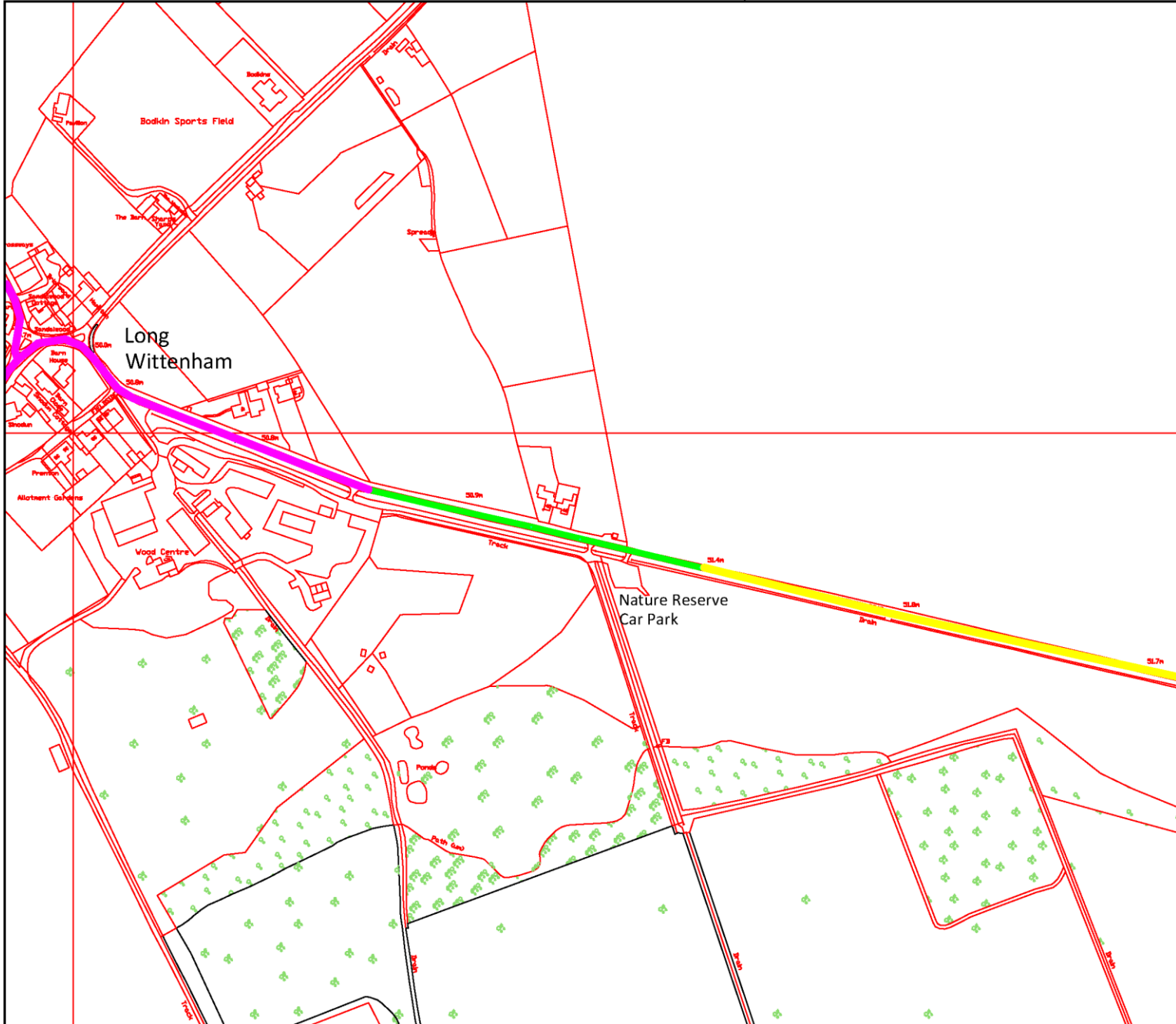
7. The proposals would help ensure that danger to vulnerable road users is minimised, whilst also facilitating the effective and safe passage of traffic through and between the villages.

Formal Consultation

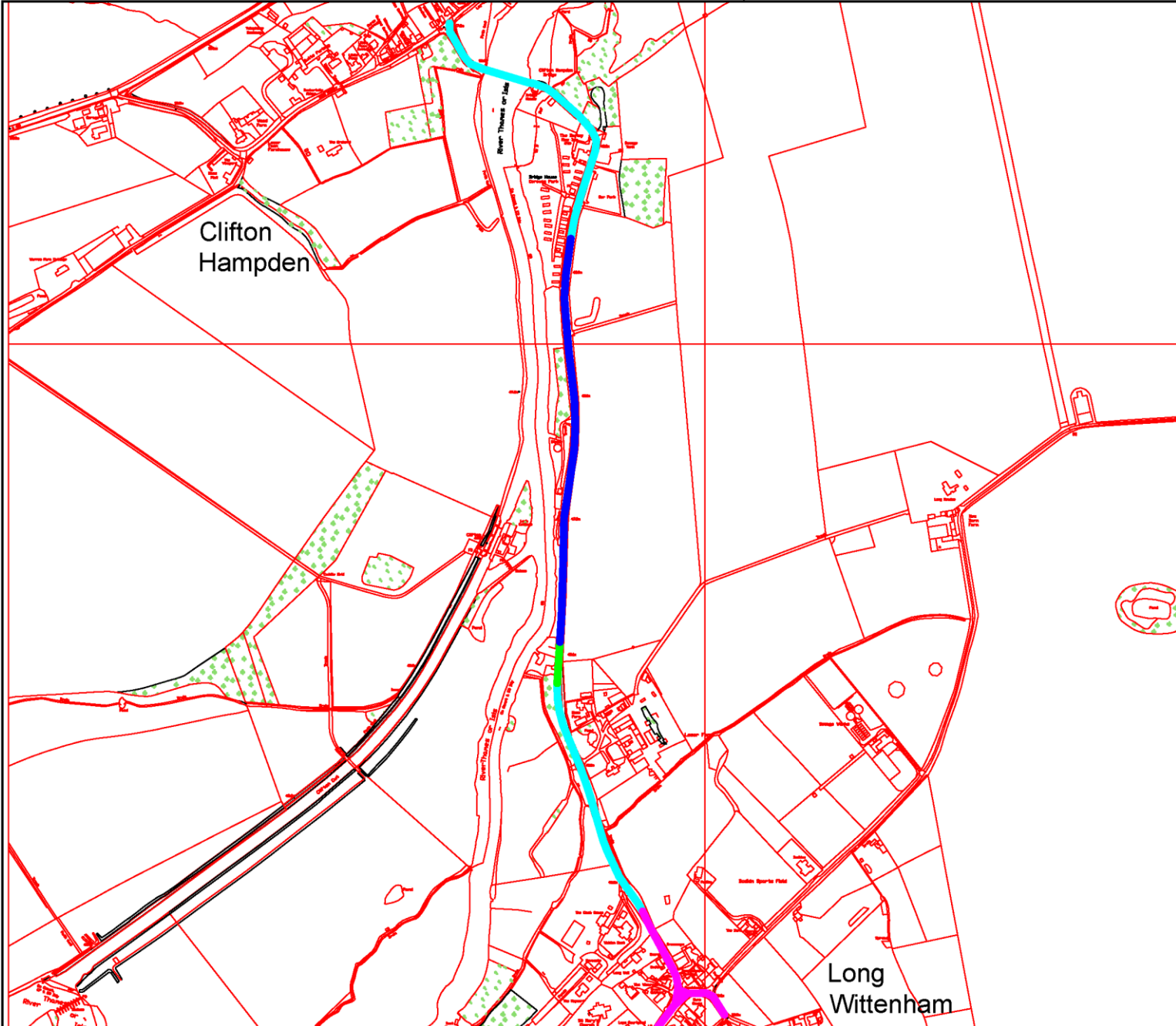
8. Formal consultation was carried out between 03 April and 26 April 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, local District Cllr's, Long Wittenham, and Clifton Hampden Parish Councils, and the local County Councillor representing the Wallingford division.
9. Five responses were received during the course of the formal consultation, comprising of one objection, two in support, one partially supporting, and one non-objection,
10. The responses are shown at **Annex 3** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police expressed objections to the proposals regarding the 40mph speed limit, citing that previous collision history shows only one collision in a five-year period.



Drawing No.		Revision			
<p>N</p>					
Proposed 30					
Existing 20					
Existing NSL					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p>OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Director of Environment & Place Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></p>					
Project title					
Little Wittenham Road Long Wittenham					
Drawing title					
Proposed 30mph Speed Limit Consultation Plan					
Drawing Status: For Consultation					
Scale @ A3	Drawn by: JB	Checked by: LJT	Approved by: PC		
Date drawn: 11/23	Date checked: 11/23	Date approved: 2/24			
Oxfordshire Project No. & File Ref: LW Speed Limit 2					
Drawing No. 1				Revision: 2	



Drawing No.		Revision			
Proposed 30					
Proposed 40					
Existing 20					
Existing 30					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
		Bill Cotton Director of Environment & Place Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title High Street Long Wittenham					
Drawing title Proposed 30 & 40mph Speed Limit Consultation Plan					
Drawing Status: For Consultation					
Scale @ A3	Drawn by: JB	Checked by: LJT	Approved by: PC		
Date drawn: 11/23	Date checked: 1/24	Date approved: 2/24			
Oxfordshire Project No. & File Ref: LW to CH Speed Limit 1					
Drawing No: 1.				Revision: 1	

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Objection – to the 40 only</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . Compliance with new speed 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. 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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<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>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>In the case of the proposed 40 limit between Long Wittenham and Clifton Hampden .No speed data has been provided which would support such a lowering and previous Collison history shows only one collision in a 5 year period . (8/9/2023 outside Home Farm driver reacted to an animal in road). I therefore fail to see any justification and object.</p> <p>To confirm have now been sent the speed profiles. Although they may suggest that 40 may be appropriate ,they also show considerable numbers exceeding the speed limit threshold. My objection remains .</p>
(2) Head of Strategic Development and the Built Environment, (Go-Ahead Group)	<p>No objection – Thanks for diligently consulting us.</p> <p>Thames Travel service 95 operates through Long Wittenham and thus we do have an interest in these proposals. This offers a peak facility between Didcot, including Ladygrove and Nobel Park, and Culham Science Centre. The service is essentially developer-funded.</p> <p>The substantive proposals involve a reduction the speed limit north of the village to 40 mph. This is on a road that as it is, is inappropriate for speeds much faster than this, especially with a larger vehicle. As such the proposals are rational and have no material detriment on bus operations.</p> <p>We therefore offer no objection.</p>
(3) Local resident, (Long Wittenham, High Street)	<p>Partially support – I think this is a good initiative but it does not go far enough. At the moment cars do not slow down from the existing transition from 60mph to 30mph but only slow down at the approach to the village when it becomes 20mph - often approaching the entry to the village at 50-60mph. With a new Headington school faciity and other young</p>

	<p>children often at the Clifton Hampden end of the village - I would propose starting the 20mph limit further down the road (e.g. the existing 30mph zone) and putting in place further measures to ensure that speeds reduce entering the village: either a camera or road narrowing to force vehicles to reduce speed. Otherwise, this initiative will have limited impact on health & safety resulting in cars driving 40mph right up to the edge of the village.</p>
<p>(4) Local resident, (Long Wittenham, Little Wittenham Road)</p>	<p>Support – I support the Little Wittenham Road changes as it brings a couple of houses within the 30mph limit as well as the frequently used Neptune Wood car park. The Long Wittenham Road is dangerous to cycle along with 60mph traffic in order to reach the nearest shop and GP surgery.</p> <p>The Long Wittenham Road is dangerous to cycle along with 60mph traffic in order to reach the nearest shop and GP surgery.</p>
<p>(5) Local resident, (Long Wittenham, Little Wittenham Road)</p>	<p>Support – I live on the portion of the Little Wittenham Road being considered for the 30mph zone and am strongly in favour of the new, lower speed limit which will make access to/from my property safer - the increase in traffic along the road in recent years has made the current speed limit problematic in a way it hadn't been previously. I would also be in favour of a 40mph zone for the remainder of the road to Little Wittenham, should that ever be proposed. Volume of traffic along the High Street also makes extending the 30mph zone there reasonable.</p> <p>The road is frequently used by cyclists as well as by cars, and 40mph is likely to improve safety. In my experience, most traffic travels at or near 40mph between Long Wittenham and Clifton Hampden already.</p>

Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

SHIPLAKE: A4155 READING ROAD – PROPOSED 30MPH SPEED LIMIT EXTENSION

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the extension to the existing 30mph speed limit on the A4155 Reading Road at Shiplake, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to extend the existing 30mph speed limit on the A4155 Reading Road at Shiplake, northwards by an additional 44 metres, as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land at the former Wyevale Garden Centre for residential purposes, and the associated construction of a new access junction, with the likely increase in traffic in the area.

Financial Implications

3. Funding for consultation on the proposals (and implementation if approved) has been provided by the developers.

Legal Implications

4. The scheme has been developed as a result of discussions held involving the planning process, and in accordance with the relevant S106 agreement.

Equality and Inclusion Implications

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

Sustainability Implications

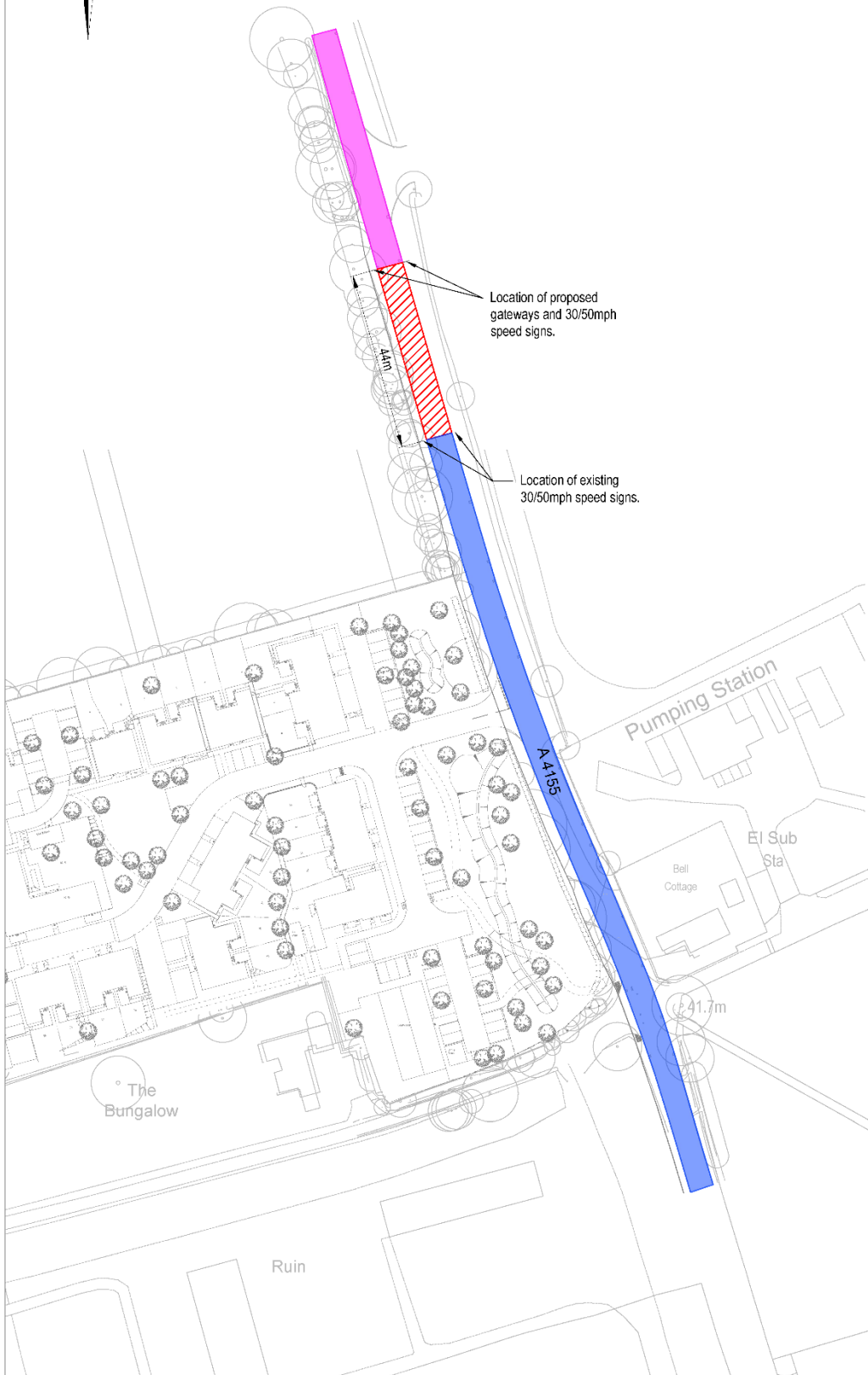
6. The proposals would help improve road safety in the area, specifically for traffic exiting & entering the new development.

Formal Consultation

7. Formal consultation was carried out between 05 April and 03 May 2024. A notice was published in the Henley Standard newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, local District Cllr's, Shiplake, and Harpsden Parish Councils, and the local County Councillor representing the Sonning Common division.
8. 37 responses were received during the course of the formal consultation, comprising of 24 objections (65%), 11 in support (30%), and two non-objections.
9. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.




Officer response to objections/concerns

10. Thames Valley Police expressed no objections to the proposals as advertised.
11. The development has 40 dwellings which markedly projects a significant traffic turning into the development: residents and delivery or service vehicles. The expected frequency and volume of traffic turning from a road with a short distance to a junction from a 50mph speed limit increases risk and severity of accidents.
12. Visibility splay considered in the assessment is at 30mph and that has significant impact of saving the trees. Maintaining the 50mph speed limit would affect vegetation along the same stretch for 160m to provide adequate visibility splay (i.e. extends beyond the proposed extension of the 30mph)
13. The 44m extension of the 30mph speed limit is to provide a safer approach to the junction as lower speed has low stopping distance in protection of cars turning right into the development.



- NOTES
- 1. This drawing to be read in conjunction with all relevant documents and specifications.
 - 2. Dimensions are scalable for 'Planning' purposes only.

KEY

	Proposed extents of 30mph zone
	Existing extents of 30mph zone
	Existing extents of 50mph zone

DRAWING NO.: 8210674-6421
TRAFFIC REGULATION ORDER
EXTENSION OF 30MPH SPEED LIMIT
SCALE: 1:1,000 @ A3
REVISION: A1
DATE: 30/01/2024

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) County Cllr, (Sonning Common division)	Object - This change has long been fought by the local community. Full details about objections are contained in planning application P22/S4613/MPO when a change was sought to the planning requirements. Both Shiplake and Harpsden PCs oppose the gateway feature and speed limit change, and I am in full agreement with them. The gateway feature is totally unnecessary and inappropriate given that the proposed location is outside the village. Moving the 30mph speed limit further north would erode the distinctiveness of the 50mph section of the road that importantly separates Henley from Shiplake.
(3) County Cllr, (Henley division)	Object – There is countryside between Henley and Shiplake which warrants the 50 limit and there is no reason to change.
(4) Shiplake Parish Council	Object - This change has long been fought by the local community. Full details about objections are contained in planning application P22/S4613/MPO when a change was sought to the planning requirements. Both Shiplake and Harpsden PCs oppose the gateway feature and speed limit change, and so does our County Councillor . The gateway feature is totally unnecessary and inappropriate given that the proposed location is outside the village. Moving the 30mph speed limit further north would erode the distinctiveness of the 50mph section of the road that importantly separates Henley from Shiplake.
(5) Harpsden Parish Council	Object - Harpsden parish Council see no need for this proposed extension of the 30 mph limit on the A4155 main road between Henley and Reading and object to it because it would impinge on the separation between Henley and both Harpsden and Shiplake in direct conflict with a primary objective of the Henley Harpsden Neighbourhood Plan

<p>(6) Local Cllr ((Emmer Green, Phillimore Road)</p>	<p>Object - The 30mph limit through Shiplake (rural location) is already 2.5km long . . . further extension would lead to frustrated drivers taking unnecessary risks in overtaking manoeuvres. Furthermore, the extended 30mph limit would increase the urbanisation boundaries of this rural location and, with SODC's record on housing numbers, probably lead to further housing development along this stretch of road.</p>
<p>(7) Local resident, (Harpsden, Upper Bolney Road)</p>	<p>Object - ng the sign further north, extends what may increasingly be considered to be an urban area and encroaches further on the rural countryside separa ng Shiplake from Henley. It may therefore result in promo ng further extensions of development towards Henley. So we would poten ally get both the fast moving traffic and even more development? Everyone overtakes me on the 30mph causing more danger and keep traffic moving</p>
<p>(8) Local resident, (Lower Shiplake, Badgers Walk)</p>	<p>Object - There really is no point in moving the 30mph speed limit sign. If it extends the Rural road as residential road it could well open up further development along the A4155. Shiplake is already over subscribed with all the new developments. Traffic in the mornings has become impossible and takes 20-30 minutes to go the 1.3 miles into Henley.</p>
<p>(9) Local resident, (Lower Shiplake, Bolney Road)</p>	<p>Object - The report already suggests there will be no difference to accident statistics. The location of the proposed gates implies an expanding Lower Shiplake. It is a separate group of villages from Henley on Thames and I object to any implied expasion into Henley.</p>
<p>(10) Local resident, (Lower Shiplake, Bolney Road)</p>	<p>Object - There is no need for a 30MPH speed limit extension. Where it currently lies is more than adequate. More of n issue is it the 30mph limit being adhered to.</p>

<p>(11) Local resident, (Lower Shiplake, Lowes Close)</p>	<p>Object - I am perplexed as to the point of this consultation as SODC have already rejected the developers request not to implement these changes. I object to the proposals to move the speed limit</p> <p>#the report from OCC's own traffic expert states that the splays for the new development are well sufficient without the need to move the speed limit</p> <p>#moving the speed limit puts more land within the restricted urban zone inviting further ribbon development along the road northwards towards Henley. This is against the development approaches agreed in the local neighborhood plan</p> <p>#the installation of the gates on either side of the road will require further vegetation/ tree loss on the west side of the road further urbanising the rural setting</p> <p>#given the speed of traffic on this road which is well in excess of 30mph despite the 30 mph speed limit, what difference is moving the speed limit 40 metres actually going to make. Since the roadway was improved by Taylor Wimpey as part of its Thames Farm development speed have probably increased. Monies for moving the speed limit could be better spent</p>
<p>(12) Local resident, (Lower Shiplake, Mill Lane)</p>	<p>Object - There are no safety reasons in the report and the WHO statistics are irrelevant generalisations. This will simply encourage additional urbanisation of Shiplake - enough is enough.</p>
<p>(13) Local resident, (Lower Shiplake, Reading Road)</p>	<p>Object - The change to the speed limit being moved further North will have no effect on Highway speeds. Indeed the case officers report says this already. Thus moving the speed limit is not only a waste of time, but it also carries with it additional perhaps unforeseen consequences. These are that by reducing the speed limit towards Henley even further north will bring about further residential and other development proposals in the green gap between Henley and Lower Shiplake.</p> <p>I would however be happy top see a 'Gateway' feature in the location where there is an existing sign marked 'Lower Shiplake' or perhaps a few metres further North of it ie perhaps 5 metres, to allow better visibility of the feature.</p>
<p>(14) Local resident, (Lower Shiplake, Baskerville Lane)</p>	

	<p>Object - The end of the existing 30mph limit is already to the north side of the entrance to the new development. This means that the entrance is protected by the existing speed limit. The road is straight at this point, so sight lines in both directions are acceptable.</p> <p>Moving the 30 mph limit is causing further creeping of urbanisation towards Henley on Thames and is unnecessary. This is also an unnecessary expense.</p>
(15) Local resident, (Shiplake, Bolney Road)	<p>Object - the current 30 mph already covers the appropriate area and any extension towards Henley is unnecessary as the road there is open countryside prior to the Tesco roundabout</p>
(16) Local resident, (Shiplake, Brocks Wat)	<p>Object - The 30mph limit starts just after the site as it goes into Shiplake. To extend it further towards Henley is unnecessary as visibility to and from the site is good and it will only increase the potential for urban sprawl towards Henley ruining the village of Shiplake's identity.</p>
(17) Local resident, (Shiplake, Crowsley)	<p>Object - Reduces the separation of Shiplake and Henley.</p>
(18) Local resident, (Shiplake, Crowsley Road)	<p>Object - The current line of 30mph to 50mph is in keeping with the rural road limit and any movement to merge Shiplake towards Henley would be detrimental to the village</p>
(19) Local resident, (Shiplake, Crowsley Road)	<p>Object - There are no road dangers to be resolved.</p> <p>The separation of Henley and Shiplake is important to Shiplake residents and making the 30 mile limit closers together impairs the separation.</p>
(20) Local resident, (Shiplake, New Road)	

	<p>Object - The proposal to introduce a speed limit along this stretch of rural road is unnecessary. I frequently use this road and am not aware of vehicles speeding There are no houses along this stretch of road and to urbanise what is basically a country road is illogical. Furthermore I am mindful that if it goes ahead it will just encourage further residential development leading effectively to Shiplake and Henley merging into one. I have never seen an accident along this stretch of road.</p>
(21) Local resident, (Shiplake, Quarry Lane)	<p>Object - Changing the limit from 50mph to 30mph previously turned a 'rural road' into a 'residential street' and has encouraged a huge amount of development (the Neighbourhood plan has consistently been ignored). Extending further would promote more development towards Henley and our Neighbourhood plan was unanimous in the desire to prevent Lower Shiplake village creeping towards either Henley or Shiplake Cross. Additionally, the 30mph is completely ignored by traffic and most stay at the 50mph limit anyway. I walked along the pavement on the A4155 just before the Memorial last week and it was terrifying. Traffic calming measure are what we need not signage shifted!</p>
(22) Local resident, (Shiplake, Quarry Lane)	<p>Object - Moving the sign further north, extends what may increasingly be considered to be an urban area and encroaches further on the rural countryside separating Shiplake from Henley. It may therefore result in further extensions of development towards Henley. This would potentially increase the fast moving traffic that ignores the speed limit anyway</p>
(23) Local resident, (Shiplake , Brocks Way)	<p>Object - The expansion of the 30mph further expands the perceived village boundary and fuels ribbon development of housing between Shiplake and Henley.</p> <p>The visibility on this section of road is excellent and can support the current 50mph speed limit and there is no justification to lower to 30mph other than to encourage the ongoing creep of urbanisation in this rural area.</p>
(24) Local resident, (Shiplake, Crowsley Road)	<p>Object - The proposed extension has no justification (the Highways Officer has noted that there are ample visibility splays) and will lead to the creeping urbanisation and blur the distinction between the rural village of Shiplake and the town of Henley-on-Thames</p>

(25) Local resident, (Shiplake, Bolney Road)	Object - I believe this is undesirable because the 50mph limit clearly designates a rural road separating Shiplake from Henley. A 30mph limit is indicative of a residential road and could encourage development of this stretch and a merging of the village with Henley.
(26) Local resident, (Lower Shiplake, The Beeches)	Support - The volume of traffic and the excessive speed of the majority of traffic makes this road very unsafe to cross. Many cars come out of the 50mph zone into the 30mph zone and fail to sufficiently slow before the residential areas... Extending the 30mph distance will hopefully encourage drivers to slow and thus making it a safer road to cross. I would support the entirety of this stretch of road being made a 30mph. I would also support speed enforcement signs and cameras.
(27) Local resident, (Lower Shiplake, The Beeches)	Support - As a residence of The Beeches it is particularly dangerous when crossing the road due to the speed of the vehicles.
(28) Local resident, (Shiplake, Reading Road)	Support - Coaches buses have good vehicles driving to 40 mph , even more , too dangerous and frightening.
(29) Local resident, (Shiplake, The Beaches)	Support - Observation of the A4155 near to the junction Station and Wyevale construction particularly at peak times and without the day will show pedestrians in grave danger of crossing the A4155. I suggest the council give this junction urgent attention to save lives.
(30) Local resident, (Shiplake, The Beeches)	Support - The reading road between near Bolney Lane and woodlands road is extremely dangerous. People walking dogs and mothers with children on bikes take their lives in their hands crossing this road. Not even the buses comply with 30mph speed limit. It is good to extend the speed limit of 30mph and increase the visibility of the speed limit.

	However ensuring compliance is a major concern. Furthermore, crossing over reading road to get to station road is almost impossible to see oncoming traffic. This whole section of road requires reviewing.
(31) Local resident, (Shiplake, The Beeches. Shiplake)	Support - Cars, lorry's and especially busses travel at excess speeds. To pull out is dangerous and I live further down. Therefore for new houses is required for safety The prior 30 mph signs was hidden before by trees. However this stretch of road needs more calming measures than 30 mph signs. Needs road marked and electronic speed sign.
(32) Local resident, (Shiplake, Baskerville Lane)	Support - The A4155 is a race track at the best of times and feels dangerous to try to cross it as the cars speed so much.
(33) Local resident, (Shiplake, The Beeches)	Support - The traffic speeds through this part of the road. Traffic mostly going well over 50mph. All traffic calming provisions are towards Reading. The A 4155 by Bolney lane is appalling and needs attention fast! It is only a matter of time before there is a pedestrian knocked over
(34) Local resident, (Shiplake, The Beeches)	Support - I live on the A4155 and cars drive very fast on this road. Anything that helps slow them down would be good. I'm not sure if this extension will help that much.
(35) Local resident, (Shiplake, The Beeches)	Support - The road is a death waiting to happen
(36) Local resident, (Shiplake, The Beeches)	Support - Traffic much too fast. Speed limit not observed, even by public transport. Makes crossing of the road extremely dangerous and the kids feel unsafe walking along the path to the bus stop to school with big heavy vehicles flying past at speed.

(37) Local resident, (Lower Shiplake, The Crescent)	No objection

Divisions affected: *Ploughley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

ARDLEY WITH FEWCOTT: PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the introduction of 20mph and 30mph speed limits in Ardley with Fewcott, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Ardley with Fewcott as shown in **Annex 1**.
2. As a result of feedback received from a consultation carried out in September 2023, the proposals were amended slightly so that the existing 40mph speed limit on the B430 & Ardley Road (east of the B430) would be replaced by a new lower 30mph speed limit.

Financial Implications

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

Legal Implications

4. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

- The proposals would help encourage walking and cycling within Ardley with Fewcott by making them safer and more attractive.

Formal Consultation

- Formal consultation was carried out between 22 February and 15 March 2024. A notice was published in the Bicester Advertiser 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, Ardley with Fewcott, and Stoke Lyne Parish Councils, and the local County Councillor representing the Ploughley division.

Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. They also queried the consistency of proposals across Parishes, with a 30mph speed limit being proposed for the B430 in Ardley, yet in Middleton Stoney it is being proposed to be 20mph. Noting the latter comment, officers consider there to be material differences in the character of the roadside development - including premises directly adjacent to the B430 at Middleton Stoney - accounting for the difference in the proposals.
- Oxford Bus Company offered no objection – confirming that no regular public buses services operate along the roads concerned in the village, and that the 30mph speed limit on the B430 is considered to be appropriate having regard to the objectives of policy, whilst facilitating appropriate movement of through traffic.

Other Responses:

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

Proposal	Object	Partially support	Support	No opinion/ objection	Total
20mph speed limit	9 (20%)	3 (7%)	31 (69%)	2 (4%)	45
30mph speed limit	6 (13%)	4 (9%)	30 (67%)	5 (11%)	45

- Additionally, an email was also received from a local resident, who felt that the dangers of the current 60mph limit that would remain if the 30mph speed limit only extended by the proposed 85metres on the Ardley Road.


Drawing No. _____ revision _____

Notes:

- Proposed 20mph limit
- Proposed 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
 Bill Cotton
 Director of
 Communities Operations
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title
 Ardley with Fewcott 20mph

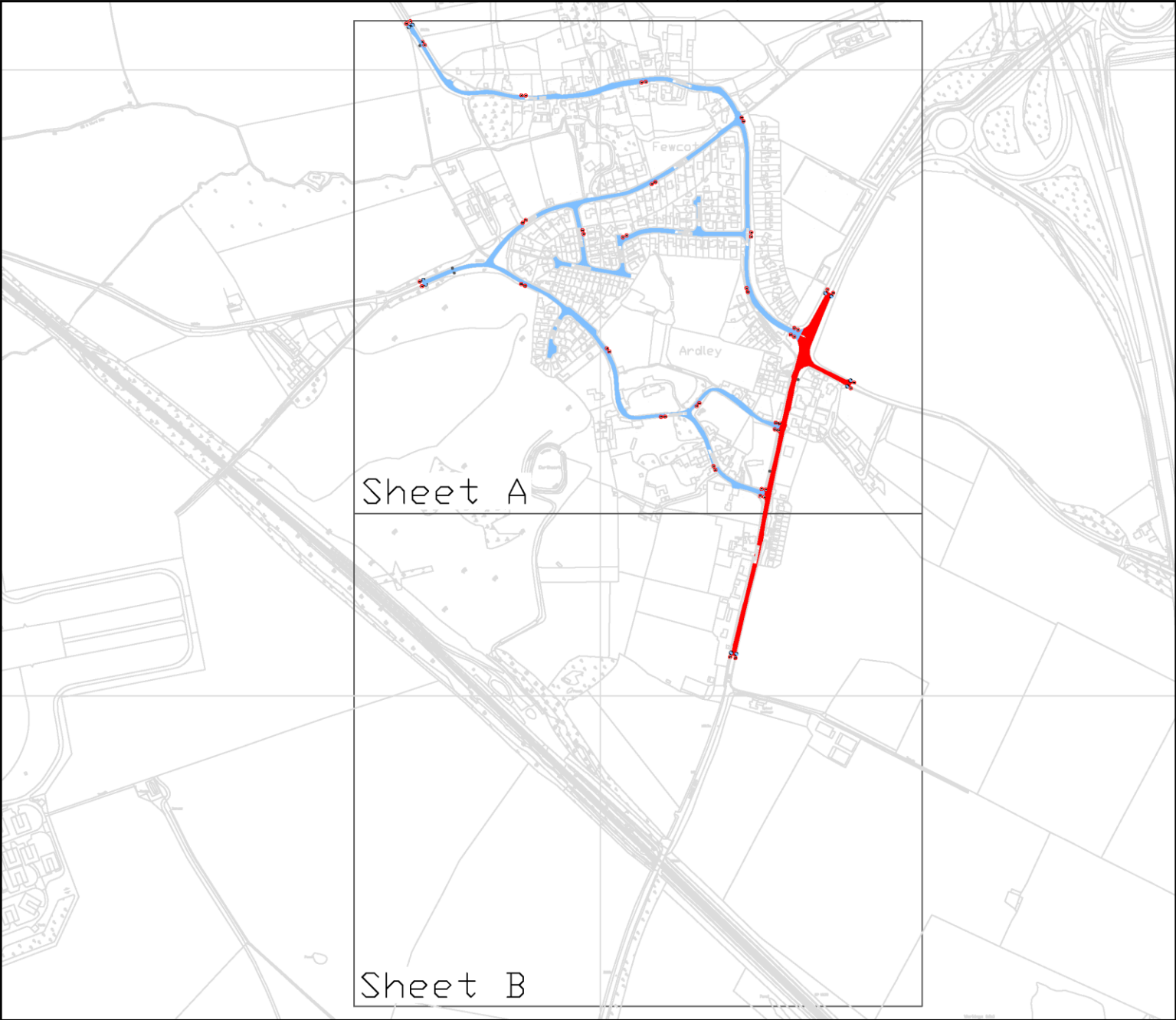
Drawing title
 General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 01/02/24	Date checked 01/02/24	Date approved 01/02/24

Oxfordshire Project No. & File Ref _____

Drawing No. _____ Revision _____



Sheet A

Sheet B

RESPONDENT	COMMENTS
<p data-bbox="98 730 136 916" style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 417</p> <p data-bbox="152 804 434 938">(1) Traffic Management Officer, (Thames Valley Police)</p>	<p data-bbox="474 379 2029 450">Concerns – First I must ask why has 30 been proposed for B430 in Ardley yet Middleton Stoney is being lowered to 20. There is no consistency for 2 neighbouring parishes !</p> <p data-bbox="474 485 2051 584">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 data-bbox="474 619 2051 788">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 disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p data-bbox="474 823 2074 1024">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 data-bbox="474 1059 2020 1158">The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p data-bbox="474 1193 1662 1228">The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul data-bbox="474 1264 1742 1394" style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> • existing traffic speeds • road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group Bus Operator)	<p>No objection – No regular public buses services operate along the roads concerned in the village. The B430, acting as the main traffic corridor, is intended to be limited to 30mph. This is considered to be appropriate having regard to the objectives of policy, and facilitating the appropriate movement of through traffic. This would also be consistent with a situation were bus services to be reintroduced regularly to the area.</p> <p>We thus offer no objection.</p>
(3) Local resident, (Ardley, Ardley Road)	<p>20mph speed limit – Object There will be more delays, with no environmental commuting via bus services in the village, personal car use is the only transport option. There have been no increased traffic accidents which support a change from the regulated 30mph</p> <p>30mph speed limit – Object This road is not suitable for that speed, it's a busy commuter road and potential idling will do nothing to reduce emissions</p> <p>Travel change: No</p>

<p>(4) Local resident, (Ardley, Castle Fields)</p>	<p>20mph speed limit – Object I feel the obsessed councillors and government for controlling is so claustrophobic. We have lost how to think for ourselves. Pedestrian should be taught their responsibilities not just motorists.</p> <p>30mph speed limit – Object The limit is just right for the road, no need to change it. Because of the amount of heavy lorries that use the road it's better for the environment.</p> <p>Travel change: No</p>
<p>(5) Local resident, (Ardley, The Crossway)</p>	<p>20mph speed limit – Object This is happening instead of fixing pot holes. It's not even an emissions thing.</p> <p>30mph speed limit – Object HGV traffic speeds through Ardley anyway. Just stick at 40 OR create better footpaths</p> <p>Travel change: No</p>
<p>(6) Local resident, (Fewcott, Fritwell Road)</p>	<p>20mph speed limit – Object Having driven through other villages with 20mph it just seems unnecessary. It slows traffic to a crawl so drivers in side roads wait a long time to pull out. It increases the carbon monoxide levels as vehicles are staying within the village for longer. Our village already has 2 serious bends that slow traffic naturally, plus parked cars to navigate as well. The 20mph speed limits only save to frustrate people more. There is no school and I've never seen signs of a bus route. Very few people walking. Just more long lasting carbon monoxide as people take longer to get through the village and continue their journey. I also can't seem to find a history of any rtc happening in the last few years to require this ridiculous waste of money.</p> <p>30mph speed limit – Object If you drive around here you'll notice that due to the m40, the traffic is often stationary or queuing. I think 40mph is reasonable.</p> <p>Travel change: No</p>

<p>(7) Local resident, (Heyford Park, Bicester, Wilson Close)</p>	<p>20mph speed limit – Object I object to the reduction in the current speed limits to 20mph and 30mph as a way to address safety concerns. The roads identified are arterial routes to surrounding communities, business and other major arterial routes. Reducing the speed limit in these areas will not help to address safety concerns. I believe there are more effective ways to improve road safety such as repairing and maintaining roads instead of letting them become hazardous, littered with pot holes, have insufficient kerbing / edging with general inadequate surfacing across all these areas. Keeping the roads maintained will stop users having to swerve, drive on the other side or up the middle of road to avoid cavernous pot holes, broken kerbs and poorly maintained roads and thus risking constantly damaging cars and increased accident opportunities. Addressing these issues first will go a long way to reduce safety concerns and improve traffic movements on the roads.</p> <p>30mph speed limit – Object I object to the reduction in the current speed limits to 30mph as a way to address safety concerns. The roads identified are arterial routes to surrounding communities, business and other major arterial routes. Reducing the speed limit in these areas will not help to address safety concerns. I believe there are more effective ways to improve road safety such as repairing and maintaining roads instead of letting them become hazardous, littered with pot holes, have insufficient kerbing / edging with general inadequate surfacing across all these areas. Keeping the roads maintained will stop users having to swerve, drive on the other side or up the middle of road to avoid cavernous pot holes, broken kerbs and poorly maintained roads and thus risking constantly damaging cars and increased accident opportunities. Addressing these issues first will go a long way to reduce safety concerns and improve traffic movements on the roads.</p> <p>Travel change: No</p>
<p>(8) Local resident, (Steeple Aston, South Side)</p>	<p>20mph speed limit – Object There is no need to extra speed limits in the 20mph area. It is impossible to travel above that anyway and will just mean more street clutter and confusing limit changes.</p> <p>30mph speed limit – Object Restricts local traffic from getting to and from the motorway. The new houses on the far side of the road from Ardley should never have been built.</p>

	Travel change: No
(9) Local resident, (Ardley, Station road)	<p>20mph speed limit – Object Not necessary</p> <p>30mph speed limit – Support Would be safer being 30</p> <p>Travel change: No</p>
(10) Rather not say, (Bicester, Church Street)	<p>20mph speed limit – Object They make those who can't wait drive dangerously. So many folk overtake me when I'm doing 20 in other areas with this in place.</p> <p>30mph speed limit – Support Thirty is acceptable.</p> <p>Travel change: No</p>
(11) Local resident, (Fewcott, Ardley Road)	<p>20mph speed limit – Object Pollution will rise in the village</p> <p>30mph speed limit – Support Now there are 2 pedestrian crossings on this road, the speed limit should be 30</p> <p>Travel change: No</p>
(12) Local resident, (Ardley)	Partially support – I support the proposed 20mph and 30mph speed limits as they would provide logical consistency with the existing speed limits in the adjacent Bucknell and Fritwell villages.

	<p>However, I have a personal concern that the speed limit from Bucknell, and especially from the Ardley Boarding Kennels on the Ardley Road to my Foxfields Farm gate is currently 60mph, and will then in the speed limits proposal immediately reduce from 40 mph to become 30 mph at my Foxfields Farm gate.</p> <p>The proposal in the PUBLIC NOTICE document states the existing 40mph speed limit on the B430, and Ardley Road (east of the B430) will be replaced by a new 30mph speed limit as follows: In point 6. Ardley Road (east of B430) – from its junction with Station Road, south eastwards for a distance of 85 metres.</p> <p>I believe the 85 metres should be extended by an additional several hundred metres to the Ardley Boarding Kennels, just before the Ardley Road bridge over the M40 motorway. From there to Station Road I observe greatly increased traffic levels, with too many vehicles speeding up to the 60mph limit on what is in practice a winding country lane. These speeding vehicles could cause accidents when suddenly meeting slower cyclists or even pedestrians on sharp bends in the road. A 30 mph limit sign by the Ardley Boarding Kennels should ensure vehicles travel at reduced speeds, more safely, and much more appropriate, to the winding country lane conditions up to Station Road.</p> <p>I also believe that logically there should be a sign near the Ardley Boarding Kennels saying “Ardley”, a sign which doesn’t exist at present. This is currently being considered by the Ardley with Fewcott Parish Council. This new sign if actioned would signify vehicles entering Ardley, and should be ideally coupled with a 30mph speed sign that is more appropriate for the next several hundred metres of very winding road to the B430 junction.</p> <p>I am outlining and confirming my concerns on this specific speed limit issue now, with the recommendation the speed limit proposal on the Ardley Road(east of the B430) is amended as I suggest above. I believe if it is not dealt with and resolved in this consultation, as I suggest, nothing in the near future will change this speed limit anomaly on the Ardley Road east of the B430.</p> <p>On reflection I believe I didn’t emphasise enough the dangers of the 60 mph limit that would remain if the 30 mph proposal only extended 85 metres on the Ardley Road (east from the B430).</p> <p>I feel very strongly about this subject and the need to maximise road safety. So I believe you and/or your colleagues should make a visit to fully understand my suggestion to extend the 30mph limit further east on the Ardley Road.</p>
(13) Local resident, (Ardley with Fewcott, Somerton Road)	20mph speed limit – Partially support n/a

	<p>30mph speed limit – Partially support n/a</p> <p>Travel change: No</p>
(14) Local resident, (Ardley, Russet Road)	<p>20mph speed limit – Partially support Too many cars exceed the current speed limit however I'm not clear whether the 20mph limit will require street lighting which I would object to.</p> <p>30mph speed limit – Support The speed limit reduction will improve safety for people wishing to cross Station Road</p> <p>Travel change: No</p>
(15) Local resident, (Fewcott, Fritwell Road)	<p>20mph speed limit – Partially support Will only work if the Parish Council invests in more vehicle activated signs to remind drivers. They don't observe the 30mph zones as it is.</p> <p>30mph speed limit – Support Speeds on that road are intolerable</p> <p>Travel change: No</p>
(16) Local resident, (Ardley with Fewcott, Water Lane)	<p>20mph speed limit – Support As a resident in Water lane which is narrower than a road 20mph is very sensible. Especially with the Nursing home in situ. Also the bends on Waterlane pasted the Nursing home towards the Somerton Road do not support any speed greater than 20 mph. Which is used by horse riders cyclists and heavy footfall of pedestrians on dog walks.</p> <p>30mph speed limit – No objection The road is residential both sides of the B430. With a crossing. So more the case why can it possibly have stayed at 40 mph all this time. Especially since the new housing opposite exit of the Somerton road.</p>

	<p>Travel change: Yes - cycle more</p>
<p>(17) Local resident, (Ardley with Fewcott, Church View)</p>	<p>20mph speed limit – Support Even though the speed limit is 30 through the village cars use it as a rat run especially if there is an incident on the M40 most cars go at least 40 then slam their brakes on when they approach the sharp bends going into Fewcott. The B430 needs a 30 mph and a working speed camera. I live in Church View and getting out of the close every time is like playing Russian roulette, cars and lorries regularly go 60 down that road, there's lots of young families who walk along there to get to the playing fields, my granddaughter who is 4 is terrified</p> <p>30mph speed limit – No objection Totally agree with 20 mph in the village, it's a rat run for drivers avoiding the M40. Most cars speed through the village then slam the brakes in the Fewcott sharp bends. The B430 should have cameras and a 30 mph limit, most lorries and cars speed through at least 50/60 mph. I live in Church View and getting out is like playing Russian roulette every day. There are a lot of young families who walk alongside this road to reach the village and playing fields it's terrifying</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(18) Local resident, (Fewcott, Fritwell Road)</p>	<p>20mph speed limit – Support I support a 20 mile speed limit in Fewcott, Fritwell Road. As at present so much traffic appears to exceed the 30 mile speed limit, including large and heavy vehicles. There is no safe pathway for pedestrians in this area of the village, and it makes it very difficult for access in and out of properties. Also the affect of such heavy traffic on the properties directly on the road.</p> <p>30mph speed limit – No objection No objection provided suitable footpaths.</p> <p>Travel change: No</p>
<p>(19) Local resident, (Ardley with Fewcott, Ardley Road)</p>	<p>20mph speed limit – Support Due to frequent issues with M40 J10 fast commuter traffic is often coming through the village</p> <p>30mph speed limit – Partially support</p>

	<p>Support 30mph limit. Junction improvement is also necessary (Junction with B430) due to increased traffic from Heyford Park and M40</p> <p>Travel change: Yes – walk/wheel more</p>
(20) Local resident, (Ardley with Fewcott, Ardley Road)	<p>20mph speed limit – Support The reduction in the speed limit is, realistically, not a huge change to the majority of the village residents as we care about our community and it's environment. Those that use the village as a rat run round the M40/A43 junctions will hopefully be discouraged by the change and that is only a good thing.</p> <p>30mph speed limit – Partially support I'm okay with the change to the B430 but it would need to be enforced in some way as I suspect the many lorries from Upper Heyford will continue to thunder on at 40, especially at night.</p> <p>Travel change: No</p>
(21) Local resident, (Ardley with Fewcott, Russet Road)	<p>20mph speed limit – Support Fully support the proposal for the 20mph and 30mph speed limits for Ardley with Fewcott</p> <p>30mph speed limit – Partially support Whilst it would be even better for the residents to reduce the speed through the village to 20mph on the B430 as well a reduction to 30mph will make it safer and less noisy.</p> <p>Travel change: Yes – walk/wheel more</p>
(22) Local resident, (Ardley with Fewcott, Water Lane)	<p>20mph speed limit – Support The traffic speeds currently & I feel this would bring the speed down. 20 MPH is much safer.</p> <p>30mph speed limit – Support Safer for all users</p> <p>Travel change: Yes – walk/wheel more</p>

(23) Local resident, (Ardley, Church Road)	<p>20mph speed limit – Support We live on a small cut through road in Ardley, the speed vehicles go past our home is worrying speed bumps would be better but a 20mph limit might help. we are seeing more hgv's which struggle to navigate past parked vehicles mounting the curbs and churning up verges the lower speed limit hopefully would discourage hgvs from cutting through villages .</p> <p>30mph speed limit – Support Vehicles do not heed the 40mph at present, extremely dangerous walking along this road and there are new houses with young families needing to safely walk to and from the rest of the village.</p> <p>Travel change: No</p>
(24) Local resident, (Ardley, Exton Cottages)	<p>20mph speed limit – Support Cars and lorries already go over the speed limit, it is very dangerous trying to pull out of our road</p> <p>30mph speed limit – Support Any form of traffic calming would be better for the village as a whole</p> <p>Travel change: No</p>
(25) Local resident, (Ardley, Exton Cottages Ardley)	<p>20mph speed limit – Support Our house is on the corner of bucknell road and B430, we find it very difficult to pull out safely due to the speed of cars and lorries and cars pulling out to fast from the Bucknell road.</p> <p>30mph speed limit – Support Cars and lorries driving through the village past our house are already breaking the speed limit, by driving over the 40 mile an hour limit. By slowing them down it will make it safer for residents.</p> <p>Travel change: No</p>

<p>(26) Local resident, (Ardley, Orchard Road)</p>	<p>20mph speed limit – Support To make the village safer for everyone. Some vehicles drive through too fast and the roads are not safe.</p> <p>30mph speed limit – Support Their are now two crossings and new houses on Station Road. The traffic has increased with large HGV vehicles coming very close to the paths. A slower speed would also make it safer for turning in and out of the junctions along the road.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(27) Local resident, (Ardley, Russet road)</p>	<p>20mph speed limit – Support Lots of children and pets in the village and even if people speed which they do it might make their speeding drop down to say 30 instead of 40</p> <p>30mph speed limit – Support Lots of people crossing road or cars pulling out. Just makes sense</p> <p>Travel change: No</p>
<p>(28) Local resident, (Ardley, Somerton)</p>	<p>20mph speed limit – Support the roads are very narrow in places and cars speed through the village -especially round the blind bends with no pavements. We also have no street lighting making everything more dangerous</p> <p>30mph speed limit – Support this is a village. there are houses all along this stretch of road. there are pedestrian crossings that the lorries speed through. there are so many car lorries and big trucks going through at high speeds where families are walking to the park or the church or the pub or their neighbours. there is a dangerous funny cross roads where the Bucknell Road crosses the b430. we really need a 30mph limit through this section of our village and it also needs to be enforced. the cars and trucks come off the m40 (a few hundred metres away) and continue driving at similar speeds.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(29) Rather not say, (Ardley, Somerton)</p>	<p>20mph speed limit – Support I think the 20mph speed limit should be enforced through Ardley particularly near the main road heading out of Ardley past the church. This road is very dangerous both for road users and pedestrians. The noise from the road is awful for all residents not to mention the significant damage to the road surface which adds to this dreadful noise pollution. The crossing is dangerous due to speeding traffic. It makes for an extremely unpleasant walk.</p> <p>30mph speed limit – Support As mentioned in my previous comment this road is very dangerous and runs through a village. The noise pollution is horrendous and affects the mental health of residents keeping them up at night and stopping peaceful recreation time in gardens.</p> <p>Travel change: Yes - cycle more</p>
<p>(30) Local resident, (Ardley, Somerton Road)</p>	<p>20mph speed limit – Support Even if not adhered to, it's certainly not going to make the average speed of cars go up. If it slows drivers down even a fraction then it would be worth it for reduced noise through the village and safer streets for pedestrians.</p> <p>30mph speed limit – Support Traffic on the main road through Ardley is dangerously fast, with it being dead straight and no traffic calming cars often drive through well in excess of the 40mph limit. Moving to a 30mph limit (while I don't naively believe every driver will stick to it) should at least reduce the excessive speeds we see today on the roads through the village, and should have a significant impact on noise (about 30% reduction going from 40mph -> 30mph, remember decibels are a logarithmic scale, not linear)</p> <p>Travel change: Yes - cycle more</p>
<p>(31) Local resident, (Ardley, Somerton Road)</p>	<p>20mph speed limit – Support the roads in the village are often narrow and without any pavements. There is no street lighting whatsoever in the village and there are some very tight bends. There are many children as well</p> <p>30mph speed limit – Support</p>

	<p>there is a lot more housing facing this road and immediately off this road through the village over the past few years. There is a horrible staggered junction that has a lot of traffic crossing the B430 at all times of day. As traffic comes off the motorway and the A43 it comes into the village at often high speeds, rarely (if at all) slowing to 40mph before this junction. There are also 2 pedestrian controlled crossings (dues to increased housing and footfall) and it is very hard to cars and especially the huge car transporters and lorries going to the incinerator to stop in time.</p> <p>Travel change: Yes – walk/wheel more</p>
(32) Local resident, (Ardley, Somerton Road)	<p>20mph speed limit – Support Some of the roads in Ardley / Fewcott are narrow and bendy, in places with no pavements, and at nighttime they are dark because there are no street lights in the main part of the village. A 20mph speed limit would help make the roads safer for drivers and pedestrians</p> <p>30mph speed limit – Support In recent years there has been significant development of residential dwellings along the B430 in the current 40mph zone. There are now two light-controlled crossings to aid pedestrians, and a 30mph limit would make it easier for drivers to stop at these lights when necessary. The part of Ardley crossed by the B430 has street lighting, and it is usual for residential areas with street lights to default to a 30mph limit. Ardley Road, which goes from Fritwell through Ardley and on to Bucknell, crosses the B430 at a staggered junction. It's quite difficult and sometimes dangerous, particularly during rush hour, for drivers to traverse that junction when the cross traffic on the B430 is moving at 40mph. The B430 carries a lot of heavy traffic, including large lorries, many of which are constructed from loosely fitting components. These are a great noise nuisance to residents of houses close to the B430, particularly in areas where the road is in poor repair, as the lorries thump and rattle into depressions. Areas of poor repair include a large area close to the junction with Somerton Road, which continues to be a problem despite being addressed twice in the last three years by roadworkers filling in holes in the tarmac - presumably because no funds are available to effect a proper repair and permanent solution. The current 40mph zone on the B430 through Ardley is less than half a mile long. At 40mph it takes less than 45 seconds for a vehicle travelling at the speed limit to cover the zone. At 30mph, a vehicle takes less than 60 seconds to cover the same distance. Such a small increase in time for through traffic can hardly be said to be a great inconvenience.</p> <p>Travel change: Yes - cycle more</p>

<p>(33) Local resident, Ardley, Somerton Road)</p>	<p>20mph speed limit – Support such a good idea in this village - narrow bendy roads with often no pavements and never any streetlights</p> <p>30mph speed limit – Support this length of road is desperate for slower speed limits, and actually controlled speed limits (cameras or speed bumps). It has a massive number of heavy lorries and car transporters racing up and down all day and night, with the majority speeding. Add to this many houses along the road and 2 pedestrian crossings where cars and lorries have to stop at short notice. And the staggered junction with Bucknell Road is dangerous with the lorries etc speeding off the motorway with nothing to really slow them down.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(34) Local resident, Ardley, The Crossway)</p>	<p>20mph speed limit – Support All villages should be 20. Most places that is all you do anyway. The time difference between travelling at 30 or 20 is minuscule</p> <p>30mph speed limit – Support A lot of vehicles do not stick to the current 40 limit anyway. There are lorries thundering down most of the day. It will mean a safer environment for those who live on or near the road.</p> <p>Travel change: No</p>
<p>(35) Local resident, Ardley, B430)</p>	<p>20mph speed limit – Support The traffic speed should be reduced in the village and along the B430 - the sheer volume of speeding Lorry's is ridiculous</p> <p>30mph speed limit – Support I live along the road and you dice with death at the sheer speed of the lorry's coming past particularly those visiting the quarry</p> <p>Travel change: No</p>

<p>(36) Local resident, (Ardley, Castlefields)</p>	<p>20mph speed limit – Support In my opinion all villages and built up areas should all be the same 20mph limit then there would be no confusion plus it's a lot safer with the amount of vehicles using the road now.</p> <p>30mph speed limit – Support I pull out onto the B430 several times a day and to many vehicles are going to fast including lorries going to and from Heyford and the tips and it's not acceptable on such a busy road</p> <p>Travel change: No</p>
<p>(37) Local resident, (Ardley, Orchard Road)</p>	<p>20mph speed limit – Support I often have to walk on the roads where there aren't paths whilst walking my dogs. Very rarely do people slow down past me and are going way faster than 30 mph. There are also a lot of children in the village who like to play out with their peers. For their safety the speed limit should be 20mph. Often our village is used as a rat run and drivers are in such a rush to get home that they speed through the village. It's not except able! I am all for the 20 mph speed limit and I also think a camera should be installed along the Ardley road, to catch the speeders.</p> <p>30mph speed limit – Support I often have to walk on the roads where there isn't a path whilst walking my 4 dogs. I have no end of speeding drivers that past me and come very very close to me whilst passing. We also have many children in the village who like to play outside with their peers. A 20mph limit should be put in place for the safety of the local children. Our village is used as a rat run and drivers just want to get home quickly. It can be very dangerous at times and alot do not even stick to the 30mph limit let alone 20mph. We also need a speed camera along the Ardley Road to actually catch the speeders and punish them.</p> <p>Travel change: Yes - cycle more</p>
<p>(38) Local resident, (Ardley, Somerton)</p>	<p>20mph speed limit – Support</p>

	<p>Absolutely needed in this small village with no street lights and often no pavements and lots of tight bends, older people and children</p> <p>30mph speed limit – Support Crazy road...trucks break speed limits all saying, as do cars. Dangerous for residents and unpleasant noise</p> <p>Travel change: Yes – walk/wheel more</p>
(39) Local resident, (Ardley, Somerton Road)	<p>20mph speed limit – Support These villages have lots of narrow roads and tight turns. 20mph would make everyone safer, especially as we have NO street lighting. There should also be 30mph on the b440 through the village as there are many houses in this road and the massive Lorries and car transporters are sooo dangerous thundering through.</p> <p>30mph speed limit – Support The huge lorries and car transporters thunder down the road...with 2 pedestrian crossings it's often very dangerous. And many houses open onto this road. Very few vehicles as slowly as 40 now!</p> <p>Travel change: Yes – walk/wheel more</p>
(40) Local resident, (Ardley, Station)	<p>20mph speed limit – Support The village needs to reduce the speeding traffic that is a constant danger to dog walkers and children</p> <p>30mph speed limit – Support Every car that goes passed is over 40 if not over 60 and the hgv vehicles are not even slowing down for the village coming from middton end. When a child gets killed at the crossing there will be a lot of questions for the local authorities who have only done one speed check in the last year</p> <p>Travel change: Yes – walk/wheel more</p>
(41) Local resident, (Ardley with Fewcott, Water Lane)	<p>20mph speed limit – Support Cars speeding through the village is a real issue. 30mph is much too fast to be driving on village lanes and roads which have wild and domesticated animals (cats and dogs), children walking or crossing, dog walkers and elderly pedestrians.</p>

	<p>Please also consider that there are no street lights in the village, so driving at 30mph at night with animals or people in the road could lead to life changing or fatal incidents</p> <p>30mph speed limit – Support The speed in the area needs to be reduced. Cars ‘cut through’ from/to the M40 or A34 and really have no consideration for the speed limit anyway</p> <p>Travel change: Yes – walk/wheel more</p>
(42) Local resident, (Fewcott, Water Lane)	<p>20mph speed limit – Support I am in total support of this. I believe it is impossible to drive 30mph through Fewcott due to the narrow roads. There are parts of the village with no pavements which makes it very dangerous for pedestrians.</p> <p>30mph speed limit – Support I believe 40mph is far too fast when passing through a village especially when residents are walking their children and dogs along the path. Lorry’s and cars speed through at much higher speeds than 40pmh. I also think a camera would be extremely beneficial on this road.</p> <p>Travel change: No</p>
(43) Local resident, (Fewcott, Water Lane)	<p>20mph speed limit – Support I absolutely support the proposed 20 mph speed limit for AwF, the lanes are quite narrow in places, and 30 mph is too fast and dangerous.</p> <p>30mph speed limit – Support 40 mph is too fast fo9r that road.</p> <p>Travel change: Yes - cycle more</p>

(44) Local resident, (Fewcott, Water Lane)	<p>20mph speed limit – Support Safety</p> <p>30mph speed limit – Support Safety</p> <p>Travel change: No</p>
(45) Local resident, (Fewcott, Ardley Road)	<p>20mph speed limit – Support Safety for everyone. Reducing risk of accidents and helps to reduce pollution</p> <p>30mph speed limit – Support Safety for people living off that road. It's very dangerous to walk near there. Many cats have been hit there too. The car fumes are also awful there. I imagine it would also ease congestion when there is high traffic by the motorway</p> <p>Travel change: No</p>
(46) Local resident, (Fewcott, Ardley Road)	<p>20mph speed limit – Support The road through the village is increasingly being used as a rat run to bypass the congestion at Baynards Green and as such every car is in a hurry to get back onto the main road. The speed of some of the traffic is quite staggering and puts pedestrians at risk.</p> <p>30mph speed limit – Support I use the footpath along this road regularly and it's quite daunting at times with regular streams of traffic from Heyford and the incinerator plus a lot of glass deposits from the lorries going to and from the incinerator. 30 mph would be more acceptable.</p> <p>Travel change: Yes – walk/wheel more</p>
(47) Local resident, (Ardley-with-Fewcott, Russet Road)	<p>20mph speed limit – No objection</p>

	<p>As a local resident I see far to many vehicles speeding through our village, hopefully if the speed limits are reduced this might make people think and slow down.</p> <p>30mph speed limit – No objection Definitely need to slow down the lorries that use the B430 to go to the incinerator</p> <p>Travel change: No</p>
(48) Local resident, (Fewcott, Ardley Road)	<p>20mph speed limit – No objection Living at the bottom of the village it amases me that people drive so fast through the village and have to brake heavily at the bottom</p> <p>30mph speed limit – No objection I would like to know I had some input</p> <p>Travel change: No</p>

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Divisions affected: *Didcot East & Hagbourne*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

ASTON TIRROLD & ASTON UPTHORPE: MORETON ROAD – PROPOSED 20MPH SPEED LIMIT EXTENSION

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the extension of the existing 20mph speed limit on Moreton Road, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on proposal to extend the existing 20mph speed limit on Moreton Road, from a point 185 metres northeast of its junction with Fullers Road/The Croft, further out of the village to a point 280 metres northeast of its junction with Alisons Lane, 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.

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Aston Tirrold & Aston Upthorpe by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 03 April and 26 April 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Aston Tirrold and Upthorpe Parish Council, and the local County Councillor representing the Didcot East & Hagbourne division.

Statutory Consultee Responses:

7. 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, whilst stating that they were not aware that anything had changed in the area including recent collision history. They also raised serious concerns regarding the nature of the road, with the road being straight and on the outskirts of the village, and therefore unlikely to see any change in driver behaviour.
8. Thams Travel Bus Company whilst not objecting, were keen to stress that these proposals and others along the route, would result in the need to review service to ensure that it can still be provided in accordance with the law as set out in the Transport Act 1985 (as amended) as well as in compliance with The Highways Act and Road Traffic Regulation Acts.
9. The parish council outlined their support for the proposals, citing that it remained in-line with the existing 20mph speed limit that had already been implemented in both Aston Upthorpe and Aston Tirrold villages.
10. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. The main purpose of the scheme is to 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'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – I am aware most of the roads within these villages have been subject to 20 following consultation in September 2018 . At that time Moreton Road was not included and remained 30 .I am not aware that anything has changed here including collision history . I have serious concerns knowing the nature of the road, about driver compliance with a lowered speed limit . The road is straight and on the outskirts of the village and unlikely to see any change in driver behaviour.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Head of Strategic Development and the Built Environment, (Go-Ahead Group)</p>	<p>No objection – Aston Tirrold is served by Thames Travel Route 94A. This provides services 6 days a week in both Aston Tirrold and Aston Upthorpe, as part of a wider pattern of service on two loops that combine to provide broadly hourly frequency in the bigger settlements served six days a week – specifically Blewbury and The Hagbournes. The level of service on offer is good compared with the size of the settlements and the actual demand we see from them. The 94a settlements – the Astons and the Moretons - by virtue of their size generate extremely limited patronage. The whole service pattern, serving as it does several villages in succession, is especially liable to bus productivity being affected directly by the imposition of multiple extensive 20mph limits, contrary to Government Guidance formally set out in LTN 01/2013 amended March 2024.</p> <p>The service is among the most marginal of all we operate in every sense of the word, as the Council ought to appreciate.</p>

	<p>The proposed extension of an already extensive 20mph signed limit is, frankly, of only about 250m in extent and therefore its direct impact on the 94a service can only be considered “de minimis”. As such it would be churlish and needlessly obstructive to offer an objection in this instance.</p> <p>However, we wish to make the Council and stakeholders aware that pursuant to the Council’s actions here and elsewhere on the route, we unavoidably need to review the 94 and 94a service to ensure among other things that it can still be provided in accordance with the law as set out in the Transport Act 1985 (as amended) as well as in compliance with The Highways Act and Road Traffic Regulation Acts. Consistent failure to reliably operate services is illegal under the 1985 Act, and the Office of the Traffic Commissioner has a range of sanctions it can apply to us in this regard. Obviously, we have much more fundamental reasons to operate in accordance with our timetables, in order to ensure that the public have the most dependable possible service and thereby securing the revenue stream to maximise economic sustainability.</p> <p>While we present no objection in this instance, we invite the Council to note the contents of this response carefully.</p>
(3) Aston Tirrold and Upthorpe Parish Council	<p>Support – The PC discussed the proposal at its meeting on Wednesday 17th April 2024 and voted unanimously to support this proposal which is in-line with the 20mph speed limit that is already rolled out in both Aston Upthorpe and Aston Tirrold villages.</p>

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Divisions affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

BAULKING: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) Approve the introduction of 20mph speed limits in Baulking as advertised.

Executive summary

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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 06 March & 29 March 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Baulking Parish Council, and the local County Councillor representing the Shrivenham division.

Statutory Consultee Responses:

7. 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. They did raise the specific concern regarding the drop in speed limit from National to 20mph in what is a very rural setting, and how this could affect the level of compliance.
8. Oxford Bus Company offered no objection due to no regular public buses services operating along the road concerned.
9. The Parish Meeting Chairman outlined their support, stating that local opinions differed as to whether the proposed limit needed to be extended past St. Nicholas' Church and up Baulking Green, but the general view was that the limit should go as far as the cattle grid, with no 'street furniture' or signs beyond that point.

Other Responses:

10. Three local residents & one member of the public responded during the course of the consultation, with two objections, one in support, and one not-objecting. The objection felt that the proposals were an unnecessary waste of funds, that 'blanket' 20mph zones are disregarded by motorists, can lead to an increase conflict on the roads, and result in zones which are needed being ignored.
11. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

12. The main purpose of the scheme is to 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'.

13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director for Environment and Place




Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

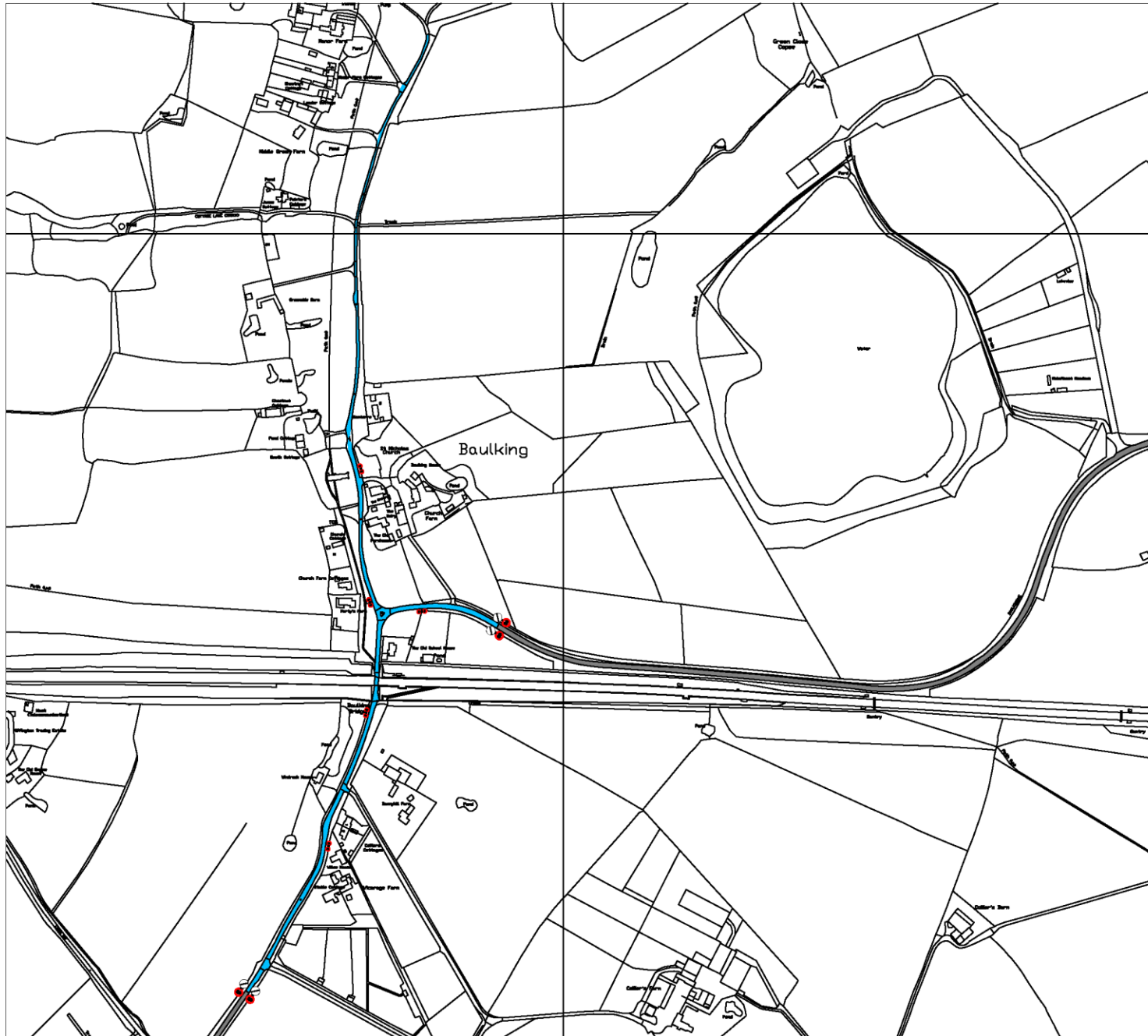
Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

May 2024

Baulking 20mph Scheme

17/05/2021 1:42

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	16.11.23	Proposal 1	C.R		


OXFORDSHIRE COUNTY COUNCIL
 Bill Cotton, Director for Environment & Place Communities
 Oxfordshire County Council
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 Tel: 0845 310 1111

Project title: Baulking 20mph Scheme

Drawing title:
Baulking 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 16.11.23	Date checked: 22.12.23	Date approved: 22.12.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – My main concern relates to the drop in speed limit from National to 20mph in what is a very rural setting and how any level of compliance is going to be achieved on the less populated stretches.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – No regular public buses services operate along the road concerned. We thus offer no objection.
(3) Baulking Parish Meeting	Support – I am writing on behalf of the majority of local residents who support the proposal for a 20mph speed limit through the central section of Baulking village. Opinions differ as to whether the limit needs to extend past St. Nicholas' church and up Baulking Green, but the general view is that the limit should go as far as the cattle grid, with no 'street furniture' or signs beyond that point.
(4) Local resident, (Baulking)	Object – What we don't need in Baulking is a 20mph speed limit, I live right by the railway bridge and from my observations of vehicles crossing the bridge they are mostly all travelling at under 30mph. What we do need from this "woke" council is the roads repairing, the verges cut back, the shoulders rebuilt and the road signs cleaned so that they can be read.

	<p>We hear that the council is hard pushed for money but can waste vast quantities of it on ridiculous 20mph signs that are not needed or required, when for example was there a fatal collision in Uffington, Woolstone and Baulking?</p> <p>Having just spent almost £700.00 on a road fund license for my car I expect better roads to use, after all I've done my bit by paying so now they should do theirs by keeping the roads fit and safe to travel on.</p> <p>The mind boggles at the sheer waste of our rates money when there are more pressing items that require immediate attention.</p>
(5) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p>
(6) Member of public, (Stanford in the Vale, The Timms)	<p>Support – There are a number of public footpath and bridleway routes linked by these roads. This new speed limit will make a significant difference to the enjoyment and safety of people walking, cycling or horse riding.</p>
(7) Local resident, (Baulking)	<p>No objection – The road through our village has a number of awkward bends with poor visibility, any action to reduce the speed of traffic will make it a safer place for all road users. I have one concern, which is not an objection, that any street furniture is kept to a minimum on the dead end stretch of road after the gateway leading away from the church.</p>

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Divisions affected: *Deddington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

BARFORD ST MICHAEL AND BARFORD ST JOHN: PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the introduction of 20mph speed limits in Barford St Michael and Barford St John, as well as lengths of 30mph speed limits on Bloxham Road, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposal to introduce 20mph speed limits within Barford St John & Barford St Michael, replacing the majority of the 30mph speed limit in the process, as well as introducing lengths of 30mph speed limit on the Bloxham Road between the proposed two 20mph speed limits for each settlement & leading northwards from Barford St John, 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.

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Barford St Michael and Barford St John by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 07 March and 29 March 2024. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Barford St Michael and Barford St John Parish Council, and the local County Councillor representing the Deddington division.

Statutory Consultee Responses:

7. 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.
8. Oxford Bus Company offered no objection, confirming that no regular public bus services operate along the roads concerned serving the villages.
9. The Development Management Team Leader at Cherwell District Council confirmed that the local planning authority had no observations to make.

Other Responses:

10. One local resident objected to the proposals, stating that the proposals were an unnecessary waste of valuable taxpayers money which could be better spent on projects to benefit communities. They also felt that 'blanket' 20mph zones are often disregarded by motorists, can increase conflict on the roads, and that zones which are actually really needed around areas such as schools could be ignored.
11. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

12. The main purpose of the scheme is to 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'.

13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director for Environment and Place

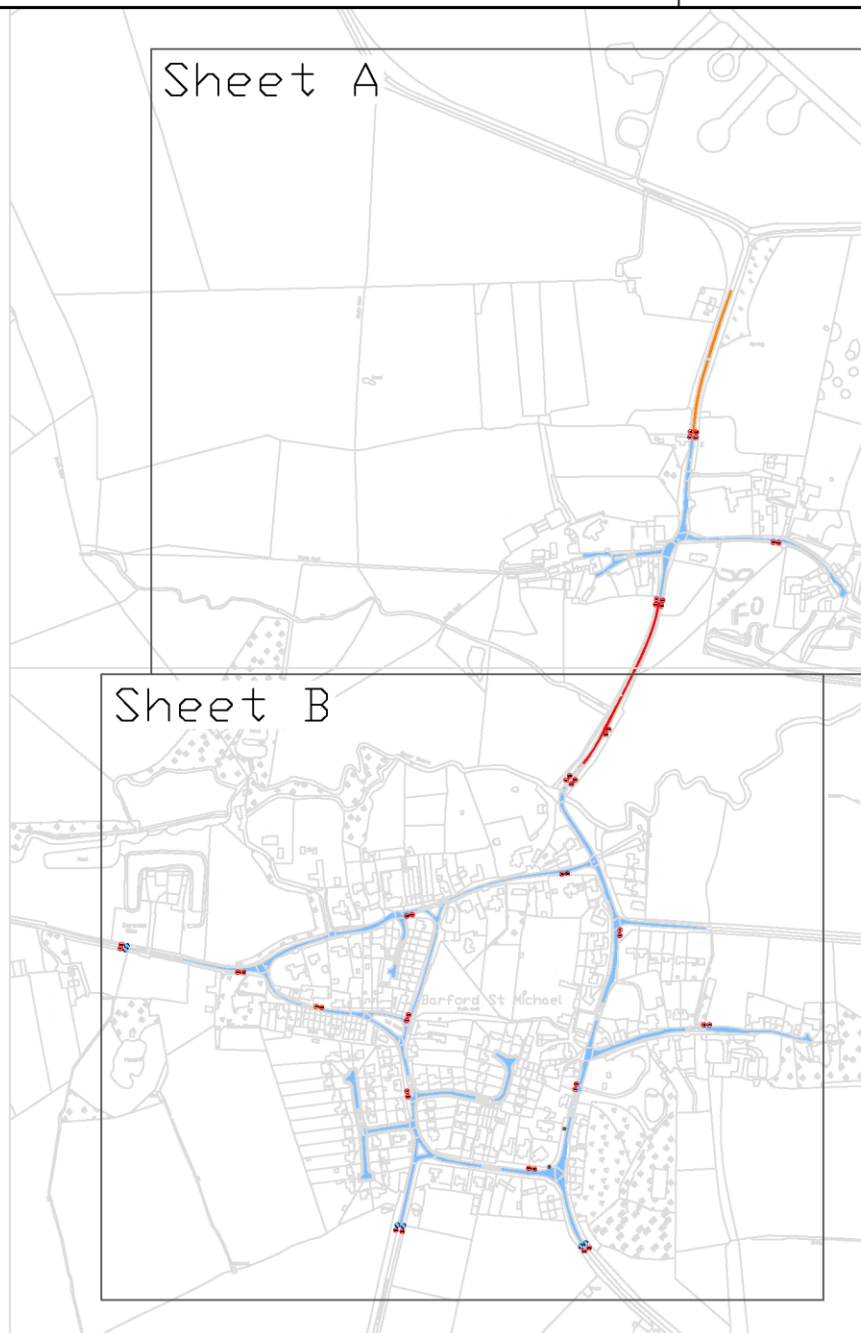
Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

May 2024

Sheet A

Sheet B




Drawing No. _____

Notes:

- Proposed 20mph limit
- Existing 30mph limit
- Proposed 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
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Project title
Barford St John & St Michael 20mph

Drawing title
General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 08/01/24	Date checked 08/01/24	Date approved 08/01/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns –Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> • road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – No regular public buses services operate along the roads concerned serving these villages. We thus offer no objection.</p>
(3) Cherwell District Council, (Development Management)	<p>No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(4) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing.</p> <p>The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those</p>

	responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.
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Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

BIX & ASSENDON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the introduction of 20mph speed limits at Bix village, Lower Assendon and Middle Assendon, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Bix & Assendon as shown in **Annexes 1 to 3**.

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.

Legal Implications

4. No legal implications have been identified in respect of the proposals.

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 15 March and 5 April 2024. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Bix & Assendon Parish Council, and the local County Councillor representing the Sonning Common division.

Statutory Consultee Responses:

7. 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.
8. Oxford Bus Company offered no objection, confirming that as no changes were proposed to speed limits on the A4130, the operation of local services wouldn't be affected.

Other Responses:

9. 18 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Bix	6 (33%)	1 (6%)	8 (44%)	3 (17%)	18
Middle Assendon	6 (33%)	2 (11%)	10 (56%)	-	18
Lower Assendon	7 (39%)	1 (6%)	8 (44%)	2 (11%)	18

10. Additionally, a further eight emails were received from residents, comprising of one objection, five raising concerns, and two in support.
11. The responses are shown at **Annex 4** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

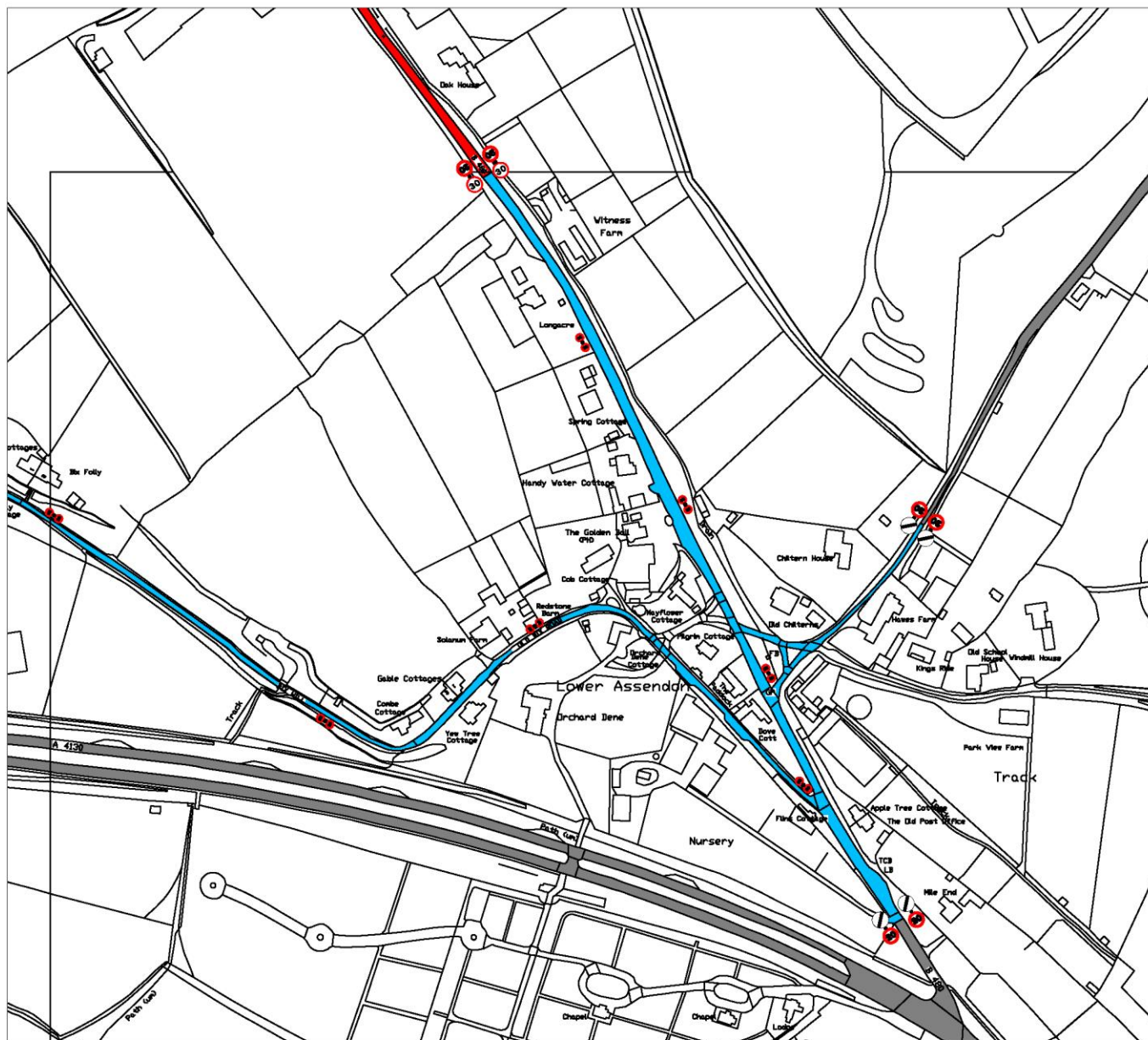
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel 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'.

A

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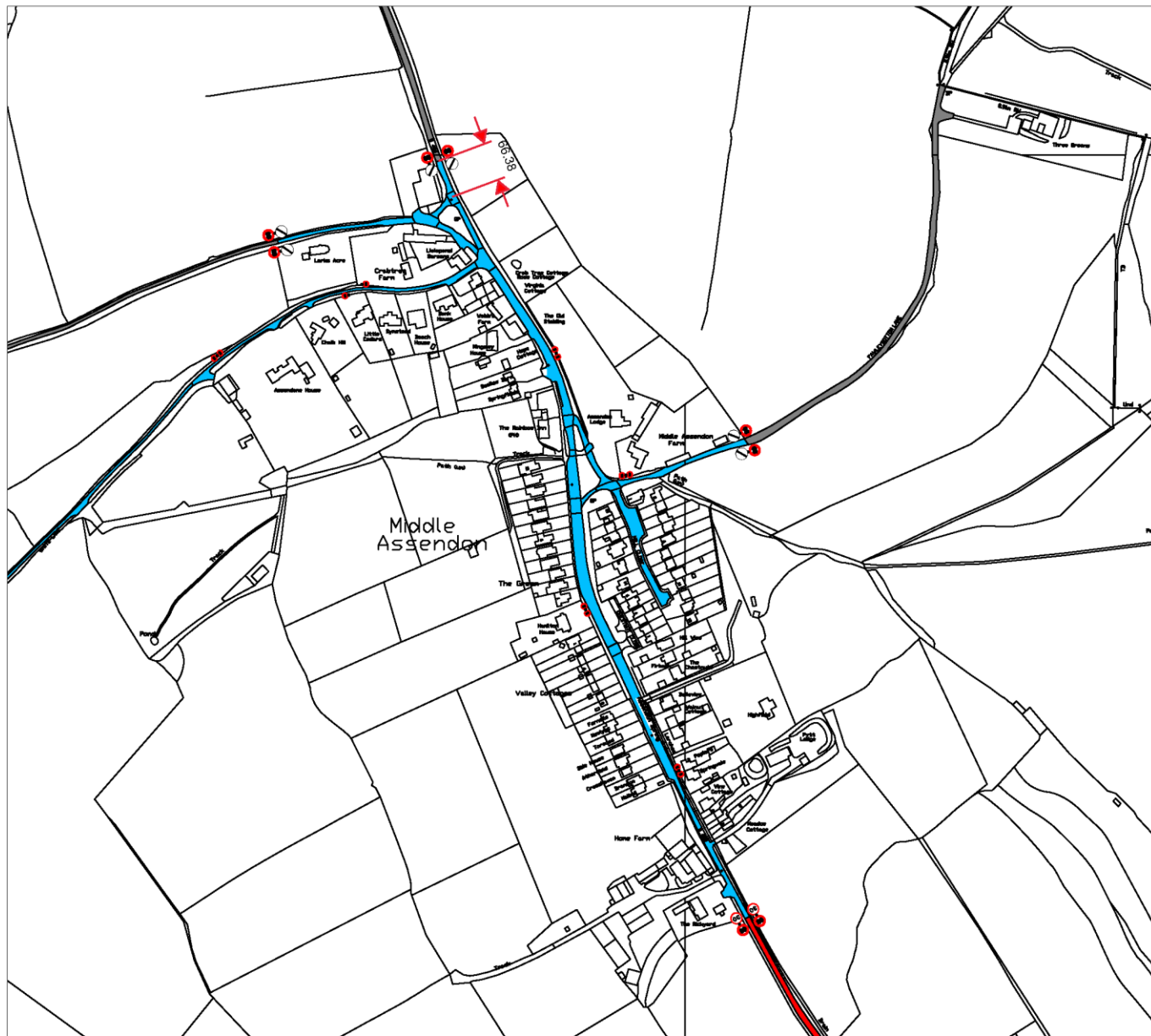
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2



Lower Assendon Overview		Revision 1.0			
<p>Legend</p> <p>Proposed 20 █</p> <p>Existing 30 █</p> <p>Existing NSL █</p> <p>Not Public Highway █</p>					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	23.11.23	Proposed 1	C.R.		
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Bill Cotton Corporate Director for Environment & Place Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>					
Project title: Bix & Assendon 20mph Scheme					
Drawing title: Lower Assendon 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.R.	Checked by: E.J.B.	Approved by: G.J.B.		
	Date drawn: 23.11.23	Date checked: 05.12.23	Date approved: 05.12.23		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0				Revision 1.0	

Middle Assendon Overview		Revision 1.0													
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Drawing No. 1.0		Revision 1.0													



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> • road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – Thames Travel operates service 23 running hourly between Didcot, Wallingford and Henley, passing through the parish. The service operates along the A4130 serving two pairs of stops one at Bix, and the other at Lower Assendon serving Assendon.</p> <p>There are no changes proposed to speed limits on the A4130, affecting the operation of this service.</p>
(3) Local resident, (Middle Assendon, Mill Close)	<p>Object – I support improving traffic safety and agree with a number of the proposals. However, I do have a number of objections.</p> <p><u>Objection 1 – A4130</u></p> <p>I am aware that some local residents would like the existing 40 mph limit on the A 4130 to be changed to a 30 mph limit. I am NOT a supporter of this, but I believe that other traffic calming measures are urgently needed.</p> <p>In January, the “Bix and Assendon Roadwatch” group, a sub-committee of the Parish Council, reported back to the Parish Council with a number of proposals for this stretch of road.</p> <p>In our Parish in the last 15 years there have been eight major accidents including five fatal accidents on or near this part of the A 4130. Documentation about these accidents has also been passed to the Parish Council.</p>

The Roadwatch group proposed a number of low cost actions to be taken on the A 4130. Yellow surrounds to 40 mph signs ; count down signs to the 40 mph zone ; rumble wave surfaces ; improved / refurbished village gates. To this one could add sharks teeth road markings along with speed roundels where not already in place. The Parish Council are awaiting a reply from OCC. I understand that a traffic expert will visit the parish and advise which items are desirable, feasible and affordable.

In summary, I am content that Order 20 is satisfactory in maintaining the 40-mph limit on the A 4130, but more traffic calming measures are needed. I also believe that the history of fatalities does justify a speed camera to be positioned on the A 4130 in Bix, probably near the small crossroads and the school bus pick up and drop off stops.

Objection 2 – B480

I am not concerned about the various side roads off the B 480, where it would actually be difficult to exceed 20 mph on much of the roads in question.

My objection is to the proposal to reduce the speed limit on the B 480 main road from 30 mph to 20 mph.

I recognise that there is indeed a problem with speeding on the road. I have a copy of the survey made in 2018 and from the 13 days of data available, I note the following. Going south, an average of 715 cars per day used the road and 16% of them exceeded 40 mph. Going north, the figures are 822 cars and 8%.

Unfortunately, according to the Department of Transport Local Transport Note 1/07 - Traffic Calming, Section 3.2.9, 20 mph signs on their own are not effective at reducing speed, achieving just a 1 mph reduction.

Instead of a speed reduction, we need a number of speed calming measures to be placed on the B 480. The Roadwatch group has already proposed a number of items. We wish to re-furbish / replace / add village gates. We would also like add rumblewave surfaces plus sharks teeth road markings to accompany existing roundels. In particular, we would like to add chicanes. One at the each end of the 30 mph and one in the middle, between Middle Assendon and Lower Assendon, where motorists tend to increase speed.

We were initially advised that chicanes were not possible without street lighting. However the Roadwatch group provided the Parish Council with a number of local examples (e.g. Gillotts Lane in Henley on Thames) where there are chicanes without street lighting.

I believe that 20 mph zones are suited to busy shopping streets or densely packed housing estates or outside a school. I think that most motorists would agree with such speed reductions. They will not respect 20 mph “on an open country road”.

At the north end of Middle Assendon, the proposal is for traffic to slow from 60 mph to 20 mph immediately. I believe that this is unrealistic and would require count down markings to the reduced speed area or a “buffer zone” of 30 mph.

The B480 is a main road between Henley and Watlington and on to the M 40. Although the housing density is significant in part of Middle Assendon much of the 1.7 Km length is open country road.

There are no schools in the parish. Children do not cycle to school as the nearest schools are between 2.0 and 4.3 miles away and they would have to use the A 4130 beyond the safety of the A 4130 cycle path in some cases. They use the school buses provided by either the council or their schools or are taken by car. I am not aware of any accident history on the B 480 in our parish.

In summary, I believe that the B 480 should continue to have a 30 mph limit, but reinforced with traffic calming measures and policed sufficiently to deter speeding.

Objection 3 – B480

I understand that the Parish Council, when making the request for Order 20, recognised the concerns of residents who did not want a 20 mph zone, as well as the wishes of the residents who wanted the entire 1.7 Km length of the B 480 30 mph zone to become a 20 mph zone.

The result was a compromise where the least densely populated area between the villages, a road length of approximately 400 metres, would remain 30 mph, whilst the remainder of the 1.7 Km would become a 20 mph zone.

I welcome the compromise. If there were to be overwhelming support in the villages for its adoption, then I would accept the view of the majority, but would have the following objections that I would hope make the speed reduction more achievable and also more acceptable to most motorists, who are not consulted in this plan.

I would propose 30 mph “buffer zones” are added to give motorists more notice and a more gradual reduction to 20 mph. (As seen in Nettlebed). I would also propose that the 30 mph area between the villages is slightly enlarged, because the 20 mph proposal still covers some open country road.

	<p>This is all assuming that the traffic calming measures outlined in Objection 2 have already been installed – in other words, other measures have been tried before considering the reduction to 20 mph.</p>
(4) Local resident, (Not specified)	<p>Concerns – Traffic here doesn't just exceed 40 it often exceeds 60. Motor bikes are making residents lives a misery especially in the summer. Their noise can be heard for miles around.</p> <p>Over the last few years the number of houses on the main road has tripled. These houses are on the single carriageway of the road. The junction at the entrance to Bix village is particularly vulnerable with children crossing for school buses etc. Unfortunately, very few cars stick to the 40 mile limit unless they see the police van in the lay-by. I am speaking for many when I say I believe this section of the road should be 30 with a camera at the junction. Only a camera will prevent more lives being lost as it's the only deterrent speeding drivers will take notice of. Even many of the drivers who do slow down to 40 going south towards Henley speed up again before they get to the junction as the 40 sign comes to early</p>
(5) Local resident, (Bix)	<p>Concerns – There is already a de facto speed limit on the Old Bix Road as it is impossible to drive safely at more than 20 without potentially damaging your vehicle, due to potholes and degraded road surfaces.</p> <p>As for A4130, having lived adjacent to it for 30 years. The volume of traffic is greatly increased in recent years, the number of fatal and life devastating accidents has increased, and the number of homes facing onto the A4130 has quadrupled.</p> <p>There are more children in the village catching buses on each side of the carriageway at the crossroads and the new cycle path ends at the crossroads, forcing cyclists to cross.</p> <p>Therefore I suggest funds should be used to reduce the speed limit to 30mph with calming measures coming up to and through the village on A4130. If this is not possible then finding means to reduce the speed of vehicles passing through to 40 mph, as at present it is highly dangerous and more lives will be lost, with motorbikes and vehicles speeding through our village!</p>
(6) Local resident, (Middle Assendon)	<p>Concerns – We live on the B480 at the lower end of Middle Assendon village and our house is probably the closest to the road in the whole village....so we get a first-hand view of traffic that uses the road. We moved here many years ago, shortly after the 30mph speed restriction was introduced. Traffic has got much heavier since then and has definitely speeded up.</p>

	<p>However, my wife and I believe strongly that the speed limit itself is not the real issue -30 mph is perfectly reasonable on this stretch of road which is straight and wide with good visibility. The issue is one of obeying the existing speed limit with vans and parents on the morning school run being the worst culprits. The 20 mph limit will similarly be ignored by many drivers without enforcement measures. So our belief is that the introduction of the 20mph restriction on the B480 in Middle Assendon is a colossal waste of money and the money would be far better spent on enforcement and/or traffic calming measures.</p> <p>Moreover, the 20mph limit will actually make matters worse. Sports cyclists use the B480 on a very regular basis, particularly at weekends for high speed/timed runs, often in groups of 15 or 20. They will not obey the limit and furthermore will try to overtake cars travelling at around 20mph (they already get frustrated with cars travelling at 30 mph). The proposed restriction will cause a major safety hazard for cyclists and may even force responsible drivers to react aggressively.</p> <p>We would therefore like to register our concern about the proposals and strongly suggest that alternative measures should be considered.</p>
(7) Local resident	<p>Concerns – My view is that 30 is perfectly safe in this environment (Assendons). I walk and cycle these roads constantly and see no issue with cars safely driven at 30. Inattentive driving and use of phones when driving is a genuine issue but is I suppose harder to police than a simple number so does not get any attention. That is where the focus should be. Driving at 20 on these relatively quiet and open roads will make people less attentive and more likely to be watching their speedo than the actual road and occasional people on it. 20 limits are in the same bracket as smart motorways when it comes to research and evidence as far as I can see having researched. Especially absurd would be 20mph between Middle and Lower Assendon - I think this would just lead to a complete loss of faith in the speed limits locally.</p> <p>I understand this is complex and appreciate the effort to make our roads safer</p>
(8) Local resident, (Lower Assendon)	<p>Concerns – Whilst I understand the overall objectives of the OCC, I have the following observations relating to the proposals.</p>

	<p>I fear that there will be no meaningful reduction in the speed of vehicles (from current levels), merely by posting a lower limit. This particularly applies to traffic going northwards on the B480 through Lower Assendon, which will have come directly from an NSL environment.</p> <p>The B480 is a popular route for cyclists, often in large groups. A reduced speed limit of 20mph would make it even more hazardous to overtake a cyclist or group of cyclists due to the longer time it would take to complete the manoeuvre.</p> <p>As a resident with a garden adjacent to the B480 I am not happy that a law-abiding vehicle travelling at the proposed 20mph limit would take 50% longer to pass our property, compared to 30mph. Also, it is likely to still be in a lower gear, at higher revs, giving a potential increase in overall pollution levels.</p> <p>Whilst traffic calming measures may help in achieving a lower speed, this needs to be carefully thought through to assess the impact on any neighbouring properties from potential noise (rumble strips or speed bumps) or pollution from vehicles potentially stopping and idling, if something involving giving way to vehicles coming in the opposite direction is introduced.</p> <p>How will the limits be enforced? It risks being a blunt instrument, if there is no enforcement.</p> <p>Any measures, in whatever form, are likely to have zero impact on the travel plans and methods of those who use the roads in the areas covered by these proposals.</p> <p>Overall, I would prefer a retention of 30mph, but with appropriate traffic calming measures to ensure that even 30 mph is being achieved.</p>
(9) Local resident, (Lower Assendon, Old Bix Road)	<p>Bix 20mph – Object Middle Assendon 20mph – Object Lower Assendon 20mph – Object</p> <p>Not necessary. Most dangerous area is the downward stretch of dual carriageway. Reducing to single carriageway and lowering speed limit would be more beneficial</p> <p>Travel change: No</p>

<p>(10) Local resident, (Middle Assendon, B480)</p>	<p>Bix 20mph – Object Middle Assendon 20mph – Object Lower Assendon 20mph – Object</p> <p>Too slow. It's ridiculous. 30 MPH is acceptable.</p> <p>Travel change: No</p>
<p>(11) Local resident, (Middle Assendon, B480)</p>	<p>Bix 20mph – Object Middle Assendon 20mph – Object Lower Assendon 20mph – Object</p> <p>30 is perfectly safe. I walk and cycle these roads constantly and see no issue with cars safely driven at 30. Inattentive driving and use of phones when driving is a genuine issue but is I suppose harder to police than a pointless number. That is where the focus should be. Driving at 20 on these relatively quiet and open roads will make people less attentive and more likely to be watching their speedo than the actual road. 20 limits are in the same bracket as smart motorways when it comes to research and evidence.</p> <p>Travel change: No</p>
<p>(12) Local resident, (Middle Assendon, B480)</p>	<p>Bix 20mph – Object Middle Assendon 20mph – Object Lower Assendon 20mph – Object</p> <p>Not necessary as a 30mph limit is perfectly adequate.</p> <p>Travel change: No</p>
<p>(13) Local resident, (Middle Assendon, White Lane)</p>	<p>Bix 20mph – Object Middle Assendon 20mph – Object Lower Assendon 20mph – Object</p>

	<p>I would rather money was spent on potholes in village and a speed camera which works very well on road past Shiplake school You state that this is to encourage other modes of transport - so I am supposed to carry all my food shopping back from Henley - how? 20mph is great around schools and town centres but leave other roads alone</p> <p>Travel change: No</p>
(14) Local resident, (Middle Assendon, B480)	<p>Bix 20mph – Object Middle Assendon 20mph – Partially support Lower Assendon 20mph – Object</p> <p>The road between The Fairmile and Assendon is relatively featureless and safe to drive at 30mph, more of an issue is people speeding within the zone, I don't think a 20mph limit would solve that.</p> <p>Travel change: No</p>
(15) Local resident, (Middle Assendon, B480)	<p>Bix 20mph – Partially support Middle Assendon 20mph – Partially support Lower Assendon 20mph – Partially support</p> <p>I'm against the urbanisation of the countryside with more signage/cameras/etc.</p> <p>Travel change: No</p>
(16) Local resident, (Middle Assendon, The Green)	<p>Bix 20mph – No objection Middle Assendon 20mph – Object Lower Assendon 20mph – Object</p> <p>No reason for change</p>

	Travel change: No
(17) Local resident, (Middle Assendon, Chestnut Close)	<p>Bix 20mph – No objection Middle Assendon 20mph – Support Lower Assendon 20mph – No objection</p> <p>A4130 through Middle Assendon is a busy commuter path at rush hour. This is also when the children are crossing our walking beside the road to get the school buses. Too many vehicles are rushing through the village, clearly in excess of 30mph. It is so dangerous. I hope that the 20mph limit is put in place and policed accordingly, and that speeders either find a new route or reduce speed. Fully support 20mph initiative through Middle Assendon.</p> <p>Travel change: Yes - cycle more</p>
(18) Local resident, (Middle Assendon, Fawley Bottom Lane)	<p>Bix 20mph – No objection Middle Assendon 20mph – Support Lower Assendon 20mph – No objection</p> <p>Safety</p> <p>Travel change: No</p>
(19) Member of public, (Adderbury, Round Close Road)	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>For the safety of pedestrians and cyclists.</p> <p>Travel change: Yes - cycle more</p>

<p>(20) Local resident, (Bix, B4130)</p>	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>There are no pavements in some of these areas which means pedestrians (sometimes walking dogs or with kids) are walking on the road - there are too many blind corners for cars to be able to stop quickly enough which has the potential to cause very serious accidents - 20mph would almost certainly prevent serious injury</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(21) Local resident, (Middle Assendon, B480)</p>	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>Many residential houses exit directly onto the road with heavy lorries, large farm vehicles and cars all travelling at high speed. The road is also used as a pleasant short cut to Watlington and the M40. Additionally a significant of cyclists ride through the village, both individuals and groups from cycling clubs throughout the week.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(22) Local resident, (Middle Assendon, B480)</p>	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>In Bix the roads are very narrow, with many blind corners, made even more dangerous by the need to drive in the middle of the road to avoid potholes.</p> <p>For the Assendons, the B480 is narrow, with several blind exits from side roads. To avoid potholes, traffic is often forced into the middle of the road. The re-emergence of the Assendon Spring has led to further deterioration, despite recent ditch-clearing.</p> <p>There are also several established crossing-points for herds of deer, which pose additional risks.</p>

	<p>At times local farm activity results in fleets of very wide tractors passing through, usually towing enormous trailers. Finally, SatNavs show the B480 as a shortcut up the Stonor valley to Watlington, resulting in high volumes of wholly inappropriate traffic, (including enormous tankers and double-artics).</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(23) Local resident, (Middle Assendon, Mill Close)</p>	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>We experience many vehicles driving far too fast through Lower and Middle Assendon and beyond towards Stonor. Pets have been killed. We also have a lot of wildlife crossing these areas. Cyclists and pedestrians are also in danger especially where the roads narrow or where the many pot holes restrict the usable width. Therefore I support the proposed speed restrictions in all three zones.</p> <p>Travel change: No</p>
<p>(24) Local resident, (Middle Assendon, Fawley Bottom Lane)</p>	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>Cars race through the villages without any concern for residents. As there is no pavement speeding cars make it very dangerous to walk along the road</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(25) Local resident, (Middle Assendon, Main Road)</p>	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>Traffic screams along Stonor Valley at great speed. I find it hazardous trying to exit our property</p>

	Travel change: No
(26) Local resident, (Middle Assendon, Mill Close)	<p>Bix 20mph – Support Middle Assendon 20mph – Support Lower Assendon 20mph – Support</p> <p>Too many vehicles speed through the Assendons. There is no pavement between the villages and the Fairmile. Children need to use the road.</p> <p>Travel change: Yes – walk/wheel more</p>
(27) Local resident, (Middle Assendon, Mill Close)	<p>Support – I live in Middle Assendon and would like to see 20 mph in the village area but can understand the objection to 20 mph out of the village , where there are no houses , otherwise people won't adhere to the restrictions in the village . The bit of road out of Middle Assendon with nothing on it between The Rickyard and Witness Farm does not need to be 20mph for instance.</p> <p>I hope these are useful comments and we get a 20mph limit in the village.</p>
(28) Local resident, (Bix, White Lane)	<p>Support – Lane I fully support the 20mph limit on the single track lanes in Bix (Rectory Lane , White Lane and Old Bix Road). At present Rectory Lane has a 30mph sign at the start of the lane which is not appropriate for a single track road. Cars passing along the open stretch of White Lane by the common are often travelling too fast for a single track road. 20mph signs will be a reminder to motorists of the correct speed for single track roads.</p>

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Divisions affected: *Witney West and Bampton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

BLACK BOURTON: PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the proposed introduction of the 20mph & 30mph speed limits in Black Bourton, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Black Bourton, as well as a new 30mph speed limit on the B4020 Station Road, 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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 21 February and 15 March 2024. A notice was published in the Witney 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, Black Bourton parish council, and the local County Councillors representing the Witney West and Bampton division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. They also had similar views on the proposed 30mph speed limit on the B4020 Station Road.
8. Oxford Bus Company objected on the grounds that the cumulative impact of multiple substantial reduction in speed limits on bus productivity and scheduling is very material especially so in peripheral parts of the network which are in all senses marginal, commercially and operationally.
9. Black Bourton Parish Council support the proposals, but also added that they support the proposal from a local resident to extend the 20mph limit to north of the railway bridge, as opposed to terminating south.

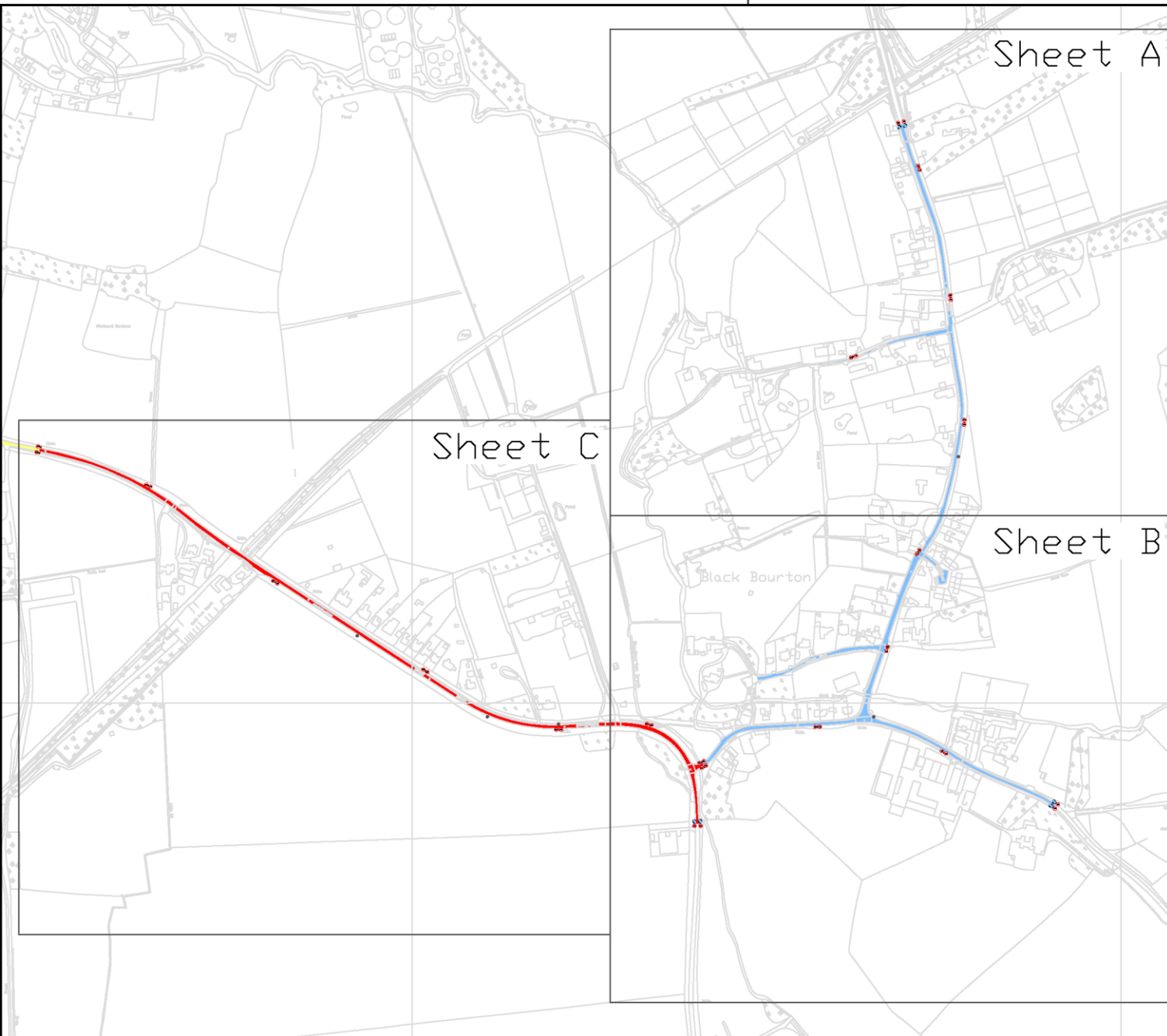
Other Responses:

10. 12 responses were received from local residents & a local Cllr, with five objecting, four in support, two partially supporting, and one non-objection. One of those supporting wished to see the limit extended further northwards to beyond the railway bridge.
11. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

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

Drawing No.



Notes:

- Existing 20mph limit
- Proposed 20mph limit
- Proposed 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Black Bourton 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 09/01/24	Date checked 09/01/24	Date approved 09/01/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns - This applies to both 20 and 30 proposals.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>Object – Pulhams Coaches operates the 19 service along the B4020 through Alvescot and Black Bourton. It is financially supported by Oxfordshire County Council. Service 19 is very long established but has always had some level of financial support from the County. Stagecoach attempted to operate the service commercially briefly from the withdrawal of the entire supported bus services budget in Summer 2016. The service is now tendered, but the bulk of resources to support this have been from those secured from residential development, mainly in Bampton and Aston which the route also serves. These resources cannot be relied upon in the long term.</p> <p>Both the current operation reflects the need to operate extensive mileage within a vehicle cycle, through multiple settlements. As we have made plain repeatedly to the Council, the cumulative impact of multiple substantial reduction in speed limits on bus productivity and scheduling is very material especially so in peripheral parts of the network which are in all senses marginal, commercially and operationally.</p> <p>The length of B4020 involved within these proposals, used by buses, will see a 40mph limit reduced to 30 mph. The immediate materiality of this, over a length of just over 1km, is not so great to pose a problem per se. No 20 mph limits are proposed. However, the cumulative impact with recent and potential future speed limit reductions, not least on route 19 through Bampton, Aston, Brighthampton and Standlake, could be something that causes very serious problems that directly serve to compromise the ongoing economics of bus operation, and the attractiveness and</p>

	<p>relevance of the service to the public. We need to examine these further, both internally and with Council officers, including the public transport function.</p> <p>It also bears mentioning that policy expectations of self-enforcement of a 30mph limit in this area, given the nature and character of the road, rely on extremely optimistic assumptions that we see no evidence of being empirically based. The effectiveness of the measures may in practical terms, be extremely limited, save for the further erosion of bus operation, in an extremely challenging geography.</p> <p>Thus, we are minded to object</p>
(3) Black Bourton Parish Council	<p>Support – the Parish Council to voice its support for the request (as per response no.) that:</p> <p>“the proposed 20 mph speed limit on the north end of Burford Road by the old railway bridge is extended from 57m before (ie to the south of) the mid-point of the bridge to 110m after (ie to the north) of the mid point. Signs placed at 110m north would not impede pedestrians/traffic, access, or cause an obstructed view of the road or bridge.”</p>
(4) Local Cllr (i.e. Town/Parish/District), (Black Bourton, Alvscot Road)	<p>20mph – Support The areas where the 20mph limit is being proposed have no, or very little, by way of footpaths. This means any pedestrians have to walk on the road. Reducing the current speed limit would help ensure the safety of any pedestrians.</p> <p>30mph – Support The area where the reduction in speed limit from 30mph to 40 mph is often subject to speeding motorists and there has been a number of accidents along this stretch of road There is also a bus stop at the Clanfield end of this stretch of road that is currently sited in the 60mph section of road which will be a much safer place for those waiting for a bus once the speed limit is reduced to 30mph.</p> <p>Travel change: Yes – walk/wheel more</p>
(5) Local resident, (Black Bourton, Station Road)	<p>20mph – No objection Village resident</p>

	<p>30mph – Support We are farmers (Glebe Farm, Station Rd, Black Bourton (OX18 2PP). Our driveway comes onto the B4020 just as the steep bend starts where the road bends away southwards towards Clanfield. Over the 37 years that we have lived and farmed here, we have had a number of near misses with traffic passing either way across the bottom of our drive, both when entering our drive with large loads, and also exiting onto the road. In addition to the speed limit restriction, would it be possible to have a 'Tractors Turning' warning sign at either end of the bend please?</p> <p>Travel change: No</p>
(6) Local resident, (Bampton, Church Street)	<p>20mph – Object No history of accidents. Few pedestrian movements. 30 limit already adequate. Lowering the limit likely to lead to significant non-compliance and lack of respect for limits.</p> <p>30mph – Object No history of accidents. Few pedestrian movements. Houses well set-back from the road. 40 limit already brealy complied with as it's often too low. Lowering the limit likely to lead to significant non-compliance and lack of respect for limits.</p> <p>Travel change: No</p>
(7) Local resident, (Black Bourton, Bampton Road)	<p>20mph – Object Completely unnecessary reduction that will incite more contempt for the law</p> <p>30mph – Object Pointless idiocy.</p> <p>Travel change: No</p>
(8) Local resident, (Black Bourton, School Lane)	<p>20mph – Object The people who take no notice of 30mph will take no notice of 20mph and the rest of us will be inconvenience.</p> <p>30mph – Object</p>

	<p>Unnecessary</p> <p>Travel change: Other</p> <p>Not a lot of options in a rural village.</p>
(9) Local resident, (Black Bourton, Burford Road)	<p>20mph – Object</p> <p>After driving through the other local villages that have reduced their speed limit to 20mph i have seen no difference in the way or speed of other drivers. I believe that drivers who ignore a 30mph speed limit will certainly ignore a 20mph speed limit making the hugely expensive change of signage pointless. As an example, while I was driving through Bampton at 20mph I was overtaken by another car, I have also heard of other drivers experiencing this. I believe this change of speed limit will not result in slower vehicles and is a waste of public money.</p> <p>30mph – Object</p> <p>Again my reasons are the same. I believe drivers who ignore a 40mph speed limit will definitely ignore an even slower speed limit therefore making the changes pointless and a waste of public resources</p> <p>Travel change: No</p>
(10) Local resident, (unknown)	<p>20mph – Object</p> <p>Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p>

	<p>30mph – Object no reason to change existing limit</p> <p>Travel change: No</p>
(11) Local resident, (Black Bourton, School Lane)	<p>20mph – Partially support It is evident from other areas where a 20mph limit has been introduced that it is largely ignored unless it is clear that 20mph is logical. The blanket imposition of 20mph zones is ideological and has no empirical evidence to support it especially in Black Bourton. I am not aware of any accidents involving injury to pedestrians or cyclists in the 28 years I have lived here with one exception of a school child being hit by a reversing bus. I might support a speed limit of 20mph on the Burford Road and adjacent side roads of school lane and mill lane but only if there is evidence to support its introduction.</p> <p>30mph – Object It will not be observed</p> <p>Travel change: No</p>
(12) Local resident, (Black Bourton, Burford Road)	<p>20mph – Partially support The proposal to end/begin the 20mph zone just before the old railway bridge at the north end of Burford Road should be extended in the interests of safety to cover the approaches to the bridge (which is a hump-backed bridge).</p> <p>30mph – Support Current speed limit is 40 mph, which is regularly exceeded by drivers. Reducing the limit to 30 mph will help reduce speeding, and also cut down on road noise and vibration.</p> <p>Travel change: No</p>
(13) Local resident, (Black Bourton, Alvescot Road)	<p>20mph – Support I am a local horse rider, any reduction in speed can only be a good thing</p> <p>30mph – Support</p>

	<p>As a horse rider I have always felt unsafe on the road which up to now has been national speed limit</p> <p>Travel change: No</p>
(14) Local resident, (Black Bourton, Burford Road)	<p>20mph – Support small lane / road many cars parking and it is a village area - people walking, companion animals, horse riding, wildlife - all of this is threatened by fast driving. it needs publicising more widely - some still driving at 40 mph - especially to businesses thank you</p> <p>30mph – Support 30 mph helps traffic to slow down before the 20 mph limit</p> <p>Travel change: No</p>
(15) Local resident, (Black Bourton, Burford Road)	<p>Support – I support the proposal to bring in a 20 mph speed limit in Black Bourton. However, having reviewed the Consultation Plan I would like to propose on the grounds of road safety:</p> <p>That the proposed 20 mph speed limit on the north end of Burford Road by the old railway bridge is extended from 57m before (ie to the south of) the mid-point of the bridge to 110m after (ie to the north) of the mid point. Signs placed at 110m north would not impede pedestrians/traffic, access, or cause an obstructed view of the road or bridge.</p> <p>The rationale is as follows:</p> <p>The old railway bridge is semi hunch-backed, and the approaches rise 5 meters up from the flat, relatively narrow road. This presents a very considerable road hazard because there is no footpath either side on the approaches, and the speed limit for traffic at the bridge is unrestricted. Consequently, highly vulnerable users share the road with traffic. Users include: regular use by pedestrians, horses, dog-walkers, joggers - particularly as the road forms part of a running/walking circuit for local and RAF Brize Norton personnel. Hence, vulnerable road users and vehicles mix frequently.</p>

Heading north on the approaches, the current speed limit is 30mph up to 57m before the crest, after which it is unrestricted.

Conversely, heading south approaching the bridge, speed is unrestricted until the driver crests the bridge, at which point the driver has almost no time to comply with the 30 mph sign.

The built-up environment extends north beyond the bridge by 400m to the end of Burford Road (ends at the RAF Brize Norton perimeter fence). Along this relatively short stretch there are:

- An access to livery stables, with horses using the road and bridge daily.
- 10 houses.
- A distillery, plus a visitors centre.
- An access road to the Carterton Sewerage works, and a large woodyard.
- A plethora of small businesses at the former mushroom farm.
- A weighbridge, for HGV traffic.
- Farm vehicles from the woodyard.

I am sure that drivers would understand why there should be a 20 mph speed restriction to include the bridge.

{Ideally, the 20 mph restriction would extend to near the end of Burford Road, ie approximately 400 north of the proposed site of 20 mph signs A1 and A2 on the consultation map.}

Lastly, my proposal has the support of the Black Bourton Parish Council, and my neighbours who live near the bridge. Incidentally, I have lived next to the bridge (by the 30 mph signs, A1 and A2) for the last 40 years – I know how dangerous it is.

Divisions affected: *Carterton South and West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

BROADWELL: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the proposed introduction of 20mph speed limits in Broadwell, as advertised.**

Executive Summary

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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 21 February and 15 March 2024. A notice was published in the Witney 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, Broadwell, and Langford Parish Councils, Kencot Parish Meeting, and the local County Councillor representing the Carterton South & West division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The local member registers his support; the Parish and District Councils have no objections.
8. Oxford Bus Company offered no objection (despite the extensive length) citing that regular public buses services currently do not operate along the road concerned.

Other Responses:

9. Four further responses were received, with one objection, two partially supporting, and one non-objection. Those partially supporting were keen to see the stretch of road between Broadwell & Langford be reduced from the current 60mph National speed limit to 30mph.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.
13. The requests of two members of the public for a 30mph speed limit between Broadwell and Langford would require a further stage of public consultation. It is recommended that the current proposals are approved, and that this matter

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns - This applies to both 20 and 30 proposals.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	No objection – No regular public buses services operate along the road concerned, albeit an extensive length. We thus offer no objection
(3) Local resident, (Kencot)	Object – Why when you don't give resources to TVP for these speed limits to be enforced I live in Kencot how many speeding tickets have been issued it's a joke surely the money could be put to better use I'm in favour of speed limit reduction but only if it's enforced else there really is no point
(4) Local resident, (Broadwell)	<p>Partially support – Whilst I fully support the Councils aspirations to make rural roads safer for pedestrians and cyclists by imposing 20mph speed limits I believe the scheme for Broadwell has not been considered holistically. At conception I and other residents of Broadwell expressed concern of what would happen to the stretch of road between the end of the current 30mph Broadwell zone and the start of the Langford 30mph zone. Currently this stretch of road approximately 0.25 mile is National Speed limit 60mph.</p> <p>Along the stretch of road in question there are: 3 properties all with vehicular access. 1 road junction</p>

	<p>Access/egress to a public amenity 3 field access gates A narrow bridge over Broadwell Brook</p> <p>During my time living here I have witnessed numerous near misses along the stretch of road in question, the most recent being February this year. I therefore consider the current 60mph excessive and unsafe.</p> <p>I am not suggesting that the limit be reduced from 60mph to 20mph but as part of the current proposal consideration should be given to a reduction from 60mph to 30mph.</p> <p>Experience tells me in situations such as this, once the scheme is passed for the rest of Broadwell any interest, gravitas and impetus to rectify this safety concern will be lost. With that in mind I would appreciate the opportunity to discuss mine and others concerns at a site meeting before going any further. Please let me know when you wish to make a site visit and I will make myself available.</p>
(5) Local resident, (Broadwell)	<p>Partially support – I would like to express my full support for the points made by respondent no.4 concerning the speed limit on the part of the road between Broadwell and Langford. As a resident, walker, and cyclist I am well aware of and fully support the need for a 30 mph speed limit on this part of the road.</p>
(6) Local resident, (Kencot)	<p>No objection – Many people, including myself (and some with small children) walk along this charming but narrow road: it is clear that it should have the same 20mph speed limit as neighbouring Kencot (where I live).</p>

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Divisions affected: *Ploughley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

FRINGFORD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) Approve the introduction of 20mph speed limits in Fringford as advertised.

Executive Summary

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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 07 March & 29 March 2024. A notice was published in the Bicester Advertiser 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, Fringford Parish Council, and the local County Councillor representing the Ploughley division.

Statutory Consultee Responses:

7. 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.
8. Oxford Bus Company offered no objection, citing that the village is no longer served by buses and that there was no expectation that it will at any point in the foreseeable future.

Other Responses:

9. Three local residents responded during the course of the consultation, with one objection, one in support, and one not-objecting. The objection felt that the proposals were an unnecessary waste of funds, that 'blanket' 20mph zones are disregarded by motorists, can lead to an increase conflict on the roads, and result in zones which are needed being ignored.
10. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. The main purpose of the scheme is to 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'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report

Bill Cotton
Corporate Director for Environment and Place

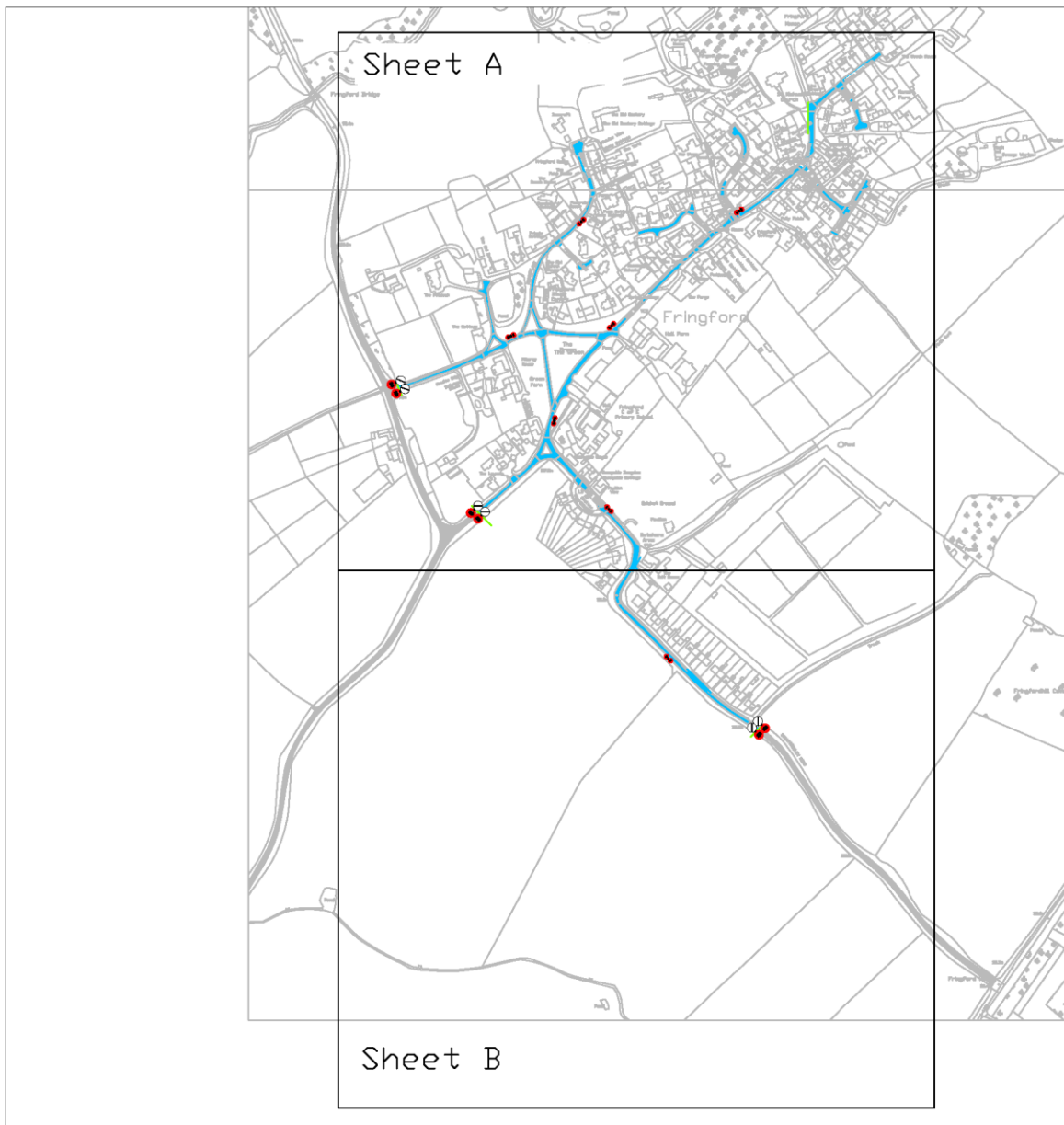
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Anthony Kirkwood (Team Leader – Vision Zero)
Matt Archer (Portfolio Manager - Programme Delivery)

May 2024



Fringford 20mph Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	15.08.23	First draft	C.W		

OXFORDSHIRE COUNTY COUNCIL
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Project title: Fringford 20mph Scheme

Drawing title:
 Fringford 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 15.08.23	Date checked: 05.12.23	Date approved: 05.12.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns –Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> road environment <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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – Thanks for progressing these consultations diligently. It is apparent that there is a great deal of activity across this policy area, County-wide.</p> <p>Fringford had long benefited from a regular daily bus service, supported by the County Council, until the entire budget for supported service was withdrawn in 2016. Despite its relatively large size the village is no longer served by buses and there is no expectation that it will at any point in the foreseeable future.</p> <p>To the degree that it did the proposals are unlikely to materially affect the operation of a logical route at The Green.</p> <p>We thus offer no objection to the proposals.</p>
(3) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being</p>

	wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.
(4) Local resident, (Fringford, Main Street)	Support – Narrow lanes
(5) Local resident, (Fringford, Manor Yard)	No objection – The local roads with no pavements or street lights are not suitable for. 30 mph. Most people do drive around 20 mph, but there are some dangerous exceptions.

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Divisions affected: *Kingston and Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

GARFORD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the introduction of 20mph speed limits in Garford as advertised.**

Executive Summary

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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 06 March & 29 March 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Garford Parish Council, and the local County Councillor representing the Kingston and Cumnor division.

Statutory Consultee Responses:

7. 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.
8. Oxford Bus Company offered no objection, confirming that no regular public bus services operate along the road concerned.

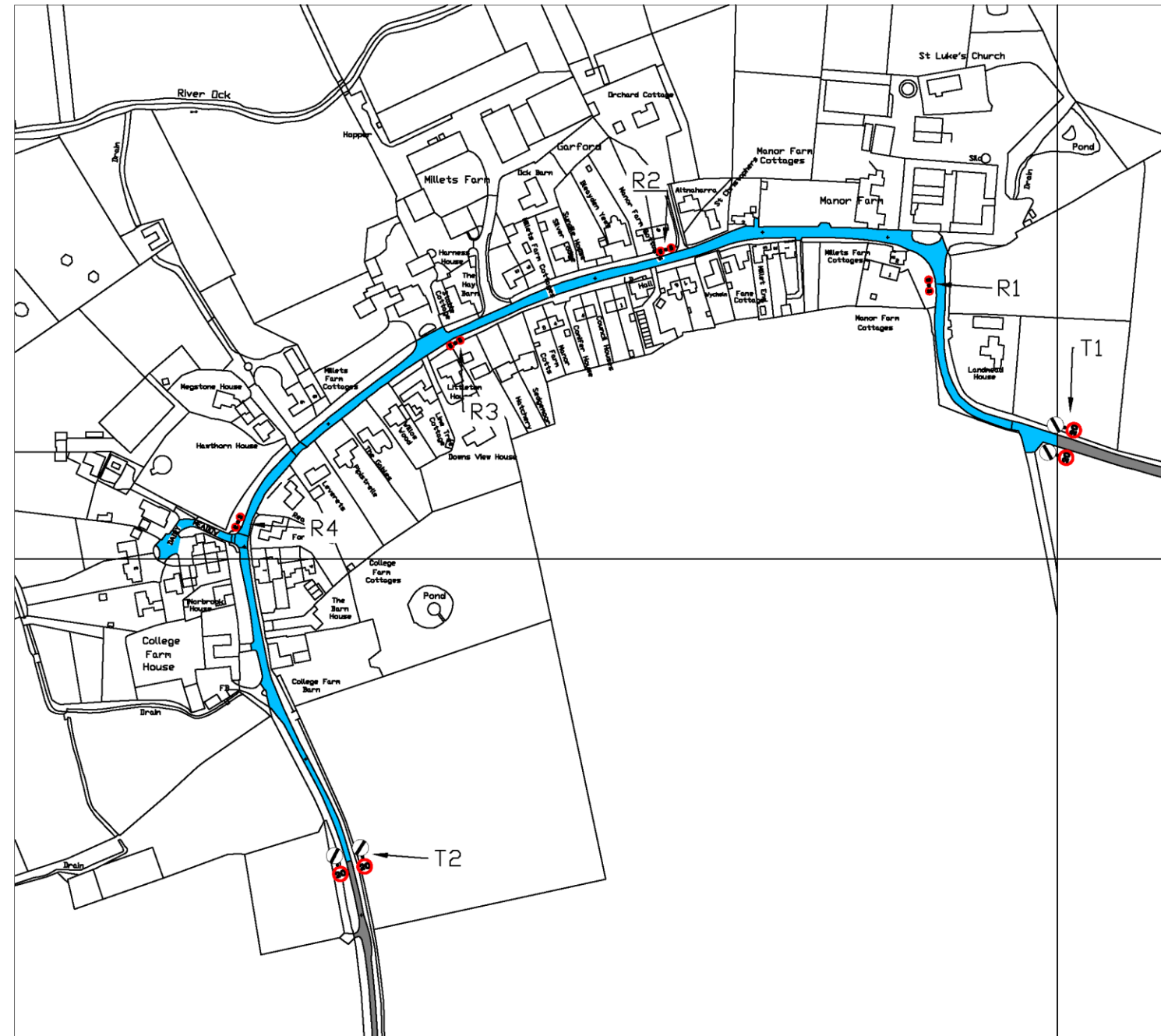
Other Responses:

9. 37 responses were received from local residents & members of the public, via the online consultation survey during the course of the formal consultation, comprising of: one objection (3%), 32 in support (86%), three partially supporting (8%), and one non-objection.
10. The local resident who objected felt that the proposals were an unnecessary waste of valuable taxpayers money which could be better spent on projects to benefit communities. They also felt that 'blanket' 20mph zones are often disregarded by motorists, can increase conflict on the roads, and that zones which are actually really needed around areas such as schools could be ignored.
11. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	16 (43%)
Yes - cycle more	3 (8%)
No	17 (46%)
Other	1 (3%)
Total	37

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

Garford 20mph Scheme



Legend

Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.12.23	Proposal 1	C.R		

Bill Cotton
Corporate Director for
Environment & Place
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title: Garford 20mph Scheme

Drawing title:
Garford 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 22.12.23	Date checked: 10.01.24	Date approved: 10.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 513</p> <p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns –Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – No regular public buses services operate along the road concerned. We thus offer no objection.</p>
(3) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p> <p>Travel change: No</p>

<p>(4) Local resident, (Garford, Dairy Meadow)</p>	<p>Partially support – I would rather the huge lorries going through the village were banned</p> <p>Travel change: No</p>
<p>(5) Local resident, (Garford, Road through Garford)</p>	<p>Partially support – I support this only if it does not increase the amount of road furniture (I.e signage) or road markings.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Garford, Road through Garford)</p>	<p>Partially support – Speeding is not an issue in the village</p> <p>Travel change: No</p>
<p>(7) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – I am a Garford resident with 2 small Children and a dog. I would feel much more confident and safer if the village were a 20 mph zone. Quite often when walking the dog with a buggy at busy times of the day it doesn't feel safe, especially with lots of delivery trucks and large lorries going through the village.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(8) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – I am part of the community speedwatch volunteer team as all too often people speed through the village making it unsafe to walk, 20 mph is the perfect speed for the nature of the road and to force traffic to slow down to protect lives. Easily support this objective</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(9) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – I live in Garford and walk to the bus stop at the Garford turn every week day, to and from, on my way to work. When dark I wear a head torch and a high vis jacket so I am clearly noticeable. What I can do nothing about is cars that come racing around corners in the village, who though I am clearly visible, are usually traveling at such a speed they come past incredibly close to me. On occasion I have worried of they will even have time to swerve at all.</p>

	<p>The road through the village is the only path through the village and its usage is shared by pedestrians, cyclists, farm machinery and cars. Reducing the speed limit for motor vehicles through Garford would reflect this shared use and help increase the safety of us non motor vehicle users of the road. We all know how much more likely you are to survive being hit by a car going 20 mph than 30 mph, so it would make me feel that wee bit safer knowing if a car comes around a corner at the speed limit, the chances of them killing me on my walk from work are that much lower.</p> <p>Travel change: Yes – walk/wheel more</p>
(10) Local resident, (Garford, Dairy Meadow)	<p>Support – Garford is small hamlet with a narrow road through it. The houses and gardens about directly on the road which is shared with pedestrians children and dog walkers. There is no pavement or space for it do all have to walk on the road and therefore a 30 mph limit is essential</p> <p>Travel change: Yes – walk/wheel more</p>
(11) Local resident, (Garford)	<p>Support – People use Garford as a through road and speed through not adhering to 30mph. Having 20mph will hopefully encourage them to reduce their speed. Plus the residents want to walk around and have children and as there are no pavements we need drivers to slow down.</p> <p>Travel change: No</p>
(12) Local resident, (Garford)	<p>Support – The road is used as a rat run in mornings and evenings and some drive way too fast through a village</p> <p>Travel change: Yes - cycle more</p>
(13) Local resident, (Garford)	<p>Support – I have lived in the village for over 5 years and traffic drives far too fast. I walk my dog and it is dangerous at times on our single track road. We also have a lot of wildlife. The grass verges belonging to properties have been driven on and are receding because drivers don't consider oncoming traffic.</p> <p>Travel change: Yes – walk/wheel more</p>

(14) Local resident, (Garford)	<p>Support – Garford is a small village with single lane traffic due to parked cars. Children play in the road and therefore the speed limit should be reduced.</p> <p>Travel change: No</p>
(15) Local resident, (Garford)	<p>Support – There are a number of commercial vehicles that drive through at a ridiculous speed and it's a small village with a very small road</p> <p>Travel change: No</p>
(16) Local resident, (Garford, High Street)	<p>Support – It is unsafe to drive at more than 20mph through the village</p> <p>Travel change: No</p>
(17) Local resident, (Garford, Main Road)	<p>Support – There are no paths or lights in our village which makes walking very dangerous as speeds are well over the current 30mph. The village is very busy before and after work with people cutting through.</p> <p>Travel change: Yes – walk/wheel more</p>
(18) Local resident, (Garford, Main Road)	<p>Support – 30mph feels too fast considering the village operates around a through road. There are people walking dogs, chickens that escape, and children waiting for school buses, and there are nasty bends at both ends of the village which are potentially hazardous at 30mph. A 20 mph limit would be safer all round</p> <p>Travel change: No</p>
(19) Local resident, (Garford, Road through Garford)	<p>Support – Garford is a linear village with no pavements or street lighting. I feel that 30mph is just too fast for a village such as ours. It is noticeable that even vehicles doing less than 30mph are still travelling too fast particularly as pedestrians have to walk on the road or jump out of the way onto verges.</p>

	Travel change: Yes – walk/wheel more
(20) Local resident, (Garford, Road through Garford)	Support – There are blind bends that even going 20mph is too fast. Many children walk to the village Green and the football pitch along the road. There are no pavements in Garford. Travel change: Yes - cycle more
(21) Local resident, (Garford, Road through Garford)	Support – The road has a blind corner and can be dangerous, even at 30mph. In particular there is no pedestrian area around this blind bend so can be difficult for walkers (particularly with kids or dogs) to get out of the way in time. It is used as a cut through to Hanney and Kingston Bagpuize so regularly sees drivers who are unfamiliar with the road at speed before /after work. Travel change: No
(22) Local resident, (Garford, Road through Garford)	Support – Currently the speed round the bends from the A338 are just very dangerous when walking my dogs. Travel change: Yes – walk/wheel more
(23) Local resident, (Garford, Road through Garford)	Support – 30 mph is too fast for Garford given animals, children, walkers, farm vehicles, etc. Travel change: Yes – walk/wheel more
(24) Local resident, (Garford, The Gables)	Support – I am supporting this proposal as we need to lower the speed of the car traffic through the narrow village lane. Large lorries, Amazon delivery, builders and others are typically at full speed through this village and some beyond 30mph. This makes the roads extremely dangerous for the villagers and visitors who stroll through the village. HGV who are at current 30mph are very dangerous and ruins the roads and verges at that speed. Travel change: Yes – walk/wheel more

<p>(25) Local resident, (Garford, Road through Garford)</p>	<p>Support – The road through Garford is often a single track width. Cars meet at too high a speed and then need to mount the sides of the road or residents driveways.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(26) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – The road through and in Garford is single track/carriageway. There is no footpath. The majority of residences line this road. Residents park their cars along this road further impeding and restricting the views for drivers. Residents walk along the road either with or without animals, including horses. Some residents push prams and buggies with very small children inside. I therefore fully support the intended 20mph limit.</p> <p>Travel change: No</p>
<p>(27) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – There are 2 dangerous bends in the village of Garford. One at either end of the village. There have been many accidents and near accidents because traffic goes too fast around these bends</p> <p>Travel change: Other More horse riding</p>
<p>(28) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – Traffic speeds through the village because it is seen as a shortcut towards Frilford. This is clearly dangerous to pedestrians and animals as well as creating noise and disruption for residents. A 20mph restriction will help to slow drivers down</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(29) Local resident, (Garford)</p>	<p>Support – My cat got killed on the road.</p> <p>Travel change: No</p>

<p>(30) Local resident, (Garford, Road through Garford)</p>	<p>Support – In Garford many houses are on the road and reducing the speed will make it quieter. Also, the road is quite narrow with cars parked in the village meaning that there is not much room to pass - if vehicles are travelling more slowly there will be less chance of a collision.</p> <p>There are two sharp curves- one at each end of the village and a slower speed limit would make this safer. There is no pavement in the village and sometimes pedestrians have to walk in the road - this includes the many children who live in the village. A reduced speed limit would reduce risk for them. The village is part of a popular cycle route and it would be safer for them too.</p> <p>Travel change: Yes - cycle more</p>
<p>(31) Local resident, (Garford, Garford Road)</p>	<p>Support – Our village is used as a cut through and drivers go too fast. The road is narrow. There are pedestrians, children, buggies, animals etc and speed needs to be slower</p> <p>Travel change: No</p>
<p>(32) Local resident, (Garford, Main Road)</p>	<p>Support – The road is used not just for driving, but also for walking, often with children , or dogs. Children can be “ free range “ often in the middle of the road, and need enough time to avoid traffic from the rear or the front.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(33) Local resident, (Garford, Main Road)</p>	<p>Support – We have allot of commercial traffic through the village. Large HGV's and traffic going fast when the A34 is closed. There are allot of children walking from the bus etc who need the protection</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(34) Local resident, (Garford, Main Road)</p>	<p>Support – Traffic too fast through village where there are no footpaths</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(35) Local resident, (Garford, Road through Garford)</p>	<p>Support – With no pavements, single width road in places and heavy vehicles frequently coming through the village 20 mph is essential for safety of residents</p> <p>Travel change: No</p>
<p>(36) Local resident, (Garford, Road through Garford)</p>	<p>Support – Many large goods vehicles drive through the village at a risk of causing accidents with oncoming traffic, small children, pets and damaging verges on the narrow stretches of the road.</p> <p>Travel change: No</p>
<p>(37) Local resident, (Garford, Road through Garford)</p>	<p>Support – The road running through Garford is single track, with no pavements. It is used by local and through traffic, farm vehicles, horses and pedestrians. A lower speed limit would reduce the risk of accidents and therefore I support the proposal. I would like my children to be able to cross the road from our house to the playground without being worried that a car will come round the corner too fast and be unable to stop.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(38) Member of public, (London, Grangeway)</p>	<p>Support – I fear for children in the village. There is only one road through the village and some vehicles drive through at a dangerously fast speed.</p> <p>Travel change: No</p>
<p>(39) Local resident, (Garford)</p>	<p>No objection – Slower traffic is important given there are no pavements and regular use of road by local residents, walkers, cyclists etc</p> <p>Travel change: No</p>

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Divisions affected: *Ploughley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

HETHE: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the introduction of 20mph speed limits in Hethe as advertised.**

Executive Summary

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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 22 February and 15 March 2024. A notice was published in the Bicester Advertiser 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, Hethe Parish Council, and the local County Councillor representing the Ploughley division.

Statutory Consultee Responses:

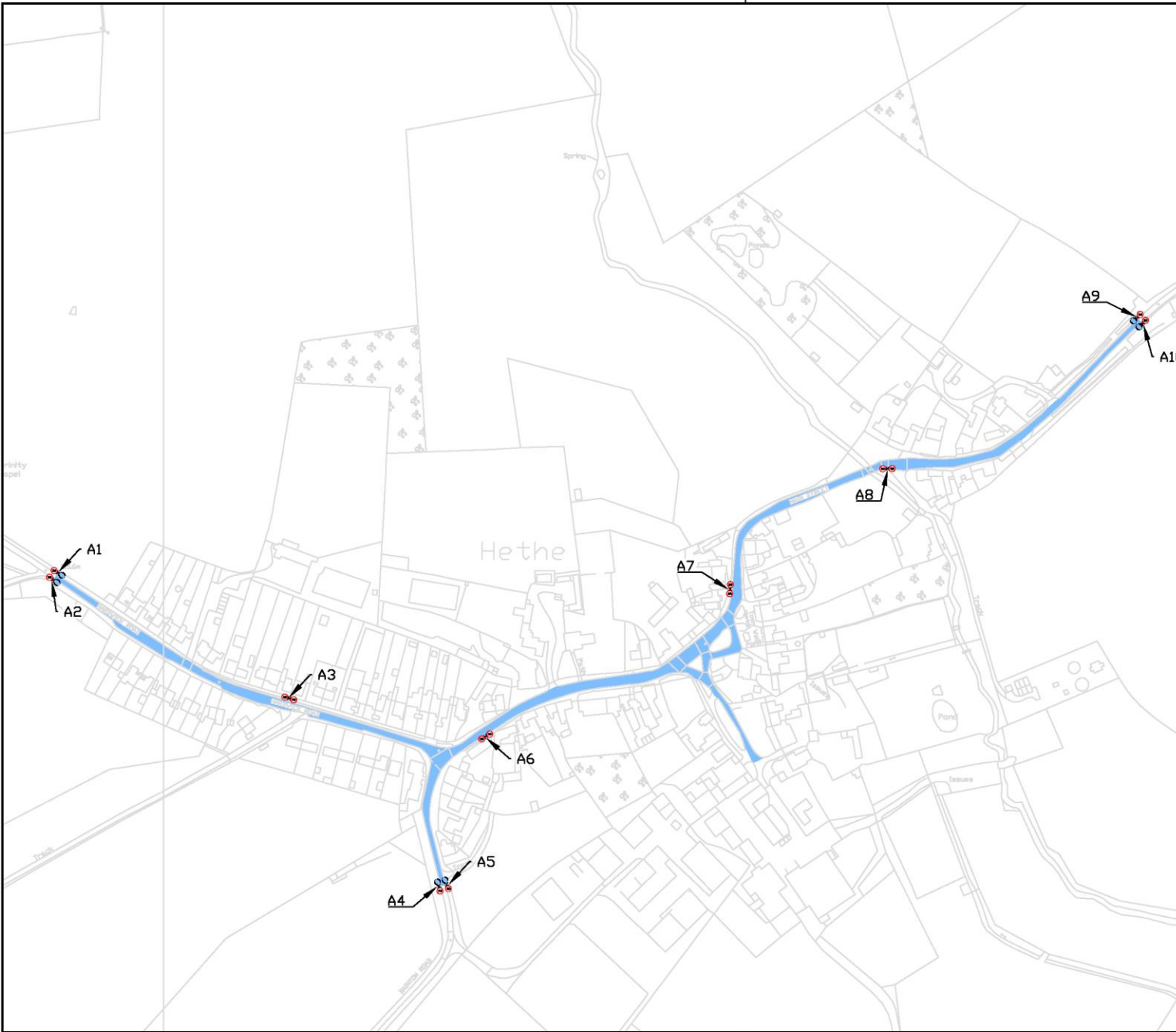
7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection.
8. Oxford Bus Company offered no objection, confirming that no regular public bus services operate along the road concerned.

Other Responses:

9. 17 responses were received (from local residents, and two local Cllrs) via the online consultation survey during the course of the formal consultation, comprising of: two objections (12%), 13 in support (76%), and two non-objections (12%).
10. Both objections felt that the money could be better spent, with one suggesting that 20mph speed limits are ineffective without enforcement, and the other felt that 'blanket' 20mph zones are often disregarded by motorists, can increase conflict on the roads, and that zones which are actually really needed around areas such as schools could be ignored.
11. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	3 (17.5%)
Yes - cycle more	1 (6%)
No	12 (70.5%)
Other	1 (6%)
Total	17

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



Drawing No. _____

Notes:

Proposed 20mph Limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
 Bill Cotton
 Director of
 Communities Operations
 Oxfordshire County Council
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 Tel: 0845 310 1111

Project title
 Hethe 20mph

Drawing title
 Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 02/11/23	Date checked 02/11/23	Date approved 02/11/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns –Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> road environment <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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	No objection – No regular public buses services operate along the road concerned. We thus offer no objection.
(3) Local Cllr (Hethe, Hardwick Road)	<p>Support – 30 is far too fast for the village...there are lots of blind bends and parked cars on both sides of the road. I drive at max 20 currently and find it far more enjoyable for everyone...myself, as well as the residents I pass.</p> <p>Travel change: No</p>
(4) Local Cllr (Hethe, Main Street)	<p>Support – The village is frequently used as a cut through for traffic and speeds seen regularly exceed 30mph. The village roads are narrow with very limited parking and roads are used by farm vehicles. Footpaths and pavements are absent for large sections of the village meaning pedestrians are often unavoidably walking on the carriageway.</p> <p>Travel change: Yes – walk/wheel more</p>
(5) Local resident, (Hethe, Hethe Road)	Object – 20 mph speed limits are ineffective without enforcement, a 20mph limit through Hethe will not be enforced and funds will be wasted on nugatory activity (like this consultation) and new signage. Some of the allocated funds could be better spent on repairing the surface of the existing roads around and through Hethe.

	Travel change: No
(6) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing.</p> <p>The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p> <p>Travel change: No</p>
(7) Local resident, (Hethe, Hardwick Road)	<p>Support – We have lived in the village for just over a year and witnessed a number of near-miss RTAs around the corner of the Hardwick Road/Main Street and Bainton Road junction where vehicles fail to slow down on the bend. There are many children and dog walkers in the village using the narrow paths to get to the village hall green and having to cross where there's no pavement in places. Cyclists and horse riders often use the roads in and out of the village too and, (sometimes speeding) vehicles entering/exiting the village cause concern with slower moving road users. Slowing down vehicles will be a huge benefit to all in the community.</p> <p>Travel change: No</p>

(8) Local resident, (Hethe, Hardwick Road)	<p>Support – Not that Hethe gets a lot of traffic but 20 Mph would make the streets safer, cleaner and give people more of a chance to admire the village</p> <p>Travel change: Yes – walk/wheel more</p>
(9) Local resident, (Hethe, Hardwick Road)	<p>Support – The speed of the traffic along Hardwick Road in Hethe is ridiculous. It is an accident waiting to happen.</p> <p>Travel change: No</p>
(10) Local resident, (Hethe, Hardwick Road)	<p>Support – People drive too fast through the village, especially when exiting along the Hardwick Rd towards Hardwick. It is not safe, especially given the number of children and dogs in the village.</p> <p>Travel change: No</p>
(11) Local resident, (Hethe, Hardwick Road)	<p>Support – I think speed bumps are more efficient</p> <p>Travel change: No</p>
(12) Local resident, (Hethe, Main Street)	<p>Support – I fully support this proposal to improve the safety of all road users and pedestrians in the village, particularly as there are areas where there are no footpaths or the paths are too narrow. Also, most of the roads through the village are narrow due to on street parking. My only concern is that a large area of the village is a designated Conservation Area and that signage and road markings should therefore be restricted to only those which are essential for safety reasons.</p> <p>Travel change: No</p>
(13) Local resident, (Hethe, Main Street)	<p>Support – Cars parked on the road make it narrow and require vehicles to slow down. We have a lot of big heavy farm vehicles being driven through the village. These need to go slowly.</p>

	<p>Many children walk to the playground and to and from school bus pick up points. They need a safer environment with cars travelling slowly.</p> <p>Travel change: No</p>
(14) Local resident, (Hethe, Main Street)	<p>Support – 20 mph is the correct maximum speed for a village. Too Many cars currently speed through Hethe, so a 20 mph limit will help slow people down. Fully support.</p> <p>Travel change: Yes – walk/wheel more</p>
(15) Local resident, (Hethe, Main Street)	<p>Support – Making our village a safer place. Cars travel Too quickly and with the twists and turns and a tiny bridge in the village, we need cars to slow down.</p> <p>Travel change: Other Run more</p>
(16) Local resident, (Hethe, Main Street)	<p>Support – Many people drive too fast, lots of children and animals in village so very dangerous.</p> <p>Travel change: No</p>
(17) Local resident, (Oxford, Cricket Road)	<p>Support – Safer streets less injury less danger of speeding cars and lorries</p> <p>Travel change: No</p>
(18) Local resident, (Hethe, Hardwick Road)	<p>No objection – Everywhere else is going 20mph, no reason for Hethe to be an exception</p> <p>Travel change: No</p>

<p>(19) Local resident, (Hethe, Hardwick Road)</p>	<p>No objection – The speed of some of the drivers through the village is a danger, whether it's day or night. I have young children who play outside and wouldn't want them injured down to irresponsible humans disrespecting the road. We have animals, cattle, horses and even the hounds on exercise, surely preserving this is paramount to any human.</p> <p>Travel change: Yes - cycle more</p>
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Divisions affected: *Thame and Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

KINGSTON BLOUNT: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

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

- a) **Approve the introduction of 20mph speed limits in Kingston Blount as advertised.**

Executive Summary

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

Legal Implications

3. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 04 April & 26 April 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, South Oxfordshire District Council, the local District Cllrs, Kingston Blount Parish Council, and the local County Councillor representing the Thame and Chinnor division.

Statutory Consultee Responses:

7. 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, and also raised specific concerns regarding the reduced limit on the B4009, due to the fact that the route has for many years been subject of complaints under the current speed limits.
8. Oxford Bus Company whilst not formally objecting, did raise concerns regarding the cumulative impact of multiple 20mph limits extensively applied affects the ability of buses to maintain current timetables without the need for significant extra resource.

Other Responses:

9. 68 responses were received from members of the public – the great majority being residents of Kingston Blount or Crowel -l via the online consultation survey during the course of the formal consultation, comprising of 10 objections (15%), 55 in support (81%), and three partially supporting (4%).
10. The objections were mainly on the grounds that a 20mph speed limit was unnecessary or would be ineffective, with many respondents citing more urgent needs such as improved maintenance and better enforcement of the existing 30mph speed limit.
11. The three expressions of partial support focussed on concerns on the need for improved speed management in Crowell with one response mentioning a concern that drivers would speed up to make up for the slower journey time within Kingston Blount.
12. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	15 (22%)
Yes - cycle more	13 (19%)
No	38 (56%)

Kingston Blount Overview

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.02.24	Proposal 1	C.R		



Project title: Kingston Blount 20mph Scheme

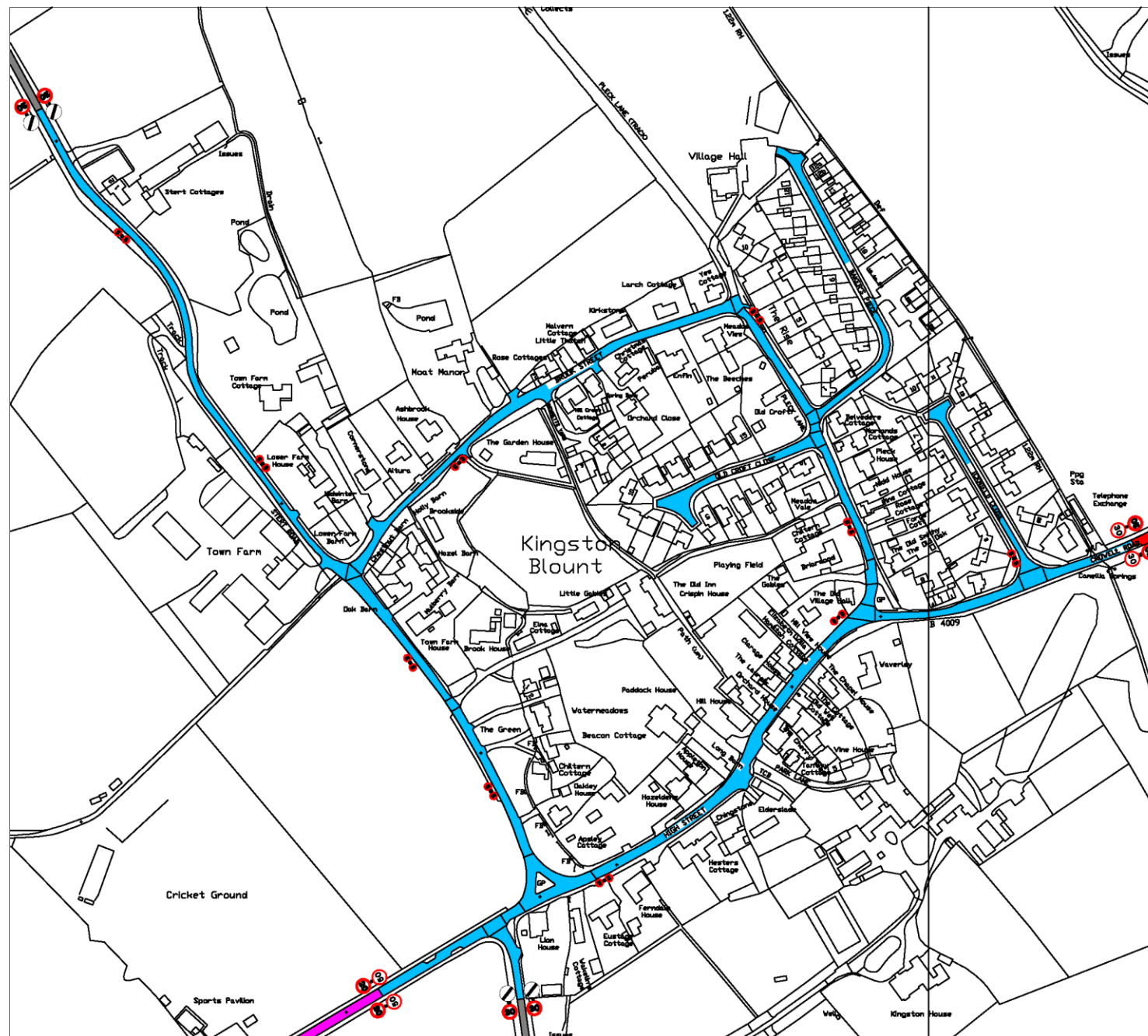
Drawing title:
Kingston Blount 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 08.02.24	Date checked: 10.02.24	Date approved: 10.02.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Especially the B4009 section. This route has for many years been subject of complaints under the current speed limits in place. A sign alone 20 will only make the situation worse in terms of compliance.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</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"> • history of collisions • road geometry and engineering

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Concerns – Kingston Blount is on the edges of our current network. Our Carousel Buses business currently operates the 275 route, as a contractor to the Council. Additionally, the village lies on the “Link40” route between High Wycome and Thame operated hourly by another operator.</p> <p>Again, the principal issue lies in how the cumulative impact of multiple 20mph limits extensively applied affects the ability of buses to maintain current timetables without the need for significant extra resource, and/or offer a relevant service as a result of a combination of substantially longer journey times, and the need to open up frequencies to a less frequent and irregular interval. This significantly reduces bus use, as the Council knows itself from the experience with services across the County.</p> <p>Blanket extensive imposition of 20mph limits is not supported by government policy expressed in LTN01/2013. Failure to have due regard to the effect on buses among other things, is likely to represent a breach of the Statutory Network Management Duty under the Traffic Management Act 2004. Where there are adverse impacts on the quality and availability of bus services, also may have impacts on those with protected characteristics under the Equalities Act 2010.</p>

	<p>While the impact looking at Kingston Blount is isolation would be de minimis, the Council must have regard to the cumulative impacts of such measures elsewhere along the line of bus routes, especially in marginal rural areas such as this one. Thus far we see very little evidence that the Council is so minded.</p> <p>It would be churlish to formally object to this proposal given its extent, and the limited nature of the services we operate. Notwithstanding this, we once again find the Council acting to make bus services slower and potentially less reliable. This is contrary to national policy and the Council's own. We continue to urge the Council to work with us to arrive at a suitably proportionate and evidence-based approach to the ongoing roll-out of 20mph zone across the County.</p>
(3) As a business, (Aston Rowant, Chinnor Road)	<p>Object – Wales are getting rid because it hadn't worked</p> <p>Travel change: No</p>
(4) Local resident, (Crowell, Crowell)	<p>Object – 20mph areas already in force are largely unenforced and ineffective. Efforts would be better spent on enforcing the current speed limit particularly through Crowell.</p> <p>Travel change: No</p>
(5) Local resident, (Crowell)	<p>Object – We do not need a lower speed limit, we need the existing speed limit to be enforced Being stuck behind someone driving too slowly causes frustrated drivers to take unnecessary risks to get past them - that's how accidents happen, not by people driving at 30 & watching where they are going. The bigger problem is drivers' seeming inability to stay on their own side of the road, exacerbated by the lack of centre white lines on the vast majority of Oxfordshire's roads and the failure of the council to mend the potholes which force motorists into the centre of the road</p> <p>Travel change: No</p>
(6) Local resident, (Kingston, Bakers Piece)	<p>Object – Why there is a footpath through Kingston Blount that even uses</p> <p>Travel change: No</p>

(7) Local resident, (Kingston blount, Bennetts Yard)	<p>Object – There are too many varying speed limits in this location which causes more issues and frustrations. There is no evidence that 20 is safer than 30. The current traffic calming is causing more delays than necessary and people speed up to just get through them which is counter productive.</p> <p>Travel change: No</p>
(8) Local resident, (Kingston blount, Brook Street)	<p>Object – 20 is unnecessarily slow, causes more noise pollution and dangerous driving practices between motorists observing the speed limits and those who do not. This is a fine speed limit for the residential area of KB but not the high street</p> <p>Travel change: No</p>
(9) Local resident, (Kingston Blount, Pleck Lane)	<p>Object – The roads around KB and AR generally are cul de sacs or roads only used by locals. It is difficult to go faster than 20mph. It is an utter waste of money, in a time of councils saying they have little money, any funds should be spent elsewhere like maintaining the shocking roads. This is a vanity project:</p> <p>Travel change: No</p>
(10) Local resident, (Kingston Blount, Pleck Lane)	<p>Object – Lack of evidence as to effectiveness of lower speed limit - what is the intention and what options have been considered to lead to this proposal?</p> <p>Travel change: No</p>
(11) Local resident, (Kingston Blount, Pleck Lane)	<p>Object – I support the introduction of 20mph on smaller side roads but it is not necessary for the full village particularly the main road. The chicanes have already helped with no need for further action nor council money being spent on this, I'd rather you focus your attention on bringing the roads i.e all the potholes and overflowing drains to a safe standard.</p>

	Travel change: No
(12) Rather not say, (unknown)	Object – 20mph restrictions should not be allowed. There is no evidence that there are of benefit. Travel change: Other I'll be driving faster than the speed limit
(13) Local resident, (Crowell, Chinnor Road)	Partially support – We live in Crowell - which has a potentially lethal blind corner and you already feel like you're taking your life in your hands whenever you turn out of the village. People already speed through Crowell - my concern is that if 20mph was introduced in Kingston Blount, drivers would use the road through Crowell to make up for lost time in Chinnor and KB - and the speeding would get even worse. Travel change: No
(14) Local resident, (Crowell- Kirstie childcare, Crowell)	Partially support – I live in Crowell and the speed limit is 30mph but everyone drives at 45/50 mph through Crowell. We have a dangerous bend leading into Crowell and a blind view pulling out of Crowell. We need speed humps or width restrictions here in our village. All the surrounding villages have them apart Crowell. Travel change: No
(15) Member of public, (Kingston Blount, High Street)	Partially support – 20mph on the villages roads is required to stop rat-runners coming from Sydenham and Kingston Stert who are trying to avoid Chinnor, or similarly take the "short-cut" up Kingston Hill to J5 of the M40 but the proposals to restrict traffic to 20mph on the main B4009 is a step too far. The existing 30pmh is not enforced and those who ignore it are unlikely to change their driving behaviour by reducing it by a further 10mph. The explosion of housing in Chinnor has meant a significant increase in traffic out to the M40, but drivers currently face fluctuating speed limits from 20mph in Chinnor, then 50mph to Crowell, 30mph though Crowell and Kingston Blount, back to 50mph to Aston Rowant, 30mph through Aston Rowant and 40mph for the final approach to J6 - SIX changes of speed limit in a 2-3 mile journey. Drivers are already frustrated by the existing restrictions and the danger is that 20mph will result in either too many people "speedo-watching" rather than keeping their eyes on the road (a

	<p>danger to pedestrians and residents exiting their driveways) or ever riskier driving in an attempt to overtake in inappropriate places or beat prioritised traffic at the chicanes - this is already happening and will get worse. I speak as a resident on the High Street, whose front door opens straight onto the pavement, and who struggles to pull out of where I park now which will only get worse as everyone bunches up together at a slower speed - I've seen this in other villages (Little Milton eg.) where residents in side roads sit there with a resigned look on their faces and have to wait 5-10 minutes just for a suitable gap to pull out. Add that the the blind exit at the Cherry Tree and other exits and this will just be an accident waiting to happen - the exact opposite of what is planned.</p> <p>Travel change: No</p>
(16) Local resident, (Aston Rowant, Aston Gardens)	<p>Support – Young children</p> <p>Travel change: Yes - cycle more</p>
(17) Local resident, (Aston Rowant, Plowden Park)	<p>Support – Safety!!!</p> <p>Travel change: Yes – walk/wheel more</p>
(18) Member of public, (Aston Rowant, Main Road)	<p>Support – Dangerous there are lots of children around</p> <p>Travel change: Yes - cycle more</p>
(19) Member of public, (Caversham, Woodcote Way)	<p>Support – The more we can to encourage safe cycling and walking opportunities in our communities the better.</p> <p>Travel change: Yes - cycle more</p>
(20) Local resident, (Crowell, Chinnor Road)	<p>Support – I live in Crowell - we have animals & a young family & cars fly through our village at terrifying speeds, so I hope this will encourage drivers to slow down in the whole area, making it safer.</p> <p>Travel change: No</p>

(21) Local resident, (Crowell, Chinnor Road)	<p>Support – The traffic in this stretch of road has become extremely busy and with that we have a lot of speeding vehicles and also construction vehicles which are extremely noisy on this narrow and badly surfaced road. Reducing the speed would hopefully encourage a slower speed and make it a safer straps for families, animals and also vehicles and drivers.</p> <p>Travel change: Yes – walk/wheel more</p>
(22) Local resident, (Crowell, Chinnor Road)	<p>Support – People drive very fast through Kingston Blount and Crowell and it's dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
(23) Local resident, (Crowell)	<p>Support – Walkers, horses, bending, narrow road and pavement. Dangerous crossing the road at present</p> <p>Travel change: No</p>
(24) Local resident, (Crowell, Manor Farm Barn)	<p>Support – 20mph is a safe speed through any built up area.</p> <p>Travel change: No</p>
(25) Local resident, (Crowell, Road south of Crowell)	<p>Support – I live in Crowell cars constantly speed through the village making it very dangerous to cross the road or pull out of the village. I fully support a 20mph speed limit.</p> <p>Travel change: No</p>

<p>(26) Local resident, (Crowell, Road through Crowell)</p>	<p>Support – I wholeheartedly support this speed limit reduction in Kingston Blount but would appreciate you reconsidering to lower the speed in Crowell too. It is a nightmare to try to exit crowell from the church/undertakers side as there is a blind bend to the right toward Chinnor and cars hurtle along. At times it is so hard to get onto the b4009 with the amount of traffic passing at once (die to them being held up at the chicanes and all coming along together) thank you for your reconsideration</p> <p>Travel change: No</p>
<p>(27) Local resident, (Crowell, Crowell Road)</p>	<p>Support – Traffic is so very fast</p> <p>Travel change: No</p>
<p>(28) Local resident, (Emmington)</p>	<p>Support – The corner from the Stert road can be hairy for walkers. There are often children crossing on way to and from school by the farm and cars drive too fast</p> <p>Travel change: No</p>
<p>(29) Local resident, (Kingston Blount, Bennett's Yard)</p>	<p>Support – I am a father of two young boys and very much support the proposal. I am a keen advocate of active travel and know that reduced car speeds will encourage not just my family but others to walk and cycle in Kingston Blount and beyond</p> <p>Travel change: Yes - cycle more</p>
<p>(30) Local resident, (Kingston Blount, Bennett's Yard)</p>	<p>Support – Safer for walkers and cyclists</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(31) Member of public, (Kingston Blount, Bennetts Yard)</p>	<p>Support – I look after my grandson in Kingston Blount. The pavements are extremely narrow/non existent so one feels very vulnerable being so close to traffic when pushing pram or walking with a toddler.</p>

	Travel change: Yes – walk/wheel more
(32) Local resident, (Kingston Blount, Brook Street)	Support – There are lots of children and dog walkers in the village. As well as farm traffic. There is no need to drive faster than 20moh on any road in the village. Travel change: No
(33) Local resident, (Kingston Blount, Brook Street)	Support – Will improve safety, particularly for pedestrians, including children walking to and from school Travel change: No
(34) Local resident, (Kingston Blount, Brook Street)	Support – I live in Brook St and it is narrow with a sharp blind corner into Pleck Lane There is no pavement and the road is used regularly by parents and children going to the playground by the village hall and to School in Aston Rowant and by dog walkers. I would fully support the 20mph for safety reasons. I also cross the B4009 several times a day and it is a very busy road with bends that make visibility difficult so a lower speed limit would be good. Travel change: No
(35) Local resident, (Kingston Blount, Brook Street)	Support – Extra safety particularly for pedestrians and cyclists Travel change: Yes – walk/wheel more
(36) Local resident, (Kingston Blount, Crowell Road)	Support – I fully support the proposal as I live on the main road through Kingston Blount and at the present the amount of traffic speeding through the village is heavy and dangerous to pedestrians. Travel change: No

(37) Local resident, (Kingston Blount, High Street)	<p>Support – The High Street through the village is a busy road, especially at peak times which coincide with parents/ children walking or cycling to school. Crossing the High Street and using local roads within the village would be safer with a lower speed limit, especially as the High Street is a known accident blackspot - hence the traffic calming measures introduced to the entrance/ exit to the village. Chinnor and Sydenham are already 20mph zones - given the volume/ scale/ weight of traffic passing through the village, Kingston Blount is an obvious candidate for a lower speed limit to make our roads safer for all users.</p> <p>Travel change: Yes – walk/wheel more</p>
(38) Local resident, (Kingston Blount, High Street)	<p>Support – Cars come through village at speeds over 30mph Dangerous at times crossing the road!</p> <p>Travel change: No</p>
(39) Local resident, (Kingston Blount, High Street)	<p>Support – We walk/cycle two young kids to the local school in Aston Rowant and with no clear and safe crossing option it can feel very dangerous crossing the road. The existing traffic calming measures in times of significant traffic only concertina up the traffic and unless you cross in the 20 second moment before the cars come rushing past you can get stuck for ages Drivers ignore the existing 30 miles an hour limit Frustrated drivers accelerate aggressively through the village when they get held up in existing traffic calming measures The current path on the side of the narrow is narrow and largely at same level as the road making it feel unsafe when cars speed past Trying to reverse out or pull out on the road can be hard to judge when cars are clearly ignoring speed limits Lots of local kids who want to meet up and play but we don't trust the road The village is very short...any change in speed limit whilst have huge impact on local villagers will only add a few seconds to drivers journey time The road is downhill and windy and crossing the road feels very dangerous wherever you tackle it as you cannot trust drivers to drive at the correct speeds</p> <p>Travel change: Yes - cycle more</p>

(40) Local resident, (Kingston Blount, High Street)	<p>Support – People seem to race through KB which makes it incredibly difficult and dangerous to do simple things like crossing the road! As a resident who lives on the B4009 it also makes it incredibly difficult to get on and off our own driveway. I fully support the proposed limit.</p> <p>Travel change: Yes - cycle more</p>
(41) Local resident, (Kingston Blount, High Street)	<p>Support – I live on High Street in Kingston Blount. My house is very close to the B4009. The entrance to my house is on Kingston Hill.</p> <p>I strongly support the reduction of the speed limit to 20mph.</p> <p>Cars and HGVs regularly exceed the current limit when entering and exiting the village - in particular when accelerating down the slope towards the chicane to exit the village towards Aston Rowant as they have right of way though the chicane (I have measured speeds of up to 50mph going past my house before the chicane!).</p> <p>This causes noise and vibration (especially from HGVs and Buses) and also horn use when vehicles entering the village mis-judge the speed of those leaving it and try to slip through the chicane.</p> <p>This is especially bad at night when traffic is free to move faster and which often causes sleep disturbance.</p> <p>The junction with Kingston Hill is an accident black spot with regular collisions taking place. Cars coming down the hill have ended up going through the hedge, up the verge, into the walls and also into traffic traveling along the B4009, again due to excessive speed. The most recent accident a month ago involved a car pulling out of Kingston Hill and hitting a van which was speeding towards the chicane to leave the village).</p> <p>The traffic on the High Street and using Kingston Hill (which is supposed to be single track and width restricted - yet is used more and more by cars and surprisingly large HGVs - which have destroyed the verges) has increased markedly in the last few years which only adds to the pollution of air and noise for those close to the road. Navigation systems undoubtedly direct traffic down Kingston Hill rather than using the A40 to descend from the Ridgeway.</p> <p>There are also many uneven ironworks on the High Street which cause noise and vibration to conservation properties on the road. Slower traffic would go some way to alleviate this problem, which definitely causes noise and vibration at night, and could cause damage to conserved properties.</p> <p>Walking along the High Street footpath or gardening on the front of properties is actually quite scary at times when very large vehicles pass at speed.</p>

	<p>In particular, I would like to suggest that the new 20mph limit starts before the tight chevroned bend at the bottom of Kingston Hill (so, after the entrance to Kingston Manor) rather than after the tight bend as is currently the situation, as the corner is often approached at speed before the current reduced limit is reached, which is dangerous (there have been two overturned vehicles in recent times on the tight corner) and also does not give much space to reduce from speeds of over 50mph to the lower limit at the junction with the B4009.</p> <p>Starting the 20mph limit further back from the B4009 would also be better as there are often long queues of traffic backed up to the tight corner now (it is used to get to and from J5 of the M40 by a lot of traffic), waiting to turn on to the B4009 and there is increased risk that cars will round the blind bend at speed and hit the back of the queue, or worse, hit one of the horses, walkers, runners or cyclists which use the Kingston Hill road.</p> <p>Thank you</p> <p>Travel change: Yes - cycle more</p>
(42) Local resident, (Kingston Blount, High Street)	<p>Support – My bedroom is above the High Street and noisy traffic is a problem at night sometimes. I also walk to the park and would like to feel safer which I walk along the High Street.</p> <p>Travel change: Yes – walk/wheel more</p>
(43) Local resident, (Kingston Blount, High Street)	<p>Support – I am a cyclist and I live in Kingston Blount. I used the High Street and Kingston Hill regularly. They are both dangerous road with too much traffic driving fast and recklessly. This is often quite frightening and has lead to near misses between cyclists and traffic, particularly at the staggered junction at the bottom of the Kingston Hill and the B4009. A slower speed limit would be safer and help control traffic flow.</p> <p>Travel change: Yes - cycle more</p>
(44) Local resident, (Kingston Blount, High Street)	<p>Support – The village has a couple of bends which have resulted in cars hitting houses and boundaries when travelling at speed.</p> <p>The village footpath exists on the B4009 with a bend to the right of it making it difficult to judge if its safe to cross when vehicles travel at speed. This is particularly problematic with electric vehicles.</p> <p>The centre of the village is very narrow with only one narrow footpath. The footpath is difficult to navigate when vehicles travel at speed both ways. This particularly difficult for families with children and pushchairs.</p>

	Travel change: Yes – walk/wheel more
(45) Local resident, (Kingston Blount, High Street)	<p>Support – I live on the high street in KB and need to cross the main road twice in order to walk anyway, and importantly walk my children to the local school twice a day. The volume of the traffic using the high street as a route to the m40 have increased exponentially over recent years. In addition the vast majority of Theo's traffics speeds out of the chicanes at 40+ milestone at hour. I have this as the spend monitor is outside of my house. It is imperative that measures are put in to try to reduce this speeding, esp if the council are not making any other changes which will reduce the volume of traffic on a road which is not adequate in width or environment to cope with it.</p> <p>Travel change: Yes – walk/wheel more</p>
(46) Local resident, (Kingston Blount, High Street)	<p>Support – Chicane system doesn't work and frustrates drivers who then speed through Kingston Blount, at speeds well exceeding 30 miles an hour.</p> <p>Travel change: Yes – walk/wheel more</p>
(47) Local resident, (Kingston Blount, High Street)	<p>Support – There are no footpaths on the Stert Road, Brook Street or Pleck Lane - on all of these roads pedestrians have to share the carriageway with vehicles. Whilst there is a footpath on the High Street, it is very narrow and pedestrians often have to step onto the carriageway to allow others to pass. Further there are a number of blind exits leading onto the B4009, notably by the popular Cherry Tree cafe. Slowing the traffic to 20mph would improve safety around these driveways/exits.</p> <p>Travel change: Yes - cycle more</p>
(48) Local resident, (Kingston Blount, High Street)	<p>Support – Traffic is too fast and noisy through the village</p> <p>Travel change: Yes - cycle more</p>

<p>(49) Local resident, (Kingston Blount, Mutton Lane)</p>	<p>Support – Cars still tear through the village, so this would slow the traffic down. Travel change: No</p>
<p>(50) Local resident, (Kingston Blount, Park Lane)</p>	<p>Support – The blind bend in the middle of the village with multiple roads and drives leading off it is particularly dangerous. 20mph is plenty. Travel change: Yes – walk/wheel more</p>
<p>(51) Local resident, (Kingston Blount, Pleck Lane)</p>	<p>Support – Slowing the traffic from 30mph to 20mph within the village will make the roads safer for all. Travel change: No</p>
<p>(52) Local resident, (Kingston Blout, Pleck Lane)</p>	<p>Support – Lots of pedestrian cross the main road in the village and cars often driving well above 30mph limit Travel change: No</p>
<p>(53) Local resident, (Kingston Blount, Pleck Lane)</p>	<p>Support – Anything that slowe down traffic on both the side roads and the B4009 should be supported. The current speeds on both are dangerous and it is only a matter of time before someone is seriously hurt. Travel change: Yes – walk/wheel more</p>
<p>(54) Local resident, (Kingston Blount, Pleck Lane)</p>	<p>Support – Traffic passing through KB as always been a concern particularly along the high street which has a very narrow path. Heavy lorries can pass quite disturbingly near to you at times. Reducing their speed would reduce the apparent danger. Its also becoming increasing common for vehicles to speed in the side roads, endangering walkers and pet animals. Travel change: No</p>

(55) Local resident, (Kingston Blount, Stert Road)	Support – Having read all the documents I believe that the proposals for improving road safety are long-overdue. Travel change: No
(56) Local resident, (Kingston Blount, Stert Road)	Support – The B4009 has become very busy with all the new housing and too many people speed and 20mph will make the roads safer for everyone Travel change: No
(57) Local resident, (Kingston Blount, Stert Road)	Support – I support the 20mph proposals as some of the village does not have curbs and forces the use of walking on the road. Children often walk or ride bikes around the village and cross roads to be able to get to school. The High Street is narrow and can become busy with traffic making it difficult to cross the road. Overarching 20mph speed limit will help make the roads around the village safer. Travel change: No
(58) Local resident, (Kingston Blount, Stert Road)	Support – The current speed limit is generally ignored when heading westward through the village. reducing it to 20 mph enforces the need to reduce speed. Travel change: No
(59) Local resident, (Kingston Blount, Stert Road)	Support – Traffic generally too fast through village Travel change: No

<p>(60) Local resident, (Kingston Blount, Bennett's Yard)</p>	<p>Support – Cars go too fast through the village and there are lots of young families living here. It's dangerous</p> <p>Travel change: No</p>
<p>(61) Local resident, (Kingston Blount, Bennetts Yard)</p>	<p>Support – Very limited paths so have to walk in the road</p> <p>Travel change: No</p>
<p>(62) Local resident, (Kingston Blount, High Street)</p>	<p>Support – Dangerous fast driving along the high street with many houses very close to the road. The speed monitor regularly shows vehicles going at speeds of up to 40 mph which is very dangerous, particularly around the corner around the cherry tree. There is nowhere safe to cross the road and many children live in the village and are encouraged to walk or cycle to school in Aston Rowant - it is not safe with cars speeding through the village and no pedestrian crossing. The surrounding villages have introduced a 20mph speed limit which makes it safer for everyone.</p> <p>Travel change: Yes - cycle more</p>
<p>(63) Local resident, (Kingston Blount, High Street)</p>	<p>Support – I live in Kingston Blount High Street and witness the daily excessive speeding. The only negative of living where we do is the speeding vehicles and the increased danger for children and animals entering the road which is unseen. We have lost two animals to vehicles. One of which we witnessed being hit by a speeding van who did not stop.</p> <p>I support any means of slowing the vehicles down on Kingston Blount high street. I am in favor of a physical barrier (as sign do not deter serial speeders) but appreciate that this is not an option at this time.</p> <p>Travel change: Yes - cycle more</p>
<p>(64) Local resident, (Kingston Blount, High Street)</p>	<p>Support – My son nearly got run over the other week and it was some idiot driving around 50 miles an hour through a 30! It's far too residential not to have a 20mph zone around here</p> <p>Travel change: Yes - cycle more</p>

<p>(65) Local resident, (Kingston Blount, Stert Road)</p>	<p>Support – Safety and pollution</p> <p>Travel change: No</p>
<p>(66) Local resident, (Kingston Blount, Park Lane)</p>	<p>Support – Increasingly walking through the village feels unsafe and as though there is not adequate care taken on busy roads, particularly those without pedestrian pavements. Reducing the speed limit would significantly improve this</p> <p>Travel change: Yes, we would walk, cycle and scoot more</p>
<p>(67) Local resident, (Kingston Blount, Pleck Lane)</p>	<p>Support – Too many vehicles go in excess of 30mph in the village - hopefully a 20mph limit will make them consider slowing down</p> <p>There are also many parts of the village with no pavement so it will make it safer for those walking and cycling</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(68) Local resident, (Kingston Blount, Pleck Lane)</p>	<p>Support – Current 30mph limit not being adhered to. Hopefully a 20mph limit will make drivers more aware that a speed limit is in force!</p> <p>Travel change: No</p>
<p>(69) Local resident, (Kingston Blount, High Street)</p>	<p>Support – We live in the village and speed through the main road (coming from the M40 towards Chonnor) especially has always been an issue.</p> <p>Many of the houses are right on the B4009 road, making speeding cars a real issue.</p> <p>Cars accessing the B4009 - especially from Kingston Hill, Pleck Lane and Park Street (which is our access) is very difficult owing to buildings and bends. There have been many RTCs over the years which I am sure you can access from your or TVP records.</p> <p>Most tragically was a RTC in 2007 in which a motorcyclist collided with a lady (Caroline O'Keefe, Aged 70 years old) which resulted in her Death. Police estimated the Motorcyclist was travelling at 39mph, - but what is unquestionable is</p>

	<p>that if the motorcyclist was travelling at 20mph there would probably not have been a collision, and even if there was, it is unlikely to have resulted in a fatality. For all these reasons I am supportive of a 20mph limit.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(70) Local resident, (Kingston Blount, Stert Street)</p>	<p>Support – People use KB as a rat run; so many animals are at risk, and quite a few birds, cats etc run over recently.</p> <p>Travel change: No</p>