



Delegated Decisions by Cabinet Member for Transport Management

Tuesday, 24 June 2025 at 2.00 pm

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 and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 27 June 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

June 2025

Committee Officer: **Democratic Services**
email:committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 17 July 2025

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 three working days before the meeting, ask a question on an item on the agenda.

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 on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

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

4. Minutes of the Previous Meeting (Pages 1 - 16)

To confirm the minutes of the meetings held on 27 March 2025 and 24 April 2025 to be signed by the Chair as a correct record.

5. SRF Project - Side Entry Road Treatments (Iffley & Banbury Roads, Oxford) (Pages 17 - 130)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/045

Contact: Helen Fallon, Project Manager (Helen.Fallon@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT)

The Cabinet Member is RECOMMENDED to:

Approve the following highway improvement measures for implementation, as advertised and shown in annex 1 and 2:

- a) Continuous crossing points, known as side road entry treatments on the following roads:**
 - i. **Belbroughton Road,**
 - ii. **Linton Road,**
 - iii. **Rawlinson Road,**
 - iv. **Norham Road,**
 - v. **Bevington Road,**
 - vi. **Radcliffe Road,**
 - vii. **Iffley Turn (South),**
 - viii. **Westbury Crescent, and**
 - ix. **Courtland Road (North & South junctions), with variation to the design on the following roads with bus routes - St. Margarets Road, and Cornwallis Road.**
- b) Extension of the existing ‘No Waiting at Any Time’ (double yellow lines) parking restrictions on:**
 - i. **the southern side of Radcliffe Road by approximately 7.5 metres, and**
 - ii. **the northern side of Westbury Crescent by approximately 8 metres.**
- c) Install solar studs along the cycle routes to more clearly separate the cycleway from the carriageway.**
- d) Improvement works to pedestrian refuge islands.**
- e) Delegate the approval of final design of the scheme to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.**

6. Proposed Waiting Restrictions & Traffic Calming - Canada Lane, Faringdon (Pages 131 - 146)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/105

Contact: Clever Safurawu, Engineer (Clever.Safurawu@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT)

The Cabinet Member is RECOMMENDED to:

- a) Approve the extension of the existing 'No Waiting at Any Time' parking restrictions on the southern side of Canada Lane in Faringdon, and
- b) Approve the introduction of a 'Build-out' traffic calming feature on the southern side of Canada Lane adjacent to 'Devon House', as advertised.

7. Proposed No Waiting Restrictions - Church Road, Wheatley
(Pages 147 - 156)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/091

Contact: Mike Horton, Technical Officer – Traffic & Road Safety

(Mike.Horton@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT)

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of three additional sections of 'No Waiting at Any Time' on the north side of Church Road in Wheatley, as advertised.

8. A420 & Oaksmere: Proposed 50mph & 40mph Speed Limits (Pages 157 - 180)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/055

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT)

The Cabinet Member is RECOMMENDED to:

- a) Approve the 40mph speed limit on Oaksmere in Appleton, between its junction with the A420 & the new 20mph speed limit terminal, and,
- b) Approve the 50mph speed limit on the A420, between the existing 50mph limits at Tubney Wood & Parklands Manor (ex. Besselsleigh School), 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, 27 March 2025 commencing at 10.00 am and finishing at 12.40 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Susanna Pressel (Item 3)
Councillor John Howson (Item 3 & 5)
Councillor Brad Baines (Item 5)
Councillor Donna Ford (Item 6)
Councillor Les Sibley (Item 6)
Councillor Michael Waine (Item 6)

Officers: Jack Ahier (Senior Democratic Services Officer), Cathy Champion (Operations Manager – Civil Enforcement), Paul Fermer (Director of Environment and Highways), Dave Harrison (Team Leader – Public Transport), Anthony Kirkwood (Vision Zero Team Leader), Julian Richardson (Senior Engineer – Central), Lee Turner (Team Leader – Traffic and Road Safety), James Wright (Senior Officer – Traffic and Road Safety).

Agenda Item	Officer Attending
5	Paul Fermer (Director of Environment and Highways), Dave Harrison (Team Leader – Public Transport).
6	Paul Fermer (Director of Environment and Highways), Anthony Kirkwood (Vision Zero Team Leader).
7	Paul Fermer (Director of Environment and Highways), James Wright (Senior Officer – Traffic and Road Safety).
8	Cathy Champion (Operations Manager – Civil Enforcement).
9	Cathy Champion (Operations Manager – Civil Enforcement).
10	Paul Fermer (Director of Environment and Highways), Julian Richardson (Senior Engineer – Central).
11	Lee Turner (Team Leader – Traffic and Road Safety).

The Cabinet Member 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 and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

11/25 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

12/25 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none received.

13/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There was one petition presented to the meeting by Fiona Crosse about bus services from Cutteslowe to Botley via Jericho. Having received the petition and listened to the remarks made, the Chair promised that a response would be provided in 10 working days by the relevant Chief Officer, the Director of Environment and Highways.

There were several addresses to the meeting, a list of which can be seen below:

3. Petitions and Public Address

Fiona Crosse

Cllr Susanna Pressel

5. Bus Service Improvement Plan – Delivery Plan

Cllr Brad Baines

Cllr John Howson

Robin Tucker

Danny Yee

6. Bicester: 20mph Speed Limit Proposals

Cllr Donna Ford

Cllr Les Sibley

Cllr Michael Waine

Kevin Hickman

Chris Inness

Paul Troop

Robin Tucker

Danny Yee

14/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 27 February 2025 were approved and signed by the Chair as a correct record.

15/25 BUS SERVICE IMPROVEMENT PLAN - DELIVERY PLAN
(Agenda No. 5)

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

The Chair stated that his job was to test the recommendations in the Bus Service Improvement Plan (BSIP) against Council policy and government guidance, not to rewrite the plan.

The Director of Environment and Highways suggested an amended recommendation (b) to give greater flexibility should issues arise regarding schemes having to be removed or inserted into the plan, as well as reflecting the scope of the role of the Cabinet Member in that process.

Officers confirmed that the amendment of existing bus services would have to be in agreement with the bus companies.

Officers noted that the approximate price per bus per bus route was £200,000.

The Chair noted the weight restrictions in place over Donnington Bridge and reflected that bridges across Oxfordshire needed repair but there was limited funding available.

The Chair was supportive of requests to publicise the MyBus ticket more prominently.

The Chair was pleased to see a coherent approach to enhancing the budget, based upon the principles outlined in the LTCP.

The Chair noted that a service from Reading to Sonning Common demonstrated good partnership working.

The Chair thanked County Councillors and members of the public for their engagement, which demonstrated the importance of bus services.

Officers confirmed that if any amendments were to be made, that decision would be brought back to a Delegated Decisions meeting.

The Chair thanked officers, speakers and agreed to recommendations as amended.

RESOLVED to:

- a) Approve the Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26 and its submission to the Department for Transport; and**
- b) Delegate authority to the Director of Environment & Highways to approve the implementation of individual projects contained in the BSIP Delivery**

Plan for 2025/26 and to make any changes in *scope and funding across the approved programmes as needed* to the programme in consultation with the Cabinet Member for Transport Management.

16/25 BICESTER: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 6)

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

The Chair referred to several submitted written statements and consultation responses, including the standard response referring to 'concerns' from Thames Valley Police, specifically about enforcement.

The Director of Environment and Highways took away an action to provide the formal position of the County Council on Traffic Advisory Committees (TAC).

Officers confirmed that the process of 20mph speed limit schemes begin with the support of local County Councillors through the TAC or the parish/town council. This is then brought forward to consultation after officers design detailed schemes through the application of County Council policies.

The Chair welcomed support for 20mph speed limits outside schools but pointed out that children make journeys on roads not just directly outside schools.

Officers confirmed that TRO's can be made on unadopted roads, and that Kingsmere Road was included in the scheme.

Officers confirmed that the Council took its own approach in the October 2021 policy compared with the Department for Transport guidance.

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

RESOLVED to:

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

17/25 ADDERBURY & BLOXHAM PROPOSED PARKING RESTRICTIONS (2025)

(Agenda No. 7)

The Chair introduced the item to the meeting and referred to a submitted written statement.

Officers re-iterated that this was a parish council-led scheme.

The Chair referred to several consultation responses. The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

Approve the following as advertised:

- a) 'No Waiting at Any Time' (double yellow lines) on High Street & Croft Lane, Adderbury,**
- b) 'No Waiting at Any Time' (double yellow lines) on Courtington Lane & Workhouse Lane, Bloxham,**
- c) 'No Waiting, Monday to Saturday 8am to 4pm' (single yellow lines) on Courtington Lane, Bloxham.**

NOT approve the following as advertised:

- d) 'Two-hour permitted parking, Monday to Saturday 8am to 6pm, No return within one-hour' bays on High Street & Lake Walk, Adderbury,**
- e) '30-minute permitted parking, Monday to Saturday 8am to 6pm, No return within one-hour' bay on High Street, Adderbury,**
- f) 'No Waiting at Any Time' (double yellow lines) on High Street & Lake Walk, Adderbury. (High Street & The Green).**

18/25 CHERWELL & WEST OXFORDSHIRE DISTRICTS, VARIOUS LOCATIONS - PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES (MARCH 2025)
(Agenda No. 8)

The Chair introduced the item to the meeting.

The Chair noted that the purpose of these recommendations were to meet the needs of individuals.

The Chair noted the support from County Councillors in their respective areas.

Officers confirmed that the blue badge goes to the vehicle, rather than the person.

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

RESOLVED to:

Approve the following:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Station Road, Alvescot; Abbey Road, Banbury; Crouch Hill Road, Banbury; Foscombe Rise, Banbury; Kings Road, Banbury; Mold Crescent, Banbury; Withycombe Drive, Banbury; Woodgreen Avenue, Banbury; Blake Road,**

Bicester; Hertford Close, Bicester; Leach Road, Bicester; Wear Road, Bicester; Little Green, Bloxham; Orchard Rise, Chesterton; Cornish Road, Chipping Norton; Walterbush Road, Chipping Norton; Cleveley Court, Enstone; Merton Close, Eynsham; Saywell Crescent, Eynsham; Marlborough Avenue, Kidlington; North Green, Kirtlington; Troy Lane, Kirtlington,

b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Cromwell Road, Banbury; Hailey Road, Chipping Norton,

c) To not approve the provision of a DPPP at the following location: Church Street, Deddington; The Village Close, Upper Arncott; Mill Farm Lane, Witney,

c) To not approve the removal of a DPPP at the following location: Honor Close, Kidlington.

19/25 THAME - PROPOSED INTRODUCTION OF ZONAL CAR CLUB PERMITS
(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair stated that this gave an alternative option of transport methods.

The Chair confirmed that the scheme was funding through Section 106 monies specifically for this purpose.

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

RESOLVED to:

a) Approve the introduction of hybrid Car Club vehicles in the central area of Thame for use within bays displaying a 'TH' prefix.

20/25 BOSWELL ROAD, OXFORD - PROPOSED TRAFFIC CALMING AND WAITING RESTRICTIONS
(Agenda No. 10)

The Chair introduced the item to the meeting.

The Chair referenced a petition that was sent over and dealt with via the decision-making process.

Officers confirmed that it was a Section 106 planning obligation from the developer.

Officers commented on the specific details of the proposal and the Chair referred to the work of the LCWIP being worked towards.

It was confirmed that there would be a loss of parking spaces to accommodate double yellow lines and increased visibility splays.

Following a question from the Chair, officers stated that Boswell Road was part of the CPZ for the area.

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

RESOLVED to:

- a) **Approve the following features in Boswell Road, in Oxford as advertised:**
- b) **b) 'Buildout' feature to be located on the eastern side, adjacent to the footpath linking to John Smith Drive,**
- c) **c) 'No Waiting at Any Time' (double yellow lines) parking restrictions on both the east & west sides.**

21/25 DRAYTON VILLAGE - PROPOSED TRAFFIC CALMING AND NEW PEDESTRIAN CROSSINGS
(Agenda No. 11)

The Chair introduced the item to the meeting.

The Chair confirmed that this scheme had been worked on for a long time and that there was support from the parish council, and the previous, and current County Councillor.

It was stated that the crossing was essential to allow for the safe crossing of the road by pedestrians.

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

RESOLVED to:

Approve the following features in Drayton (nr Abingdon) as advertised:

- a) **Raised Zebra crossing on the B4016 High Street,**
- b) **Raised table traffic calming feature incorporating a Zebra crossing on the B4017 Abingdon Road.**

..... in the Chair

Date of signing

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 24 April 2025 commencing at 10.00 am and finishing at 11.45 am

Present:

Voting Members: Councillor Andrew Gant – in the Chair
Councillor Judy Roberts – in the Chair (agenda item 8)

Officers: Jack Ahier (Senior Democratic Services Officer), Stephen Axtell (Senior Officer – Traffic and Road Safety), Paul Fermer (Director of Environment and Highways), Odele Parsons (Team Leader – Place Planning and Coordination – West), Julian Richardson (Lead Engineer – Central), James Whiting (Team Leader – TRO and Schemes), James Wright (Senior Officer – Traffic and Road Safety).

Agenda Item	Officer Attending
4	Odele Parsons (Team Leader – Place Planning and Coordination – West).
5	Odele Parsons (Team Leader – Place Planning and Coordination – West).
6	James Wright (Senior Officer – Traffic and Road Safety).
7	Stephen Axtell (Senior Officer – Traffic and Road Safety), Paul Fermer (Director of Environment and Highways).
8	Stephen Axtell (Senior Officer – Traffic and Road Safety).
9	Paul Fermer (Director of Environment and Highways), Julian Richardson (Lead Engineer – Central), James Whiting (Team Leader – TRO and Schemes).

The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

22/25 DECLARATIONS OF INTEREST

(Agenda No. 1)

The Chair, Cllr Andrew Gant, declared an interest in respect of item 8, Davenant Road – Traffic Calming and Enhancement of Tree Pits (2025), as he had been involved in the drawing up of the scheme as the local County Councillor for Summertown & Wolvercote.

Thus, in agreement with the Leader of the Council, Cllr Liz Leffman, item 8 would be chaired by Cllr Judy Roberts, Cabinet Member for Infrastructure and Development Strategy, under the constitutional provision in Part 4.4, Section 2 (b). Item 8 would also be taken as the first substantive item on the agenda.

23/25 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

24/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There were several addresses to the meeting, a list of which can be seen below. Speakers were heard at the beginning of the agenda item they wished to speak on.

Item 8: Davenant Road – Traffic Calming and Enhancement of Tree Pits (2025)

Danny Yee

Emily Green

Item 4: Chipping Norton Local Cycling and Walking Plan

Cllr Mark Walker

Item 7: Oxford: Frenchay Rd – Proposed Relocation of Parking Bays

Melissa Gilani

Emily Green

Danny Yee

Cllr Andrew Gant left the meeting for the duration of Item 8, which had been moved to the first substantive item on the agenda. Cllr Judy Roberts assumed the Chair for Item 8.

25/25 DAVENANT ROAD - TRAFFIC CALMING AND ENHANCEMENT OF TREE PITS (2025)

(Agenda No. 8)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

Officers confirmed that this proposal was put forward and designed by the residents and that due to the length of time to finish the design, the initial consultation became invalid and hence why the proposal has returned to the CMD process.

Following a question from the Chair regarding the funding of the scheme, officers explained that it was funded via residents and that it would be of no cost to the highways budget.

The Chair noted the high levels of support for the scheme in the consultation.

The Chair noted that this would give a greener impression to the road and made some general comments about the Council's long-term position on re-designing the Banbury Rd.

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

RESOLVED to:

- a) Approve the new `traffic-calming buildouts` on both sides of the carriageway (4 new and 1 extension north side with 3 new and 2 extensions on the south), and**
- b) Approve the associated amendments to existing parking provision & introduction of new `No Waiting at Any Time` parking restrictions to facilitate the proposed traffic calming.**

Cllr Andrew Gant returned to the meeting and assumed the Chair for the rest of the meeting.

26/25 CHIPPING NORTON LOCAL CYCLING AND WALKING PLAN (LCWIP)
(Agenda No. 4)

The Chair introduced the item, invited speakers to make their addresses and responded to their points in turn.

The Chair referenced several written statements that had been submitted and made some general comments regarding local cycling and walking plans.

The Chair praised the process of having an initial consultation, as well as the role of the Town Council and the local County Councillor's engagement, which then led to some changes being made after issues were raised.

The Chair referenced the link to traffic calming in the village of Churchill.

The Chair and officers engaged in discussions regarding the proposed housing development to the east of Chipping Norton. The LCWIP document helps the process of infrastructure being built in connection with other sets of infrastructure outside of developments.

The Chair referenced the issue of children walking to and from school and stressed his view of how this was at the heart of what the Council wanted to achieve, through a discussion on the document outlining commuter patterns contained within the LCWIP.

The Chair noted that in rural areas, vehicles are sometimes the only way of travelling but stated that the intention of the LCWIP was to give greater choice to the methods of transport that people use.

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

RESOLVED to:

- a) Approve the Chipping Norton Local Cycling and Walking Infrastructure Plan (LCWIP).**

27/25 WOODSTOCK LOCAL CYCLING AND WALKING PLAN (LCWIP)
(Agenda No. 5)

The Chair introduced the item to the meeting and referred to a written statement submitted.

The Chair stated the benefits of cycling and walking outlined in the LCWIP, such as the financial costs to the economy, as well as place-shaping and health benefits.

The Chair noted the good cycling connectivity between Woodstock and Oxford.

The Chair noted commuter transport methods, which outlined the lower dependency on cars to commute or that there were further instances of working from home, particularly post-COVID.

The Chair asked for school travel patterns for Woodstock, as had been the case in the Chipping Norton LCWIP.

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

RESOLVED to:

- a) Approve the Woodstock and Surrounding Areas Local Cycling and Walking Infrastructure Plan (LCWIP).**

28/25 CHURCHILL VILLAGE - PROPOSED 40MPH SPEED LIMITS AND TRAFFIC CALMING FEATURES
(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair commented on the good level of consultation response and noted the engagement with the Oxford Bus Company (OBC), which led to officers making

changes and OBC withdrawing their objections to the scheme. The Chair felt this was a good example of working with partners.

The Chair referenced several consultation responses relating to noise and school traffic.

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

RESOLVED to:

- a) Approve the 40mph speed limits 'buffers' on the approaches to the village, including the: i) B4450 Chipping Norton Road, ii) B4450 Junction Road, iii) Churchill Road and iv) Sarsden Road, as advertised.**
- b) Approve the Traffic calming features at the following 20mph/40mph terminal location points: i) B4450 Chipping Norton Road, ii) B4450 Junction Road, and iii) Churchill Road, as advertised.**

29/25 WALTON STREET, OXFORD - PROPOSED PARKING AMENDMENTS
(Agenda No. 9)

The Chair introduced the item to the meeting and confirmed item 9 would be moved ahead of item 7 to allow as much time for public speakers to be able to address the meeting.

Officers confirmed that white zig-zag road markings were a no-stopping zone, and that unloading/loading could be undertaken on double yellow lines.

The Chair noted support for the scheme from the local Oxford City Councillor for Walton Manor.

Officers commented that some parking is beneficial to traffic calming.

The Chair noted that the scheme was fully developer-funded and would be of no cost to the County Council.

The Chair was confident that safety concerns had been addressed by officers and through the Road Safety Audit.

The Chair referenced concerns raised by Thames Valley Police, surrounding visibility concerns. Officers and the Chair confirmed that monitoring of the scheme would be undertaken if the need requires.

The Chair referenced to several consultation responses, particularly with regards to the local input provided by residents.

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

RESOLVED to:

- a) **Approve the reduction of the lining at the existing Zebra crossing on Walton Street (north of Observatory Street) in Oxford, as proposed.**

30/25 OXFORD, FRENCHAY ROAD - PROPOSED RELOCATION OF PARKING BAYS

(Agenda No. 7)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

The Chair referred to several written statements submitted.

The Chair clarified the recommendations were to defer the proposals and to give approval to explore other solutions.

The Chair raised the issue of pavement parking and confirmed that the Council was waiting responses from the Department for Transport.

Officers confirmed that the widening of the road at the specific point raised by the Chair would not allow for two-way traffic.

Officers recognised the challenges of the schemes and committed to trying to find alternative solutions as per the recommendations.

The Chair referred to several consultation responses.

The Chair noted the officers' responses and confirmed that he would like to amend the wording in recommendation a) to 'reject' rather than 'defer'.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations as amended.

RESOLVED to:

- a) **~~Defer~~ Reject the decision to relocate the existing 'Permit Holders Only 8am-6:30pm Monday to Saturday' parking places, outside Nos.27 & 33 Frenchay Road, to being partly on the adjacent footway, and**
- b) **Approve the exploration of other potential solutions by Officers if appropriate.**

As this was the last meeting of this Council term before the elections on 1 May, the Chair thanked officers, speakers and Councillors for taking part in these meetings and commended it as a good example of engagement with local communities.

..... in the Chair

Date of signing

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Division(s) affected: *Bartlemas, Cowley, Isis, Rose Hill & Littlemore, Summertown & Walton Manor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 JUNE 2025

OXFORD: A4165 BANBURY ROAD & A4158 IFFLEY ROAD – PROPOSED ‘SIDE ROAD ENTRY TREATMENTS’ & PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the continuous crossing points, known as side road entry treatments on the following roads:
 - i. Belbroughton Road,
 - ii. Linton Road,
 - iii. Rawlinson Road,
 - iv. Norham Road,
 - v. Bevington Road,
 - vi. Radcliffe Road,
 - vii. Iffley Turn (South),
 - viii. Westbury Crescent, and
 - ix. Courtland Road (North & South junctions), with variation to the design on the following roads with bus routes - St. Margarets Road, and Cornwallis Road,
- b) Approve the extension of the existing ‘No Waiting at Any Time’ (double yellow lines) parking restrictions on:
 - i. the southern side of Radcliffe Road by approximately 7.5 metres, and
 - ii. the northern side of Westbury Crescent by approximately 8 metres.
- c) Approve the installation of solar studs along the cycle routes to more clearly separate the cycleway from the carriageway, and
- d) Approve the improvement works to pedestrian refuge islands, as advertised

- e) **Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport Management.**

Executive Summary

2. This report presents responses to the statutory consultation on proposals to construct new side road entry treatments at various junctions along the A4165 Banbury Road and the A4158 Iffley Road in Oxford, which will provide continuous footways across the junctions providing improvements for those walking, wheeling and cycling, as shown in **Annex 1 and 2**. The projects are designed to improve safety and convenience at priority junctions where significant numbers of active travel injuries have been recorded.
3. The projects are funded by the Department for Transport's (DfT) Safer Roads Fund. The DfT has identified the Banbury Road and Iffley Road for intervention to improve road safety, particularly for more vulnerable road users. This funding can only be used for this specific purpose, on these specific roads.

Background

4. In Oxford, the majority of injuries on the highway are to pedestrians and people cycling, frequently at junctions. Therefore, projects for Banbury Road and Iffley Road are focussed on improving safety for pedestrians and cyclists with the proposed interventions being identified in conjunction with the Department for Transport (DfT) and Oxfordshire County Council's Vision Zero team.
5. The projects are designed to improve the priority junctions along these roads with the proposals developed in a 'co-design' setting with stakeholders.
6. Informed by the county council's recorded collision data, current and anticipated future traffic flows, and the Road Safety Foundation's iRAP tool, a set of proposals were prioritised. The proposals generated a strong benefit/cost ratio (BCR) and were successful in receiving DfT funding.
7. Stakeholder engagement sessions were carried out in November 2023, January 2024 and February 2025 to gather feedback on the initial list of junctions to be treated and to inform the preliminary design proposals.
8. The feedback received at these sessions focused on the design approach to be used, including a request for a bolder, more comprehensive, strategy to improve active travel infrastructure. This was noted and is something that will also be taken forward through both the Central Oxford Movement and Place Framework and the standard design for side road entry treatments review.
9. An initial statutory consultation ran for four weeks and closed on 29 March 2024. This led to a revised project scope which included side road entry treatments at

Bevington Road, Norham Road, St. Margaret's Road, Rawlinson Road, Linton Road and Belbroughton Road.

Corporate Policies and Priorities

10. The Banbury Road and Iffley Road Safer Roads Fund proposals align with a number of Oxfordshire County Council's priorities, set out in the Strategic Plan, and specifically support the following:

- Put action to address the climate emergency at the heart of our work
- Tackle inequalities in Oxfordshire
- Prioritise the health and wellbeing of residents
- Invest in an inclusive, integrated and sustainable transport network

11. In July 2022, Oxfordshire County Council adopted its Local Transport and Connectivity Plan which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents.

12. The Local Transport and Connectivity Plan includes ambitious targets to:

- replace or remove 1 in 4 car trips in Oxfordshire by 2030
- deliver a net-zero transport network by 2040
- have zero, or as close as possible, road fatalities or life-changing injuries by 2050

13. To help deliver the Local Transport and Connectivity Plans vision, the adopted Central Oxfordshire Travel Plan proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges, including the need to:

- reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities
- reduce congestion and its negative impacts on bus services and economic productivity and vitality
- encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling
- improve health and wellbeing and reduce health inequalities

Sustainability Implications

14. The proposals aim to reduce the risk of future accidents through a combination of whole route measures (improved delineation) and site-specific measures (side road entry treatments and improved pedestrian crossings) encouraging more people to walk and cycle, more safely.

15. Consideration of the provision of new rain garden facilities, where space and budget allows, is also being reviewed.
16. A Climate Impact Assessment is available in **Annex 5**.

Financial Implications

17. Funding for the proposals has been provided by DfT's Safer Roads Fund and a small amount of S106 contributions.
18. The Iffley Road has an approved budget of £800,000, all funded by the DfT's Safer Roads Fund.
19. The Banbury Road has an approved budget of £945,814; £875,000 from the Safer Roads Fund and £70,814 of S106 funding.
20. The area of public highway to be maintained (including footway, carriageway and drainage) remains the same and as within the council's current maintenance programme. There will be new materials introduced at the side roads, with more highway space allocated to walking and wheeling and these works will, in the short term, reduce the need for maintenance. For the medium to long term, it is expected that there is no impact on maintenance requirements.. .

Comments checked by:

Rob Finlayson - Strategic Finance Business Partner (Finance and Commercial) – Rob.Finlayson@oxfordshire.gov.uk

Legal Implications

21. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and related regulations.
22. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980 and the Road Traffic Regulation Act 1984, under which legislation the Council has powers to implement highway improvements and to make and amend traffic regulation orders.

Comments checked by:

*Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk*

Equality and Inclusion Implications

23. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
24. An Equalities Impact Assessment is provided at Annex 5.

Procurement Implications

25. A clear procurement route has been set out for the Banbury Road and Iffley Road Safer Roads Fund improvements in a Procurement Strategy for each project. The projects are split into two phases, 'design' and 'construction'.
26. There were seven Construction and Delivery Frameworks that were available to Oxfordshire County Council that were considered. Framework expiry dates and contract value, time constraints associated with design tasks and potential to use different providers for separate elements of the project were taken into account in selecting a procurement route.
27. Based on these considerations the following frameworks were considered the most suitable procurement routes:
- • The Highways Partnership Contract
 - • The Highway Term Service Contract (TSC)
 - • Atkins Realis Delivery Partnership Agreement
 - • PAGABO - Civils and Infrastructure Framework, London & South East England
28. The feasibility design works were undertaken by Milestone Infrastructure Limited through the former Highways Partnership Contract. The Highways Partnership Contract expired at the end of March 2025 and has been replaced by the Highway Term Service Contract which went live on 1 April 2025. M Group (formerly MIL) was the successful tenderer on the Highway Term Service Contract.
29. The recommended route to market for the construction phase is to issue a Task Order through Highway Term Service Contract. This route to market demonstrates a compliant process utilising an existing contract. The Highway Term Service Contract is predominantly designed for maintenance works with a maximum contract value of £750k. The nature of the works fit into the scope of this. The progression from completing the design works and instructing the construction works through the Highway Term Service Contract facilitated a smooth transition between the design and construction phase limiting the associated risk.

30. The Procurement Strategy was approved in November 2024 and is included in **Annex 7**.

Comments checked by:

Jonathan Duffy (Category Manager Infrastructure – Financial and Commercial Services)

Formal Consultation

31. Following on from the 2024 consultation and revised project scope, further co-design workshops were held with key stakeholders to develop the designs.

32. A further statutory consultation was subsequently held on the locations identified and with designs amended to include continuous footways which will provide further priority to people walking and cycling. This ended on 28 March 2025.

33. 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, South Central Ambulance Service, bus operators, countywide transport operators, access & disability groups, Oxford City Council, local city councillors and the local county councillors representing the University Parks, St Margaret's, Isis, Iffley Fields & St Mary's, Rose Hill & Littlemore and Cowley divisions.

34. Letters were also sent directly to approximately 225 properties in the Iffley Road area and 265 in the Banbury Road area. Street notices were also placed on site in the immediate vicinity adjacent to the proposals. In addition to this:

- a) A consultation page was open on the council's Let's Talk Oxfordshire webpage alongside a survey.
- b) Presentations were given to identified stakeholder groups including local councillors, inclusive accessibility groups, bus operators and other user groups.

35. It should be noted that an amendment was made to the online survey once it had gone live. This was as a result of an administrative error being identified which mistakenly listed Bevington Road as an option for the A4158 Iffley Road proposals, when it should have been Cornwallis Road (in all other instances the text had been correct i.e. notices, letters & emails). As soon as the error was identified, the survey was amended/updated, but a small number of responses (13 in total, as shown in **Annex 4B**) had been received prior to the amendment being made.

36. A courtesy email was therefore sent to each respondent individually (where contact details had been provided), which explained the situation and double checked whether it would affect their response to that particular question. A note was also added to the online survey's introductory text, which flagged the amendment, and invited those respondents where contact details were not held, to contact the project mailbox and advise if they would like to amend their response. No amendments were received.

Officer Response to Objections/concerns

Banbury Road:

37. We received 79 responses via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

Table1. A4165 Banbury Road.

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Belbroughton Road	17	5	48	9	79
Linton Road	15	5	49	10	79
Rawlinson Road	15	5	48	11	79
Norham Road	16	5	50	8	79
Bevington Road	15	5	48	11	79
St. Margaret's Road	15	5	47	12	79

* see paragraph nos. 37 and 38 above

38. For the proposal on Belbroughton Road, 67% either 'supported' or 'partially supported', 22% 'objected', and 11% had 'no opinion'/no objection'.

39. Regarding the proposal on Linton Road, 68% either 'supported' or 'partially supported', 19% 'objected', and 13% had 'no opinion'/no objection'.

40. For the proposal on Rawlinson Road, 67% either 'supported' or 'partially supported', 19% 'objected', and 14% had 'no opinion'/no objection'.

41. The proposal on Norham Road received 70% either 'supported' or 'partially supported', 20% 'objected', and 10% had 'no opinion'/no objection'.

42. For the proposal on Bevington Road, 67% either 'supported' or 'partially supported', 19% 'objected', and 14% had 'no opinion'/no objection'.

43. Lastly, the proposal on St. Margaret's Road had 65.82% either 'supported' or 'partially supported', 18.99% 'objected', and 15.19% had 'no opinion'/no objection'.

44. In summary, across the proposals for Banbury Road 67% support, 19% object, with 14% expressing no opinion or objection.

Iffley Road:

Table 2. A4158 Iffley Road

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Radcliffe Road (incl. DYL amends)	8	3	46	22	79
Iffley Turn	8	2	50	19	79
Westbury Crescent (incl. DYL amends)	8	2	47	22	79
Courtland Road (North and South)	8	3	46	22	79
Cornwallis Road*	8	2	38	18	66*
<i>Bevington Road*</i>	-	-	<i>10</i>	<i>3</i>	<i>13*</i>

45. For the proposal on Radcliffe Road (including Double Yellow Line amendments), 63% either 'supported' or 'partially supported', 11% 'objected', and 28% had 'no opinion'/'no objection'.
46. For Iffley Turn, 66% either 'supported' or 'partially supported', 11% 'objected', and 25% had 'no opinion'/'no objection'.
47. For Westbury Crescent (including Double Yellow Line amendments), 63% either 'supported' or 'partially supported', 11% 'objected', and 28% had 'no opinion'/'no objection'.
48. Courtland Road (North and South) received 63% either 'supported' or 'partially supported', 11% 'objected', and 28% had 'no opinion'/'no objection'.
49. For Cornwallis Road, 61% either 'supported' or 'partially supported', 13% 'objected', and 28% had 'no opinion'/'no objection'. The total number of responses was 66.
50. Bevington Road had 77% either 'supported' or 'partially supported', 0% 'objected', and 24% had 'no opinion'/'no objection'. The total number of responses was 13 and these will not be included due to the initial error reported in paragraph 30 above.
51. In summary, across the proposals for Iffley Road 62% support and partially support, 10% object with 28% expressing no opinion.

Stakeholder responses and email correspondence

52. Additionally, a further seven emails were received. Thames Valley Police did not object, but raised concerns about the 'Give way lines', stating that visibility for vehicles emerging on to the main roads would be compromised. Oxford Bus Company offered their support (stating their appreciation for being involved in the design process), whilst an Oxford City Councillor (representing the ward) raised concerns, particularly for those with visual impairments.
53. The designs will all be subject to a Road Safety Audit and monitoring. The continuous crossings are designed to prioritise pedestrians and cyclists over motor traffic by extending the footway treatment across side roads, creating raised traffic calming points and reducing speeds. This design aims to reinforce the priority of people walking and cycling, making it safer for them to cross, utilising the very latest and innovative design principles.
54. Due to the low traffic volumes and speeds in these locations, officers consider this design to be safe and reinforce the priority of people walking and wheeling, as set out in the Highway Code. The design includes measures to slow down motor traffic, such as tightening turning radii and using ramps and raised tables. Officers have met with representatives for blind and partially sighted people, as well as accessibility groups, to ensure that the crossings are designed to be accessible for all, including those with physical and visual impairments.
55. A joint response from Cyclox & Oxfordshire Liveable Streets was largely supportive, and Oxford Pedestrians Association also offered their support, particularly welcoming the proposal for continuous footways. Specific locations mentioned by these user groups will be reviewed as part of the next stage of design. Some local residents submitted objections, citing various concerns they had with certain aspects of the proposals, as well as more general views on the use of council funds, for example that proposals do not represent value for money and would better be used on maintenance (e.g. 'potholes').
56. Responses to the consultation were provided by County Councillors, all in support of the proposals, specifically the side road entry treatments and rain gardens. with the following comments provided: Prioritising improvements for walking and wheeling was also welcomed. There was also a response to the consultation from a City Councillor who was also supportive of all the side road entry treatments.
57. The proposals have been developed closely with key user groups. The council will prioritise measures that deliver benefits based on cost, alignment with policy, deliverable benefits, and consultation feedback. As set out in the background section, analysis of collisions in Oxford suggests that a significant number of serious and fatal incidents occur at junctions and side roads, often involving pedestrians and/or people cycling. Measures that can assist in reducing crossing distances, as well as vehicle entry/exit speed, can significantly alleviate some of these issues.
58. As set out in the consultation, these schemes are funded by the Department for Transport's Safer Roads Fund to deliver the safety benefits outlined above to vulnerable road users. The funding is provided with the condition that is used only for new safety improvements (so cannot cover pothole repairs or general

maintenance) on these specific roads, creating a safer urban environment – especially for vulnerable road users.

59. The full responses are shown in Annex 2, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.
60. All responses are noted and any suggestions relating to design of the measures will be passed on to the design team and reviewed as designs are finalised. Final designs will also be subject to the relevant stage of Road Safety Audit prior to implementation with any measures identified considered for inclusion in the final designs.

Next Steps

61. Feedback from this consultation will be used by the project's design consultant to complete the detailed design. The designs will be LTN 1/20 compliant and stakeholder groups will continue to be engaged with as part of the future design process. As part of the design process, an independent road safety audit will be carried out, ensuring that the audit recommendations are incorporated into the design as appropriate.
62. Subject to approval, detail and final design of the scheme will be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.
63. If approved, delivery of works is expected to commence in autumn 2025. Works will be planned and phased in order to minimise network disruption.
64. Monitoring will be undertaken to assess performance against the key scheme objectives for this project:
- Provide better pedestrian and cycling facilities, including increased numbers of active travel users.
 - Reduce the risk and number of collisions and accidents.
 - Reduce the number of fatal/serious injuries/casualties involving pedestrians and cyclists.

Paul Fermer
Director of Environment & Highways

Annexes

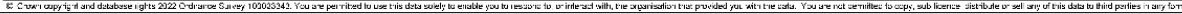
Annex 1: Banbury Road consultation plans
Annex 2: Iffley Road consultation plans
Annex 3: Email Consultation responses
Annex 4: Let's Talk Oxford Consultation Responses
Annex 5: Equalities Impact Assessment

Annex 6: Climate Impact Assessment

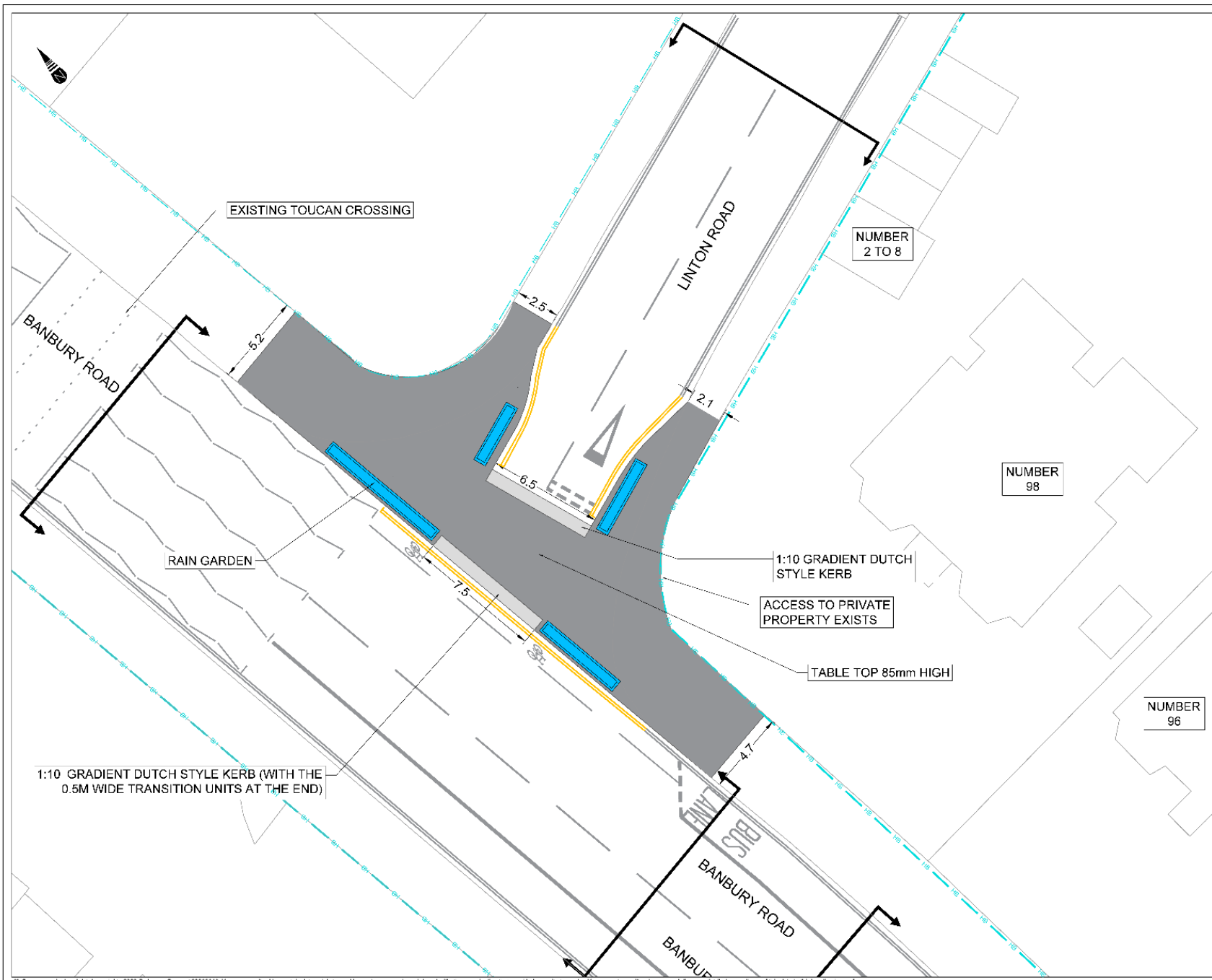
Annex 7: Banbury Road and Iffley Road Procurement Documents

Contact Officers: Andy Warren (Senior Project Manager)
 Megan Kitts (Assistant Project Manager)
 Infrastructure Delivery








June 2025



5101814-WIL-HGN-BAN-DR-CH-0106



KEY:

-  ADDITIONAL DOUBLE YELLOW LINE
-  EXISTING / PROPOSED ROAD MARKINGS
-  PROPOSED / RESURFACED FOOTWAY
-  PROPOSED DUTCH KERBS
-  PROPOSED RAIN GARDENS
-  HIGHWAY JUNCTION
-  SCHEME EXTENTS

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED
3. REVISIONS
4. THIS SCHEME HAS BEEN SUBMITTED FOR CONSIDERATION FOR FUTURE CONSTRUCTION. THE SCHEME HAS BEEN DESIGNED FOR A 10% GRADE.
5. THE SCHEME HAS BEEN DESIGNED FOR A 10% GRADE.



FLUSH SOLAR STUDS NOTES:

1. FLUSH SOLAR STUDS TO BE INSTALLED TO DELINEATE CYCLE LANES.
2. EXTENTS OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

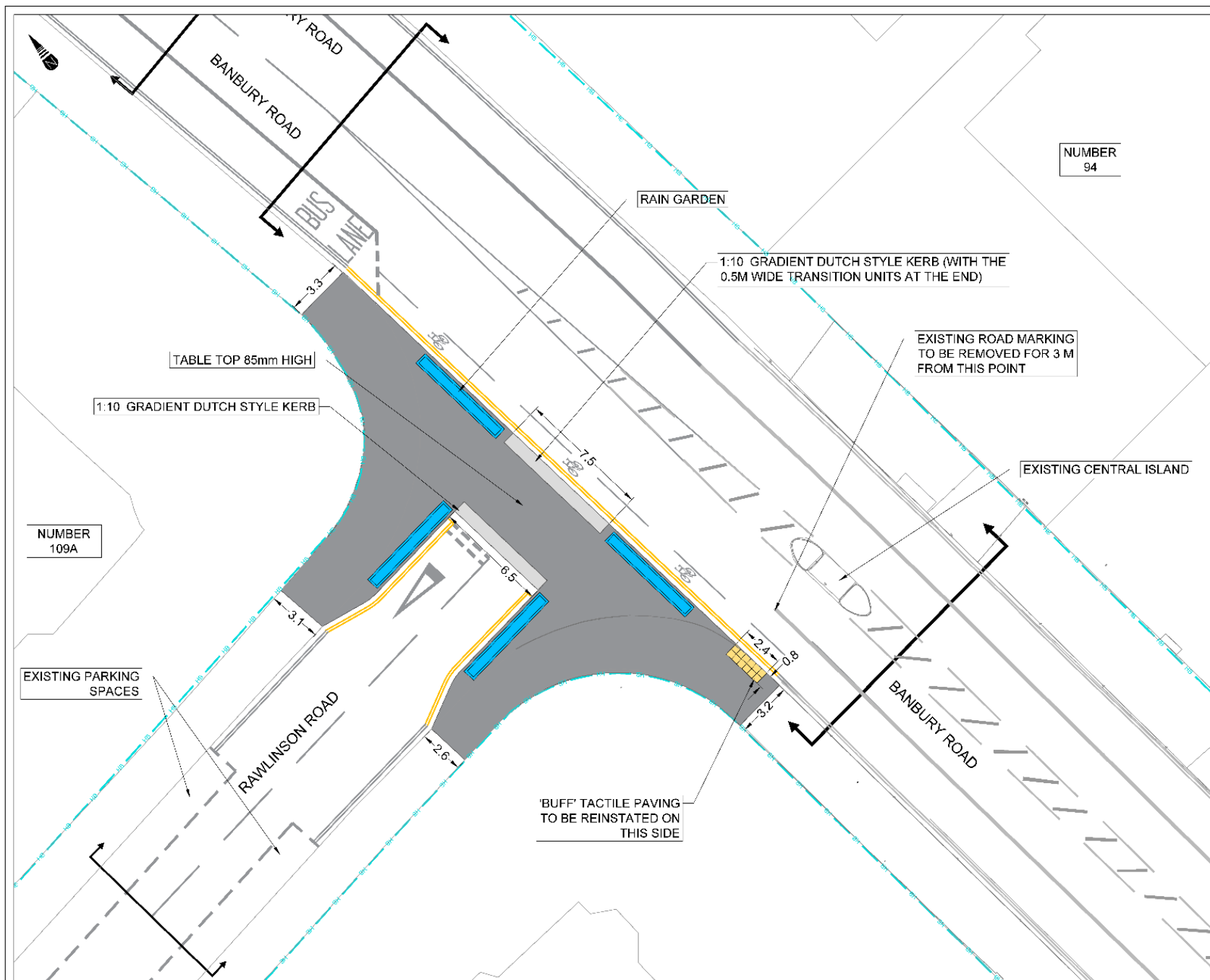
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P12	12022920	JFKITES FULGROWING CC DFGVMTING	CSE	FT3A
P11	32012920	FIRST ISSUE	CSE	FT3A
File	Date	Description	Im	Chk
Records				












CONCEPTUAL DESIGN
LINTON ROAD
SHEET 2 OF 6

Project	Scale	Priority CSE	Priority RTI	Priority AFF
A1	1:00	Open Date 30/01/2026	Open Date 30/01/2026	Open Date 30/01/2026

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524
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KEY:

-  ADDITIONAL DOUBLE YELLOW LINE
-  EXISTING / PROPOSED ROAD MARKINGS
-  PROPOSED / RESURFACED FOOTWAY
-  PROPOSED DUCT - KERBS
-  PROPOSED RAIN GARDENS
-  'WUFF' COLOUR-ON-TOUCH PAVING
-  HE
-  HIGHWAY BOARDWAY
-  SCHEME EXTENT

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. THE DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND OF A LEP DESIGN.
4. 'RE-CALCULATED' ENTRANCE KERBS HAVE GRADIENT OF 1 TO 1.



FLUSH SOLAR STUDS NOTES:

1. FLUSH SOLAR STUDS TO BE INSTALLED TO DELINEATE CYCLE LAYERS.
2. EXTENSIVE FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

P13	15/02/2025	SOUL STUDS	CSE	IT34
P12	15/02/2025	UPDATES POLYMER G C. DESIGNING	CSE	IT34
P11	30/01/2025	WIRE ISSUE	CSE	IT34
Rev	Date	Description	Rev	CHK



**OXFORDSHIRE
COUNTY COUNCIL**

Page 10 of 10

MILESTONE
INFRASTRUCTURE

For more information, contact the author at john@johnmccain.com.

FOR INFORMATION

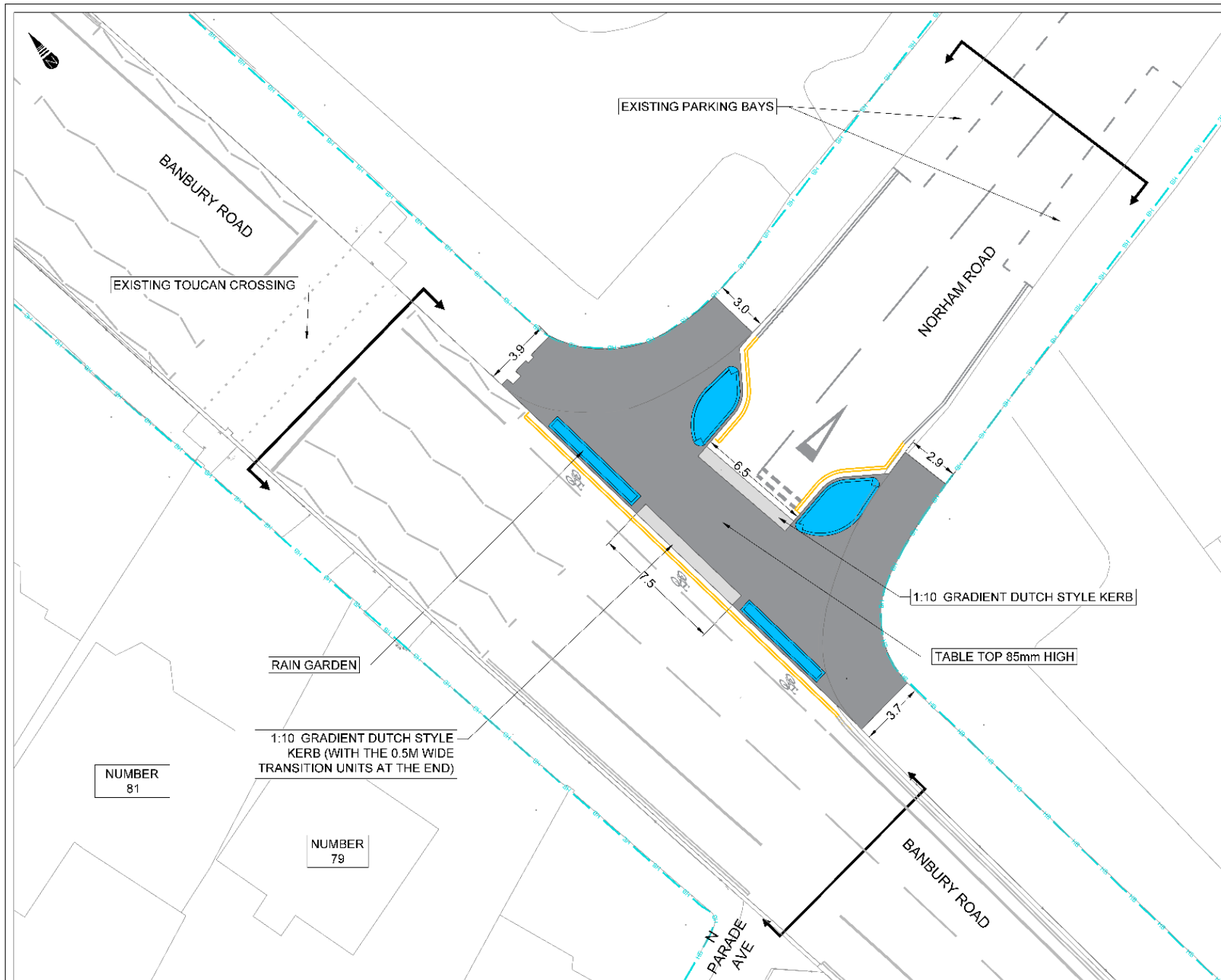
**BANBLEY ROAD
SAFER ROADS FUND**

T16
CONCEPTUAL DESIGN
RAWLINSON ROAD
SHEET 3 OF 6

Trial Size A1	Scale 1: 00	Class by CSs	Class by RTs	Assoc. of AFF ¹
		Class by Starts (27/28)	Class by Starts (27/28)	Assoc. of Starts (27/28)

[illegible]

5101814-MIL-HGN-BAN-DR-CH-0108	S2	PO
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KEY:

- ADDITIONAL DOUBLE YELLOW LINE
- EXISTING / PROPOSED ROAD MARKINGS
- PROPOSED / RESURFACED FOOTWAY
- PROPOSED DUTCH KERBS
- PROPOSED RAIN GARDENS
- HIGHWAY BOUNDARY
- SCHEME EXTENTS

NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- ALLOW DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- THIS DESIGN HAS A 5% RISK TO CHANGE FOLLOWING CONSULTATION AND DETAILED DESIGN.
- PRE-CAST DUTCH ENTRANCE KERBS HAVE GRADIENT OF 1:10.

FLUSH SOLAR STUDS NOTES:

- FLUSH SOLAR STUDS TO BE INSTALLED TO DELINEATE CYCLE LANES.
- EXTENTS OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

REV	DATE	DESCRIPTION	BY	CHKD
001	10/02/2023	SCHEMATIC	CH	CH
002	10/02/2023	UPDATES TO DRAWING	CH	CH
003	10/02/2023	FINAL ISSUE	CH	CH

OXFORDSHIRE COUNTY COUNCIL

MILESTONE INFRASTRUCTURE

A part of **Motus** Group

CONSTRUCTION

BANBURY ROAD

SAFER ROADS FUND

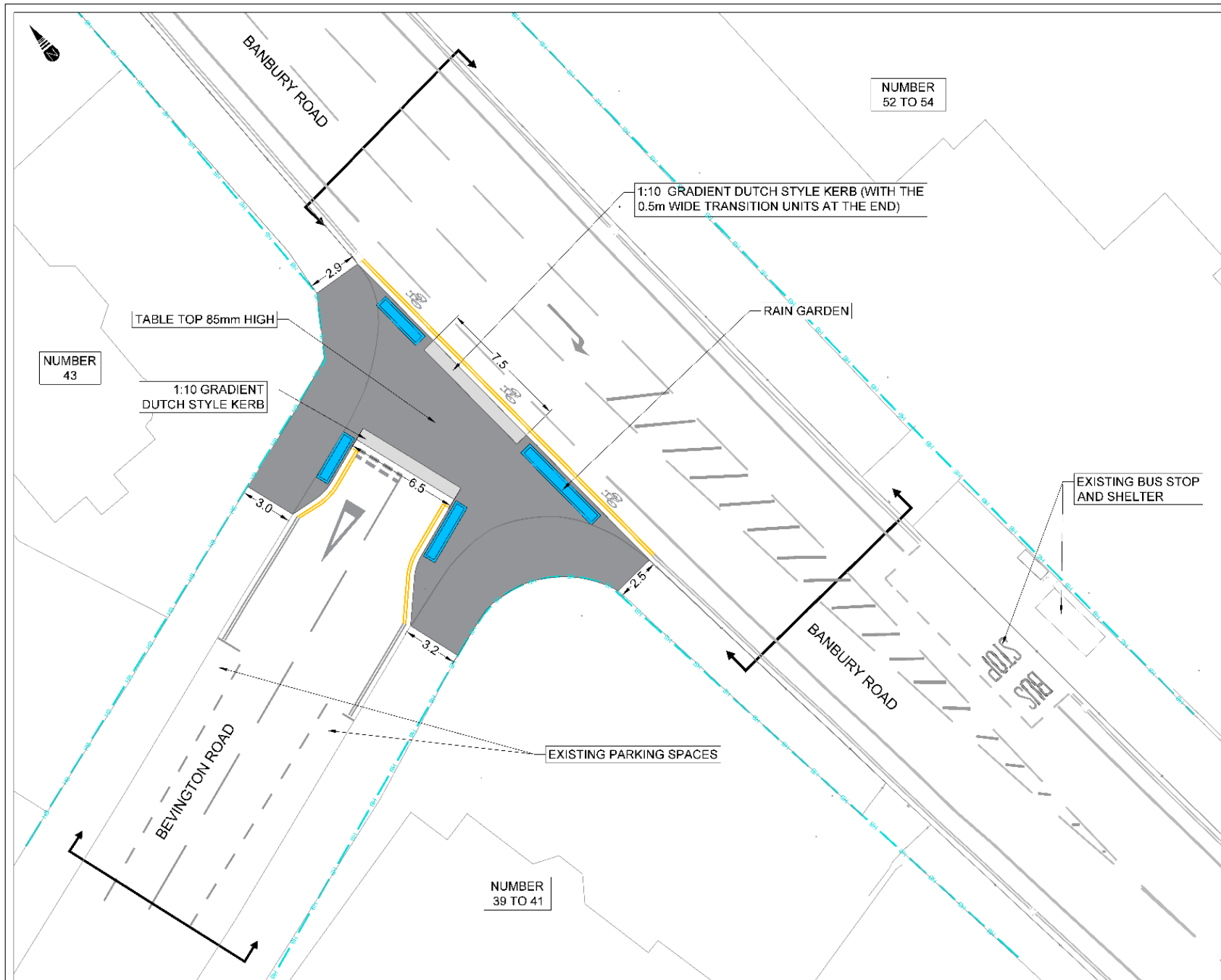
CONCEPTUAL DESIGN

NORHAM ROAD








SHEET 4 OF 6

Scale	1:100	1:500	1:1000	1:2000	1:5000	1:10000
Scale	1:100	1:500	1:1000	1:2000	1:5000	1:10000

5101014-ML-HQ-BANBURY-CH-0110 **S2** **PD**



KEY:

-  ADDITIONAL DOUBLE YELLOW LINE
-  >X 5 INCH PHOSPHATE BOUND MASS-KINDS
-  PROPOSED RESURFACED FOOTWAY
-  PROPOSED DUCT KERBS
-  PROPOSED RAIN GARDENS
-  HR HIGHWAY BOUNDARY
-  SCHEME EXTENSION

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. THIS DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND DETAILED DESIGN.
4. PRE CAST DETENTION KERBS HAVE GRADIENT OF 1:10.



FLUSH SOLAR STUDS NOTES:

1. FLUSH SOLAR STUDS TO BE INSTALLED TO DELINEATE CYCLE LANE(S).
2. EXTENSION OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

P10	150023925	SOLAR STUDY	CSB	11/3/2015
P12	150023925	UPDATES TO COMB-G C.C. 6750101-111 VS	CSB	11/3/2015
P1	350102925	"IRS" ISSUE	CSB	11/3/2015
File	Case	Description	File Date	Age
Inclusions				



**OXFORDSHIRE
COUNTY COUNCIL**

576/577

MALESTONE
INFRASTRUCTURE

— A part of **MGroup** Services

1. *Journal of the American Medical Association*, 2000; 283: 2669-2675.

Do not use

$$= O(\log N) = O(\log \delta + \log \log N)$$

FOR IN-

110.01509
DANIEL, E. & D. A. D.

BANBURY ROAD
SATED ROAD FLAND

SAFER

THE CONCEPTUAL DESIGN

CONCEPTUAL DESIGN
REXINGTON ROADBEVINGTON H.
BLUFF 5 OF 8

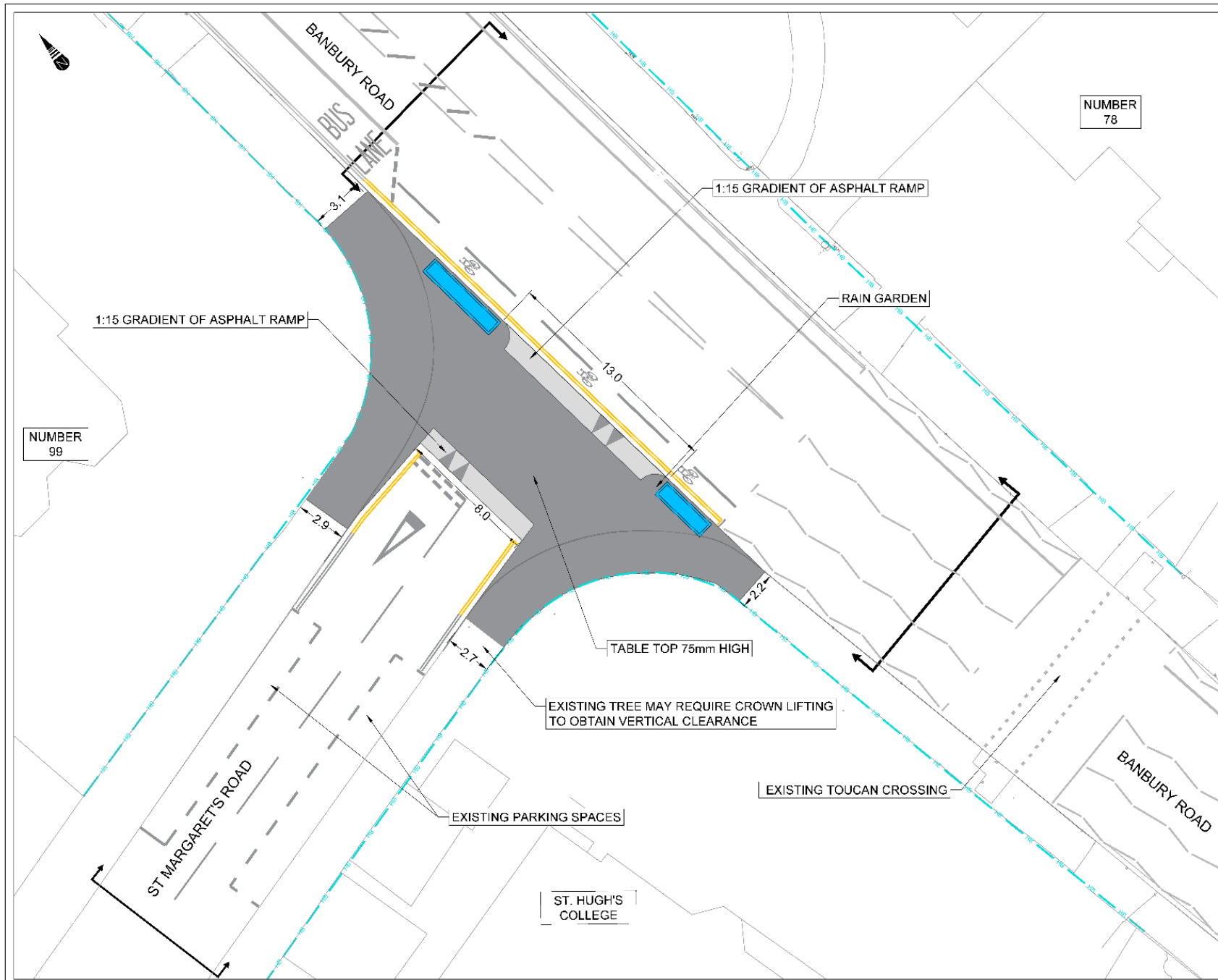
SHEET 5 OF 6

10. *Journal of the American Medical Association*, 271:1233-1234, 1994

Product	Scale	Company CSI	Created by RTM	Approved by AFF
A1	1:00	Created Date 30/01/2025	Created Date 30/01/2025	Approved Date 02/01/2025

[illegible]

1. 凡在本公司工作之员工，其工资由基本工资、绩效工资、奖金、津贴、补贴、福利费、社会保险费、住房公积金等组成。	2. 凡在本公司工作之员工，其工资由基本工资、绩效工资、奖金、津贴、补贴、福利费、社会保险费、住房公积金等组成。	3. 凡在本公司工作之员工，其工资由基本工资、绩效工资、奖金、津贴、补贴、福利费、社会保险费、住房公积金等组成。	4. 凡在本公司工作之员工，其工资由基本工资、绩效工资、奖金、津贴、补贴、福利费、社会保险费、住房公积金等组成。	5. 凡在本公司工作之员工，其工资由基本工资、绩效工资、奖金、津贴、补贴、福利费、社会保险费、住房公积金等组成。
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- KEY:**
- ADDITIONAL DOUBLE YELLOW LINE
 - EXISTING / PROPOSED ROAD MARKINGS
 - PROPOSED / RESURFACED FOOTWAY
 - PROPOSED ASPHALT RAMP
 - PROPOSED RAIN GARDEN
 - HIGHWAY BOUNDARY
 - SC-PMF EXTENTS
- NOTES:**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - THIS DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND DETAILED DESIGN.
 - ASPHALT RAMP ARE TO HAVE A LENGTH THAT WILL FACILITATE A GRADIENT OF 1:15 WHERE POSSIBLE.
 - RAISED TABLE HEIGHT IS 75mm IN ACCORDANCE WITH OCC HIGHWAY 115.



- FLUSH SOLAR STUDS NOTES:**
- FLUSH SOLAR STUDS TO BE INSTALLED TO DEFINE THE CYCLE LANE.
 - EXTENTS OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

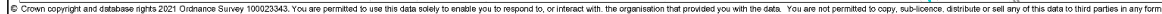
REV	DATE	DESCRIPTION	BY	CHKD
001	10/02/2020	SOLAR STUDS	CH	RT
002	10/02/2020	IMPROVED FOOTWAY	CH	RT
003	10/02/2020	WHEEL STOP	CH	RT



CONCEPTUAL DESIGN
ST. MARGARET'S ROAD
SHEET 6 OF 6

Scale	1:00	1:20	1:40	1:60	1:80	2:00
Scale	1:00	1:20	1:40	1:60	1:80	2:00

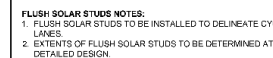
5101014-ML-HQ-BAN-DR-CH-0112 32 001



File Plotted: 18 February 2025 13:53:08 File Location: P:\Central Florida\ES&S\24 Ocala\Ocala Highways\610\610 Inter Road SRF\6 CAD\8.4 Dotted\8.4.1 DWO\160\Concept Design - Solar Study P33.dwg Plotted by: Ca Wei, Han

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. THIS DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND DETAILED DESIGN.
4. PRE-CAST DUTCH ENTRANCE KERBS HAVE A GRADIENT OF 1:10



Copyright



1101-2, 11000 Alameda Boulevard
Berkeley, CA 94704, USA

Handwritten Signature

FOR INFORMATION

Richard Merson

155 ELY ROAD

IFFLEY ROAD
SAFER ROAD FUND

SAFER ROAD FUND

CONCEPTUAL DESIGN

CONCEPTUAL DESIGN
BADCLIFFE ROAD

NADGILL ROAD
SHEET 2 OF 6

SHEET 2 OF 6

Shrub Class	Depth	Frequency	Abundance	Frequency	Abundance
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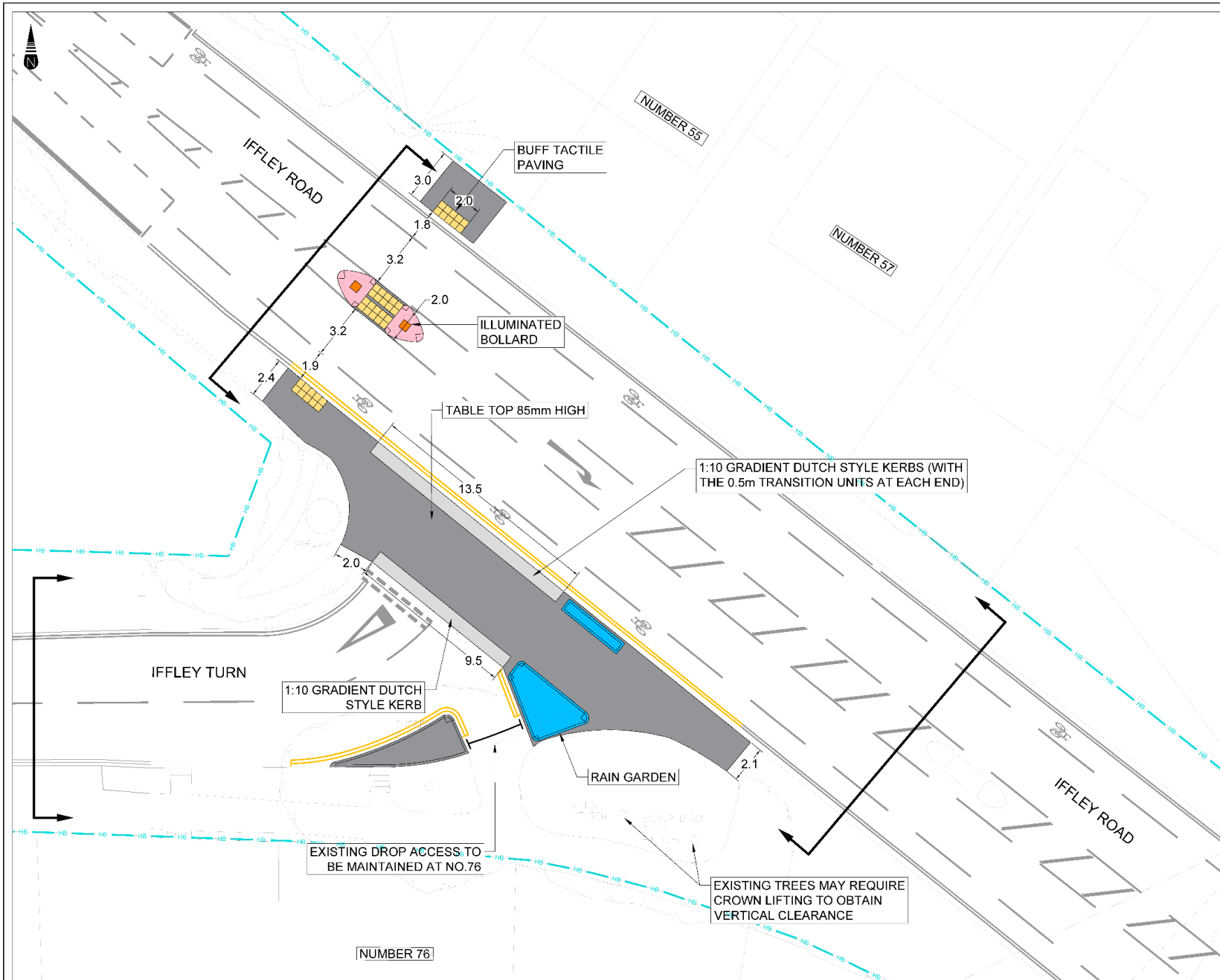
Sheet size	Scale	Drawn by	Checked by	Approved by
A-1		HC	RTR	ARPT

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Jason Date	Checked Date	Sponsored By						
30/01/2025	30/01/2025	30/01/25						

	1992/93	1993/94	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	2045/46	2046/47	2047/48	2048/49	2049/50	2050/51	2051/52	2052/53	2053/54	2054/55	2055/56	2056/57	2057/58	2058/59	2059/60	2060/61	2061/62	2062/63	2063/64	2064/65	2065/66	2066/67	2067/68	2068/69	2069/70	2070/71	2071/72	2072/73	2073/74	2074/75	2075/76	2076/77	2077/78	2078/79	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85	2085/86	2086/87	2087/88	2088/89	2089/90	2090/91	2091/92	2092/93	2093/94	2094/95	2095/96	2096/97	2097/98	2098/99	2099/00	2100/01	2101/02	2102/03	2103/04	2104/05	2105/06	2106/07	2107/08	2108/09	2109/10	2110/11	2111/12	2112/13	2113/14	2114/15	2115/16	2116/17	2117/18	2118/19	2119/20	2120/21	2121/22	2122/23	2123/24	2124/25	2125/26	2126/27	2127/28	2128/29	2129/30	2130/31	2131/32	2132/33	2133/34	2134/35	2135/36	2136/37	2137/38	2138/39	2139/40	2140/41	2141/42	2142/43	2143/44	2144/45	2145/46	2146/47	2147/48	2148/49	2149/50	2150/51	2151/52	2152/53	2153/54	2154/55	2155/56	2156/57	2157/58	2158/59	2159/60	2160/61	2161/62	2162/63	2163/64	2164/65	2165/66	2166/67	2167/68	2168/69	2169/70	2170/71	2171/72	2172/73	2173/74	2174/75	2175/76	2176/77	2177/78	2178/79	2179/80	2180/81	2181/82	2182/83	2183/84	2184/85	2185/86	2186/87	2187/88	2188/89	2189/90	2190/91	2191/92	2192/93	2193/94	2194/95	2195/96	2196/97	2197/98	2198/99	2199/00	2200/01	2201/02	2202/03	2203/04	2204/05	2205/06	2206/07	2207/08	2208/09	2209/10	2210/11	2211/12	2212/13	2213/14	2214/15	2215/16	2216/17	2217/18	2218/19	2219/20	2220/21	2221/22	2222/23	2223/24	2224/25	2225/26	2226/27	2227/28	2228/29	2229/30	2230/31	2231/32	2232/33	2233/34	2234/35	2235/36	2236/37	2237/38	2238/39	2239/40	2240/41	2241/42	2242/43	2243/44	2244/45	2245/46	2246/47	2247/48	2248/49	2249/50	2250/51	2251/52	2252/53	2253/54	2254/55	2255/56	2256/57	2257/58	2258/59	2259/60	2260/61	2261/62	2262/63	2263/64	2264/65	2265/66	2266/67	2267/68	2268/69	2269/70	2270/71	2271/72	2272/73	2273/74	2274/75	2275/76	2276/77	2277/78	2278/79	2279/80	2280/81	2281/82	2282/83	2283/84	2284/85	2285/86	2286/87	2287/88	2288/89	2289/90	2290/91	2291/92	2292/93	2293/94	2294/95	2295/96	2296/97	2297/98	2298/99	2299/00	2300/01	2301/02	2302/03	2303/04	2304/05	2305/06</
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Drilling Number	Status	P

5101615-MIL-HGN-IF-DR-CH-0113 S2 P1



KEY:

- ADDITIONAL DOUBLE YELLOW LINE
- EXISTING / PROPOSED ROAD MARKINGS
- PROPOSED / RESURFACED FOOTWAY
- PROPOSED DUTCH KERB
- PROPOSED "BUFF" COLOURED TACTILE PAVING
- PROPOSED TRAFFIC ISLAND
- PROPOSED ILLUMINATED BOLLARD
- PROPOSED RAIN GARDEN
- HB - HIGHWAY BOUNDARY
- SCHEME EXTENTS

NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- THIS DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND DETAILED DESIGN.
- PRE-CAST DUTCH ENTRANCE KERBS HAVE GRADIENT OF 1:10.

FLUSH SOLAR STUDS NOTES:

- FLUSH SOLAR STUDS TO BE INSTALLED TO DELINEATE CYCLE LANES.
- EXTENTS OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

Revision History:

Rev	Date	Description	Rev	Date	Description
P03	18/02/2025	SOLAR STUDS	HC	18/02/2025	HC
P02	10/02/2025	UPDATES FOLLOWING CONSULTATION	HC	10/02/2025	HC
P01	30/01/2025	FIRST DRAFT	HC	30/01/2025	HC

Client: OXFORDSHIRE COUNTY COUNCIL

Designing Organisation: MILESTONE INFRASTRUCTURE

FOR INFORMATION:

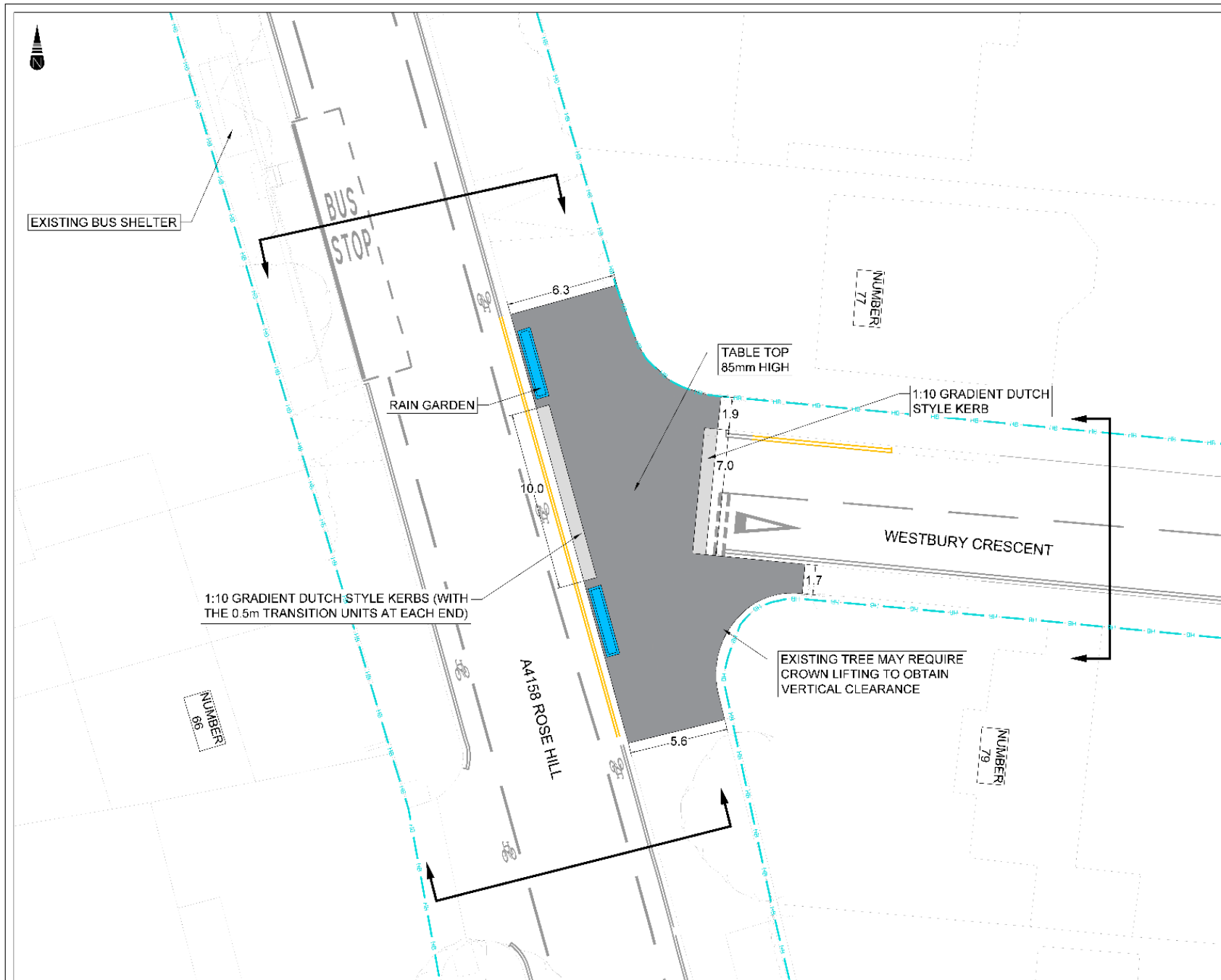
Project Name: IFFLEY ROAD SAFER ROAD FUND

Sheet Title: CONCEPTUAL DESIGN IFFLEY TURN SHEET 4 OF 6








Sheet Information:

Sheet No.	Scale	Drawn by	Checked by	Approved by
A1	1:100	HC	HC	HC

Drawing Number: 5101615-ML-HGN-IF-DR-CH-0115 **Rev:** S2 **P03**



KEY:

-  ADDITIONAL DOUBLE YELLOW LINE
-  EXISTING / PROPOSED ROAD MARKINGS
-  PROPOSED / RESURFACED FOOTWAY
-  PROPOSED DUTCH KERO
-  PROPOSED RAIN GARDEN
-  HB HIGHWAY BOUNDARY
-  SCHEME EXTENSION

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. THIS DESIGN REMAINS SUBJECT TO CHANGE FOR COWING CONSULTATION AND DETAIL DESIGN.
4. PRE-CAST DUTCH ENTRANCE KERBS HAVE GRADIENT OF 1:10.



FLUSH SOLAR STUDS NOTES:

1. FLUSH SOLAR STUDS TO BE INSTALLED TO DELINEATE CYCLES.
2. EXTENTS OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

175	12/02/2026	SOLAR STUDS	HC	17500000
176	12/02/2026	JERSEY LBS GMBG S.C.D. SOLAR STUDS	HC	17600000
177	02/01/2026	TRST SSUE	HC	17700000
178	02/01/2026	TRST SSUE	HC	17800000
179	02/01/2026	TRST SSUE	HC	17900000
180	02/01/2026	TRST SSUE	HC	18000000
181	02/01/2026	TRST SSUE	HC	18100000
182	02/01/2026	TRST SSUE	HC	18200000
183	02/01/2026	TRST SSUE	HC	18300000
184	02/01/2026	TRST SSUE	HC	18400000
185	02/01/2026	TRST SSUE	HC	18500000
186	02/01/2026	TRST SSUE	HC	18600000
187	02/01/2026	TRST SSUE	HC	18700000
188	02/01/2026	TRST SSUE	HC	18800000
189	02/01/2026	TRST SSUE	HC	18900000
190	02/01/2026	TRST SSUE	HC	19000000
191	02/01/2026	TRST SSUE	HC	19100000
192	02/01/2026	TRST SSUE	HC	19200000
193	02/01/2026	TRST SSUE	HC	19300000
194	02/01/2026	TRST SSUE	HC	19400000
195	02/01/2026	TRST SSUE	HC	19500000
196	02/01/2026	TRST SSUE	HC	19600000
197	02/01/2026	TRST SSUE	HC	19700000
198	02/01/2026	TRST SSUE	HC	19800000
199	02/01/2026	TRST SSUE	HC	19900000
200	02/01/2026	TRST SSUE	HC	20000000



Page 10 of 10

MILESTONE
INFRASTRUCTURE

A part of **MGroup Services**

D. 100 (b) (5) (A)

-CRIN-CRYMATION

TABLE 5

FFLEY ROAD
SAFER ROAD FUND

THE
CONCEPTUAL DESIGN
WESTBURY CRESCENT
SHEET 5 OF 6

Test Size	Scale	Frequency	Observed	Expected
A1	1:00	C	RTB	OFF
		Observed	Observed	Expected
		35/01/2025	30/01/2025	02/01/2025

Drawing Number	Std. No.	Rev.
5101615-MIL-HCN-F-DR-CH-0116	S2	PC3

- NOTES:**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
 - THIS DESIGN REMAINS SUBJECT TO CHANGE FOLLOWING CONSULTATION AND DETAIL DESIGN.
 - ASHFALL RAMP ARE TO HAVE A LENGTH THAT WILL FACILITATE A GRADIENT OF 1 IN 150, WHERE POSSIBLE.
 - RAISED TABLE HEIGHT IS 750mm ACCORDANCE WITH COHED720116.



- FLUSH SOLAR STUDS NOTES:**
1. FLUSH SOLAR STUDS TO BE INSTALLED TO DEFINE EACH CYCLE LANE.
2. EXTENTS OF FLUSH SOLAR STUDS TO BE DETERMINED AT DETAILED DESIGN.

P73	12/02/2025	SOAT STUDG	HC	APPROV
P72	12/02/2025	JEDAILSTO...OWING CC 67 SIGN**** NG	HC	IF 3A1P
P71	3/20/2025	FIRST ISSUE	HC	IF 3A1P
Rev	Date	Description	Doc	State



Page 10 of 10

MILESTONE
INFRASTRUCTURE

— A part of **MG** Services

1. **100%** of the 2013-2014 fiscal year's budget was approved by the Board of Directors.

D 14-00253-00

-CRIN-CHMATION

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

FEELEY ROAD

SAFER ROAD FUND

TITLE
CONCEPTUAL DESIGN
CORNWALLIS ROAD
SHEET 3 OF 6

Product	Grade	Quantity	Unit of Measure	Amount of Stock
A1	100	100	MT	100

[illegible]

Email consultation responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object, however my concerns raised about the Give way lines remains. I feel that visibility for vehicles emerging on to the main roads will be compromised and having crossed the Give way marking prior to the hump they may fail to check before emerging. I would add I have no experience in Dutch Entry kerbs, but see no reason why a secondary Give way marking cannot be included in the design.</p> <p>I would much prefer to see an arrangement similar to most of the junctions along Abingdon Road in Oxford. Here each junction is treated with two Give way markings.</p>
(e2) Managing Director, (Oxford Bus Company)	<p>Support – I can confirm that Oxford Bus Company is supportive of these proposals as they now stand.</p> <p>We have greatly appreciated the opportunity to give feedback on the designs as part of the design process, and have been pleased to see the response of the project team to our suggestions, with designs having been modified to take account of the feedback we have given on streets used by bus services.</p>
(e3) Local City Cllr, (Rose Hill & Iffley ward)	<p>Concerns – My biggest concern is for those with visual impairments where a kerb serves as a tuition tool identifying where a kerb ends, and a road begins. This will mean the retraining of guide dogs to cross safely and a textured surface for the visually impaired to help determine road/pavement edge.</p> <p>There is currently a cycle lane at the point of Iffley turn, the introduction of seamless verges would encourage cycling on pedestrian space. Given that electric cycles are much faster, I feel this would put pedestrians at greater risk.</p>
(e4) Local group/organisation, (Oxford Pedestrians Association)	<p>Support – welcomes this proposal for continuous footways. This should become the norm for crossing all side roads in Oxford. We note that Bardwell Road and Canterbury Road are not included in the proposals for Banbury Road and would encourage those to be added when funds are available, as a pedestrian route is only as good as its weakest</p>

	<p>point. In addition, we request the installation of bollards, which should not take up undue pavement space, to prevent parking at junctions or on pavements.</p>
<p>(e5) Local group/organisation, (Cyclox & Oxfordshire Liveable Streets)</p>	<p>Support – (joint response from Cyclox and Oxfordshire Liveable Streets)</p> <p>We support these schemes. They will improve safety and reduce stress for people walking and cycling. We think the overall designs are good, but have some concerns.</p> <p>== Broad concerns ==</p> <p>When proper cycle tracks are put in on Banbury Rd, the SRETs being put in now will need to be demolished. This may also be true for the SRETs on those sections of the A4158 where there is sufficient width to put in cycle tracks. We would like to see better forward planning to avoid this kind of inefficiency: SRETs should be prioritised at locations where width constraints mean cycle tracks are unlikely ever to be possible (for example James St or Percy St) or where cycle tracks already exist that can be incorporated into the design (there are no such locations on Iffley or Banbury Rd, but this might be the case with side roads off the Slade).</p> <p>== Design details ==</p> <p>For pedestrian priority to be absolutely clear and the footway fully continuous, it is important that the footway have no break in texture, colouring, or elevation. If "nice" footway surfacing materials are not robust enough to hold up under regularly crossing motor traffic, then some kind of "carriageway-grade" surfacing should be used for the crossing and the footway for at least ten metres on either side - this has to be something clearly distinct from the carriageway asphalt. And the height of the crossing should not be constrained to 850mm, but should be at whatever level is necessary to avoid elevation change on the footway. (We understand that there is a legal limit of 1000mm for speed humps, but these crossings are not speed humps.)</p> <p>With fully continuous footway designs, slowing motor traffic is critical for safety. One means of doing that is tightening the turning radii, and this appears to have been done effectively (except perhaps at Iffley Turn, see below). The other key measure is elevation change, but the ramps used for that are in our opinion not sufficient to reliably slow motor vehicles. We think the rise to the footways should be a 1:8 gradient rather than the proposed 1:10, and on the two bus routes (Cornwallis and St Margarets) it should be 1:12 instead of the proposed 1:15, following the 2025 second edition of "Bus Services & New Residential Developments", which says: "Full-width speed tables should be designed</p>

	<p>to present a ramp height of no more than 75mm, and a transition gradient of no more than 1:12." https://www.go-ahead.com/wp-content/uploads/2025/03/Urban-Design-Guide-Second-Edition-2025.pdf</p> <p>At some of the locations -- most likely St Margarets Rd and Westbury Crescent, though we don't have traffic counts -- peak motor traffic volumes are probably high enough that tactiles should be included. This would reflect the higher probability of the crossing being blocked by vehicles waiting to turn out. (This may also be a problem at Belbroughton Rd in school-run peaks, but that should be taken care of by a School Streets scheme.)</p> <p>Cycle lanes should be coloured where they run past the side entries, and for a few metres on either side. They should also be widened at this point if possible, following the recommendation in LTN 1/20 paragraph 6.4.12, to encourage people to cycle further away from the entry. Where bus lanes drop out, the cycle lanes that replace them past side roads can easily be widened to 2 metres. And any other opportunities to widen cycle lanes within the scheme extents should be considered.</p> <p>Where a bus lane runs past the side road, as at Linton Rd, width should be provided for people cycling to filter past motor traffic queuing to exit, since they will be able to turn left into an uncongested bus lane.</p> <p>== the Banbury Rd schemes ==</p> <p>Belbroughton Rd</p> <p>There seems to be nothing to support people cycling from Staverton Rd to Belbroughton Rd. The SRET should help protect the people in the last stages of this crossing, by slowing entering motor traffic, but there are no signs or road markings to alert anyone to expect people cycling off the crossing onto Belbroughton Rd.</p> <p>The "no left turn" restriction coming out of Belbroughton Rd should exempt cycles, if that is allowed.</p> <p>Linton Rd</p> <p>The cycle lane cycle symbols on the plan are in the wrong place - at least one of them needs to be clearly visible to drivers coming out of Linton or turning in.</p> <p>Rawlinson Rd</p> <p>Norham Rd</p>
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	<p>Bevington Rd</p> <p>The stretch of southbound cycle lane (opposite Bevington Rd) that is inside the scheme extents should be widened to at least 1.5 metres, and more if the carriageway width allows.</p> <p>== the Iffley Rd schemes ==</p> <p>Freelands Rd</p> <p>Radcliffe Rd</p> <p>The cycle symbols need to be moved so at least one of them is visible to drivers coming out of Radcliffe Rd.</p> <p>Cornwallis Rd</p> <p>Iffley Turn</p> <p>The 13.5m wide entrance kerb onto Iffley Rd will allow exiting vehicles to turn left onto Iffley Rd at higher speed than necessary. This will be dangerous for people cycling north-west on Iffley Rd, who, going downhill, may be moving quite quickly. This should be tightened up.</p> <p>Westbury Crescent</p> <p>Courtland Rd</p>
(e6) Local resident, (Oxford, Iffley Turn)	<p>Object – I was disappointed and upset with the repeat letter you sent to Iffley Turn residents about the waste of time and money you propose to spend on SRET in a city littered with dangerous potholes, endless congestion caused by your LTNs, and general decay and disrepair. I already expressed my thoughts, seen again below:</p> <p>I am not in favour of SRET for the following reasons:</p> <ul style="list-style-type: none"> - Cornwallis Road is already an LTN, so very few cars enter: money better spent elsewhere

	<p>- The contractors cause such disruption during their work, covering the neighbourhood in vans parked on yellow lines (as during the recent pointless construction of the traffic islands near Iffley Turn), destroying green areas, blocking driveways.</p> <p>- A waste of time and money - when it would be better spent on mending potholes, clearing drains and the disgusting mulch that lines some of Iffley Turn and Iffley Village, broken pavements (difficult for my disabled husband to navigate), cutting grass (only done a handful of times last year, becoming excessively long)</p> <p>- A better solution to road safety would be to cut the number of "doing good" (!) Council vans and cars that flood the city. Cannot these people walk/cycle/get buses as we are forced to do? We also have equipment to carry/timetables to meet but are limited in where we can go by car, when these vans seem to have free access to driving and parking anywhere.</p> <p>There is already much upset at the heavy handed way the council is acting; please might you reconsider this plan.</p>
(e7) Local resident, (Oxford, Banbury Road)	<p>Object – I know these consultations mean nothing and this is not actually a democracy however for what it is worth:</p> <ol style="list-style-type: none"> 1). I am totally against what you are doing to the roads here in Oxford. 2) Not everyone can ride a bike for whatever reason. I cannot because of disability 3) Cyclists are an absolute menace. Many do not obey the highway code and frequently any accidents where they are involved is their fault. I have seen it. 4). Cyclists should be registered: They should have a properly displayed reg number. They should be accountable. 5) The Council has money to spend, spend it on sorting the cyclists out. 6) You will never drive motorists off the road. All you will do is block more and more roads. Motorists will never give up their cars. They can't for all sorts of reasons. Haven't you noticed the chaos you have already caused. Bonkers.

RESPONDENT	COMMENTS
(o1) Local resident, (Central Oxford, Fyfield)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – Object Norham Road – Object </div> <div style="display: flex; justify-content: space-between;"> Linton Road – Object Bevington Road – Object </div> <div style="display: flex; justify-content: space-between;"> Rawlinson Road – Object St. Margarets Road – Object </div> <p>This is not the way to spend this money . Safety would be vastly improved if coach parking was REMOVED from these side streets . They are dangerous to pedestrians and cyclists , blocking sight lines , protruding well outside parking lines , let alone fumes as they sit with engines on as the drivers relax . No amount of changes to junctions would compare to removing this awful hazard . If you do not deal with this issue the wastage of money will be complete</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> Radcliffe Road – Object Courtland Road – Object </div> <div style="display: flex; justify-content: space-between;"> Iffley Turn – Object Cornwallis Road – Object </div> <div style="display: flex; justify-content: space-between;"> Westbury Crescent – Object </div> <p>See previous comments</p>
(o2) As a business, (Iffley, Rose Hill)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – Object Norham Road – Object </div>

	<p>Linton Road – Object Rawlinson Road – Object</p> <p>We are a busy NHS dental practice and this will affect access for our patients.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Object Iffley Turn – Object Westbury Crescent – Object</p> <p>As before</p>	<p>Bevington Road – Object St. Margarets Road – Object</p> <p>Courtland Road – Object Cornwallis Road – Object</p>
(o3) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Partially support Rawlinson Road – Partially support</p> <p>The traffic lights at Belbroughton should be sufficient to calm traffic and keep pedestrians safe. I think it's generally a good idea (although you don't provide actual statistics on this - or do you? Either way I didn't see any!). I do wonder why Bardwell Road isn't included - it has a huge amount of pedestrian and cyclist traffic and far too many coaches - which is probably why it's not included, but that does seem mis-prioritised. [On a side issue - which I know you haven't asked for... too many of the coaches park for a long time with their engines running. Outside schools (three of them in this road). Can you do something to stop this?]</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion</p>	<p>Norham Road – Partially support Bevington Road – Partially support St. Margarets Road – Partially support</p> <p>Courtland Road – No opinion Cornwallis Road – No opinion</p>

	<p>Westbury Crescent – No opinion</p> <p>I don't live in the area.</p>												
(o4) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – No opinion</td></tr> <tr> <td>Linton Road – No opinion</td><td>Bevington Road – No opinion</td></tr> <tr> <td>Rawlinson Road – No opinion</td><td>St. Margarets Road – No opinion</td></tr> </table> <p>Belbroughton Road carries a significant amount of school traffic going to and from the High School. There are also a considerable number of coaches which use the road for school purposes and you have specifically added coach parking near the junction with Banbury Road. The junction is already tight and prone to significant delays meaning that the reduction in the width of the road at the junction will cause much greater traffic problems than already exist. If you force the coaches to use Linton Road instead to access the school you will just cause the same issues at the new proposed junction for Linton Road. The proposal just does not take account of the volume of traffic and the width of the coaches which use it.</p> <p>I note that there is no junction scheme proposed for Bardwell Road and wonder if this is because of the volume of traffic and the coaches which are connected to the Dragon School. If so you should apply the same reasoning to Belbroughton Road.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No opinion</td><td>Courtland Road – No opinion</td></tr> <tr> <td>Iffley Turn – No opinion</td><td>Cornwallis Road – No opinion</td></tr> <tr> <td>Westbury Crescent – No opinion</td><td></td></tr> </table> <p>n/a</p>	Belbroughton Road – Object	Norham Road – No opinion	Linton Road – No opinion	Bevington Road – No opinion	Rawlinson Road – No opinion	St. Margarets Road – No opinion	Radcliffe Road – No opinion	Courtland Road – No opinion	Iffley Turn – No opinion	Cornwallis Road – No opinion	Westbury Crescent – No opinion	
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<p>(o5) Local resident, (Oxford, Banbury Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object Rawlinson Road – Object</p> <p>Norham Road – Object Bevington Road – Object St. Margarets Road – Object</p> <p>Unnecessary.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Object Iffley Turn – Object Westbury Crescent – Object</p> <p>Courtland Road – Object Cornwallis Road – Object</p> <p>Again, unnecessary.</p>
<p>(o6) Local resident, (Oxford, Banbury Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object Rawlinson Road – Object</p> <p>Norham Road – Object Bevington Road – Object St. Margarets Road – Object</p> <p>From the standpoint of road safety the principal issues in our area are the appalling standard of the road surface, entailing drivers' frequent avoidance of ground hazards such as potholes and irregular steel covers, and the disgraceful standards of cycle lane and pavement surfaces.</p> <p>It is mindless folly to embark on irrelevant expenditure when the standards of fundamental service are not addressed.</p> <p><u>A4158 Iffley Road:</u></p>

	<p>Radcliffe Road – No opinion</p> <p>Iffley Turn – No opinion</p> <p>Westbury Crescent – No opinion</p> <p>Not local</p>	<p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p>
(o7) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object</p> <p>Linton Road – Object</p> <p>Rawlinson Road – Object</p> <p>Waste of money. How about dealing with potholes instead?</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Object</p> <p>Iffley Turn – Object</p> <p>Westbury Crescent – Object</p> <p>Again, a waste of money. The council should be repairing potholes.</p>	<p>Norham Road – Object</p> <p>Bevington Road – Object</p> <p>St. Margarets Road – Object</p> <p>Courtland Road – Object</p> <p>Cornwallis Road – Object</p>
(o8) Local resident, (Oxford, Crick Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object</p> <p>Linton Road – Object</p> <p>Rawlinson Road – Object</p>	<p>Norham Road – Object</p> <p>Bevington Road – Object</p> <p>St. Margarets Road – Object</p>

I am objecting for two reasons:

1/ The proposed scheme makes general statements about pedestrian safety and accident rates at junctions in Oxford but provides no specific information in relation to the junctions in question. The Council should share publicly any data that helps voters and taxpayers to understand why resources are being spent on these schemes. Currently there is no data supporting the application and the business case has been inadequately demonstrated.

2/ I believe the proposed amendments will make these junctions less safe, rather than safer. The experience of recent junction amendments on Woodstock Road is that cars turning left into eg Canterbury Road as they travel south on Woodstock Road are unable to make the turn without crossing at least partially into the lane for northbound traffic on Woodstock Road. This is clearly dangerous. Similarly, for cars turning left out of Canterbury Road onto Woodstock Road the turn is too tight and cars frequently cross partially into the northbound lane. Finally, for larger cars / vans / bin lorries turning into Canterbury Road from Woodstock Road, the revised Canterbury Road configuration is too narrow leading to the need for oncoming cars approaching the junction along Canterbury Road to reverse to all space for vehicles to pass through.

In relation to 2/ it seems scandalous that the Council has spent taxpayer funds on junction works that do not provide sufficient space to road users. Each of these junctions has plenty of room for designs that provide comfortable space for both pedestrians and vehicles. The works on Woodstock Road have been either amateurishly designed or deliberately designed to make road users feel uncomfortable. This is not acceptable. The Council needs to learn from its mistakes before repeating them on Banbury Road.

Take with 1/, it seems there is a high risk of public funds been used for a scheme that has not been sufficiently justified or properly thought through. I therefore strongly object to the proposals.

A4158 Iffley Road:

Radcliffe Road – **No opinion**

Courtland Road – **No opinion**

Iffley Turn – **No opinion**

Cornwallis Road – **No opinion**

Westbury Crescent – **No opinion**

I am not resident in the Iffley Road area.

<p>(o9) Local resident, (Oxford, Duke Street)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>Just as with the Woodstock Road changes, this is a complete waste of money. The money would be far better spent - far more effectively spent - on fixing the potholes in the roads (including in the cycle lanes). Please think more sensibly about your priorities!</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Object</td><td>Courtland Road – Object</td></tr> <tr> <td>Iffley Turn – Object</td><td>Cornwallis Road – Object</td></tr> <tr> <td>Westbury Crescent – Object</td><td></td></tr> </table> <p>Just as with the Woodstock Road changes, this is a complete waste of money. The money would be far better spent - far more effectively spent - on fixing the potholes in the roads (including in the cycle lanes). Please think more sensibly about your priori</p>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – Object	Courtland Road – Object	Iffley Turn – Object	Cornwallis Road – Object	Westbury Crescent – Object	
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<p>(o10) Local resident, (Oxford, Eden Drive)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>These changes are unnecessary and wasteful when the roads are in such poor condition. The priority for road safety for all users must be resurfacing and filling in potholes. That's where the money should be spent.</p>	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object						
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Linton Road – Object	Bevington Road – Object												
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<p>(o12) Local resident, (Oxford, Iffley Turn)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Object</td><td>Norham Road – Object</td></tr> <tr> <td>Linton Road – Object</td><td>Bevington Road – Object</td></tr> <tr> <td>Rawlinson Road – Object</td><td>St. Margarets Road – Object</td></tr> </table> <p>'I am not in favour of SRET for the following reasons:</p> <ul style="list-style-type: none"> - Cornwallis Road is already an LTN, so very few cars enter: money better spent elsewhere - The contractors cause such disruption during their work, covering the neighbourhood in vans parked on yellow lines (as during the recent pointless construction of the traffic islands near Iffley Turn), destroying green areas, blocking driveways. - A waste of time and money - when it would be better spent on mending potholes, clearing drains and the disgusting mulch that lines some of Iffley Turn and Iffley Village, broken pavements (difficult for my disabled husband to navigate), cutting grass (only done a handful of times last year, becoming excessively long) - A better solution to road safety would be to cut the number of "doing good" (!) Council vans and cars that flood the city. Cannot these people walk/cycle/get buses as we are forced to do? We also have equipment to carry/timetables to meet but are limited in where we can go by car, when these vans seem to have free access to driving and parking anywhere. <p>There is already much upset at the heavy handed way the council is acting; please might you reconsider this plan.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Object</td><td>Courtland Road – Object</td></tr> <tr> <td>Iffley Turn – Object</td><td>Cornwallis Road – Object</td></tr> <tr> <td>Westbury Crescent – Object</td><td></td></tr> </table> <p>'I am not in favour of SRET for the following reasons:</p> <ul style="list-style-type: none"> - Cornwallis Road is already an LTN, so very few cars enter: money better spent elsewhere 	Belbroughton Road – Object	Norham Road – Object	Linton Road – Object	Bevington Road – Object	Rawlinson Road – Object	St. Margarets Road – Object	Radcliffe Road – Object	Courtland Road – Object	Iffley Turn – Object	Cornwallis Road – Object	Westbury Crescent – Object	
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	<p>Iffley Turn – Object</p> <p>Westbury Crescent – Object</p> <p>Cornwallis Road – Object</p> <p>These proposals do not prioritise traffic flow and will be expensive and unnecessary changes which will reduce the flow of traffic, increase congestion and make the streets less pleasant to walk in.</p>
(o16) Local resident, (Jericho, Cranham Street)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support</p> <p>Linton Road – Partially support</p> <p>Rawlinson Road – Partially support</p> <p>Norham Road – Partially support</p> <p>Bevington Road – Partially support</p> <p>St. Margarets Road – Partially support</p> <p>I am worried that children on bikes will not stop when they get to a junction, but just keep going across without checking.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Partially support</p> <p>Iffley Turn – Partially support</p> <p>Westbury Crescent – Partially support</p> <p>Courtland Road – Partially support</p> <p>Cornwallis Road – Partially support</p> <p>We always taught our children to stop at junctions and look carefully before crossing. If entirely level, potential danger!</p>
(o17) Local resident, (Oxford, Aston St)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support</p> <p>Linton Road – Partially support</p> <p>Rawlinson Road – Partially support</p> <p>Norham Road – Partially support</p> <p>Bevington Road – Partially support</p> <p>St. Margarets Road – Partially support</p>

	<p>Whilst I support creating safer junctions for pedestrians and cyclist, I disagree that continuous pavements do this. Where I have seen this elsewhere on Iffley Road for instance it seems to discourage pedestrians from looking before using the junction. This can prove dangerous when a right turning cyclist has to suddenly stop on the main carriageway or when a right turning car has to stop on the main carriageway when other vehicles including bikes are approaching in the opposite direction.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Partially support Courtland Road – Partially support Iffley Turn – Partially support Cornwallis Road – Partially support Westbury Crescent – Partially support</p> <p>Whilst I support creating safer junctions for pedestrians and cyclist, I disagree that continuous pavements do this. Where I have seen this elsewhere on Iffley Road for instance it seems to discourage pedestrians from looking before using the junction. Th</p>
(o18) Local resident, (Oxford, Staverton Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support Norham Road – Partially support Linton Road – Partially support Bevington Road – Partially support Rawlinson Road – Partially support St. Margarets Road – Partially support</p> <p>Probably a good idea, although the Council has offered no specific data to show that these junctions present a risk, just a general view that roads should be safer. Given this, how does the Council justify spending public money on this -- as opposed to, say, sorting out the complex junction between Banbury and Marston Ferry Road?</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Courtland Road – No opinion Iffley Turn – No opinion Cornwallis Road – No opinion</p>

	Westbury Crescent – No opinion '-
(o19) Local resident, (oxford, Stone Meadow)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support Norham Road – Partially support Linton Road – Partially support Bevington Road – Partially support Rawlinson Road – Partially support St. Margarets Road – Partially support</p> <p>If they are like the changes in Woodstock Road they are a bit excessive and wasteful</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Courtland Road – No opinion Iffley Turn – No opinion Cornwallis Road – No opinion Westbury Crescent – No opinion</p> <p>I scarcely ever use the road</p>
(o20) Local Cllr, (Oxford, Town Hall, St Aldates)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Partially support Norham Road – Support Linton Road – Support Bevington Road – Support Rawlinson Road – Support St. Margarets Road – Support</p> <p>Belbroughton Road is a key route for children using active travel means to access schools in the locality. The junction with Belbroughton Road needs to incorporate a sign for cars to keep clear before the junction with Banbury Road to enable children who use the toucan crossing with their bikes on Banbury Road to not be stuck with the bikes on the</p>

	<p>wrong side of Belbroughton Road. The current proposals may encourage those children that have crossed using the toucan crossing to cycle down Belbroughton on the wrong side of the road if they are unable to cross the street to the correct side, due to cars queuing at the junction and blocking the way. A keep clear sign on the ground aimed at drivers may be worth considering.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>If these proposals support improvements in safety I support them,</p>	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support							
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Westbury Crescent – Support													
(o21) Member of public, (Bicester, Roberts Drive)	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>I live outside Oxford, but regularly cycle into Oxford or take the bus & walk, so anything to curb car speeds is going to make me feel safer</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>Support controls on motorised traffic, as i feel unsafe when walking or cycling</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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<p>(o22) Member of public, (Cowley, Leaffield Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support Linton Road – Support Bevington Road – Support Rawlinson Road – Support St. Margarets Road – Support</p> <p>I support all measures that improve safety for active travel</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Courtland Road – Support Iffley Turn – Support Cornwallis Road – Support Westbury Crescent – Support</p> <p>I support any measures that improve safety for walking and cycling</p>
<p>(o23) Local resident, (Cowley, Oxford road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support Linton Road – Support Bevington Road – Support Rawlinson Road – Support St. Margarets Road – Support</p> <p>Cycling in Oxford should be encouraged where possible and schemes such as improved cycle infrastructure help to reduce congestion and improve cycle safety. Seeing car-cycle accidents highlights the need for these schemes. I believe other areas of the city such as the plain need addressing to improve cycle safety further.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Courtland Road – Support</p>

	<p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>As before</p>	<p>Cornwallis Road – Support</p>
<p>(o24) Local resident, (Cowley, Rymers)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Safer for pedestrians and cyclists</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Safer for pedestrians and cyclists</p>	<p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p>
<p>(o25) Local resident, (Iffley, Anne greenwood Close)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>They look good</p>	<p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p>

(o27) Member of public, (Kidlington, The Moors)	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>I strongly support these proposals for Banbury Road. This is a major commute route for people walking and cycling. Continued footways will make walking safer and more attractive. The change to site entries will also make cycling safer, as such exits/entries are particularly dangerous for people cycling. I very much like the inclusion of rain gardens in the design. While the designs for the continuous footways are generally good, I do have some concerns and suggestions.</p> <p>1) Continuous footways work well when it is intuitively clear to people driving and walking that pedestrians have priority. The design directly helps in making this clear: the footway should be really continuous in all aspects of materials/ texture/colour and level/elevation. It should be obvious to people in cars that they have to give way and a consistent design helps to make this clear. For instance, asphalt on the crossing sends an ambiguous signal. I encourage you to make sure the footways are truly continuous.</p> <p>2) A steep gradient to the raised footway and a tight radius greatly help to slow traffic down. This traffic-slowing effect is arguably the most significant contribution the new design makes to increased safety for people walking and wheeling. I am pleased to see that the currently overly broad radii will be made much tighter. This will slow down motorised traffic. It would be better, in my view, to have steeper ramps for the change in elevation than the proposed Dutch-style curbs of 1:10. If available, a 1:8 Dutch-style entry curb will have a greater effect on lowering the speed with which cars enter the side streets. In any case, I am fully supportive of using these entry curbs, and I encourage you to make them the default whenever any work is done on pavements and exits/entries.</p> <p>3) The bus lane on Banbury Road is a major commute route for people cycling. At side streets, the bus lanes disappear, and a narrow cycle lane appears. These works would allow the cycle lane to be widened at these critical points (Linton, St Margarets, Belbroughton, and Rawlinson). If widening is not possible - but I don't see why not - the cycle lanes should be clearly coloured at these side entries. Cyclists here have priority over traffic turning into or out of the side roads, but I observe daily how many people seem unaware of Highway Code rules H2 and 170. A clearly coloured cycle line would at least help a bit. At Linton Road, there should be a cycle lane symbol in the middle of the exit like there is in the design for St Margaret's and Rawlinson).</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support
Belbroughton Road – Support	Norham Road – Support						
Linton Road – Support	Bevington Road – Support						
Rawlinson Road – Support	St. Margarets Road – Support						

	<p>Finally, in light of the number of houses being developed north of Banbury Road (Kidlington/Yarnton/Begbroke) Banbury Road will need a major upgrade with safer cycling in the near future. These junctions will then probably have to be changed again. This is not a reason to postpone the current proposals, but I do wonder how well these future upgrades are planned and take into account in the current designs. With the limited funds available, it seems important to optimise integration into future schemes.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>Continuous footways greatly improve safety and make active travel more attractive. They are the obvious design to use within cities and urban areas in general. They should be the default in Oxford.</p>	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support					
Radcliffe Road – Support	Courtland Road – Support										
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Westbury Crescent – Support											
(o28) Local resident, (Littlemore, Swinbourne Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Continuous pavements across sideways are essential to encouraging active travel, and to slow down private motor vehicles. The ramps should be 1:8 not 1:10. Crossings should be as high as needed to keep the footways flat. Texture and colour of the footway should be completely continuous with the crossing.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support
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	<p>Westbury Crescent – Support</p> <p>Continuous pavements across sideways are essential to encouraging active travel, and to slow down private motor vehicles. The ramps should be 1:8 not 1:10. Crossings should be as high as needed to keep the footways flat. Texture and colour of the footway</p>
(o29) Local resident, (North Oxford, St Margaret's)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Improved safety for my children</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion Cornwallis Road – No opinion</p>
(o30) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>road safety for cyclists is very important</p>

	<p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>very important</p>
(o31) Local resident, (Oxford, Banbury)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>It would be safer - that is kind of an issue right now</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>It would be safer</p>
(o32) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support</p> <p>Norham Road – Support Bevington Road – Support</p>

<p>(o34) Local resident, (Oxford, Bears Hedge)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>In favour of anything that slows down traffic and makes it safer for pedestrians and cyclists. I'd hoped you would be doing something about the junction of Banbury Road and Marston Ferry Road. Vehicles waiting to turn left from Marston Ferry Road onto Banbury Road often drive up onto the pavement to bypass the queue of vehicles turning right, which feels quite dangerous for pedestrians.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>In favour of anything that slows down traffic and makes it safer for pedestrians and cyclists. Whatever changes you make, it's important that drivers understand them. When you removed the pedestrian crossings at the Plain, I think the idea was to make th</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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Westbury Crescent – Support													
<p>(o35) Local resident, (Oxford, Beresford Place)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>all neighbourhood roads should have dutch continous pavement treatments, so this is a step in the right direction for visionzero and better walkability, especially for vulnerable people.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support						
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	<p><u>A4158 Iffley Road:</u></p> <div> <div>Radcliffe Road – Support</div> <div>Courtland Road – Support</div> <div>Iffley Turn – Support</div> <div>Cornwallis Road – Support</div> <div>Westbury Crescent – Support</div> </div> <p>much safer junctions will reduce injuries and save lives and improve access for anyone relying on wheelchairs and pushchairs</p>
(o36) Local resident, (Oxford, Cavell Road)	<p><u>A4165 Banbury Road:</u></p> <div> <div>Belbroughton Road – Support</div> <div>Norham Road – Support</div> <div>Linton Road – Support</div> <div>Bevington Road – Support</div> <div>Rawlinson Road – Support</div> <div>St. Margarets Road – Support</div> </div> <p>The roads need to be safer for cyclist, especially for young cyclists.</p> <p><u>A4158 Iffley Road:</u></p> <div> <div>Radcliffe Road – Support</div> <div>Courtland Road – Support</div> <div>Iffley Turn – Support</div> <div>Cornwallis Road – Support</div> <div>Westbury Crescent – Support</div> </div> <p>The plans are a positive step forward but could go further with an additional toucan crossing for cyclist between Iffley Turn and Radcliff road (by the garage) so they can cross the Iffley road safely , joining up the cycle paths.</p>
(o37) Local resident, (Oxford, Charles street)	<p><u>A4165 Banbury Road:</u></p>

	<p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Safe cycling and walking</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Safe cycling and walking</p>	<p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p>
<p>(o38) Local resident, (Oxford, Church Cowley Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>The current layout encourages drivers to take the corner far too fast, and makes it harder for pedestrians to cross.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Partially support Iffley Turn – Support Westbury Crescent – Support</p>	<p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p>

	<p>Freelands and Radcliffe should match; the drawings show an adequate job on Radcliffe, but no SRET at all on Freelands, just improvements to the traffic island.</p> <p>You're going to need bollards (or a lot more enforcement officers) to stop HGV drivers wrecking</p>												
(o39) Local resident, (Oxford, Florence Park Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>These all look like sensible locations with proper continuous pavement designs, and appear to give good 'bang for buck' in terms of safety improvements.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>These all look like sensible locations with proper continuous pavement designs, and appear to give good 'bang for buck' in terms of safety improvements.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
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Westbury Crescent – Support													
(o40) Local resident, (Oxford, Henley Street)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support						
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Rawlinson Road – Support	St. Margarets Road – Support												

	<p>Think it will generally make motorists reduce speed when turning in, and discourage people pulling out quickly.</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support </div> <div> Courtland Road – Support Cornwallis Road – Support </div> </div> <p>Think it will generally make motorists reduce speed when turning in, and discourage people pulling out quickly.</p>
(o41) Local resident, (Oxford, Iffley Turn)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support </div> <div> Norham Road – Support Bevington Road – Support St. Margarets Road – Support </div> </div> <p>Traffic calming</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support </div> <div> Courtland Road – Support Cornwallis Road – Support </div> </div> <p>Well needed traffic calming especially on iffley turn</p>
(o42) Local resident, (Oxford, Iffley Turn)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> Belbroughton Road – Support </div> <div> Norham Road – Support </div> </div>

	<p>Linton Road – Support Rawlinson Road – Support</p> <p>Bevington Road – Support St. Margarets Road – Support</p> <p>Sorry, I do not live in the Banbury Road area of Oxford, so don't feel able to comment on specifics. Only general support for local residents to improve this for pedestrians</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>A significant amount of traffic on Henley Avenue do not respect other road users or speed limits, and so anything that protects a pedestrians ability to cross roads is hugely important. I live at 74 Iffley Turn. I can see that there are actually double</p>
(o43) Local resident, (Oxford, jack straw's lane)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>good to let motorists be aware they are crossing somewhere where pedestrians and cyclists are at risk</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p>

	good for motorists to be aware cyclists and pedestrians at risk
(o44) Local resident, (Oxford, Linton Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support Linton Road – Support Bevington Road – No objection Rawlinson Road – Support St. Margarets Road – No objection</p> <p>I live in Linton Road. This area is heavily used by cyclists of all ages, especially children and parents with cargo bikes. There are protected cycle routes in the area connecting school routes [eg Belbroughton Rd]. There is a perception of road danger that discourages some cyclists, so any safety improvements would be a good idea.</p> <p>I am dismayed to see that one of the most dangerous of all junctions [Rawlinson Rd/Woodstock Rd] used by 3 nurseries and 3 primary schools, is not included in this programme. It should be added as a matter of urgency.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No objection Courtland Road – No objection Iffley Turn – No objection Cornwallis Road – No objection Westbury Crescent – No objection</p> <p>I do not use the roads in this area except very infrequently. However I am in favour of such road treatments in principle.</p>
(o45) Local resident, (Oxford, Lytton Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support Linton Road – Support Bevington Road – Support</p>

	<p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>.</p> <p>Cornwallis Road – Support</p>
(o47) Local resident, (Oxford, Rawlinson Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>These seem sensible proposals, in line with what had already been installed in other roads in the vicinity and an appropriate safety measure for all concerned given the ever increasing volume of traffic through these roads as well as the speed of that the traffic - particularly for the Woodstock and Banbury 'ladder roads' where the 20 mph speed limit is rarely observed and the residential roads are used as a rat run between the two main roads.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p> <p>I am not very familiar with the traffic situation and use of the majority of these roads, therefore have selected no opinion.</p>
(o48) Local resident, (Oxford, Rymers Lane)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p>

	<p>Please provide a proper continuous same-height footway which properly shows pedestrian priority over motor vehicles, not a differently coloured material that causes confusion such as the "red brick" ones that are currently commonplace around Oxford.</p> <p>Ther</p>												
(o51) Local resident, (Oxford, The Grates)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>These proposals will make the side roads on Banbury road safer for everyone. Please include good local on the ground communications (hoardings explaining the beneficial impact of the work) in the plans and budget.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – Support</td><td>Courtland Road – Support</td></tr> <tr> <td>Iffley Turn – Support</td><td>Cornwallis Road – Support</td></tr> <tr> <td>Westbury Crescent – Support</td><td></td></tr> </table> <p>These proposals will make the side roads on Iffley Road safer for everyone. Please include good local on the ground communications (hoardings explaining the beneficial impact of the work) in the plans and budget.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	Cornwallis Road – Support	Westbury Crescent – Support	
Belbroughton Road – Support	Norham Road – Support												
Linton Road – Support	Bevington Road – Support												
Rawlinson Road – Support	St. Margarets Road – Support												
Radcliffe Road – Support	Courtland Road – Support												
Iffley Turn – Support	Cornwallis Road – Support												
Westbury Crescent – Support													
(o52) Local resident, (Oxford, Victoria Rd)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support								
Belbroughton Road – Support	Norham Road – Support												
Linton Road – Support	Bevington Road – Support												

	<p>Rawlinson Road – Support</p> <p>It's great that you are planning to improve safety at these junctions, but, THE MOST DANGEROUS JUNCTION on Banbury Rd is the crossing for pedestrians at the Marston Ferry Road junction, where, going north on the MARston Ferry Rd side, there is not so much as a pedestrian crossing system. And this is at a junction with a blind turning in from traffic coming south on Banbury and a dog leg crossroads where traffic comes from BEHIND pedestrians from Moreton Rd into Marston Ferry - and always it seems at great speed. It's madness that this is not included in these plans.</p> <p>Additionally, from long experience, it is clear that traffic coming south on Banbury ACCELERATE down the hill after the speed camera at Hernes Rd, often reaching 40-50 mph, before slowing at South Parade. Why are you not dealing with this issue, continues to be dangerous. And why stop making side road traffic calming measures at Belbroughton - this should surely be extended north of South Parade.</p> <p>Lastly, the road surface of Banbury Rd is like a minefield - not just for cyclists, but for motorists - the holes are that big! It's surely time to resurface the principal road into Oxford which is currently in a shocking state.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion</p> <p>Iffley Turn – No opinion</p> <p>Westbury Crescent – No opinion</p>	<p>St. Margarets Road – Support</p> <p>Courtland Road – No opinion</p> <p>Cornwallis Road – No opinion</p>
<p>(o53) Local resident, (Oxford, Walton Crescent)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> <p>The proposed improvements to these junctions are extremely welcome for the comfort and safety of road users outside of motor vehicles. Some of these junctions are clearly dangerous for pedestrians and other vulnerable road users as they encourage vehicles to maintain high speeds when making turns into quiet residential roads.</p>	

	<p>The recent changes to woodstock road which are similar have been very well done. Continuing this type of road improvements will have a noticeable positive impact on both aesthetics and functionality of the road and pavement.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>The proposed improvements to these junctions are extremely welcome for the comfort and safety of road users outside of motor vehicles. Some of these junctions are clearly dangerous for pedestrians and other vulnerable road users as they encourage vehicles</p>
(o54) Local resident, (Oxford, Walton Well Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Much needed to improve the currently v dangerous experience of cycling. Reinforces right of way over cars pulling in/out & promotes safer driving</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>Makes cycling safer</p>

<p>(o55) Local resident, (Oxford, Woodstock Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>It will be very helpful for pedestrians! But could you also consider Woodstock Road?? Particularly the junction between St Bernard's road and Bevington Road. There are three Oxford colleges (St Antony's, St Anne, GTC) located next to it and many pedestrians and cyclists pass that area everyday. It would be helpful to have a traffic light there!</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>Na</p>
<p>(o56) Local resident, (Oxford, Asquith Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>These all seem like worthwhile improvements.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Courtland Road – Partially support</p>

	<p>Responding to the Iffley road elements as I cycle on Iffley Road daily</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> Radcliffe Road – Support Courtland Road – Support </div> <div style="display: flex; justify-content: space-between;"> Iffley Turn – Support Cornwallis Road – Support </div> <p>Westbury Crescent – No objection</p> <p>The recent changes to Iffley Turn junction have made a difference and it's easier and safer for cyclists to get onto Iffley Road. However getting off Iffley Rd onto Iffley Turn on a bike is still a bit hair raising at rush hour!</p>
(o59) Local resident, (Oxford, Banbury Road)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> Belbroughton Road – No objection Norham Road – No opinion </div> <div style="display: flex; justify-content: space-between;"> Linton Road – No opinion Bevington Road – No opinion </div> <p>Rawlinson Road – No opinion</p> <p>St. Margarets Road – No opinion</p> <p>I live at the house 120 Banbury Road, just beside the proposed plans. I have no objections to increasing road safety for pedestrians. However, I think it would be helpful if the parking spaces on the south side of Belbroughton Road could be reduced at the same time. They limit visibility for both pedestrians, bicyclists and drivers, especially at the busy school run times of the day, and increase traffic build-up down Belbroughton Road.</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> Radcliffe Road – No opinion Courtland Road – No opinion </div> <div style="display: flex; justify-content: space-between;"> Iffley Turn – No opinion Cornwallis Road – No opinion </div> <p>Westbury Crescent – No opinion</p> <p>I do not live anywhere near these locations.</p>

<p>(o60) Local resident, (Oxford, Benson Place)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No objection Linton Road – No objection Rawlinson Road – No objection</p> <p>Norham Road – No objection Bevington Road – No objection St. Margarets Road – No objection</p> <p>Please note that exit from Norham Manor via Norham Road is the only way to travel north by car. It is therefore to be hoped that while the works proceed exit from Norham Road will be maintained at all times</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No objection Iffley Turn – No objection Westbury Crescent – No objection</p> <p>Courtland Road – No objection Cornwallis Road – No objection</p> <p>The reason for "no objection" is self-evident, surely.</p>
<p>(o61) Local resident, (Cowley, Church Hill Road)</p>	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Linton Road – No opinion Rawlinson Road – No opinion</p> <p>Norham Road – No opinion Bevington Road – No opinion St. Margarets Road – No opinion</p> <p>Don't have great familiarity with this area</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p>

	<p>Westbury Crescent – Support</p> <p>Westbury Crescent bus stop is my nearest but Iffley Road is always so busy I have to walk down to the next one which has a pedestrian crossing nearby. Help to cross the road at Westbury Crescent would be very helpful</p>												
(o62) Member of public, (Didcot, banbury road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – No opinion</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – No opinion</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – No opinion</td><td>St. Margarets Road – No opinion</td></tr> </table> <p>looks like reducing the width of the road, which makes it safer to cross</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No opinion</td><td>Courtland Road – No opinion</td></tr> <tr> <td>Iffley Turn – No opinion</td><td>Cornwallis Road – No opinion</td></tr> <tr> <td>Westbury Crescent – No opinion</td><td></td></tr> </table> <p>don't use it</p>	Belbroughton Road – No opinion	Norham Road – Support	Linton Road – No opinion	Bevington Road – Support	Rawlinson Road – No opinion	St. Margarets Road – No opinion	Radcliffe Road – No opinion	Courtland Road – No opinion	Iffley Turn – No opinion	Cornwallis Road – No opinion	Westbury Crescent – No opinion	
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Iffley Turn – No opinion	Cornwallis Road – No opinion												
Westbury Crescent – No opinion													
(o63) Local resident, (Iffley, Anne Greenwood Close)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – No opinion</td><td>Norham Road – No opinion</td></tr> <tr> <td>Linton Road – No opinion</td><td>Bevington Road – No opinion</td></tr> <tr> <td>Rawlinson Road – No opinion</td><td>St. Margarets Road – No opinion</td></tr> </table> <p>Not my area</p>	Belbroughton Road – No opinion	Norham Road – No opinion	Linton Road – No opinion	Bevington Road – No opinion	Rawlinson Road – No opinion	St. Margarets Road – No opinion						
Belbroughton Road – No opinion	Norham Road – No opinion												
Linton Road – No opinion	Bevington Road – No opinion												
Rawlinson Road – No opinion	St. Margarets Road – No opinion												

	<p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>Courtland Road – Support Cornwallis Road – Support</p> <p>All four of us (two adults, two children) cycle daily using Iffley Road/Cornwallis Road plus other routes) for work/school travel and I'm in favour of anything that makes cycling/walking safer for us and our children.</p>
(o64) Local resident, (Oxford, Bradmore Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Linton Road – No opinion Rawlinson Road – No opinion</p> <p>Norham Road – Object Bevington Road – No opinion St. Margarets Road – No opinion</p> <p>By narrowing the entrance to Norham Road there will no longer be the possibility of a left turn lane which currently allows cars to turn left when there is a car waiting to turn right. With busy traffic during rush hours it can take some time for an opportunity to safely turn right at this junction. By having a left turn lane, traffic can continue to flow and circulate safely. There is no visual block to current system so bikes and pedestrians will continue to be able to cross the road safely. Cats eyes to outline bike route would be a useful contribution.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion Westbury Crescent – No opinion</p> <p>Courtland Road – No opinion Cornwallis Road – No opinion</p> <p>I am not commenting on areas that I do not know well and will leave that to knowledgeable local residents and schools to ensure that the local communities have a voice in matters which will impact them. As a local resident in Bradmore Road and a cyclist,</p>

(o65) Local resident, (Oxford, Linton Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Norham Road – No opinion Linton Road – No opinion Bevington Road – No opinion Rawlinson Road – No opinion St. Margarets Road – No opinion</p> <p>This consultation is unsatisfactory because you do not provide proper data on which we can base an opinion. You do not give any specific facts to support the statement "the overwhelming majority of injuries are ... frequently at junctions", and you provide no proof that the measures you propose will improve safety for anyone. Where is the research evidence?</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Courtland Road – No opinion Iffley Turn – No opinion Cornwallis Road – No opinion Westbury Crescent – No opinion</p> <p>See my previous comment. You do not provide any data to enable us to form an opinion. What are the facts which support your assertion that this kind of road junction is a particular source of risk to vulnerable road users? where is the evidence that the</p>
(o66) Local resident, (Oxford, Rymers Lane)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – No opinion Norham Road – No opinion Linton Road – No opinion Bevington Road – No opinion Rawlinson Road – No opinion St. Margarets Road – No opinion</p>

	<p>Lack the local insight to comment specifically.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> <p>Courtland Road – Support</p> <p>Cornwallis Road – Support</p> <p>All of the suggested improvements will contribute to greater pedestrian and cyclist safety I believe. Many of the road openings have particularly wide radius curves which not only seem to encourage drivers to take them at greater speed, but make them more</p>
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B. Online responses (incorrect survey):

RESPONDENT	COMMENTS
(o67) County Cllr, (Cowley division)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support Linton Road – Support Bevington Road – Support Rawlinson Road – Support St. Margarets Road – Support</p> <p>Great to see improvements for walking being prioritised</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Courtland Road – Support Iffley Turn – Support <i>Bevington Road – Support</i> Westbury Crescent – Support</p> <p>Excellent to see the pedestrian improvements and especially the raingardens - this is wonderful to see - thank you! (p.s. I also very much support the Cornwallis Rd STRET and rain garden, which is not on this list but should be!)</p>
(o68) County Cllr, (Abingdon, Hanson Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support Linton Road – Support Bevington Road – Support Rawlinson Road – Support St. Margarets Road – Support</p> <p>n/a</p>

	<p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support Westbury Crescent – Support</p> <p>n/a</p>	<p>Courtland Road – Support <i>Bevington Road – Support</i></p>
(o69) Local resident, (Old Marston, Elms Drive)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object Rawlinson Road – Object</p> <p>Even more dangerous</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – No opinion Westbury Crescent – No opinion</p> <p>No opinion</p>	<p>Norham Road – Object Bevington Road – Object St. Margarets Road – Object</p> <p>Courtland Road – No opinion <i>Bevington Road – No opinion</i></p>
(o70) Local resident, (Oxford, Woodstock Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Object Linton Road – Object</p>	<p>Norham Road – Object Bevington Road – Object</p>

	<p>Rawlinson Road – Object</p> <p>St. Margarets Road – Object</p> <p>Here junctions are not a problem. There are better ways of spending scarce funding like improving footpaths and cycle ways in North Oxford. Some of the junctions on Woodstock Road - recently remodelled - have no sensible benefit - except at St Margaret's Road and are a waste of money.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion</p> <p>Courtland Road – No opinion</p> <p>Iffley Turn – No opinion</p> <p><i>Bevington Road – No opinion</i></p> <p>Westbury Crescent – No opinion</p>
(o71) Member of public, (Banbury, Warwick Road)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support</p> <p>Norham Road – Support</p> <p>Linton Road – Support</p> <p>Bevington Road – Support</p> <p>Rawlinson Road – Support</p> <p>St. Margarets Road – Support</p> <p>Road safety is a must</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support</p> <p>Courtland Road – Support</p> <p>Iffley Turn – Support</p> <p><i>Bevington Road – Support</i></p> <p>Westbury Crescent – Support</p> <p>Support</p>
(o72) Local resident, (Iffley, Anne Greenwood)	<p><u>A4165 Banbury Road:</u></p>

	<p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – No opinion</p> <p>Linton Road - a difficult junction - not least because of Wolfson College and buses</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – No opinion Iffley Turn – Support Westbury Crescent – Support</p> <p>support as traffic is very dense and cyclists travel very fast down the Iffley Road (often faster than 20mph speed limit)</p>	<p>Norham Road – Support Bevington Road – No opinion St. Margarets Road – No opinion</p> <p>Courtland Road – No opinion <i>Bevington Road – No opinion</i></p>
(o73) Local resident, (Kennington, River View)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Linton Road – Support Rawlinson Road – Support</p> <p>Raised tables are a great visual indication of side road priority. To continue the visual theme, please consider some surface colouring or paving to hammer home that it is not a continuation of the road. Also very welcome to see Dutch style kerbs, I hope this becomes the default for all pavements to avoid the unnecessary gradient for the sake of a couple of car movements a day.</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Iffley Turn – Support</p>	<p>Norham Road – Support Bevington Road – Support St. Margarets Road – Support</p> <p>Courtland Road – Support <i>Bevington Road – Support</i></p>

	<p>Westbury Crescent – Support</p> <p>Please see previous general comment</p>												
(o74) Local resident, (Oxford, Benson Place)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table> <p>Slowing traffic at these junctions essential to improve pedestrian and cyclist safety. Norham Road-Bradmore-Road--Norham gardens route a dangerous rat run at rush hour with horrible speeding problem. Consider converting junction of Norham Gardens with Parks Road to cyclist/pedestrian only to make Norham Manor far safer generally.</p> <p><u>A4158 Iffley Road:</u></p> <table> <tr> <td>Radcliffe Road – No objection</td><td>Courtland Road – No objection</td></tr> <tr> <td>Iffley Turn – Support</td><td><i>Bevington Road – Support</i></td></tr> <tr> <td>Westbury Crescent – No objection</td><td></td></tr> </table> <p>I have supported changes to those junctions I know well, and do not object where I know less well.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – No objection	Courtland Road – No objection	Iffley Turn – Support	<i>Bevington Road – Support</i>	Westbury Crescent – No objection	
Belbroughton Road – Support	Norham Road – Support												
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Iffley Turn – Support	<i>Bevington Road – Support</i>												
Westbury Crescent – No objection													
(o75) Local resident, (Oxford, Cavell Road)	<p><u>A4165 Banbury Road:</u></p> <table> <tr> <td>Belbroughton Road – Support</td><td>Norham Road – Support</td></tr> <tr> <td>Linton Road – Support</td><td>Bevington Road – Support</td></tr> <tr> <td>Rawlinson Road – Support</td><td>St. Margarets Road – Support</td></tr> </table>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support						
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	<p>The separation and protection for pedestrians when crossing the road is a positive move. Will help change attitudes of drivers when entering residential areas.</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> </div> <div> <p>Courtland Road – Support</p> <p><i>Bevington Road – Support</i></p> </div> </div> <p>The separation and protection for pedestrians when crossing the road is a positive move. Will help change attitudes of drivers when entering residential areas.</p>
(o76) Local resident, (Oxford, Glanville Road)	<p><u>A4165 Banbury Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> <p>Belbroughton Road – Support</p> <p>Linton Road – Support</p> <p>Rawlinson Road – Support</p> </div> <div> <p>Norham Road – Support</p> <p>Bevington Road – Support</p> <p>St. Margarets Road – Support</p> </div> </div> <p>A long-overdue measure from a safety point of view. I hope this is the first of many such.</p> <p><u>A4158 Iffley Road:</u></p> <div style="display: flex; justify-content: space-between;"> <div> <p>Radcliffe Road – Support</p> <p>Iffley Turn – Support</p> <p>Westbury Crescent – Support</p> </div> <div> <p>Courtland Road – Support</p> <p><i>Bevington Road – Support</i></p> </div> </div> <p>A long-overdue measure from a safety point of view. I hope this is the first of many such.</p>

<p>(o77) Local resident, (Oxford, Howard Street)</p>	<p><u>A4165 Banbury Road:</u></p> <table border="0"> <tr> <td>Belbroughton Road – Support</td> <td>Norham Road – Support</td> </tr> <tr> <td>Linton Road – Support</td> <td>Bevington Road – Support</td> </tr> <tr> <td>Rawlinson Road – Support</td> <td>St. Margarets Road – Support</td> </tr> </table> <p>Ensuring motor traffic has to slow down when moving between the main road and side roads should make the junctions much safer for cyclists and pedestrians.</p> <p><u>A4158 Iffley Road:</u></p> <table border="0"> <tr> <td>Radcliffe Road – Support</td> <td>Courtland Road – Support</td> </tr> <tr> <td>Iffley Turn – Support</td> <td><i>Bevington Road – Support</i></td> </tr> <tr> <td>Westbury Crescent – Support</td> <td></td> </tr> </table> <p>Ensuring motor traffic has to slow down when moving between the main road and side roads should make the junctions much safer for cyclists and pedestrians.</p>	Belbroughton Road – Support	Norham Road – Support	Linton Road – Support	Bevington Road – Support	Rawlinson Road – Support	St. Margarets Road – Support	Radcliffe Road – Support	Courtland Road – Support	Iffley Turn – Support	<i>Bevington Road – Support</i>	Westbury Crescent – Support	
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(o79) Local resident, (Oxford, Townsend Square)	<p><u>A4165 Banbury Road:</u></p> <p>Belbroughton Road – Support Norham Road – Support</p> <p>Linton Road – Support Bevington Road – Support</p> <p>Rawlinson Road – Support St. Margarets Road – Support</p> <p>This will make walking much more pleasant! Thank you!</p> <p><u>A4158 Iffley Road:</u></p> <p>Radcliffe Road – Support Courtland Road – Support</p> <p>Iffley Turn – Support <i>Bevington Road – Support</i></p> <p>Westbury Crescent – Support</p> <p>This will make these dangerous junctions much more safe. Thank you! Please also improve the pedestrian crossing on Between Towns Road/Iffley Road, there is no safe way to cross. No timing for pedestrians and cars often run the red lights. Additionally,</p>



Oxfordshire County Council

Equalities Impact Assessment

Safer Roads Fund
April 2025

Contents

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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).	Safer Roads Fund – proposal to implement side road entry treatments, improvements to pedestrian refuges, and installation of solar studs to delineate cycleway from carriageway.
Is this a new or existing function or policy?	The proposal is to carry out improvement to the existing junctions where DfT have identified a high number of collisions between vehicles and pedestrians/cyclists.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The Safer Roads Fund project is designed to improve safety at junctions for pedestrians and cyclists by implementing improvement works to the priority junctions where significant numbers of active travel injuries have been recorded. The improvement works consist of continuous raised crossings at side roads, where both pedestrians and cyclists will have priority when crossing the road. Improvement works to the cycleway will consist of delineation between cycleway and carriageway by installation of solar studs at sections on the Banbury Road and Iffley Road.
Completed By	Andy Warren (Senior Project Manager)
Authorised By	Aron Wisdom (Programme Lead – Central)
Date of Assessment	07 May 2025

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>The Safer Roads Fund program is funded by the DfT Road Safety funding to improve road safety for both pedestrians and cyclists by carrying out improvement works to the priority junctions where significant numbers of active travel injuries have been recorded. The improvement works consist of safer junctions where both pedestrians and cyclists will have priority when crossing the road. Improvement works also consist of a better delineation between cycleway and carriageway along certain sections of both routes and improved pedestrian refuges.</p> <p>As part of a DfT funded road safety program, OCC were successful in securing £1.675m to carry out road safety improvement works to certain junctions. The junctions were selected through an International Road Assessment Programme (IRAP) assessment, used to identify and assess interventions on high-risk roads. Through the IRAP assessment, it was identified that both Banbury Road and Iffley Road were high risk routes where both pedestrian and cyclist collisions were high. OCC successfully bid to secure the funding to carry out improvement works to the above-mentioned roads.</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 proposal is to carry out improvement works to number of side road junctions where collision data are high. The side road treatment will consist of tightening the radii of the junctions with a raised table where both pedestrians and cyclists will have priority. The project also includes installation of solar studs along both routes to delineate cycleway from carriageway. The road studs are illuminated which enhances the safety of the cyclists at night. In addition to that, improvement works are also being carried out at refuge islands along one of the routes to make to improve safety of the pedestrians whilst they wait at the island to cross the road.</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>Stakeholder engagement with high priority stakeholders has been running alongside the designs. Based on the responses, the feedback was that the design could provide more priority and improve safety for pedestrians and cyclists by designing out standard junction details such as kerb lines and tactile paving. The use of 'Dutch entry kerbs' has also been included in the design, a first for Oxfordshire. All elements are designed to slow vehicles down and create an environment where pedestrians are given absolute priority as per OCC's adopted road hierarchy. Stakeholders also helped to prioritise the chosen junctions based on the current design and perceived risk. This all helps promote modal shift and active travel contributing to our ability to deliver our climate commitments.</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>In Oxford, the majority of injuries and fatalities on the highway are to pedestrians and people cycling, frequently at junctions. Therefore, the Safer Roads Fund is focused on improving safety for pedestrians and cyclists. The projects are designed to improve safety and convenience of priority junctions where significant numbers of active travel injuries have been recorded. The proposals aim to reduce the risk of future accidents through a combination of whole route measures (improved delineation) and site-specific measures (side road junction improvements). Informed by the county council's recorded accident data, current and anticipated future modal flows, future plans and the Road Safety Foundation's iRAP tool, a set of proposals were prioritised. The proposals generated a strong benefit/cost ratio (BCR) and they were successful in receiving DfT funding.</p> <p>After receiving initial feedback from the stakeholders on the design and locations for improvement works to side road junctions, the project team considered alternative design options and reviewed the locations to further inform the design. In general, the feedback was to provide a more ambitious design which prioritises pedestrians and cyclists in a form of continuous footway which removes the look of a standard junction with radii kerbs.</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Some of the junctions along the routes are very wide which does not give pedestrians enough time to cross the road before a car approaches the junction quickly, resulting in collision. The proposed introduction is to build a ramp at the junctions and tighten the kerb radii resulting in shorter crossing distance. The ramp will help slow drivers down when approaching the junction, contributing towards making the junction safe for both pedestrians and cyclists including disabled and elderly.	Not applicable.	Not applicable.	Not applicable.

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The program will benefit people with a disability because that they are able to cross the road safely due to the shorter crossing distance where the junction is being narrowed by reducing the kerb radii. The installation of a ramp will also contribute to slowing drivers down when approaching the junctions which will allow pedestrians with disability to cross the road more safely. The pedestrian priority over the raised tables should provide greater confidence for those crossing slowly or unsure if cars will stop.</p> <p>The non installation of tactile paving could prove slightly negative for the visually impaired but this proposal has been consulted on and their feedback was that the biggest concern is street furniture. By widening the pedestrian space at the junction it is considered that vision impaired users will be benefitted.</p> <p>The improvement works will encourage people to walk and cycle more which will result in better air quality as more people will choose active travel as their method of transport instead of vehicles. This will result in better air quality for people with respiratory illnesses such as asthma.</p>			<p>Post-implementation monitoring to include early engagement with effected groups. Engagement has taken place and feedback has been received.</p>
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				The lack of entry or exit ramps for pedestrians means that the continuous footways are much more user-friendly for people using wheelchairs or walking frames.			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In addition to the slowing of approaching traffic, the lack of ramps and softer gradients will make walking with young children and pushing prams etc easier.	Not applicable.	Not applicable.	Not applicable.
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.	Not applicable.	Not applicable.	Not applicable.

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"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact identified.	Not applicable.	Not applicable.	Not applicable.
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In addition to the slowing of approaching traffic, the lack of ramps and softer gradients will make carers pushing wheelchairs etc easier.	Not applicable.	Not applicable.	Not applicable.
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposals will help people walk and cycle to access places of work, education, services and opportunities in a cost effective way.	Not applicable.	Not applicable.	Not applicable.

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific impact identified to staff unless they live on the road where improvement works are being carried out to provide better and safer pedestrian and cycle routes.	Not applicable.		
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact on the council services is expected to be minimal. However, some input is required from internal teams such as engineering assurance team, network management, COMMS etc.	Not applicable		
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact expected.	Not applicable		
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Air pollution impacts public health. A reduction in air pollution will improve people's health and wellbeing. The project is also focused on improving safety at junctions so people feel safe to walk and cycle more, resulting in better health and general wellbeing.	Air quality will be improved due to number of people taking up walking and cycling as their method of transport due to improvements to the side road junctions and cycleways.		

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

Section 4: Review

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

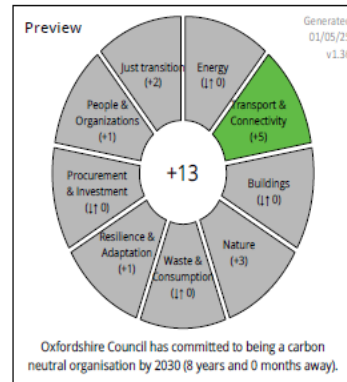
Review Date	January 2026 (at RSA 3 stage) followed by January 2027 (RSA 4 stage)
Person Responsible for Review	Andy Warren
Authorised By	Aron Wisdom

Annex 6: Climate Impact Assessment

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Highways
What is being assessed	Safer Roads Fund - A4165 Banbury Road and A4158 Iffley Road To carry out side road entry treatments to improve safety at junctions, improvements to refuge islands and installation of solar studs to delineate cycleway from carriageway.
Is this a new or existing function or policy?	Existing Policy
Summary of assessment	The A4165 Banbury Road and A4158 Iffley Road are both key movement corridors within Oxford which is used by a mixture of transport users. The Department for Transport (DfT) identified this corridor as a high risk to both pedestrians and cyclists due to number of accidents and collisions recorded at key junctions. By carrying out improvement works to the key junctions, the project aims to reduce the number of accidents and collisions between vehicles and pedestrians / cyclists.
Completed by	Andy Warren (Senior Project Manager)
Climate action sign off by	Franco Gonzalez (Carbon Analyst)
Director sign off by	
Assessment date	01/05/2025



Detail of proposal

Context / Background	The DfT identified that both Banbury Road and Iffley Road are within the top 50 road lengths nationally, for poor road safety. After further analysis it was found that during the period 2012 - 2022, a high proportion of the recorded accidents involved active travel road users along both routes. As part of the Government's Safer Roads Fund, Oxfordshire County Council were invited to bid for the funds to carry out improvement works, to aid walking and cycling, along the routes at some of the key junctions.
Proposal	The Safer Roads Fund was secured to carry out improvement works to some of the key junctions where side road entry treatments will be installed to improve the junctions for both cyclists and pedestrians and prioritise their safety. The proposal is also to improve cycleways by delineating the cycleway from the carriageway by installing solar studs along both lengths of the routes at certain sections as well as improvements to key refuge islands along Iffley Road. These improvements are aimed at encouraging more people to choose walking, cycling and wheeling as a method of transport which will help improve air quality, reduce noise and improve the safety and wellbeing of local residents.
Evidence / Intelligence	DfT carried out an independent analysis which found both Banbury Road and Iffley Road were within the top 50 road lengths nationally for poor road safety outcomes. Oxfordshire County Council also held stakeholder engagement with the councillors and key local groups where it was brought to the attention of the council that there are a number of roads along both routes where safety is an issue for active travel users. Stakeholder engagement, including co - design workshops have continued throughout preliminary design stage to further inform final designs.
Alternatives considered / rejected	Due to wide junctions with no form of traffic calming measure, motorists do not slow down on approach leading to not enough time for pedestrians to cross the road, resulting in collisions and personal injury accidents. Cyclists are similarly at risk as the cycle lanes run across junctions, therefore 'do nothing' is not considered an option.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	3	The proposal is to promote walking and cycling by installing side road entry treatments (continuous footways) to provide safer junctions and installing solar studs to cycle lanes.			
Transport & Connectivity	Supports active travel	3	Adding tighter radii to junctions to shorten the crossing distance, installation of ramp to slow drivers when approaching the junctions and encourage them to give way to pedestrians and cyclists and installation of solar studs to delineate the cycleway from carriageway will support active travel.			
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1	Some localised provision of new rain garden areas are to be included within the final designs.			
Nature	Develops blue and green infrastructure	1	Some localised provision of new rain garden areas are to be included within the final designs.			
Nature	Improves access to nature and green spaces	1	Some localised provision of new rain garden areas are to be included within the final designs.			
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	1	Some localised provision of new rain garden areas are to be included within the final designs.			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				

Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	N/A	The investment into the program is focused on promoting active travel where people feel safe walking, cycling and wheeling to their destination.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	1	The proposal will encourage people to walk and cycle more.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A	
Just transition	Promotes green innovation and job creation	N/A	
Just transition	Promotes health and wellbeing	1	Promotes walking and cycling by changing the geometry of the junction to make crossing easier for pedestrians and installation of solar studs to delineate cycleway from carriageway to make people feel safe when cycling.
Just transition	Reduces poverty and inequality	1	By making walking and cycling more attractive and promoting less reliance on private motorised vehicles.

Procurement Strategy Documents

**SAFER ROADS FUND, BANBURY ROAD
PROCUREMENT STRATEGY
NOVEMBER 2024**

Sign-offs	Name	Date
Director: <i>Sign-off by Senior Responsible Officer</i>	Paul Fermer	n/a
Head of Service: <i>Sign-off by the Head of Service</i>	Valerie Lambrechts / John McLauchlan	09/12/2024
Line Manager: Programme Lead <i>Sign-off by the Author's Line Manager</i>	Aron Wisdom	09/12/2024
Procurement team <i>Sign-off by Category Lead</i>	Jonathan Duffy	27/11/2024
Finance Team <i>Sign-off of all Capital / Financial elements</i>	Rob Finlayson	n/a
Confirmation of Consultation with / Input from	Name	Date
Delivery Team <i>Contributors to the report.</i>	Steffan Davies	29/11/2024
Service Area / Key Stakeholder <i>The service area impacted, and/or key stakeholders have been consulted / inputted to document. Please add a line for each one.</i>	Delivery Clare Springett Commercial Jean Coetzee Legal Tessa Odiah	28/11/2024 18/11/2024 22/11/2024

Change History

Version	Version Summary	Date	Initials
1	First Draft	25 Jan 2024	CLS
2	Second draft – VL comments addressed	9 Feb 2024	CLS
3	Third draft – Project timescales revised	10 April 2024	CLS
5	Autumn 2024 revision	15 Nov 2024	JC
6	Separate Banbury & Iffley rd schemes into separate procurement strategies	27 Nov 2024	JC

Table of Contents

1. Introduction and background

1. Context

The A4165 (Banbury Road) is a key movement corridor in Oxford. The Department of Transport (DfT) has identified this corridor as requiring safety improvements and OCC was successful in securing £875,000 for the Banbury Road scheme. A further £75,000 has been identified from S106 monies for the Banbury Road. The improvements mainly consist of side road entry treatments along the corridors.

This document sets out the procurement strategy for this project.

2. Key Project Details

The project is intended to improve safety for pedestrians and cyclists by improving the priority junctions where significant numbers of active travel injuries have been recorded. Pedestrians and cyclists will have priority when crossing the road. Improvements to the cycle routes will consist of a better delineation between carriageway and cycleway by the installation of solar studs along both routes at key locations.

The following table summarises the improvements.

A4165 Banbury Road
Side Road Entry Treatments at: <ul style="list-style-type: none">• Bevington Road• Norham Road• Park Town (South)• Park Town (North)• St. Margaret's Road• Rawlinson Road• Linton Road• Belbroughton Road
Installation of solar studs throughout the route

3. Current Project Stage

The following tasks have been completed:

- A feasibility design stage
- Funding has been secured
- Engagement with county and city councillors was started in late 2023 and engagement with other stakeholders has begun.
- Outline Business Cases have been submitted and approved.
- Project Briefs for design and construction have been drafted.

4. Project Budget & Funding

Funding to the value of £875,000 has been secured from the DfT. The funds are allocated from the DfT's Safer Roads Fund (SRF). An additional £70,000 of section 106 money has been awarded to the Banbury road project.

Description	
Design	£ 65,500.00
Construction	£ 463,750.00
OCC Internal Staff Costs	£ 120,000.00
OCC Legal Costs - Internal	£ 5,000.00
3rd Party Commissions	£ 45,000.00
Close Out	£ 15,000.00
Contingency & Risk	£ 160,750.00
Further secured funding - S106	£ 70,000.00
TOTAL	£ 945,000.00

5. Project Programme

The project target timeline is shown below based on separate design and construction commissions. As per the risks identified within item 2.3 below, the construction completion deadline is time sensitive and the shift from detail design into construction will have to be dealt with proactively to prevent any delay.

Description	Target Date
Preliminary Design and scope setup	Sept 2024 - Nov 2024
Detailed design	Dec 2024 - April 2025
Prepare ITT	March 2025 – April 2025
Tender period	April 2025 - May 2024
Tender Evaluation & Internal Approvals	May 2025
Contract award and mobilisation (via task order)	May 2025
Construction	June 2025 - August 2025
Close Out	September 2025 - August 2026

6. Key Stakeholders

Oxford County Councillors
Oxford City Councillors
Parish Councillors
Transport Groups
Utility Companies
Local Interest Groups
Emergency Services
Oxford City Council
Local Residents

2. Procurement Factors

1. Procurement Issues & Considerations

The feasibility design works were undertaken by Milestone Infrastructure Limited (MIL) through the current Highways Partnership Contract (HPC). The HPC expires at the end of March 2025 and is being replaced by the Highway Term Service Contract (TSC) which will go live on 1 April 2024. MIL was the successful tenderer on the TSC. The TSC is designed for predominantly maintenance works with a maximum contract value of £750k. The nature of the Banbury Road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fits into the scope which could be dealt with through the TSC.

2. Procurement Drivers

Time and cost are the two procurement drivers:

- Time – the project will need to be delivered around the Traffic Filters Trial.
- Cost – value for money to make best use of the finite funding from the DfT.

3. Procurement Risks

- There is an aspiration to complete these SRF construction works prior to the start of the city-wide traffic filters trial, so that the network is as neutral as possible during the trial. The current start date for the trial is currently unknown, as it is dependent on the re-opening of the Botley Road. However, the assumption is that the trial will start in Autumn 2025, so the deadline for these SRF works is September 2025.
- Time constraints associated with design tasks.
- We would like to use different providers for separate elements of the project.

3. Route to Market

1. Available Procurement Routes

The seven Construction and Delivery Frameworks that are available to OCC have been considered. The framework expiry dates and contract value have been taken into account in selecting a procurement route.

2. Shortlisted Procurement Options

The following frameworks are considered the most suitable procurement routes:

- The Highways Partnership Contract (HPC)
- The Highway Term Service Contract (TSC)
- Atkins Realis Delivery Partnership Agreement
- PAGABO - Civils and Infrastructure Framework, London & South East England

3. Route to Market

Design works:

Design Option 1 – Issue a Task Order for design through the HPC – This route to market demonstrates a compliant process utilising an existing contract. The direct award process via a task order will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. The contractor is familiar with the scheme and has completed feasibility/preliminary design works. Through ongoing engagement, risks are being managed and proceeding into detail design. Using the HPC would enable a smooth transition between the feasibility design and detail design and retain existing knowledge into furthering this section of works. With the HPC expiring end March 2025, and the design works expected to extend into April 2025, and beyond, finalization of the detail design and ongoing design support during construction will be able to be instructed through a Task Order on the TSC. This is a time efficient approach with design risks being minimized compared to splitting the feasibility design and detail design between two design consultants. This design approach comes with the additional benefit when utilising the TSC, that a smooth and time efficient transition from detail design into the construction phase could most likely be achieved.

Design Option 2 – Issue a Project Instruction for design through the AtkinsRealis (AR) Delivery Partnership Agreement – This route to market demonstrates a compliant process utilising an existing contract. Early engagement with AR has been undertaken to understand time and costs expectations. Based on initial discussions, it is believed that AR can complete the design works within the planned timelines. However, there are inherent risks associated with changing designers midway between feasibility/preliminary design and detail design.

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Construction Option 1 – Issue Task Order for construction through TSC – This route to market demonstrates a compliant process utilising an existing contract. The TSC is predominantly designed for maintenance works with a maximum contract value of £750k. The nature of the Banbury Road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fit into the scope which could be dealt with through the TSC. The risk associated with this route is the timelines associated with the detail design process. Early engagement has been undertaken with the HPC Contractor and, whilst there was a concern regarding resourcing the project, the contractor has assured the client that it can be adequately resourced and adhere to the timelines (subject to OCC internal processes for which the OCC project team accept the risks). The transition from completing the design works and instructing the construction works through the TSC could facilitate a smooth transition between the design and construction phase limiting the associated risk.

Construction Option 2 – Direct Award through Pagabo Framework – This route to market demonstrates a compliant process, when a proper analysis is completed, and the appropriate contractor pinpointed. The direct award process via a framework will demonstrate value for money whilst reducing commissioning timeframes and resource/overhead costs. Draft contract terms and conditions have been agreed with the highest scoring contractor on this framework and agreement of tender value and final contract terms and conditions would progress comparatively faster than going through a mini competition, but the risk remains that the contractor and OCC might not

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Design Option 1 – Issue Task Order for design through the HPC.

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Construction Option 1 – Issue Task Order for construction through TSC.

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1. Form of Contract

The form of contracts for the design phase will be:

1. Task Order via the HPC – a Task Order for all design elements will be issued for the Banbury Road scheme.

The form of contracts for the construction phase could be:

2. Task Order via the TSC – a separate Task Order for construction works will be issued for the Banbury Road scheme.

5. Summary and Next steps

1. Summary

A clear procurement route has been set out for the Banbury Road Safer Roads Fund improvements. The project will be split into two phases, 'design' and 'construction'. The Highways Partnership Contract (HPC) will be used for the design phase and the procurement of the construction phase will be undertaken through the Highway Term Service Contract (TSC).

2. Next Steps

The next steps in the procurement element of this project are:

- Go through the HPC tender and award process for the detail design works
- If the design process extends past the March 2025 dates, the HPC task order will have to be closed out and a new task order raised through the TSC for the remainder of the design works.
- Once design is finalised and cost estimates agreed, proceed with the TSC tender process for the minor road improvements construction works

Appendices

Appendix A – Procurement Thresholds & Public Contracts Regulations 2015

The Official Journal of the European Union (OJEU) has now been replaced by Find a Tender (FTS). If the value of goods, services or works exceeds the respective procurement threshold (see below), it is a legal requirement for OCC to publish public procurement notices for new procurements to the new UK e-notification service, Find a Tender (FTS): <https://www.find-tender.service.gov.uk>

The updated public sector thresholds of 2024/2025 are listed below. These thresholds are inclusive of VAT, which must be included in the calculation regardless of whether the Organisation can reclaim VAT, and relate to the full life of the contract.

Organisation	Works	Supply, Services and Design Contracts
Central Government	£5,372,609	£139,688
Other Contracting Authorities	<u>£5,372,609</u>	<u>£214,904</u>
Small Lots	£884,720	£70,778

The thresholds are amended every two years.

PCR 2015

The key legislation relating to the procurement of goods, services and works is the Public Contracts Regulations 2015 (PCR2015). The general rules provide the following:

- Suppliers of works, goods or services (economic operators) are to be treated equally and without discrimination
- OCC to act in a transparent and proportionate manner
- The procurement process shall not be made with the intention of excluding it from the regulations or artificially narrowing competition i.e., with the intention of unduly favouring or disadvantaging certain suppliers.

Subject to the publication of a call for competition, OCC may apply the following procedures.

- Open procedure
- Restricted procedure
- Competitive procedure with negotiation (only under specified conditions)
- Competitive dialogue (only under specified conditions)

Regulation 33 of the Public Contracts Regulations 2015 provides the requirements for contracts to be awarded through framework agreements. The key aspects of this regulation (not by way of limitation) are as follows:

- The framework agreement shall not exceed 4 years
- Call-off contracts must be awarded within the limits stipulated within the framework agreement
- For a single-supplier framework, OCC may contact the supplier in writing to requesting it to supplement its tender as necessary
- For multi-supplier frameworks where all the terms are set out, the contract may be through direct award without further agreement.

Appendix B - OCC Contract Procedure Rules

The OCC Contract Procedure Rules are applicable to all contracts for the provision of goods, services and works for the OCC. For contracts equal to or greater than £25,000, Authorised Officers must take steps to ensure value for money through a combination of cost, quality and competition.

The requirements for call-off contracts (direct award) mirror the requirements of the PCR2015.

For contracts equal to or greater than £25,000, must include a clause to terminate the contract for bribery or corruption.

For contracts equal to or greater than £75,000, must be allocated to a named contract manager for the full duration of the contract.

All contracts equal to or greater than £500,000 must be executed as a deed.

The authorisation for the award of contracts, shall be as follows:

1. Goods and Services

Cumulative value of contract	Acceptance by
Tender not exceeding £200,000	Authorised Officers in accordance with their delegated financial limits
Above £200,000 but not exceeding £500,000	Director
£500,000 and above	Director and s151 Officer

2. Works

Cumulative value of contract	Acceptance by
Tender not exceeding £500,000	Authorised Officers in accordance with their delegated financial limits
Above £500,000 but not exceeding £2,000,000	Director
£2,000,000 and above	Director and s151 Officer

It is noted that Director and s151 Officer may delegate powers in accordance with the OCC Financial Procedure Rules.

- For multi-supplier frameworks that permit direct award and mini competition, the decision regarding the selected route must be made on objective criteria and set out in the procurement documents (tender documents)
- Where a mini competition is selected by OCC (or where the full terms are not provided within the framework), the award must be based upon the same terms as applied for the award of the framework agreement and where necessary more precisely formulated terms
- The contract award must be to the tenderer that has submitted the best tender on the basis of the award criteria set out in the procurement documents for the framework agreement.

The responsibility rests with OCC to ensure compliance with the PCR2015 in respect of awarding contracts under framework agreements.

Appendix C – Frameworks available for OCC

The current version (version V11.Apr 2024) of the frameworks summary together with the list of suppliers is attached.

[OCC Framework Analysis - V11. Apr.24.xlsx](#)

SAFER ROADS FUND, IFFLEY ROAD PROCUREMENT STRATEGY NOVEMBER 2024

Sign-offs	Name	Date
Director: <i>Sign-off by Senior Responsible Officer</i>	Paul Fermer	n/a
Head of Service: <i>Sign-off by the Head of Service</i>	Valerie Lambrechts / John McLauchlan	09/12/2024
Line Manager: Programme Lead <i>Sign-off by the Author's Line Manager</i>	Aron Wisdom	09/12/2024
Procurement team <i>Sign-off by Category Lead</i>	Jonathan Duffy	27/11/2024
Finance Team <i>Sign-off of all Capital / Financial elements</i>	Rob Finlayson	n/a
Confirmation of Consultation with / Input from	Name	Date
Delivery Team <i>Contributors to the report.</i>	Steffan Davies	29/11/2024
Service Area / Key Stakeholder <i>The service area impacted, and/or key stakeholders have been consulted / inputted to document. Please add a line for each one.</i>	Delivery Clare Springett Commercial Jean Coetzee Legal Tessa Odiah	28/11/2024 18/11/2024 22/11/2024

Change History

Version	Version Summary	Date	Initials
1	First Draft	25 Jan 2024	CLS
2	Second draft – VL comments addressed	9 Feb 2024	CLS
3	Third draft – Project timescales revised	10 April 2024	CLS
5	Autumn 2024 revision	15 Nov 2024	JC
6	Separate Banbury & Iffley rd schemes into separate procurement strategies	27 Nov 2024	JC

Table of Contents

1. Introduction and background

1. Context

The A4158 (Iffley Road) is a key movement corridor in Oxford. The Department of Transport (DfT) has identified this corridor as requiring safety improvements and OCC was successful in securing £800,000 for the Iffley Road Scheme. The improvements mainly consist of side road entry treatments along the corridors.

This document sets out the procurement strategy this project.

2. Key Project Details

The project is intended to improve safety for pedestrians and cyclists by improving the priority junctions where significant numbers of active travel injuries have been recorded. Pedestrians and cyclists will have priority when crossing the road. Improvements to the cycle routes will consist of a better delineation between carriageway and cycleway by the installation of solar studs along both routes at key locations.

The following table summarises the improvements.

A4158 Iffley Road
Side Road Entry Treatments at: <ul style="list-style-type: none">• Freelands Road• Radcliffe Road• Cornwallis Road• Iffley Turn (South)• Courtland Road (North)• Courtland Road (South)• Westbury Crescent
Installation of solar studs throughout the route
Localised enhancements to the pedestrian refuge crossings at: <ul style="list-style-type: none">• North of Iffley Turn (South)• North of Freelands Road

3. Current Project Stage

The following tasks have been completed:

- A feasibility design stage
- Funding has been secured
- Engagement with county and city councillors was started in late 2023 and engagement with other stakeholders has begun.
- Outline Business Cases have been submitted and approved.
- Project Briefs for design and construction have been drafted.

4. Project Budget & Funding

Funding to the value of £800,000 has been secured from the DfT. The funds are allocated from the DfT's Safer Roads Fund (SRF).

Description	IBC
Design	£ 75,500.00
Construction	£ 535,830.00
OCC Internal Staff Costs	£ 122,000.00
OCC Legal Costs - Internal	£ 5,000.00
3rd Party Commissions	£ 45,000.00

Close Out	£ 15,000.00
Contingency & Risk	£ 1,670.00
TOTAL	£ 800,000.00

5. Project Programme

The project target timeline is shown below based on separate design and construction commissions. As per the risks identified within item 2.3 below, the construction completion deadline is time sensitive and the shift from detail design into construction will have to be dealt with proactively to prevent any delay.

Description	Target Date
Preliminary Design and scope setup	Sept 2024 - Nov 2024
Detailed design	Dec 2024 - April 2025
Prepare ITT	March 2025 – April 2025
Tender period	April 2025 - May 2024
Tender Evaluation & Internal Approvals	May 2025
Contract award and mobilisation (via task order)	May 2025
Construction	June 2025 - August 2025
Close Out	September 2025 - August 2026

6. Key Stakeholders

Oxford County Councillors
Oxford City Councillors
Parish Councillors
Transport Groups
Utility Companies
Local Interest Groups
Emergency Services
Oxford City Council
Local Residents

2. Procurement Factors

1. Procurement Issues & Considerations

The feasibility design works were undertaken by Milestone Infrastructure Limited (MIL) through the current Highways Partnership Contract (HPC). The HPC expires at the end of March 2025 and is being replaced by the Highway Term Service Contract (TSC) which will go live on 1 April 2024. MIL was the successful tenderer on the TSC. The TSC is designed for predominantly maintenance works with a maximum contract value of £750k. The nature of the Iffley road works was discussed with the TSC Contracts Manager and was noted that the nature of the works fit into the scope which could be dealt with through the TSC.

2. Procurement Drivers

Time and cost are the two procurement drivers:

- Time – the project will need to be delivered around the Traffic Filters Trial.

- Cost – value for money to make best use of the finite funding from the DfT.

3. Procurement Risks

- There is an aspiration to complete these SRF construction works prior to the start of the city-wide traffic filters trial, so that the network is as neutral as possible during the trial. The current start date for the trial is currently unknown, as it is dependent on the re-opening of the Botley Road. However, the assumption is that the trial will start in Autumn 2025, so the deadline for these SRF works is September 2025.
- Time constraints associated with design tasks.
- We would like to use different providers for separate elements of the project.

3. Route to Market

1. Available Procurement Routes

The seven Construction and Delivery Frameworks that are available to OCC have been considered. The framework expiry dates and contract value have been taken into account in selecting a procurement route.

2. Shortlisted Procurement Options

The following frameworks are considered the most suitable procurement routes:

- The Highways Partnership Contract (HPC)
- The Highway Term Service Contract (TSC)
- Atkins Realis Delivery Partnership Agreement
- PAGABO - Civils and Infrastructure Framework, London & South East England

3. Route to Market

Design works:

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A clear procurement route has been set out for the Iffley Road Safer Roads Fund improvements. The project will be split into two phases, 'design' and 'construction'. The Highways Partnership Contract (HPC) will be used for the design phase and the procurement of the construction phase will be undertaken through the Highway Term Service Contract (TSC).

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Division(s) affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 JUNE 2025

FARINGDON: CANADA LANE – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS & TRAFFIC CALMING FEATURE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing ‘No Waiting at Any Time’ parking restrictions on the southern side of Canada Lane in Faringdon, and**
- b) **Approve the introduction of a ‘Build-out’ traffic calming feature on the southern side of Canada Lane adjacent to ‘Devon House’, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to extend the existing ‘No Waiting at Any Time’ (double yellow lines) parking restrictions on the southern side of Canada Lane, south of the existing parking restriction & the proposed new access junction. Additionally, a ‘build-out’ traffic calming feature was proposed on the southern side of the road adjacent to ‘Devon House’, north of the junction with the new access to the development, as shown in **Annex 1**.
2. The proposals have been put forward due to the construction of a new access junction to the adjacent residential development, in order to provide improved visibility for drivers exiting the development. They also conform with the agreements made during the planning approval process, and in accordance with the approved ‘S278 agreements’.

Sustainability Implications

3. The proposals have been put forward for safety reasons, to ensure improved visibility for drivers exiting the adjacent development & speeds are reduced on the approach to the new junction with the access to the development.

Financial Implications

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

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

8. Formal consultation was carried out between 18 December 2024 and 24 January 2025. 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, Faringdon Town Council, and the local County Councillor representing the Faringdon division.
9. Letters were sent directly to approximately 100 properties in the immediate vicinity.
10. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. 17 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/ opinion	Total
Parking restrictions	14 (82%)	-	3 (18%)	-	17
Traffic calming	15 (88%)	1 (6%)	1 (6%)	-	17

12. Additionally, a further seven emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting, three objecting, one partially supporting – suggesting that parking needed to be made available for vehicles associated with the burial ground/cemetery, and one in support.
13. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

'No Waiting at Any Time' parking restrictions:

14. Extending the Double Yellow Lines (DYLs) is acknowledged to result in the reduction of available parking space for residents – however the restriction does not extend the full length of the carriageway adjacent to the burial ground; thus maintaining provision for graveyard visitors in an area that will facilitate safe traffic movement at the junction.
15. The extension of the parking restrictions has been put forward following the results of local speed survey's that showed that – despite the sign posted speed limit being 20mph – more vehicles travel at speeds higher than the 20mph limit, making the required 25 metre visibility splay length for 20mph speed limits inadequate. Therefore, to reduce risk of accidents due to insufficient stopping distance at those speeds, the extension of the DYLs provides additional stopping sight distance.
16. Properties situated after the graveyard on Canada Lane have vehicle access; suggesting that there is sufficient private off-street/driveway parking, therefore roadside parking by residents is considered unlikely. Officers feel that due to the amount of unrestricted parking remaining, it is unlikely that parking issues - such as blocked driveways during burials for example – will occur.
17. Thames Valley Police & Oxford Bus Company did not object to the proposed restrictions, whilst those supporting have appreciated the impact this would potentially have on traffic safety on Canada Lane.

Traffic calming:

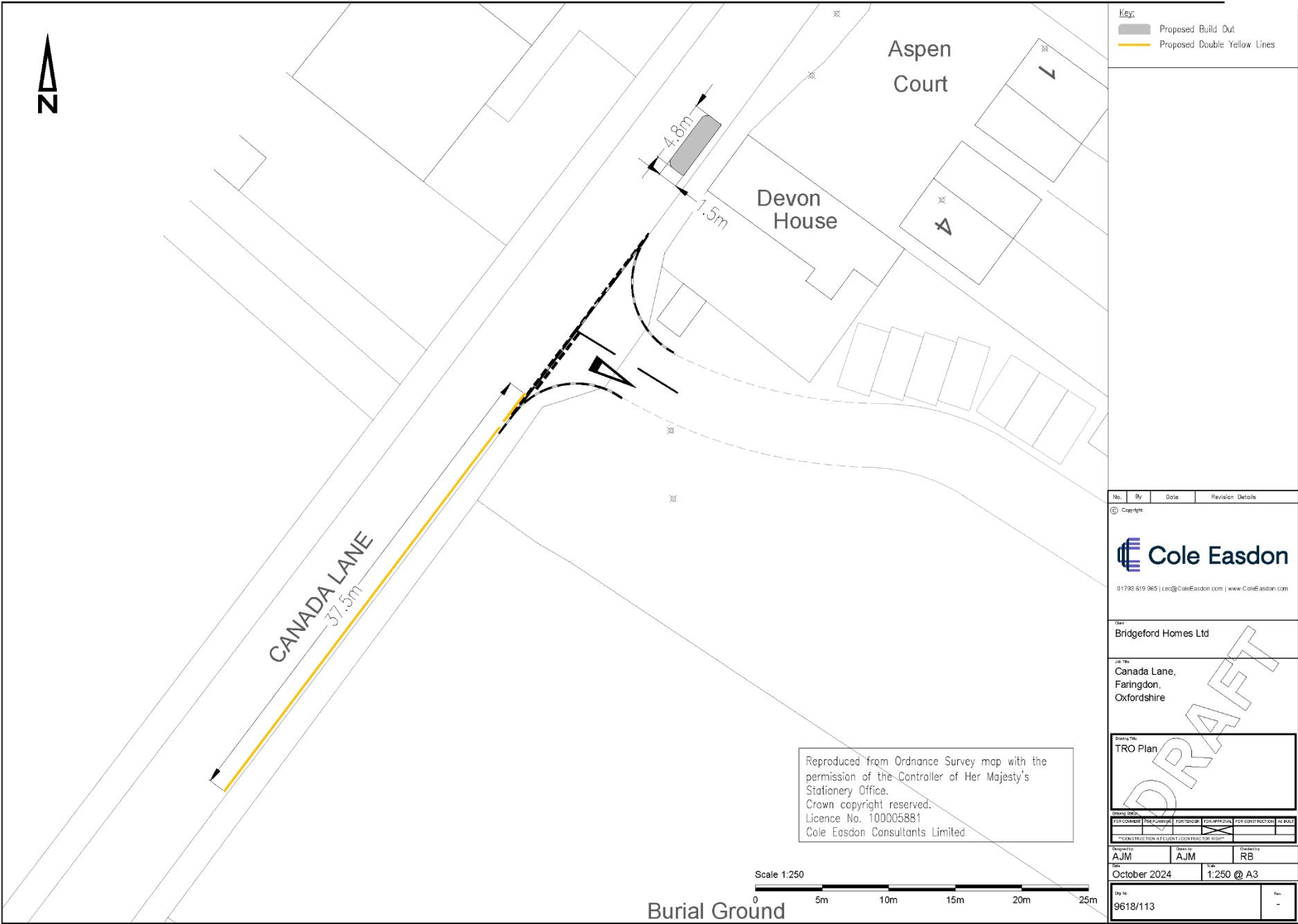
18. The proposed build-out has been put forward to help reduce the speed of traffic travelling southwards from Lechlade Road, as the speed survey showed that traffic tended to exceed the posted speed limit of 20mph. The build-out will serve as a physical measure to reduce speeds in advance of giving-way to on-coming traffic.
19. As traffic emerges from the development site, there will be limited visibility of traffic coming from the right, which increases the risk due to traffic exceeding the speed limit. The build out is anticipated to ensure drivers reduce their speed, as well as directing traffic into position where a driver at the junction would be able to see i.e. the required visibility for safety at the junction is attained.
20. The cost of the build-out is funded by the development, and there is no use of additional Council funds. As such there is no potential budget saving (or diverting to other priorities) by not including the traffic calming feature.
21. The location of the build-out is not expected to cause any issues to occupants of adjacent properties, as vehicles will not be stopping directly outside. Motorists are expected to give-way at an off-set that would allow for easy and safe manoeuvre around the build-out.
22. Again, Thames Valley Police Traffic & Oxford Bus Company didn't object, whilst those in support expressed hope that traffic speeds will be effectively reduced by the traffic calming.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers: Clever Safurawu (Engineer – Regulatory Planning Enforcement)
Ryan Moore (Lead Engineer – Regulatory Planning Enforcement)

June 2025



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection despite being unconvinced of the need.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection
(e3) Local resident, (Faringdon, The Pines)	<p>Object – I confirm I cannot see the engineering basis for the new proposals for the following reasons:</p> <ol style="list-style-type: none"> 1. The turning from Lechlade Road into Canada Lane is tight with vehicles often crossing the centre line when turning in and out of the road. Thankfully the nature of the road network served (small residential and care home) and the reasonable visibility at the junction at present means most people are aware of the issue and so it essentially serves to make sure traffic enters the road at very low speed. I am not currently aware of any collisions at the junction but there have been many near misses. The position of the pinch point means it would be very difficult to make any alterations and unfortunately I don't think there is any suitable road signage that could be added on Lechlade Road of the narrow left turning. 2. Beyond this junction the road rises and blocks the view of cars coming up the other side. Therefore any obstructions on this section are dangerous causing the driver to cross the centre line with no visibility of oncoming traffic . This was a frequent occurrence when the infant school existed. It got a lot better after it was closed. It has again been difficult with the illegal construction traffic parking from the current residential development, along with some incidences of poorly managed road and service repairs. We hope this construction and temporary works issue will be better managed during the SEND school build if it gets the go-ahead. 3. In theory then the current double yellow lines correctly prevent parking along the narrow junction and up to the top of the rise. They currently need re-painting and warning signs placed that don't obscure the view, i.e. signs at the back of the footpath, and ideally the occasional traffic warden enforcement would go a long way to help put people off from illegally parking there as they still occasionally do.

4. I am concerned that the current development at the top of Canada Lane, although its parking provision meets current rules, in reality is unlikely to be sufficient at all times and there will be temptation to park on the street on double yellows. At present most illegally parked cars are from those visiting the allotment and from those properties on Lechlade Road with limited parking of their own.
5. Therefore one way to address this would be regular, say 6 monthly, targeted (properties on Lechlade Road, Allotment users, the new Canada Lane development) warning notices and flyers to these people / groups and generally on local social media, such as 'I live in a town called Faringdon', and local publications as to the dangers of inconsiderate driving, parking and the point of double yellow lines to prevent unsafe parking. The issue of poor parking practises by residents in Faringdon is not limited to Canada Lane and it does seem a lot of people think Faringdon is excluded from obeying highways laws generally!
6. If any alternative highways management proposals are to be considered they must look to make things better and safer in all reasonable circumstances. Of particular and often over-looked is the fact they must consider how they will work assuming people will break the rules, particularly given the lack of likely traffic warden enforcement due to council budgetary constraints.
7. The two main issues in this regard are therefore firstly that adding the 'build-out' traffic calming feature' will simply add another obstruction at the rise that partially blocks the view and forces vehicles across the carriageway and makes vehicles always have to wait near the junction and these will all only compound the problem. At least with illegally parked cars they are not a permanent feature and due to the road geometry, pinch point and rise, there is never an issue with speed anyway. The issue is with obstructions and parking. Therefore please do not add a pointless obstruction to an already obstructed road.
8. Secondly I also feel extending the double yellow lines further along Canada Lane will have a negative impact on the safety of the road further down at the junction of The Pines, Canada Lane and Cedar Road. This area is already dangerous due to occasional poor parking on both sides of the bend and at the junction. Although the highways code means people should know not to park there, as it is a poor visibility S bend, they do and if the yellow lines are extended on the straight section of Canada Lane, without tackling this problem the most likely consequence, given peoples realistic driving behaviour, it will only push more cars down to park on the corner. i.e. although any parking is a pain on Canada Lane, at least when it is on the straight section of road with good visibility it is much safer to deal with. It would therefore be a much better idea to add double yellow lines to the curved sections at the bottom of Canada Lane where the bend begins onto The Pines and Cedar Road.

	<p>In summary therefore I feel the proposed alterations will make matters worse and not better and I strongly urge that they are not implemented and the alternative cheaper and more effective proposals I have noted above are considered and implemented instead.</p>
(e4) Email response, (unknown)	<p>Object – The speed limit in Canada Lane is already 20mph, what is the point of traffic calming, total waste of money, dodging potholes keeps the speed down anyway and parking restrictions will only make more people park in oakwood estate as they do already when there's no space in Canada Lane, it's hard enough driving on British roads without putting road blocks in the way.</p>
(e5) Email response, (unknown)	<p>Object – I feel extending the double yellow lines along Canada Lane will have an extremely negative impact on the safety of the road further down at the junction of The Pines, Canada Lane and Cedar Road. This area is already dangerous due to some poor parking on both sides of the bend and at the junction. This area really should have yellow lines as it is a blind bend and people are forced onto the wrong side of the road to go around parked cars. If the yellow lines are extended on the straight section of Canada Lane, without tackling this problem, it will only push more cars down to park on the corner. Parking is a pain on Canada Lane, but at least it is a straight road with good visibility until you reach the corner.</p> <p>The proposed 'build-out' traffic calming feature is, in my opinion, a terrible idea. Traffic does not need calming here. There is never an issue with speed. The issue is with obstructions and parking. The turning from Lechlade Road into Canada Lane is tricky, with a narrow road, a rise that blocks the view and often obstructions (parked vehicles on the yellow lines) on the road. Adding another obstruction, particularly making vehicles have to wait near the junction, will only compound the problem. Please do not add a pointless obstruction to an already obstructed road.</p> <p>In summary, the critical areas for yellow lines are at the top of Canada Lane where it meets Lechlade Road, going down towards the new development, and at the bottom of Canada Lane where the bend begins onto The Pines and Cedar Road. Enforcement of these parking restrictions is critical to any of this working, especially with the inadequate parking associated with the new housing development which will lead to more on-road parking. Sadly enforcement does not seem to happen.</p>
(e6) Local resident, (Faringdon, The Pines)	<p>Partially support – The cemetery is still an actively used burial ground, and perhaps we could have a parking restriction plaque on the wall saying “No waiting at any time, except for official funeral cars”.</p>

	<p>I would like to request two parking spaces (one for hearse, one for family), either side of the gate posts please.</p> <p>As a resident of The Pines, I feel this proposal is right, and would allow easier access to the estate and for emergency vehicles, especially as we have Ferendune Care Home in Ash Close just up the road.</p> <p>Allotment holders could park in the allotment parking areas themselves, through access via Lechlade road below the proposed new SEN school.</p>
(e7) Email response, (unknown)	<p>Support – I agree with traffic calming measures due to the demographics of the vicinity and lack of public responsibility for traffic regulations such as, speeding. Parking restrictions I also agree with. I also would like to raise awareness of the condition of the road immediately arriving on Canada Lane, there are several potholes which have significantly increased in size and depth, due to the construction and heavy grade vehicles consistently in usage of this road. I appreciate the observation and prevention that has been taken place to install those measures.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Faringdon, Canada Lane)	<p>Double Yellow Lines – Object I think the current parking restrictions are fine. I cannot see from any of the documents your argument for doing this.</p> <p>Traffic calming – Object I am not aware that we need such a calming feature</p>
(o2) Local resident, (Faringdon, Canada Lane)	<p>Double Yellow Lines – Object The proposed changes are unnecessary. The access junction is not new and it has a splay; it was previously the access to the Tetronics site, employing 40 people, so there was probably more traffic in and out of the site than may be the case for the proposed estate of 14 houses. Previously, when the Infant School opposite was in operation, there was a lot of illegal parking at drop off and pick up times, However, since its closure this is no longer a problem.</p> <p>The proposed SEND school that will be built on the Infant School site will not create the same parking problems because pupils will be brought in by taxis and specialised transport to the parking accessed from Lechlade Rd. Extending the double yellow lines will reduce the parking space available for funerals at the adjacent Nonconformist Cemetery and for overnight parking by the residents of nearby streets in the conservation area who have no on-street parking. The latter has increased with Civil Parking Enforcement and this parking need should be assessed before any changes are made. Extending the double yellow lines will force parking farther down Canada Lane creating a hazard at the blind corner at the junction with the Pines and Cedar Rd.</p> <p>I live near this junction and often have problems turning right into my drive because vision is obstructed by cars parked on the corner. If double yellow lines are needed anywhere, they should be sited before this blind corner at the bottom of Canada Lane to enable residents of the unmade section of Canada Lane to access their houses in safety.</p> <p>Traffic calming – Object Neither is there a need for the build-out at Devon House. Canada Lane is narrow and obstacles here cause difficulties for large vehicles, for access to the allotments and, in future, access to the 12 staff parking spaces for the SEND school. It is hoped that the games court behind this parking will be available for community use so there will be a need for overspill parking on Canada Lane. No one parks on the western side of Canada Lane apart from utility vehicles.</p>

	<p>Thames Water have periodic problems with pumping station on Canada Lane; recently, three large tankers were parked day and night at the entrance to the unmade section and the fields beyond require access by large agricultural vehicles, so restricting the lane with a build-out is unnecessary. Also, the entrance to Canada Lane from Lechlade Rd is blind and sharp with no splay; vehicles backed up by the build-out will cause a hazard to vehicles entering Canada Lane; this happened regularly in the days of illegal parking.</p>
(o3) Local resident, (Faringdon, Canada Lane)	<p>Double Yellow Lines – Object No one lives in the cemetery, so there is no one affected by vehicles parking along that stretch of road. If double yellow lines are put alongside the cemetery then the vehicle owners will naturally park further along Canada Lane - outside people's houses. This will mean less parking for the residents of these homes, and potentially issues with driveways being blocked. Plus inevitably people will park in unsafe places such as on the corner between Canada Lane and Cedar Road. This will become even more of an issue when the new school opens up (opposite the entrance to the new development) and parents are looking for somewhere to park when they drop off and collect their children. Also, where will people visiting the cemetery be able to park? And the same for those visiting the allotments on the other side of the road. This will be a big issue for people bringing tools and equipment to use at the allotment.</p> <p>Traffic calming – Object Canada Lane is the entrance to a small housing estate. It is not a busy village or town. This seems like complete overkill and is unnecessary. I imagine it will be unpleasant for the residents of Devon House to have vehicles stopping outside their house and then revving their engines to proceed.</p>
(o4) Local resident, (Faringdon, Gloucester Street)	<p>Double Yellow Lines – Object Canada lane is on the edge of an area of predominantly old properties with no off-street parking. On-street parking is a premium. There is no argument for doing this and simply pushing competition for parking onto neighbouring streets including Lechlade Rd, Gloucester St and Gravel Walk. I can see no purpose to this proposed change on a relatively low-density housing street where most residents do have driveways. What about the impact on allotment holders? There is no parking onto neighbouring streets the allotment site. Many allotment holders are elderly and may have to give up their allotment with detrimental health consequences if on-street parking is reduced.</p> <p>Traffic calming – Object Why? It has one entrance. The other end of Canada Lane leads into a warren of post-war estate housing. It's hardly a rat run.</p>

(o5) Local resident, (Faringdon, Gravel Walk)	<p>Double Yellow Lines – Object The proposed double yellows will push local residential parking further into the current estate or onto the lechlade road out of faringdon both of which would be harder to navigate than the well sighted straight canada lane. Any proposal should look to provide space elsewhere for residents, as this won't be an option I would not be supportive</p> <p>Traffic calming – Object 20mph limit already in place</p>
(o6) Local resident, (Faringdon, Gravel Walk)	<p>Double Yellow Lines – Object This would result in yet more parking being removed from faringdon. As a resident on gravel walk without my own parking, sometimes I can easily end up having to park a 5 to 10 min walk from my house. Planning permission for the new houses is all well and good but existing residents should not be penalised for this extra planning. If you remove these spaces it will only increase illegal parking elsewhere in the town centre as people simply do not have anywhere to park their cars!</p> <p>Traffic calming – Object I don't see why it's really necessary. None of the other junctions round there need this. The road is already 20mph . Seems like a waste of money and you'd be better off spending it fixing the potholes all over the place!</p>
(o7) Local resident, (Faringdon, Lechlade Road)	<p>Double Yellow Lines – Object Local residents of Canada & Lechlade Rd alike rely on the current roadside parking. This is due to many houses not having their own driveways. As stated in the proposal, there will inevitably be more strain on local parking due to the new development! Add this to also removing the on street section of parking along Canada Lane will become a nightmare and extremely unfair on local residents who regularly use and need this parking. If the council goes ahead and installs double yellow lines, where are they suggesting the residents who use this current parking go and park within the local vicinity? There needs to be a solution put forward before implementing yet another restriction on the local area.</p> <p>Traffic calming – Object This traffic calming proposal will not out way the effect on the local parking shortage issue within the area.</p>

<p>(o8) Local resident, (Faringdon, Lechlade Road)</p>	<p>Double Yellow Lines – Object The parking for residents of the cottages on Lechlade Road opposite Canada is inadequate. The cottages facing the road have many further cottages behind them. The residents cannot park on Lechlade road and so use this area of Canada lane to park their cars and then walk back to their homes. In fact the parking in this area of Faringdon is chronically bad as anyone living in Gloucester Street will vouch for.</p> <p>As I write the parking on A417 Lechlade road westwards towards Woodview is packed with cars as parents collect their children from the rear of the infants school. How will it and Canada lane be once the redevelopment of the old infants school take place?</p> <p>As local residents we need somewhere to park, this proposal will lead to anxiety, stress and massive inconvenience for existing residents.</p> <p>I find it somewhat scandalous that the planning proposal to ease exit from the recent development on Canada lane is placed once the development is almost complete! This should have been considered at the time of planning not as an after thought. Why was it not brought up at that time?</p> <p>Traffic calming – Object Any reduction in existing parking for local residents is a crime. You should be asking how can we improve parking opportunities in Faringdon? Not trying to cram more people in.</p>
<p>(o9) Local resident, (Faringdon, Lechlade Road)</p>	<p>Double Yellow Lines – Object Canada Lane is the parking for residents of Lechlade Road. There is very limited parking available anywhere else. So to apply double yellow lines only so you can put a traffic calming island on that road, regardless of the need for residential parking seems unfair.</p> <p>Traffic calming – Object It is a reasonable safe road as it is especially now the school is not in operation. Although the new school is being proposed. There is an understanding in the new school planning that there will be on site drop off points to avoid the chaos of the previous school arrivals & departures. I don't believe that the calming island is necessary and would be a waste of vital funds in the governments shortfall. Totally with losing the local residents parking.</p>

<p>(o10) Local resident, (Faringdon, Lechlade Road)</p>	<p>Double Yellow Lines – Object The parking spaces covering this 30m stretch are essential for the many people who live in cottages on Lechlade Road where there is no parking. The cars that park on the sloped pavement on Lechlade Road already get parking tickets from time to time. I wonder where you think these vehicles will go to park. Is it possible to increase visibility by only losing a couple of spaces rather than the whole 30m stretch? With the Highway Code recommending 10m either side of a junction, why a 30m length and not just 10? The danger of losing this number of parking spaces is getting vehicles parking in other, more dangerous places.</p> <p>Traffic calming – Object The main reason for this objection is I cannot see that it is needed. I drive down this road at least 4 times a week and walk down it about twice a week. I have never felt people drive too fast or dangerously. Visibility for pedestrians is good and the pavements are wider than in many other areas. I cannot see what this would achieve other than annoying people and spending money that could be better used elsewhere. I recently moved from Ferndale Street where the pavements are narrow and people drive dangerously fast.</p> <p>It would be good to have sight of the evidence / information that made this calming measure reach the consultation stage.</p>
<p>(o11) Local resident, (Faringdon, Lechlade Road)</p>	<p>Double Yellow Lines – Object There's not enough parking in the area and the new development already provides insufficient parking for its residents. Such measures would drive parking out into the rest of the estate and back onto Lechlade road. With parking along Canada lane, there's already traffic calming and reasonable speed limitations. Cars leaving the new estate at Canada heights would encounter slow moving traffic along Canada lane and be unlikely to experience safety issues in joining the road.</p> <p>Traffic calming – Object See previous answer. Parking is a reasonable traffic calming measure.</p>
<p>(o12) Local resident, (Faringdon, Maple)</p>	<p>Double Yellow Lines – Object Double yellow lines are a joke in Farigdon, eg, London Street Faringdon,</p> <p>Traffic calming – Object</p>

	Double yellow lines appear to be ignored by Local Authorities
(o13) Local resident, (Faringdon, Canada Lane)	<p>Double Yellow Lines – Object</p> <p>There is already significant pressure for the few parking spaces on Canada Lane and this pressure is likely to increase with guests visiting the new development. I live in Devon House and if this proposal goes through I will likely have no place to park my car as I do not have a driveway and rely on on street parking. I would, however, support a residents only permit scheme.</p> <p>Traffic calming – Partially support</p> <p>This will be right outside my house, so I object to the location. I recommend traffic calming at the entrance to the new development.</p>
(o14) Local resident, (Faringdon, Lechlade Road)	<p>Double Yellow Lines – Object</p> <p>I have been living in one of the terraced cottages on the Lechlade Road (adjacent to Canada Lane) for over many years, and as our properties do not have off street parking, the few on-street parking spaces in Canada Lane have provided very useful respite from a difficult parking situation which is getting worse as more people move to the area and/or own more than one car per household. The public car park in Gloucester Street is relatively small and not fully adequate for the growing number of residents who do not own off street parking. Indeed the majority of period homes in our 'conservation area' do not have a drive as they were built in the 1800s. And yet everybody living in these properties is duly paying council tax and road tax and relies on a car to go to work (to pay those taxes). If the Council were to acknowledge this growing issue by creating extra parking space for residents as part of the new school development, then I would not object to implementing this proposal. The current proposal facilitates new residents at the detriment of established residents.</p> <p>Traffic calming – Support</p> <p>Whilst I object to removing on-street parking spaces on the Canada Lane, I welcome a traffic calming solutions as I have seen a number of idiots speed down the lane over the years, putting school children and pets in danger.</p>
(o15) Local resident, (Faringdon, Chestnut Avenue)	<p>Double Yellow Lines – Support</p> <p>Increasing the double yellow lines should result in improved traffic flow through Canada Lane.</p>

	<p>Traffic calming – Object Concern that traffic will back up behind the traffic calming feature, and this may result in accidents as vehicles turning left into Canada Lane from Lechlade Road will have poor visibility of traffic waiting to pass the calming feature (there isn't enough space between Lechlade road and the calming feature). Additionally concern that the traffic calming feature may encourage traffic exiting Canada Heights to pull out into Canada Lane thinking they have priority over southbound traffic trying to pass the calming feature.</p>
(o16) Local resident, (Faringdon, Chestnut Avenue)	<p>Double Yellow Lines – Support It will be safer to pull out of the new junction where the new apartments are being built if there are not parked cars obstructing the visibility.</p> <p>Traffic calming – Object A traffic calming feature is not really necessary as it is a quite residential area and cars do not travel fast. There is already a 20mph speed limit in place and cars do not go fast when entering Canada Lane due to the tight corner of the junction and slight hill. It could also cause inconvenience in the future if the school opposite the new apartments were to reopen.</p>
(o17) Local resident, (Faringdon, Chestnut Avenue)	<p>Double Yellow Lines – Support I support any traffic reduction along Canada Lane, especially with the proposed plans to reopen the old infant school.</p> <p>Traffic calming – Object Thames Water have a pumped sewer running the entire length of Canada Lane, dropping to gravity outside number 11. This sewer has recently failed and resulted in a complex deep excavation to repair. Should this fail at the air valve or along the northern section when a build out has been completed (Devon House to number 11), the repair would see the entire estate isolated. If the goal is to slow traffic, speed humps should be considered as an alternative or a removable feature. Allowing a lane to be opened during works.</p>

Division(s) affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 JUNE 2025

WHEATLEY: CHURCH ROAD – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of three additional sections of ‘No Waiting at Any Time’ on the north side of Church Road in Wheatley, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce three additional sections of ‘No Waiting at Any Time’, joining up the existing parking prohibition (double yellow lines) at the following locations, which are illustrated in **Annex 1**:
 - a) adjacent to property no.37b - 12.5 metres in length,
 - b) adjacent to St Marys Church (opp. nos.70 & 72) - 10m
 - c) adjacent to St Marys Church (opp. the Merry Bells PH car park) - 12.5m.
2. In September 2024, as part of a wider review of on-street parking in Wheatley, new ‘No Waiting at Any Time’ (double yellow lines) were introduced on sections of the north side of Church Road (including outside St Marys Church) whilst retaining approximately six unrestricted parking spaces (locations as detailed in paragraph 1). These were provided to retain some parking to ease pressure upon the limited number of spaces, but also to act as a traffic calming feature to deter speeding. Double yellow lines between the unrestricted spaces provided ‘passing places’ to assist through traffic. The other restrictions introduced in Church Road, at the western end near the public car park and two bus stops, removed parking on both sides because severe congestion occurred regularly.
3. The parking team monitor all schemes after their implementation and displacement of parking is a regular occurrence, following new restrictions, although not always to locations that cause problems. In Church Road,

subsequent monitoring and feedback showed that parking had indeed displaced to the six parking spaces that were retained, contributing to access difficulties when there is oncoming traffic. The 'passing places' have proved to be inadequate when buses are forced to pull in to allow oncoming traffic through. Subsequently, requests have been received from the local County Councillor, Wheatley Parish Council, and Oxford Bus Company to address the delays caused to through traffic, especially buses.

4. Occasionally, funerals, weddings and other church activities take place that necessitate some parking taking place adjacent to the church. This is 'accepted' practice in that the church organisers contact the County Council's parking enforcement contractor, Trellint Ltd., through their control room, to give notice of the activity and enforcement officers take note accordingly. When attending a funeral, hearses (or other undertakers' vehicles) are exempt from yellow line restrictions. For other vehicles, accessing the church, parking is now more scarce and occasional parking on yellow lines contributes to obstructions to through traffic at these times.

Sustainability Implications

5. The proposals were put forward to help improve the flow of traffic in the immediate vicinity, especially for larger vehicles including the regular scheduled bus services.

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the CIL budget for parking schemes, received via South Oxfordshire District Council.

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

10. Formal consultation was carried out between 08 May and 30 May 2025. A notice was published in the Oxford Times newspapers, 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, Wheatley Parish Council, and the local County Councillor representing the Wheatley division.
11. Letters were sent directly to approximately 80 properties in the immediate vicinity, and public notices were also displayed on site adjacent to the proposals.
12. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
13. During the course of the formal consultation, 16 responses were received via the online survey, comprising of: three objections (19%), four partially supporting (25%), eight in support (50%), and one non-objection.
14. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, Oxford Bus Company strongly supporting, and Wheatley Parish Council only partially supporting as they have concerns that there would be no parking available directly outside the Church for specific events, such as funerals and weddings.
15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. Many responses (including that from Wheatley Parish Council) are concerned about parking facilities for church activities. Whilst funeral vehicles and vehicles loading/unloading to the church are exempt from the yellow line restrictions, these activities are contributing to problems with access for through traffic. However, it is considered that the proposed removal of the approx. six spaces – meaning there will be no parking spaces marked on the north (Church) side of the road – will help on those occasions i.e. when church activities necessitate some parking on yellow lines by exempt vehicles.

17. The Parish Council has requested a space to be reserved for the church and commented that there is plenty of room for buses to get past. The difficulty with providing the space is that there is no such type of 'churchgoers only' parking restriction possible under national regulations, only by means of a time-limited bay or permit-holder bay. Unfortunately, that wouldn't offer any priority for churchgoers and in practice a space is unlikely to be kept clear.
18. It is therefore considered that retaining yellow lines (with the usual exemption for funeral vehicles and loading/unloading) is a more appropriate solution in this instance. Although there is just enough width for buses to pass a parked vehicle, it is the passage of through traffic that is compromised, and the manoeuvrability of buses is severely limited when both parking and oncoming traffic combine.
19. Some respondents have referred to parking problems further west along Church Street, between the recreation ground and the Sun Public House. New restrictions were introduced near the pub, at the junction with Templars Close, in September 2024, but there is still a 'pinch point' west of the recreation ground where parking reduces the road width making it too narrow for 2 vehicles to pass. This will continue to be monitored, and further restrictions can be considered if problems persist.
20. One respondent refers to a need to discourage through traffic. Whilst the parking review was not intended to affect through traffic, it is accepted that the proposed removal of the remaining spaces on the north side could negate any 'traffic calming' effect. In anticipation of this, a speed survey was undertaken in March 2025 and the average speeds recorded were 20.17mph eastbound and 21.99mph for westbound traffic, representing relatively good compliance with the 20mph speed limit. A further 'after' survey could be undertaken in due course.

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

June 2025

Drawing No.

TBC

0

KEY

Existing No waiting at any time
(double yellow lines)

Proposed No waiting at any time
(double yellow lines)

Existing shared parking spaces
Mon - Fri 9am - 4pm
permit holders only or
2 hours no return within 1 hour

Existing Limited Waiting
Mon - Sat 8am - 6pm
1 hour no return within 1 hour

CONSTRUCTION

CENTER 'NONE' IF APPLICABLE

MAINTENANCE/CLEANING

CENTER 'NONE' IF APPLICABLE

USE


CENTER 'NONE' IF APPLICABLE

DECOMMISSIONING/DEMOLITION

CENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE

COUNTY COUNCIL

Paul Farmer

Director of Environment and Highways

Oxfordshire County Council

County Hall

New Road

Oxford

OX1 1ND

Tel: 0845 310 1111

Project title

Wheatley: Church Road
Proposed Parking Restrictions

Drawing title

Changes to
No waiting at any time
(double yellow lines)

Drawing Status

Draft

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Not to scale	MH	JW	JW

Date drawn	Date checked	Date approved
April 2025	April 2025	April 2025

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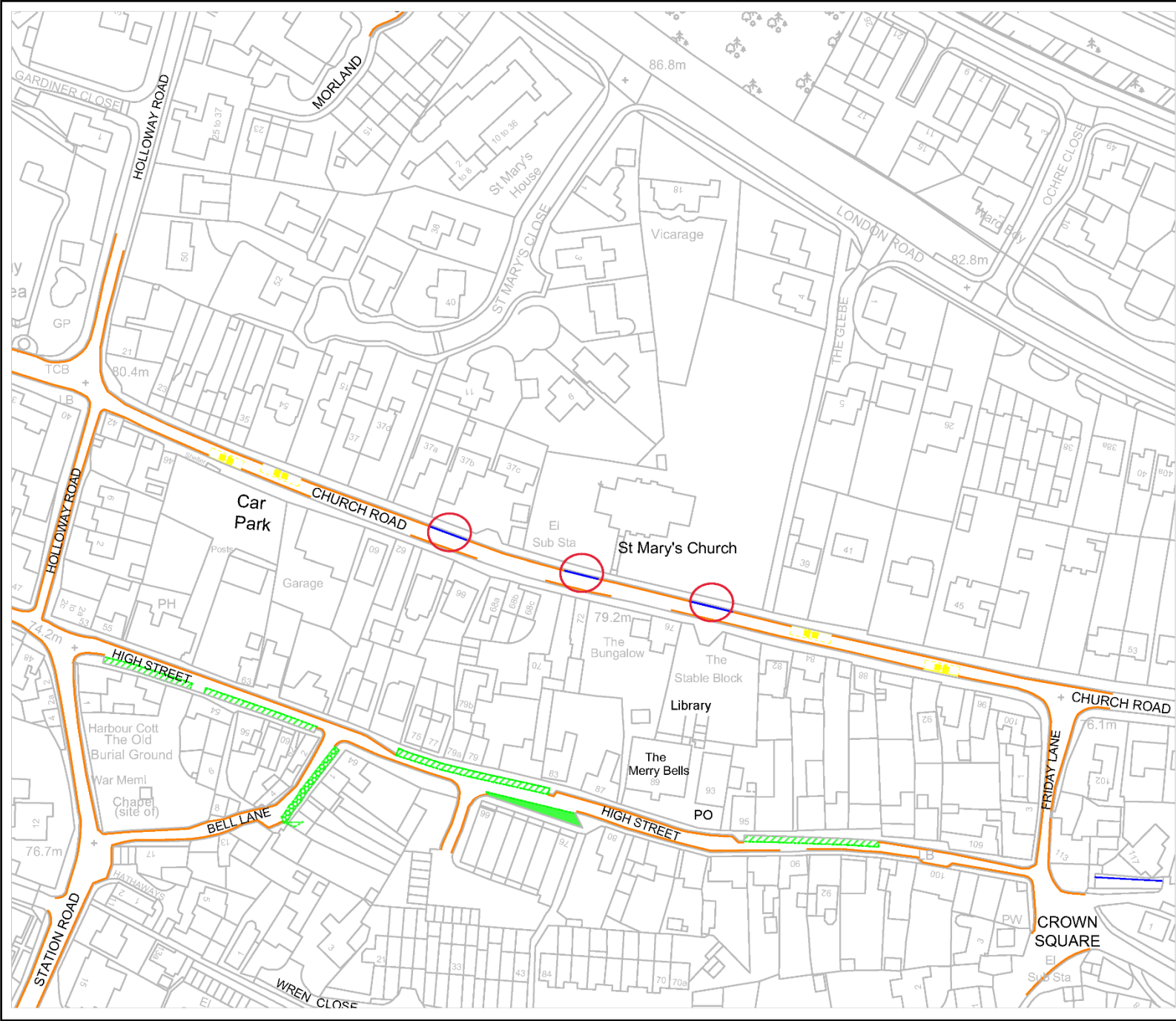
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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Managing Director, (Oxford Bus Company)	<p>Support – As you would expect from our previous representations on this subject, Oxford Bus Company strongly supports these proposals.</p> <p>Church Road is an important corridor for buses, with 14 bus movements per hour between services 400 and 46 on Mondays to Fridays, and the current parking arrangements in Church Road are very difficult for buses to manoeuvre around, particularly when faced with oncoming traffic. This can cause unnecessary and, in many cases, excessive delays to bus services which impact upon the journeys of a large number of local residents.</p>
(e3) Wheatley Parish Council	<p>Partially support – Wheatley Parish Council supports the amendments to the waiting restrictions but has one small area of concern. There will be no parking space outside the church. We would like to see a space reserved for church business including funerals, weddings etc and when vehicles need to unload while on business in the church. I note your point that any parking on that side of the road compromises accesses for buses, but we have looked at this in the past and there is plenty of room for a reserved space and for buses to get past.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) As a business, (Wheatley, Church Road)	Object – As a business you have already sneaked lines in front premises and I don't want anymore
(o2) Local resident, (Wheatley, Holloway)	Object – If the removal of parking permission goes ahead people will be able to drive through church road without any restrictions. We need to discourage people from driving through the village and not encourage them by making it easier. The council need to decide whether you want less traffic or more traffic.....
(o3) Local resident, (Wheatley)	Object – Get up of so many parking restrictions, it prevents people popping into shops
(o4) Local resident, (Wheatley, Church Road)	Partially support – I support the need to remove the "unrestricted" parking provision on Church Road with the provision that there is some form of exemption for..... (a) hearses to park in front of St Mary's when there is a funeral service (b) vans etc to park in front of St Mary's to unload materials needed for events held in the church.
(o5) Local resident, (Wheatley, Church Road)	Partially support – The proposal for the places on one side church road seems sensible. My concern the council is chipping away at the parking for my visitors. I live on own, now with road restrictions and car park has more restrictions including Sunday. It stops friends visiting me.
(o6) Local resident, (Wheatley, Church Road)	Partially support – We fully support the removal of the parking adjacent to 37b and the one at the eastern end of the churchyard. We do understand the impossible situation for buses when these spaces are used for parking. We have two problems:

	<p>1. The church needs somewhere for hearses and for bridal cars and other downloads (e.g florists) to stop legally, even for a few minutes, even if always attended, so would ask to keep the parking zone opposite 70/72, specified for purposes related to the church (I am not a member of the congregation)</p> <p>2. The local area plan aims to increase parking around the village and this proposal inevitably reduces it. Therefore, to address the issues of keeping the space opposite 70/72</p> <p>a) the parking space itself could be a little shorter but more importantly</p> <p>b) the parking outside 76 could be moved east (rather than reduced), to bring it as close to the Merry Bells/library car park as is legal</p> <p>This will still reduce the parking available, but would show some awareness of local issues.</p>
(o7) Local resident, (Wheatley, Church Road)	Partially support – I agree with the proposed changes, Double yellow lines also need introducing at the Sun pub end of church road. Lots of cars have been damaged here and it is a significant pinch point for dustcarts and bigger vehicles
(o8) Local resident, (Wheatley, Church Road)	Support – Heavy traffic on road and a busy bus route. The parking in those areas proves very difficult for large vehicles to pass and can cause a standstill of traffic.
(o9) Local resident, (Wheatley, Church Road)	Support – Allowing parking on the Church side causes absolute traffic chaos given how narrow the 'chicanes' have been made. And cars parked on the opposite side to the Merry Bells car park entrance also partially block cars entering and leaving. Only a matter of time before a serious crash happens along this stretch.
(o10) Local resident, (Wheatley, Templars Close)	Support – Buses are frequently delayed by cars parked on these sections of Church Road. Unless buses can be re-routed along London Road then these additional parking restrictions are necessary.
(o11) Local resident, (Wheatley, Church Road)	Support – Drivers parking on the north side of Church Road restrict the possibility of the buses getting through. Parking spaces on the south side are often taken up with cars parking all day and overnight . This means that

	people attending the Church have limited parking. Particularly disabled people. I suggest that there should be a time limit on parking .
(o12) Local resident, (Wheatley, Church Road)	Support – When cars are parked on the north side of the road opposite tripp and 64 the buses can't get thought without driving on the pavements. This has already damaged them,
(o13) Local resident, (Wheatley, Church Road)	Support – It is a low cost / high impact measure on traffic alleviation. 1 or 2 parked cars in those areas during peak times is enough to cause large traffic jams on Church road that spill over the surrounding streets.
(o14) Local resident, (Wheatley, Church Road)	Support – Traffic along church road is terrible and made much worse when cars are parked in the free spaces! No room for a fire engine or ambulance then
(o15) Local resident, (Wheatley, Old Road)	Support – I cycle this route regularly and cars maneuvering around the parked cars is often problematic, especially if there's a bus around. I'd also like to see more double yellow lines along between the play area and the pub, as cars often mount the pavement to pass each other here and it's a busy pavement right by a play area, especially at school times.
(o16) Local resident, (Wheatley, Barlow Close)	No objection – There is an equally important parking problem between the Rec and the Sun which urgently needs addressing

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Division(s) affected: *Marcham & Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 JUNE 2025

APPLETON & TUBNEY: OAKSMERE & A420 – PROPOSED 40MPH & 50MP SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the 40mph speed limit on Oaksmere in Appleton, between its junction with the A420 & the new 20mph speed limit terminal, and,**
- b) **Approve the 50mph speed limit on the A420, between the existing 50mph limits at Tubney Wood & Parklands Manor (ex. Besselsleigh School), as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals – as part of the Councils 'Vision Zero' strategy – to introduce a new 50mph speed limit on the A420 between the existing 50mph limits at Tubney Wood & Parklands Manor, creating a continuous limit between Fyfield & Cumnor (replacing the existing National Speed Limit in the process), and an accompanying 40mph speed limit on Oaksmere in Appleton, leading north-westwards off the A420 to the new 20mph speed limit terminal at the village., as shown in **Annex 1**.
2. The Council's 'Vision Zero' strategy is to work on a safe system approach to reducing fatal and severe injuries to road casualties. 'Vision Zero' focuses on a whole safe system approach that starts with a simple premise - no one should be killed or seriously injured due to a road collision, whichever mode of transport you are using, and the whole system approach encompasses the following five aspects: safer roads and roadside, safer vehicles, safer speeds, safer users, and a holistic post-collision response.

Sustainability Implications

3. The proposals aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

8. Formal consultation was carried out between 09 April and 08 May 2025. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, 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, local Parish Councils (Appleton-with Eaton, Marcham, Besselsleigh and Fyfield & Tubney) and the local County Councillors representing the then (since changed following 'Electoral Review 2023-25') Kingston & Cumnor, and Sutton Courtenay & Marcham divisions.

9. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

10. 64 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/ opinion	Total
40mph speed limit on Oaksmere	11 (17%)	4 (6%)	45 (70%)	4 (6%)	64
50mph speed limit on A420	14 (22%)	4 (6%)	44 (69%)	2 (3%)	64

11. Additionally, a further six emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting, Appleton Parish Council & Oxfordshire Unlimited (a charity run by disabled people and carers for disabled people and carers) supporting the proposals, a member of public supporting but also requesting that the village-wide 20mph speed limit be extended, and two further responses (local resident & unknown email) partially supporting on the basis that 1) the limit should be 30mph by the pedestrian crossing, and 2) that the 50mph speed limit should be extended further eastwards from Cumnor towards Oxford.

12. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. Most of the objections to the proposal for 40mph on Oaksmere are not reinforced with reasons for that opinion. One objector says that it is not the right approach, as it is a road where drivers should travel at a speed appropriate to the circumstances. This is agreed, but Officers feel that lowering the speed limit may lead to a reduction in current speeds (as Thames Valley Police point out in their response), which will benefit active travel users of the route.

14. The objector also suggests the creation of a footway or cycle-path, but that is beyond the scope of these proposals.

15. Another objection is made on the basis that there is no way of enforcing the limit.

16. Two respondents – who partially support the scheme – have requested that the limit is further reduced to 30mph, due to the lack of lighting and footway, and the number of pedestrians travelling to/from the bus stop. It is considered that

this would be artificially low, as 30mph speed limits are generally applied through villages themselves (where not 20mph) rather than on rural routes.

17. One supporter of the proposals has requested that the 20mph limit is extended further out of Appleton. This limit was recently consulted on and implemented, to replace the 30mph limit from the village gateway. It will not be possible to modify the current 20mph limit without further consultation, however the current extent is considered to be appropriate as implemented, and it should not be extended significantly beyond the built-up limits of the village.
18. Most of the objections to the 50mph speed limit on the A420 assert that it is not necessary and that it will reduce opportunities to overtake slower vehicles. It should be noted that there is a roundabout located close to the centre of the 1650m (1 mile) stretch, so average speeds are constrained by having to slow down to navigate the junction. Reduced approach speeds should result in less harsh braking may help to reduce collisions at the roundabout (there have been three slight and on serious injury collisions in the last five years).
19. On the Oxford-bound exit from the roundabout, the carriageway narrows to a single lane after 200m to accommodate a bus stop in a layby and the turning into Parklands Manor. The road layout at present may give rise to some ambiguity about the speed limit, being a single lane dual carriageway with off-slips on both sides, so the introduction of a continuous 50mph limit will increase clarity and will help to reduce the likelihood and severity of collisions.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
Anthony Kirkwood (Team Leader – Vision Zero)

June 2025

Drawing No.

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Proposed 50mph (currently national speed limit)

Proposed 40mph (currently national speed limit)

Existing 50mph speed limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE


(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

A420 TUBNEY AND OAKSMERE

Drawing title

PROPOSED 50MPH AND 40MPH
SPEED LIMITS

Drawing Status

CONSULTATION

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Revision

0

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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle the Police have no objection to both proposals.</p> <p>With regards to the change in speed limit along the A420 it is hoped this will be complimented by Camera Technology in an effort to achieve greater compliance especially for the Dual carriageway section.</p> <p>I am aware there have been Parish calls to lower the speed limit along Oaksmere for a number of years as residents will often walk the road to catch the Bus at the stops positioned at the A420 junction.</p> <p>Reducing this speed limit may produce a small reduction in current speeds, but unlikely to make the road feel more safe for pedestrian who are walking in the road.</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – OBC and our associated companies do not operate on the roads concerned. However, it's an important part of the bus network with the two interurban S6 and S9 routes run by Stagecoach passing through.</p>
(e3) Appleton Parish Council	<p>Support – The Parish Council met tonight [12/05/25] and fully support both proposals.</p>
(e4) Local group/organisation, (Unlimited Oxfordshire)	<p>Support – The proposed changes to the speed limits seem very sensible, and we are in favour of them.</p>
(e5) Local resident, (Appleton, Park Lane)	<p>Support – I fully support the imposition of the proposed 50 mph speed limit on the A420 and the 40mph speed limit on Oaksmere in Appleton, but please can I also ask that the 20mph speed limit be extended out of the village, past the bridge over the Ossie Brook to where the road straightens and the verge is low enough for a pedestrian to step onto. That short extension of the 20mph zone would slow vehicles at the section of Oaksmere where drivers leaving the village are navigating regular flooding, potholes, and dazzling winter sun with poor visibility of oncoming traffic because of the bend in the road; where large tractors and trailers regularly speed around the narrow bend (40mph is</p>

	<p>too fast) and where there is no verge for pedestrians to step onto if they find themselves sharing the road with traffic coming in both directions.</p> <p>I normally drive, but recently had a spell where I needed to use buses, and that was when I realised how crazy it is that the 20mph starts on the village side of this very dangerous section of the road. PLEASE CAN YOU TAKE THIS OPPORTUNITY TO EXTEND THE 20MPH ZONE THE SHORT EXTRA DISTANCE ALONG OAKSMERE THAT WOULD MAKE THE WALK TO THE BUS STOP VERY MUCH SAFER.</p>
(e6) Local resident, (Besselsleigh, Parklands)	<p>Partially support – I am very pleased you are looking into reducing the speed limit near Parklands as there have been multiple accidents involving vehicles here and my son takes the bus to school every day from there and it's a real concern.</p> <p>Reducing the speed limit to 50 is I believe your proposal- which is a good step - but it's not going far enough. For avoidance of doubt, please consider this email supportive of this proposal.</p> <p>There is a pedestrian crossing on that part of the road and very little light. Please conduct a thorough examination of the road here - how much large traffic passes and consider the winter - with school children crossing the road and waiting for buses. The speed limit should be 30 mph and you should increase the road lights here. Please! By slowing the traffic- it's likely to allow more pedestrians, and nature to thrive better.</p>
(e5) Email response, (unknown)	<p>Partially support – I am in favour but I would like to suggest that the 50mph speed limit is extended maybe a mile further from Cumnor towards Oxford. Cumnor suffers greatly from traffic noise from the bypass, especially from speeding vehicles and motorcycles. Because the A420 through Cumnor is in a cutting there is no awareness that you are driving through a village!</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Appleton, Badswell Lane)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>I strongly oppose this proposal. I also note that the options in this consultation are skewed unfairly towards a result in support (support / partially support / objection v 1 option for objection). This stretch of the A420 represents one of the few areas to overtake heavier / slower traffic between Swindon and Oxford. When forced to move as slower speeds, eg, by a slight curve by the Greyhound PH, frequent tail-backs occur even with moderate levels of traffic.</p> <p>The proposed reduced speed limit from Oaksmere to the A420 is totally the wrong approach. It is a road simply where drivers should travel (as always) at a speed appropriate to the circumstances. The majority of issues occur in this stretch simply by farm vehicles travelling inappropriately fast (but well below national speed limit) and in the middle of the road. The correct action for improving safety for more vulnerable road users for this stretch is creation of a foot / cycle path. Note that this would be only for the handful of pedestrians / cyclists that use this road per day from from a village with a population of 1000.</p>
(o2) Local resident, (Appleton, Whites Forge)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>Re the 50mph limit on the A420 this is daft as the whole purpose of the dual carriageway section is to give traffic the opportunity to overtake slower vehicles before it goes down to single carriageway.</p> <p>Re Oaksmere, again I object - there is no way of enforcing this and totally unnecessary as was the reduction from 30 to 20 within the village. The never ending change in speed limits means more street furniture in a rural village and motorists should keep their eyes on the road not trying to remember whether they're in a 20, 30, 40 or 50.</p>
(o3) Local resident, (Dry Sandford, Lashford Lane.)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p>

	Pointless.
(o4) Member of public, (Milton Keynes,)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>All data sources show speed may affect the severity of an outcome, but seldom causes accidents. Indeed it is also widely known artificial limits can be too high in certain conditions, so inappropriate speed is in fact one contributor. I note there is no access to the investigators' findings.....</p>
(o5) Local resident, (Wootton, Besselsleigh Road)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>This is a major route bypassing villages and towns to get from Oxford to Swindon. The imposing of 20mph zones has been ignored and I feel people actually drive faster than they did when it was a 30mph out of sheer frustration. The A420 is a major road dual carriageway in places so reducing the speed limit here is quite unnecessary.</p>
(o6) Local resident, (Wootton, Cumnor Road)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>The A420 section in question should be left as NSL. There are already too many artificially low limits in the area causing more and more frustration. Lowering the speed limits here will further erode respect for speed limits as already evident in many areas locally.</p>
(o7) Local resident, (Wootton, Mathews Way)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>This is of not benefit, it will just cause some to drive more erratically due to frustration. There will be a lack of resources to enforce this so I believe it could cause more accidents due to attempts to overtake</p>

(o8) Local resident, (Wootton, Mathews Way)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>The roads are safe enough for the higher speed limit. We have enough speed restrictions on local roads already.</p>
(o9) Local resident, (Wootton, Abingdon, Cumnor Road)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Object</p> <p>These proposals to further reduce speed limits are misguided. The constant onslaught of more and more ridiculous limits takes no account of the value of our time.</p> <p>My mental health has deteriorated as a result of the constant unnecessary frustration they cause.</p> <p>Consultations are a sham, box ticking exercise with no notice being taken of any comments that don't fit the anti-car narrative. The rules for these consultations say authorities should ensure adequate publicity of the proposed order to those likely affected by its provisions. No attempt has been made for this, there's no reason any users would search the council website for speed limit reductions where they are not necessary. Virtually nobody reads The Herald! It's like death by a thousand cuts.</p> <p>More specifically, the A420 section I use daily and there's absolutely no need for a speed reduction. On the contrary, it's a brief but welcome break from the council's insanity.</p> <p>Anybody who meets the standard required to pass a driving test can safely use this road.</p>
(o10) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Partially support</p> <p>Increase the likelihood of vehicle “trains” — reducing overtaking possibilities</p>
(o11) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Object A420 50mph speed limit – Support</p>

	there is no evidence that speed is the cause of any related accidents
(o12) Local resident, (Wootton, Cumnor Road)	<p>Oaksmere 40mph speed limit – Partially support A420 50mph speed limit – Object</p> <p>Re: 50 limit on a420, this doesn't make sense at all. The road between Tubney and the roundabout is a dual carriageway on both sides. It gives a chance for people to safely overtake slow lorries which you get a lot of on the a420 after very long stretches on the rest of it which are 50, single carriageway and actually probably do justify the limit. People slow down for the roundabout anyway. Where is the evidence that it being a NSL road as it is now is unsafe?</p> <p>For the road from Appleton to the a420, a lower speed limit might make some sense here as it is quite a blind road - but again I would like to see evidence of it being dangerous as it is before imposing lower speed limits just to meet a target. There may be other safety measures worth considering before this action is taken for this road. I would rely more on what the local residents to Appleton think.</p>
(o13) Local resident, (Wootton, Leigh Croft)	<p>Oaksmere 40mph speed limit – Partially support A420 50mph speed limit – Object</p> <p>The A420 50mph speed limit is unnecessary - it is a dual carriage way and only short, allowing for the passing of slower moving vehicles.</p> <p>The 40mph on Oaksmere is probably unnecessary as it is a twisty road which does not allow for higher speeds and therefore seems a waste of money</p>
(o14) Local resident, (Appleton, Badswell Lane)	<p>Oaksmere 40mph speed limit – Partially support A420 50mph speed limit – Support</p> <p>I partially support a 40mph limit on Oaksmere, Appleton, but would fully support a 30mph speed limit there. Oaksmere, which is regularly used by pedestrians, has no lighting nor pavement, is winding, and is not safe to drive on at more than 30mph. Please consider implementing a 30mph limit there.</p>

(o15) Local resident, (Appleton, Netherton Road)	<p>Oaksmere 40mph speed limit – Partially support A420 50mph speed limit – Support</p> <p>The proposed 40mph speed limit on Oaksmere, Appleton is too high. The limit should be 30mph. Pedestrians use Oaksmere to reach buses on the A420. There is no pavement on Oaksmere. This makes the road perilous for pedestrians especially in the dark or bad weather. A pavement and 30mph speed limit are essential.</p>
(o16) Local resident, (Appleton, Netherton Road)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Object</p> <p>The dual carriage way sections provide an opportunity to overtake slower traffic (such as farm vehicles). Traffic often builds up behind such vehicles and the dual carriageway is very useful for overtaking. However overtaking often requires brief spells of exceeding 50mph. I feel that the proposed limit would lead to greater driver frustration and not have the desired effect.</p>
(o17) Local resident, (Appleton, Oaksmere)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Object</p> <p>Oaksmere: support. Oaksmere in the past few years has become dangerous, due to large farm vehicles travelling at speed, and the consequent damage to the road verges, as well as a large and continual number of potholes. A 40mph limit may even cause some observance of the widely ignored 20mph limit already in place in the part of Oaksmere within the village. because Tubney A420: Object. It is pointless. It will be widely ignored. If the speed needs to be reduced on a perfectly good piece of dual carriageway with good visibility, then there is considerably more chance of adherence if it were reduced to 60mph.</p>
(o18) Local resident, (Appleton, Whites Forge)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Object</p>

	<p>Imposing a 50mph speed limit on the only section of dual carriageway for some miles will significantly reduce the opportunities for overtaking slower vehicles. It is likely to be ignored by frustrated drivers. It can be difficult at times to leave or join Oaksmere due to the volume of fast traffic on the 420 however it only usually requires a short wait. This would not be helped by slowing the traffic as both lanes would be travelling at a universal speed, reducing the chances of suitable gaps developing.</p>
<p>(o19) Local resident, (Appleton, Badswell Lane)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Partially support</p> <p>50mph speed limit A420 Tubney - partially support, in principle dropping the speed limit to 50mph makes a significant amount of sense. My only concern is traffic joining the A420 from Oaksmere, Appleton will possibly struggle to enter the carriageway due to slower traffic not wishing to move into the outside lane.</p> <p>Dropping the speed limit to 40mph on Oaksmere receives my full support. Many people walk along this road to use the S6 bus to and from Oxford and Swindon. It a dangerous stretch of road with no easy refuge for pedestrians. The road is not suited to the national speed limit of 60 mph unfortunately many people do travel at that speed.</p> <p>When the parish drew up their Neighbourhood Plan dropping the speed limit and also creating a footpath to and from the A420 was an aspiration for many members of the community.</p>
<p>(o20) Member of public, (Besselsleigh, A420)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Partially support</p> <p>Residential properties at risk for joining the road and higher road speed increases noise for nearby families</p>
<p>(o21) Local resident, (Besselsleigh, prolines manor)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Partially support</p> <p>The road is currently dangerous and has seen a number of accidents recently</p>

<p>(o22) Local resident, (Abingdon, Parklands)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>I'm a an owner of a property within the Parklands development, when leaving the estate the passing traffic is far too fast, a reduction in the speed limit is urgently required and fully supported</p>
<p>(o23) Local resident, (Appleton, Eaton Road)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Oaksmere is used by pedestrians, has no pavement, poor sightlines, and no streetlights. A 40mph limit is much more appropriate for a road of this nature.</p> <p>The A420 would be safer with lower speed going into the roundabout, and a consistent 50mph limit between Fyfield and Cumnor will be more likely to be observed than the current 50/60 mix, where motorists don't always seem aware that there has been a change.</p>
<p>(o24) Local resident, (Appleton, Eaton Road)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Cars are speeding way too much around the area of Appleton. I live at 77 Eaton Road and cannot understand why we do not have 20mph speed limit from the very entry to the village at north end, and certainly where houses are already located on both sides of Eaton Rd where we live. There should be 20mph limit and maybe cameras or speed humps to control the drivers as many do not honour even 30mph limit and the 20mph through the village either.</p>
<p>(o25) Member of public, (Appleton, Eaton Road)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Slowing the speed of traffic in Oaksmere would improve safety for bus passengers walking up to the A420 and for drivers as there are regularly deer in the road in the evenings.</p>

(o26) Local resident, (Appleton, Park Lane)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>I fully support the imposition of the proposed 50 mph speed limit on the A420 and the 40mph speed limit on Oaksmere in Appleton, but please can I also ask that the 20mph speed limit be extended out of the village, past the bridge over the Ossie Brook to where the road straightens and the verge is low enough for a pedestrian to step onto. That short extension of the 20mph zone would slow vehicles at the section of Oaksmere where drivers leaving the village are navigating regular flooding, potholes, and dazzling winter sun with poor visibility of oncoming traffic because of the bend in the road; where large tractors and trailers regularly speed around the narrow bend (40mph is too fast) and where there is no verge for pedestrians to step onto if they find themselves sharing the road with traffic coming in both directions.</p> <p>I normally drive, but recently had a spell where I needed to use buses, and that was when I realised how crazy it is that the 20mph starts on the village side of this very dangerous section of the road. PLEASE CAN YOU TAKE THIS OPPORTUNITY TO EXTEND THE 20MPH ZONE THE SHORT EXTRA DISTANCE ALONG OAKSMERE THAT WOULD MAKE THE WALK TO THE BUS STOP VERY MUCH SAFER.</p>
(o27) Local resident, (Appleton, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Safety for Children when approaching Bus stop</p>
(o28) Local resident, (Appleton, Badswell Lane)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>The A420 in this area is particularly dangerous for pedestrians crossing to the bus stop and joining vehicles from Oaksmere as cars accelerate to overtake after a period of single carriageway.</p> <p>Oaksmere needs a pavement as well as a lower speed limit as it is access to the main bus stop from Appleton for residents - there are blind corners where visibility of walkers on the road is compromised for drivers</p>

(o29) Local resident, (Appleton, Park Lane)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Lower speed limit should lessen accidents particularly as Oaksmere doesn't have a pavement or lighting and is the route for pedestrians to get to the bus stop on the A420</p>
(o30) Local resident, (Appleton Nr Abingdon, Eaton Road)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Might, only might, reduce the speed of vehicles along Oaksmere which is used by pedestrians since losing decent bus service.</p>
(o31) Local resident, (Appleton outskirts, Oaksmere)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Any speed reduction is welcome particularly on Oaksmere where pedestrians and cyclists are at risk from speeding traffic and hgvs</p>
(o32) Local resident, (Besselsleigh, A420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>There are residents, including children, who cross the road regularly or are driving out of their residence to join the A420. At 70mph speed it is impossible and dangerous to do either.</p>
(o33) Local resident, (Besselsleigh, A420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Far too dangerous for traffic getting onto A420</p>

(o34) Local resident, (besselsleigh, a420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Currently dangerous- frequent accidents</p>
(o35) Local resident, (Besselsleigh, Besselsleigh)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Vehicles travel too fast along the A420 it is difficult to turn out. I Live in Besselsleigh & when I am waiting to turn into the village the car moves as lorries go speeding past so it would be nice if the speed limit could be reduced all the way along to the dual carriageway at Cumnor.</p>
(o36) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>I am a resident at Parklands. It is treacherous at times trying to exit and enter the driveway. Cars coming from the west are travelling particularly fast. Can I suggest also introducing a safe 'island' for cars turning right out of Parklands. Doing this would mean more safely traversing one lane at a time. It would also have the benefit of stopping the dangerous overtaking that sometimes occurs by traffic travelling west before they reach the dual carriageway.</p>
(o37) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>As a resident of Parklands, I find it scary trying to exit the development onto a420 due to the speed cars are travelling which is far too fast for a residential area.</p>
(o38) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p>

	Road safety
(o39) Member of public, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Tenants always mentioned that the current speed limit makes it very dangerous to drive into their home.</p>
(o40) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>There have been a couple of accidents on the A420 so a reduction in speed would help to prevent more such accidents.</p>
(o41) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Currently traffic travels far to fast which makes turning onto or crossing over the A420 far to dangerous for vehicles and pedestrians who are crossing the road from the various bus stops. The speeding traffic gains very little benefit in time as they eventually have to brake when they filter into the single carriageway road.</p> <p>A particularly dangerous spot going north on the A420, where there is also a bus stop, is where the dual carriage way filters into a single carriageway to allow for the bus stop outside the Parklands development. Speeding traffic approach this at speed and then suddenly realise they need to filter. A crash a few months ago took out the safety barriers here and had there been a pedestrian at this bus stop they would have been severely hurt and possibly killed.</p>
(o42) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>I am a local resident and live along the A 429. I cycle on the road every morning, and take my young children to school along the footpath. I cross the road to catch the bus to town. I have witnessed four car accidents, - two into bus</p>

	<p>railings, one into a lamp post and another. I have been subject to terrifying near misses myself and believe there are further life threatening crashes imminently. I fully support both reductions, and actually would support a lower speed along the A420</p>
<p>(o43) Local resident, (Besselsleigh, Parklands)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Within the last 18 months there have been at least 3 major collisions on the A420 exactly at the location of the bus stops we use outside Parklands, where high speed seems to have been a significant factor. The level of destruction to the roadside barriers and the Parklands boundary at these points suggests these were high speed impacts and could have caused unimaginable harm to anyone waiting at the bus stops ... mostly used by the estate's children. This is in addition to a number of other collisions and incidents along the short stretch from Parklands to the nearby roundabout.</p> <p>As a driver, I've experienced aggressive and dangerous tail-gating and over-taking as I've slowed to turn in to Parklands while the other drivers are trying to make the most of the 70mph limit, resulting in risky manoeuvres. Also as a cyclist, I've experienced drivers passing dangerously close and at excessive speed at the point where the carriageway narrows to a single lane. Really scary.</p> <p>The general soundtrack of beeping horns and revving engines indicates this is a chronic situation, with drivers regularly exploiting the higher limit at risk to themselves and others.</p> <p>Although reducing the speed limit may not make pulling in or out of Parklands any easier - which in itself can be difficult with long streams of traffic - the additional safety would be well worth it.</p> <p>I also regularly use Oaksmere lane and agree this would benefit from a 40mph limit, especially as the lane varies in width, has an uneven surface and a sharp bend just before entering Appleton village - all of which seem hazardous.</p>
<p>(o44) Local resident, (Besselsleigh, Parklands)</p>	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>In addition to my previous response, I just wanted to raise awareness of another major collision on the very morning of the deadline for responses to this survey.</p>

	<p>A van smashed into the car of a Parklands resident at speed outside the entrance to the estate as she was taking her child to school.</p> <p>Such was the force, the entire front of her car was destroyed. Thankfully she and her child avoided significant injury ... this time!</p>
(o45) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>There have been many accidents on this stretch of the A420. It is worrying to try and cross the road to reach the bus stop even with the central reservation space to do this. I would support an even lower speed than the one suggested, which I believe is necessary.</p>
(o46) Local resident, (Besselsleigh, Parklands Manor on the A420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>In the interests of improving road safety - the section of the A420 between Tubney roundabout (A338) and Parklands Manor is straight and badly abused by speeding motorists who see it as open road and not realising that Parklands Manor is now residential and part of the village of Besselsleigh. this speed abuse is exacerbated by weekend joyriders with no control over engine noise where a lack of accoustic fencing does not provide protection to the 100 residents of Parklands Manor. Stagecoaches buses and pedestrian usage is also impacted by speed abuse. Roadf surface noise is also likely to be way in excess of acceptable limits</p>
(o47) Local resident, (Besselsleigh, Road through Besselsleigh village)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Oaksmere is a narrow winding road, with no footpath reducing the speed limit to 40mph will hopefully make is safer for all users of the road.</p>
(o48) Local resident, (Besselsleigh, A420)	<p>Oaksmere 40mph speed limit – Support</p>

	<p>A420 50mph speed limit – Support</p> <p>I am resident of Parklands Manor. My wife doesn't drive and very often uses the Bus. The road with the current speed limit is incredibly dangerous and not safe for a residential area.</p>
(o49) Local resident, (Besselsleigh, A420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Traffic levels on A420 are considerable from early in the morning. Exit from Parklands is difficult at the best of times but with traffic at high speed vehicles are behind you quickly and having to slow down as your vehicle seeks to accelerate after pulling out. The situation is dangerous. Turning right from Parklands is especially difficult with current speed limits.</p>
(o50) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Great idea. Dangerous road with fast traffic and residents nearby.</p>
(o51) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>I live at Parklands. The turning into the A420 out of Parklandd is in a 70 mph area. This makes it very unsafe. In the past few years drivers travelling at speed have hit the bus stop fencing. In the last few months there have been two accidents at the bus stop which resulted in ambulances being in attendance.</p> <p>This stretch of the A420 is very dangerous as cars accelerate and then when the road narrows by the Parklands turning are travelling at high speeds. The current 50 mph zone starts to the east by St Peter's church. The whole of the A420 from the Tubney Road about to the existing 50 mph sign should be 50 mph for safety reasons to prevent accidents and to allow the bus to stop at the bus stop safely. Plus adding safety to the Parklands turning</p>
(o52) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support</p>

	<p>A420 50mph speed limit – Support</p> <p>Dangerous exit from Parklands onto a fast road.</p>
(o53) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>We live at Parklands and have two children. Both use the bus service and are having to cross a dual carriage way, with poor lighting, and cars travelling at 60-70 miles per hour.</p>
(o54) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Firstly trying to leave Parklands during rush hour is nigh on impossible unless someone usually a lorry driver has the sense to let you out. Turning right is particularly bad as once the traffic dwindles coming from the right, traffic then zooms up from the left making it impossible to cross and at times I have had to sit in the middle until it clear from the left.</p> <p>As regards Oaksmere don't know how people drive at 50mph. I can only drive at 30mph due to the narrowness and bends and that a pedestrian could be just around the next corner.</p>
(o55) Local resident, (Besselsleigh, Parklands manor)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>Traffic in both areas is dangerously fast and there have been multiple accidents at the bus stops on the A420 by the parklands manor development. The danger of turning out of parklands manor is also greatly enhanced by the speed of oncoming traffic and it is only a matter of time before another serious accident happens. Speed of massive hgv's along the A420 is also a significant risk of catastrophic crashes</p>
(o56) Local resident, (Besselsleigh Parklands Manor, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p>

	Too many crashes have already happened only a matter of time before someone dies or seriously injured
(o57) Local resident, (Cumnor, Faringdon Road)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>I use both this section of the A420 and Oaksmere on an almost daily basis. With the A338 roundabout, the junction with Oaksmere, the access to the Parklands development and the bus stops, the current national speed limit on the A420 is too high to be safe. A 50mph limit throughout would be much safer. However, if the current two lanes on each carriageway are retained, this will encourage drivers to exceed the speed limit. With the numbers of pedestrians on Oaksmere, the narrowness of the road and bends restricting visibility, a speed limit is needed. Whilst I think a 30mph speed limit would be appropriate, I support the proposal for a 40mph limit.</p>
(o58) Local resident, (Parklands Manor, Parklands)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>The volume of cars impose a material risk to the safety of people in Appleton and Tunney community with bus stops and residential entrances at the A420.</p>
(o59) Local resident, (Parklands Manor - Besselsleigh, A420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>My daughter got off the bus on the road and a car was driving so fast it knocked off the mirror on the bus that flew really close to her face as she was getting off. In addition there have been a number of accidents on the road.</p>
(o60) Local resident, (Parklands Manor, Besselsleigh, A420)	<p>Oaksmere 40mph speed limit – Support A420 50mph speed limit – Support</p> <p>The speed limit specifically near Parklands Manor, Besselsleigh is quite high and has been a hazard for years. There have been a number of accidents as well. For safety reasons, I would advise the speed limit between Parklands Manor and the turning to Wootton just opposite the Greyhounds should not be higher than 30mph. Thanks</p>

(o61) Local resident, (Besselsleigh,)	<p>Oaksmere 40mph speed limit – No objection A420 50mph speed limit – Support</p> <p>Turning into and out of Parklands is downright dangerous given the speed at which some cars travel.</p>
(o62) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – No objection A420 50mph speed limit – Support</p> <p>Car collision this morning (May 8th, 2025) right outside Parklands Manor on A420 in Besselsleigh --- strongly support slowing down traffic there. It is also a place where bus stops are and pedestrians have to cross a wide A road --- I strongly support slowing down traffic to 50mph, if not down to an even slower speed. I have seen fence railings near the bus stop for both directions being damaged, must have been caused by fast cars, can't imagine what could have happened if there were a bus-waiting pedestrian nearby when those railings were damaged.</p>
(o63) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – No objection A420 50mph speed limit – No objection</p> <p>I am a Parklands Manor resident, and find every day that the traffic exceeds the recommended speed limit. Getting in and out of Parklands is a hairy experience.</p>
(o64) Local resident, (Besselsleigh, Parklands)	<p>Oaksmere 40mph speed limit – No objection A420 50mph speed limit – No objection</p> <p>People speed so badly on the 420 and it can be heard to heave side roads and residential areas to join the road. There is also heavy load traffic and people drive recklessly</p>