

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)

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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:

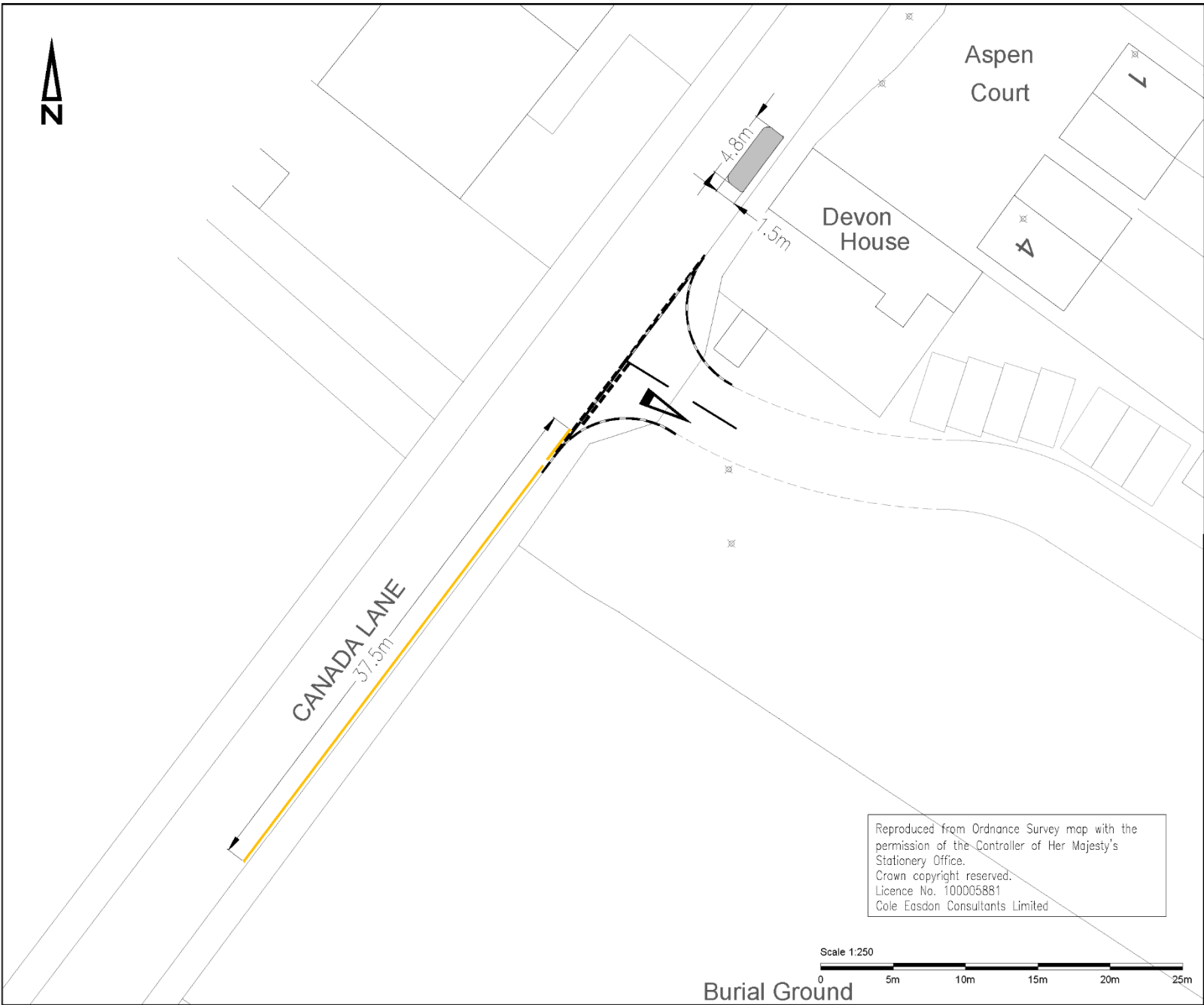
18. The proposed build-out has been put forward to help reduce the speed of traffic travelling southwards from Lechlade Road, as the speed survey showed that traffic tended to exceed the posted speed limit of 20mph. The build-out will serve as a physical measure to reduce speeds in advance of giving-way 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
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Contact Officers:	Clever Safurawu (Engineer – Regulatory Planning Enforcement) Ryan Moore (Lead Engineer – Regulatory Planning Enforcement)
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June 2025



Key:
Proposed Build Out
Proposed Double Yellow Lines

No.	By	Date	Revision Details
1	Copyright		
 01793 819 965 cec@ColeEasdon.com www.ColeEasdon.com			
Client Bridgeford Homes Ltd			
Job No. Canada Lane, Faringdon, Oxfordshire			
Drawing No. TRO Plan			
Drawing Date: FOR COMMENT FOR PLANNING FOR TENDER FOR APPROVAL FOR CONSTRUCTION AS BUILT			
FOR COMMENT FOR PLANNING FOR TENDER FOR APPROVAL FOR CONSTRUCTION AS BUILT			
Author AJM		Checker AJM	
Date October 2024		Scale 1:250 @ A3	
Job No. 9618/113		Rev. -	

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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)	Object – I confirm I cannot see the engineering basis for the new proposals for the following reasons: 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.

	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.
(e4) Email response, (unknown)	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.
(e5) Email response, (unknown)	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. 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. 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.
(e6) Local resident, (Faringdon, The Pines)	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”.

	I would like to request two parking spaces (one for hearse, one for family), either side of the gate posts please. 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. Allotment holders could park in the allotment parking areas themselves, through access via Lechlade road below the proposed new SEN school.
(e7) Email response, (unknown)	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.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Faringdon, Canada Lane)	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. Traffic calming – Object I am not aware that we need such a calming feature
(o2) Local resident, (Faringdon, Canada Lane)	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. 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. 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. 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.

	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.
(o3) Local resident, (Faringdon, Canada Lane)	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. 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.
(o4) Local resident, (Faringdon, Gloucester Street)	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. 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.

(o5) Local resident, (Faringdon, Gravel Walk)	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 Traffic calming – Object 20mph limit already in place
(o6) Local resident, (Faringdon, Gravel Walk)	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! 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!
(o7) Local resident, (Faringdon, Lechlade Road)	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. Traffic calming – Object This traffic calming proposal will not out way the effect on the local parking shortage issue within the area.

(o8) Local resident, (Faringdon, Lechlade Road)	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. 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? As local residents we need somewhere to park, this proposal will lead to anxiety, stress and massive inconvenience for existing residents. 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? 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.
(o9) Local resident, (Faringdon, Lechlade Road)	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. 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.

(o10) Local resident, (Faringdon, Lechlade Road)	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. 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. It would be good to have sight of the evidence / information that made this calming measure reach the consultation stage.
(o11) Local resident, (Faringdon, Lechlade Road)	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. Traffic calming – Object See previous answer. Parking is a reasonable traffic calming measure.
(o12) Local resident, (Faringdon, Maple)	Double Yellow Lines – Object Double yellow lines are a joke in Farigdon, eg, London Street Faringdon, Traffic calming – Object

	Double yellow lines appear to be ignored by Local Authorities
(o13) Local resident, (Faringdon, Canada Lane)	Double Yellow Lines – Object 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. Traffic calming – Partially support This will be right outside my house, so I object to the location. I recommend traffic calming at the entrance to the new development.
(o14) Local resident, (Faringdon, Lechlade Road)	Double Yellow Lines – Object 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. Traffic calming – Support 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.
(o15) Local resident, (Faringdon, Chestnut Avenue)	Double Yellow Lines – Support Increasing the double yellow lines should result in improved traffic flow through Canada Lane.

	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.
(o16) Local resident, (Faringdon, Chestnut Avenue)	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. 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.
(o17) Local resident, (Faringdon, Chestnut Avenue)	Double Yellow Lines – Support I support any traffic reduction along Canada Lane, especially with the proposed plans to reopen the old infant school. 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.