



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 13 February 2020 at 10.00 am
Committee Rooms 1 & 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on 21 February 2020 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

February 2020

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 26 March 2020

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

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Oxford - Access to Headington: Further Consultation on Traffic Measures (Pages 1 - 22)

Forward Plan Ref: 2019/208

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Interim Director Community Operations (Interim) (**CMDE4**).

The Access to Headington project is focused on improving orbital connections in Headington and more specifically, access to the major hospital and employment sites. The project includes a package of transport measures aimed at:

- a. Improving bus journey times and service reliability by reducing traffic congestion at junctions and on roads leading to the major hospital and employment sites;
- b. Upgrading and linking existing and new signal-controlled junctions to enable greater bus detection and prioritisation across the network;
- c. Providing a higher standard of cycle route provision and, in particular, more legible and continuous design than seen at present; and
- d. Enhancing pedestrian and cycle routes by providing greater priority at side-roads, and new and improved crossings.

The report sets out responses to the latest consultation.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

5. Didcot - Cow Lane, Tyne Avenue & Evenlode Drive: Proposed Waiting Restrictions (Pages 23 - 32)

Forward Plan Ref: 2019/194

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director Community Operations (Interim) (**CMDE5**).

The report presents responses received to statutory consultation to introduce further waiting restrictions on Cow Lane & Evenlode Drive and new waiting restrictions on Tyne Avenue, in Didcot put forward by the Local Member as a result of residents' long-standing dissatisfaction with anti-social commuter parking on the Ladygrove housing estate.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions at Cow Lane, Tyne Avenue and Evenlode Drive as advertised and as extended following the consultation.

6. Brize Norton -Carterton Road and Station Road - Proposed Traffic Calming Measures (Pages 33 - 38)

Forward Plan Ref: 2019/086

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Interim Director Community Operations (**CMDE6**).

The report presents responses received to a statutory consultation on updated proposals to introduce traffic calming features and also new facilities for pedestrians at Brize Norton as a result of residential development in the area. Following an earlier consultation carried out between 29 May 2019 & 28 June 2019 the proposals were modified to allay concerns expressed by members of the public and the Ministry of Defence – Defence Infrastructure Organisation.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of traffic calming measures on the Burford Road, Carterton Road, Station Road and Witney Road as advertised.

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Division(s): Headington, Headington Quarry, , Marston & Northway

CABINET MEMBER FOR ENVIRONMENT – 13 FEBRUARY 2020

OXFORD – ACCESS TO HEADINGTON: FURTHER CONSULTATION ON TRAFFIC MEASURES

Report by Interim Director Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

Executive summary

2. The Access to Headington project is focused on improving orbital connections in Headington and more specifically, access to the major hospital and employment sites. The project includes a package of transport measures aimed at:
 - a. Improving bus journey times and service reliability by reducing traffic congestion at junctions and on roads leading to the major hospital and employment sites;
 - b. Upgrading and linking existing and new signal-controlled junctions to enable greater bus detection and prioritisation across the network;
 - c. Providing a higher standard of cycle route provision and, in particular, more legible and continuous design than seen at present; and
 - d. Enhancing pedestrian and cycle routes by providing greater priority at side-roads, and new and improved crossings.
3. A report presenting the responses to the consultation on the project carried out in July and August 2019 was considered at the Cabinet Member for Environment decisions meeting on 12 September 2019 with the proposals as advertised being approved.
4. The city council has indicated that there is a strong possibility of CIL funding from the Swan School development to allow enhancements to pedestrian and cycling infrastructure on routes to the school. The county council has identified measures that this funding could be used on. These are additional raised side road entry treatments on Cherwell Drive at its junctions with Elms Drive and Ewin Close, on Headley Way at its junctions with Cholesbury Grange, Copse Lane, Eden Drive and Snowdon Mede and also to provide additional cycle lanes and track on the Oxford Road south west of its junction with Cherwell Drive as shown on the plans at Annexes 1 to 4.

5. The city council is currently considering the county council's suggestions for how the funding could be spent. In order to avoid any unnecessary delay to construction of the measures should the funding request be granted, the necessary formal consultation on the measures in the previous paragraph has been undertaken. A decision by the city council's Cabinet is expected in the near future.

Consultation

6. Formal consultation on the proposal was carried out between 19 December 2019 to 24 January 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. Street notices were placed on site and letters sent to approximately 325 properties in the immediate vicinity adjacent to the proposals.
7. Fourteen responses in total were received to the consultation as summarised as below:

Proposal	Support	Object	Concerns/No opinion
Side Road Entry Treatments	8	3	2
Shared-Use Pedestrian & Cycle Lanes	8	1	5

8. Those responses which includes the objections and concerns raised, are recorded at Annex 5 with the full detailed response from Cyclox included at Annex 6. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals.
10. Oxford Bus Company expressed support for the proposals for side road entry treatments and the cycle provision on Oxford Road.
11. Oxford Health expressed support for the proposals, particularly in respect of the side road entry treatments, as measures which would facilitate and encourage active travel.
12. OXTRAG, a group representing those with impaired mobility including as a result of a visual impairment, expressed strong concerns over the impact of the raised side road entry treatments which would remove the kerb upstand at the junctions which those with a visual impairment can rely on to assess when they will be crossing into a trafficked space and similarly concerns over the shared use footway given the possible conflicts between cyclists and

pedestrians, noting also that the gradients on Headley Way could lead to quite high speeds by cyclists travelling down the hill.

13. Noting the above, it is accepted that these are important considerations but given that the Access to Headington scheme has already provided side road entry treatments and shared use footway/cycle tracks and that these measures have also been provided at many other locations in Oxford with typically very good levels of public acceptance and very good levels of safety. Also it should be noted that proposed short additional length of shared use footway is not on a gradient
14. Cyclox, a local cycling group, submitted a very detailed response (Annex 6) which while not expressing an objection to the proposed raised side road entry treatments, did object to the proposed detailing in respect of surfacing materials and road markings and also in respect of the kerb radius at the Elms Drive junction. Similarly, while supporting in principle the proposed shared use provision on Oxford Road, objections were raised in respect of the detailing of kerbs and road markings.
15. In response to the above, the detailing of side road entry treatments is agreed to be a very important matter and one that does require further consideration as part of a wider review of the design of measures to support sustainable transport. However, it should also be noted that the currently proposed layouts have been widely used in Oxford with typically good levels of public acceptance and also with very good levels of safety. The detailed design will, however, be reviewed to address the concerns raised over the detailing of the shared use cycle track.
16. Two objections were received from members of the public to the proposed side road entry treatments on the grounds of discomfort for vehicle occupants as vehicles turned to and from the side roads, particularly where vehicles had to turn obliquely across the road hump, rather than at right angles. It is accepted that as with any road hump some vehicles and vehicle occupants will be more susceptible to the effect of road humps but again noting that these widely used features have good levels of public acceptance.
17. Six expressions of support or no objection to the proposals were received from members of the public.

How the Project supports LTP4 Objectives

18. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

19. Funding for the proposed measures would be provided by CIL funding from the Swan School development.

JASON RUSSELL
Interim Director Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Pat Mulvihill 07831 097805

February 2020

ANNEX 1

KEY	
	PROPOSED ON-ROAD CYCLE LANE
	PROPOSED SHARED PEDESTRIAN AND CYCLE FACILITY
	PROPOSED OFF-ROAD CYCLE FACILITY
	PROPOSED SIGNAL CONTROLLED PEDESTRIAN AND CYCLE 'TOUCAN' CROSSING
	PROPOSED PEDESTRIAN AND CYCLE PRIORITY ARRANGEMENT AT SIDE ROADS, INCLUDING FLAT TOP HUMP (RAMP GRADIENT APPROX 1:10, APPROX HEIGHT 100MM)
	PROPOSED ZIGZAGS AT CROSSING FACILITY
	EXISTING BUS STOP POSITION TO BE RETAINED

This plan illustrates where changes are proposed to existing traffic regulation orders. These changes are required to deliver the 'Access to Headington' scheme.



Client

OXFORDSHIRE COUNTY COUNCIL

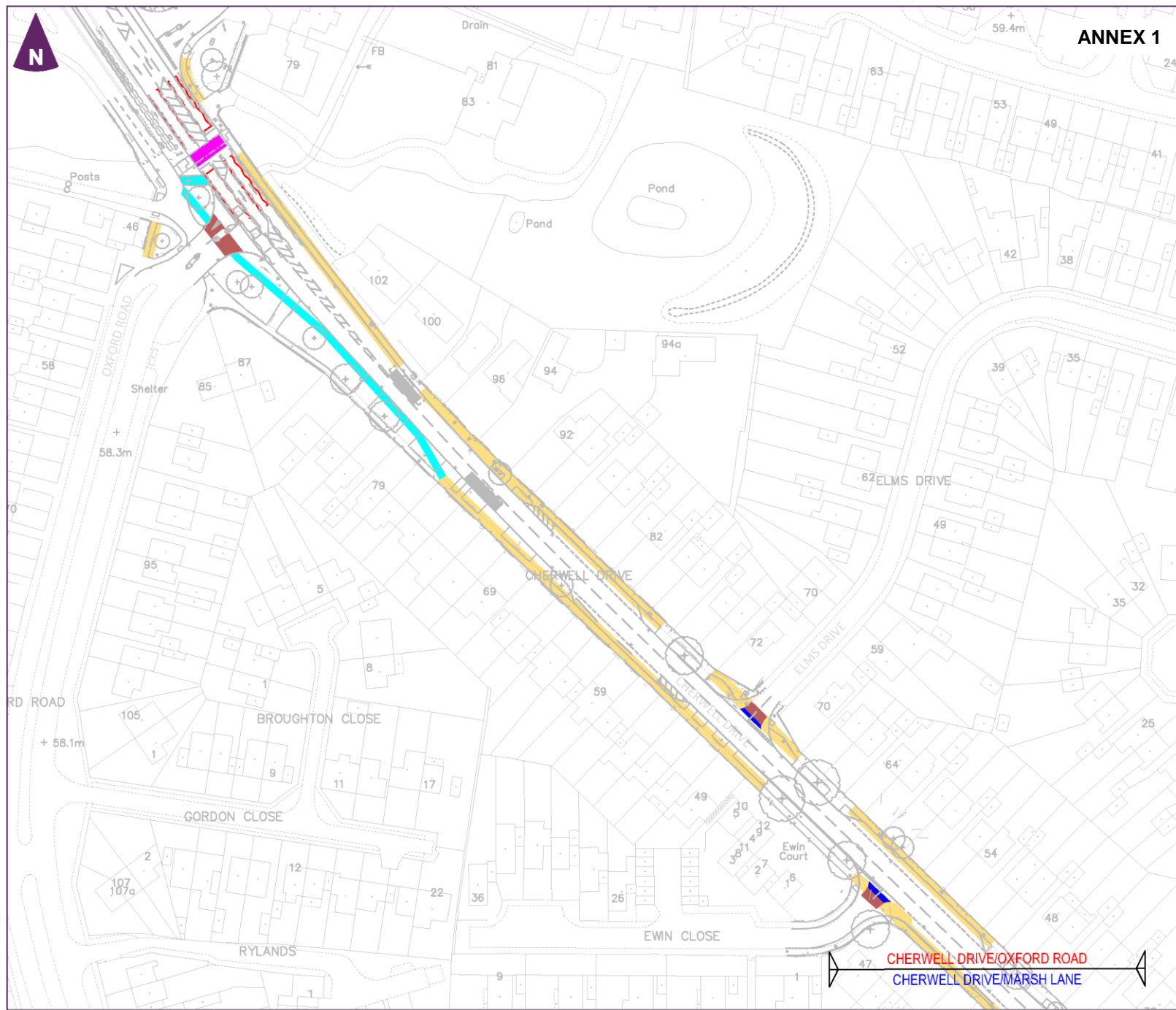
ACCESS TO HEADINGTON

TRAFFIC REGULATION ORDER PROPOSALS

amec foster wheeler

39012-LEA-008 (SHEET 1) REV B
CHERWELL DRIVE/OXFORD ROAD

December 2019 39012-Lea008.dwg ELLIJ



CHERWELL DRIVE/OXFORD ROAD
CHERWELL DRIVE/MARSH LANE

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ANNEX 2

KEY

- PROPOSED ON-ROAD CYCLE LANE
- PROPOSED SHARED PEDESTRIAN AND CYCLE FACILITY
- PROPOSED OFF-ROAD CYCLE FACILITY
- PROPOSED SIGNAL CONTROLLED PEDESTRIAN AND CYCLE 'TOUCAN' CROSSING
- PROPOSED PEDESTRIAN AND CYCLE PRIORITY ARRANGEMENT AT SIDE ROADS, INCLUDING FLAT TOP HUMP (RAMP GRADIENT APPROX 1:10, APPROX HEIGHT 100MM)
- PROPOSED ONE-WAY VEHICLE FLOW (REVERSED)
- EXISTING CYCLE LANE REMOVED
- EXISTING CROSSING REMOVED
- EXISTING CYCLE LANE RETAINED
- EXISTING SHARED PEDESTRIAN AND CYCLE FACILITY RETAINED
- BUS STOP TO BE RELOCATED TO THIS POSITION
- EXISTING BUS STOP POSITION TO BE RETAINED

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Client

OXFORDSHIRE COUNTY COUNCIL

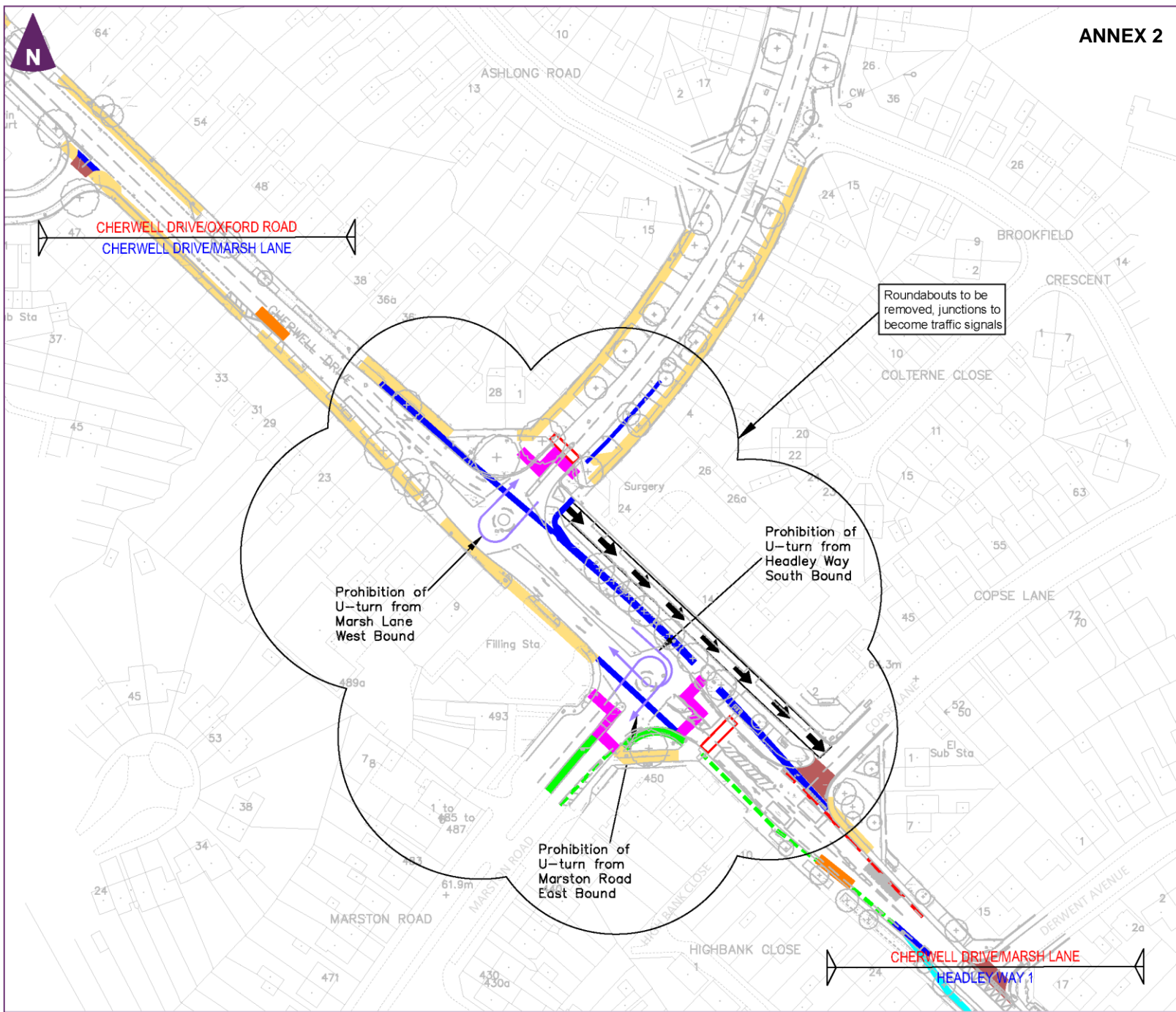
ACCESS TO HEADINGTON

TRAFFIC REGULATION ORDER PROPOSALS

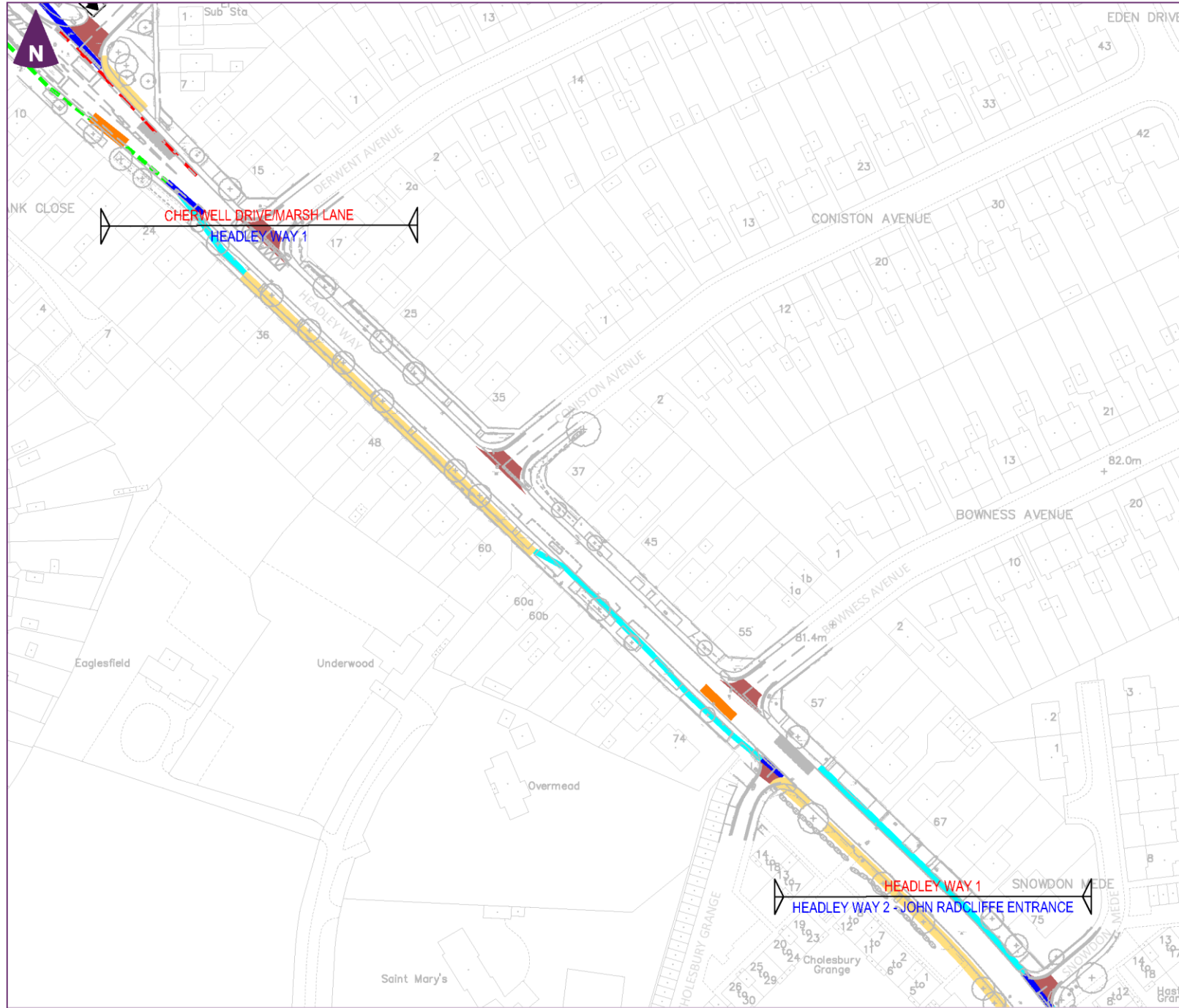
amec foster wheeler

39012-LEA-008 (SHEET 2) REV A
CHERWELL DRIVE/MARSH LANE

December 2019 39012-Lea008.dwg ELLJJ



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KEY

- PROPOSED ON-ROAD CYCLE LANE
- PROPOSED SHARED PEDESTRIAN AND CYCLE FACILITY
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- PROPOSED PEDESTRIAN AND CYCLE PRIORITY ARRANGEMENT AT SIDE ROADS, INCLUDING FLAT TOP HUMP (RAMP GRADIENT APPROX 1:10, APPROX HEIGHT 100MM)
- EXISTING CYCLE LANE REMOVED
- EXISTING CYCLE LANE RETAINED
- EXISTING BUS STOP POSITION TO BE RETAINED
- BUS STOP TO BE RELOCATED TO THIS POSITION

This plan illustrates where changes are proposed to existing traffic regulation orders. These changes are required to deliver the 'Access to Headington' scheme.



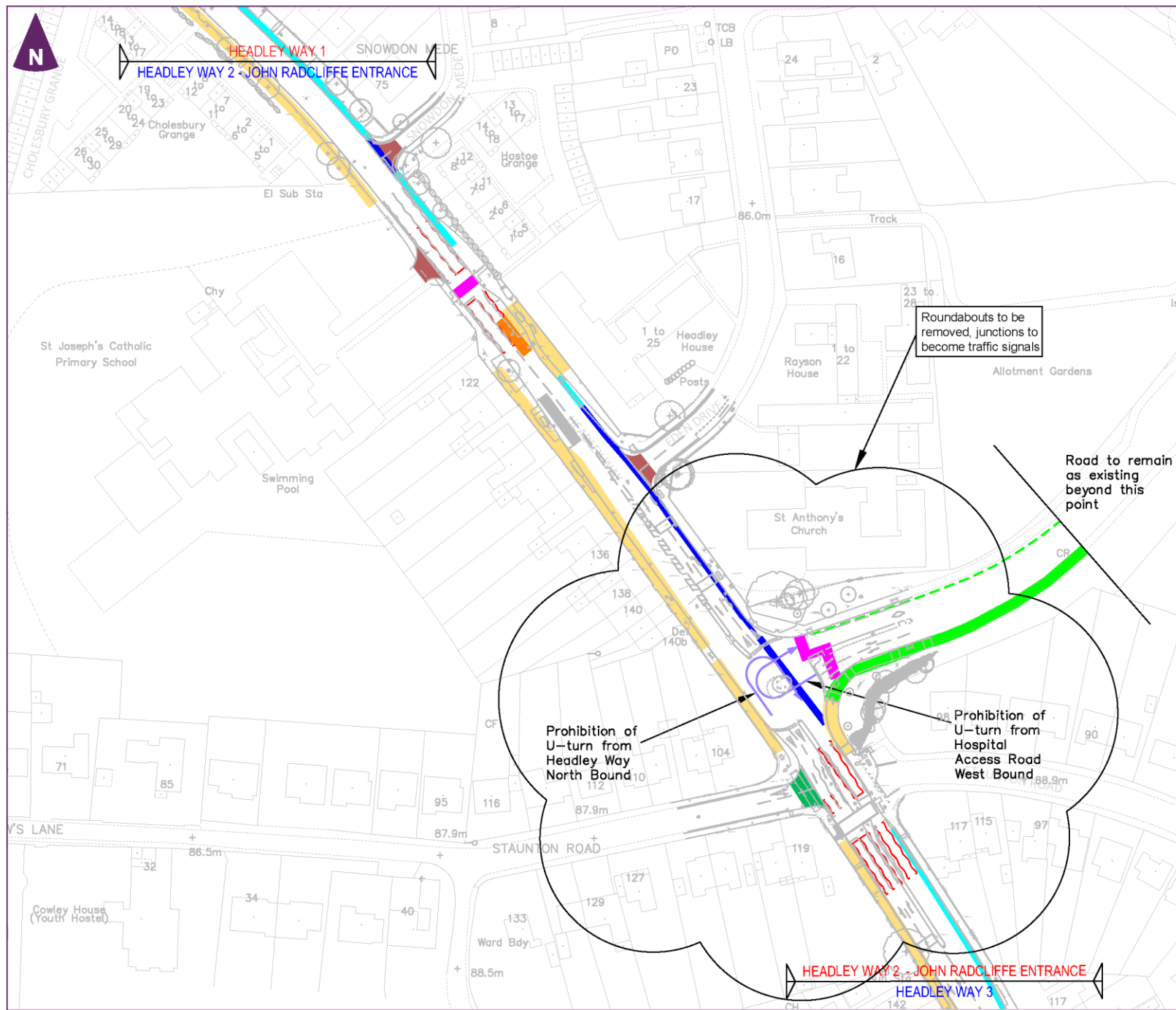
Client



ACCESS TO HEADINGTON
 TRAFFIC REGULATION ORDER PROPOSALS

39012-LEA-008 (SHEET 3) REV A
 HEADLEY WAY 1

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KEY	
	PROPOSED ON-ROAD CYCLE LANE
	PROPOSED SHARED PEDESTRIAN AND CYCLE FACILITY
	PROPOSED OFF-ROAD CYCLE FACILITY
	PROPOSED SIGNAL CONTROLLED PEDESTRIAN AND CYCLE 'TOUCAN' CROSSING
	PROPOSED PEDESTRIAN AND CYCLE PRIORITY ARRANGEMENT AT SIDE ROADS, INCLUDING FLAT TOP HUMP (RAMP GRADIENT APPROX 1:10, APPROX HEIGHT 100MM)
	PROPOSED ZIGZAGS AT CROSSING FACILITY
	EXISTING CYCLE LANE RETAINED
	EXISTING SHARED PEDESTRIAN AND CYCLE FACILITY RETAINED
	EXISTING BUS STOP POSITION TO BE RETAINED
	BUS STOP TO BE RELOCATED TO THIS POSITION
	EXISTING SIDE ROAD ENTRY TREATMENT TO BE RETAINED AND MODIFIED TO WORK WITH PROPOSED JUNCTION LAYOUT (RAMP GRADIENT APPROX 1:10, APPROX HEIGHT 100MM)
	EXISTING CROSSING RETAINED

This plan illustrates where changes are proposed to existing traffic regulation orders. These changes are required to deliver the 'Access to Headington' scheme.



Client

ACCESS TO HEADINGTON

TRAFFIC REGULATION ORDER PROPOSALS

39012-LEA-008 (SHEET 4) REV A
HEADLEY WAY 2/JOHN RADCLIFFE ENTRANCE

December 2019 39012-Lea008.dwg ELLIJ

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Oxford Bus Company	Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Support
(3) Oxford Health	Support – As a health organisation, Oxford Health strongly supports better infrastructure to support active travel, and as a significant number of our staff, patients and facilities are in the Headington area, this will be most welcome. Side road entry treatments are particularly welcome, as they improve safety and encourage walking. Additional walking and cycling tracks are welcome in principle, though our understanding is that proper segregated paths for cycling and separate paths for walking are far preferable and more likely to encourage both walking and cycling.
(4) Cyclox	<i>(see Annex 6 for full response)</i>
(5) OXTRAG	OXTRAG have on many past occasions objected to the use of shared pedestrian and cycle routes in principle. Whilst everyone appreciates that space is at a premium, the safety factors affecting especially people with sensory but also mobility difficulties should be well known by now. Cycles travel at greater speeds than pedestrians so can appear 'out of nowhere' silently giving the pedestrian little or no opportunity to move aside. (Indeed some cyclists can be selfish and expect pedestrians to move 'out of their way'). Identification of the difference between each area is often too infrequent, so either pedestrian or cyclists can be 'in the wrongs area'.

	<p>People getting onto or alighting from a bus often need to cross the cycle lane so can step into the path of a moving bike when alighting from a bus, taxi or volunteer car. This is a hilly area, cycles riding downhill will naturally have greater speed which highlights the concern for pedestrians.</p> <p>I must presume you have discussed these plans with the Visual Impairment team (in Social Services), Oxfordshire Association for the Blind, in addition to Unlimited and the Deaf Centre?</p> <p>Section 2 of our guidance recommends:</p> <p><u>2. Shared Space</u> We all want to make our streets safer for pedestrians, but many people do not realise what a devastating impact removing crossings, kerbs and tactile paving has on many disabled people. Sharing a space with bicycles & vehicles when you cannot see them and understand the intentions of the driver or cannot move quickly enough away from them is very disconcerting and can result in collisions. People with vision sensory impairments rely on crossings and kerbs to negotiate a space safely. Others with impairments rely on knowing that they have a safe area, usually a pavement, in which to go about their business. Many older or disabled people have told us that they avoid shared space developments or footways. OXTRAG Suggest:</p> <p>2.1 Involving, consulting and ‘hearing’ what disabled people say when a shared space scheme is put forward. Making any necessary changes to the schemes where safety concerns are raised. 2.2 Keeping cycles away from pedestrians by using segregation and the correct use of tactile paving. Clearly & frequently marking routes (e.g. by using colour contrasts to identify) 2.3 Maintaining where possible, 1.2m width. This will allow for someone with a guide dog or a person using a wheelchair to navigate safely. An absolute minimum of 900mm unobstructed pavement width. 2.4 White banding all dark posts (140-160 wide band at a height of 1.5-1.7m above ground) banding should be used on other coloured posts also e.g. grey, metallic posts. Here a black band would be better than white. Metallic/shiny materials can cause glare should be avoided.</p>
<p>(6) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Object Shared-Use Pedestrian & Cycle Lane – Support</p> <p>I fully agree with Cyclox's observations. Pedestrians and cyclists must have priority over motor vehicles, and this must</p>

	<p>be seen to be the case. The risks to vulnerable road users from drivers of motor vehicles must be removed entirely.</p> <p>In my opinion the proposed designs are unacceptable because they do not</p> <ul style="list-style-type: none"> - Reduce turn radii, visible or invisible. Wide turn radii lead to excessive motor vehicle speed in spaces where pedestrians and cyclists must have priority. Drivers must be forced to slow to ensure pedestrian and cyclist safety. - Remove all visual edges guiding motor vehicles across pedestrian and cyclist spaces. Kerb-like visual path indicators for drivers leads, again, to excessive motor vehicle speed around corners. - Emphasise all visual edges dividing quiet side roads from busy main roads and use this to emphasise pedestrian and cyclist priority over drivers. Continuity of path indicators for cyclists and drivers alike smooths pedal cycle and motor vehicle traffic flow and forcing both to think and plan when turning into a side road assists pedestrian safety. - Feature continuous footways and cycleways, backed with continuity of level and material. - Introduce unnecessary additional give-way marking specifically for cyclists in a manner that undermines safety (Copse lane/Headley Way)
<p>(7) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Object Shared-Use Pedestrian & Cycle Lane – Neither/Concerns</p> <p>They are all unsafe as a vehicle cannot cross them at right angles therefore throwing vehicle left and right as they cross making drivers and passengers liable to injury ie (back problems etc) if you have travelled on the 13 bus you would know as the passengers are nearly thrown off their seats making journey very uncomfortable, this cannot be an improvement in any description</p>
<p>(8) Local Resident, (Kidlington)</p>	<p>Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Neither/Concerns</p> <p>I am hugely supportive of continuous footpaths and (separate!) continuous cycle paths. This will be such a great improvement for people with pushchairs and wheelchairs, elderly and people with poorer mobility and cyclists.</p>

	<p>Please follow the excellent examples in Waltham Forest in London. That is the only acceptable way to go. Either do it properly or just prioritise the road for cars and forget about walking and cycling. Please no more in dysfunctional designs, Oxford has more than enough of those.</p> <p>I support longer cycling facilities, but they should be separated facilities. Shared-use lanes are useless. They are bad for pedestrians and cyclists alike. They are to be avoided, especially by a city that claims to be a cycling city.</p>
<p>(9) Local Resident, (Woodstock)</p>	<p>Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Support</p> <p>Slowing down traffic turning into and out of these side roads is crucial to cyclists. Cyclists need as much safe space as possible.</p>
<p>(10) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Support</p> <p>I am very concerned about the access to Headington because what was promised in the past was never delivered so this consultation might be just that. We were reliably told by your officers that motorists could not access the John Radcliffe from Staunton Road, not only do cars and taxis use Staunton Road as a short cut to the hospital, they also do u turns at the entrance despite the signs and they also come out of the hospital and drive across the dropped curbed area to go down Staunton Road. So instead of making access to Headington safer for cyclists and pedestrians you have actually made it more dangerous. I'm sure this was not your intention, so how are you going to remedy this situation?</p> <p>However, there are some alarming breaks in the cycle lanes and the crossings are staggered in a way that forces people and bikes to cross in the wrong places.</p>
<p>(11) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Support</p> <p>There should be walking and cycling priority at every crossing.</p>

<p>(12) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Support</p>
<p>(13) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Support Shared-Use Pedestrian & Cycle Lane – Support</p> <p>Please make these continuous footpath site entry treatments. It's somewhat unclear from the proposal what they would entail other than being raised. There should be no distinction. Get rid of the bad markings for pedestrians and cyclists make it very clear cars have to stop and cross a pavement.</p> <p>For example, there is a bit on the Copse Lane at least which makes it look like cyclists have to give way which is not in keeping with other areas of access to Headington and kind of defeats the point.</p> <p>I've just googled the term and there's a lot of examples online of how to do them right and how to do them wrong on the first page. Access to Headington got them wrong, it was a flaw in the original design that should have never happened given just how easy it is to find best practice for these sorts of junctions and it is good this is being in part rectified.</p> <p>However, I live in Headington just off the Slade and use the access to Headington bike lanes or paths every day. These are great for these roads. Living off the Slade I would like to see these applied to the rest of access to Headington project.</p> <p>What spurred me to response to this consultation was just this morning cycling down the hill on the road (in lane to turn onto Marsh lane) the car didn't look and pulled out of Copse Lane and nearly hit me and would have done if I'd not swerved.</p> <p>If they'd had to stop before the cycle lane and slow down while crossing etc they would have not shot out without looking or at least been slower and more likely to see me. It's also a sign that cycling and walking is important and not secondary to car travel.</p> <p>And the aim should be for single smooth pavements and cycle lanes. Side roads and resident's parking should not impact the level of the path/cycle lane.</p>

	<p>They cannot be merely raised they should be a continuous footpath/cycleway with no distinction between the pavement.</p>
<p>(14) Local Resident, (Oxford)</p>	<p>Side Road Treatments – Object Shared-Use Pedestrian & Cycle Lane – No opinion</p> <ul style="list-style-type: none"> • Some years ago, when the trend for them reached Headington, in the roads around the hospitals, I had recently had a big stomach operation. Turning into the side roads between London Road and Old Road, the car would lurch one wheel at a time (because it was turning) and it was extremely painful. Anyone with a bad back would also be affected. • This lurching action is quite frightening when upstairs on a double-decker bus as it turns, for example from Cherwell Drive into Oxford Road at the bottom of the Marston Ferry Road (a recently-installed hump). • Here the cyclists think it is their right of way and may cross without looking. • Learner drivers find it tricky to negotiate a hump as they set off to turn out of a side road. • Any driver needs to concentrate on oncoming traffic when trying to turn out of a side road. We do not need extra distractions. • When leaving or entering a side road you are already at a slow speed. You do not need a hump to make you slow down. <p>I believe these humps were originally “somebody’s bright idea”. In practice they are anything but bright and I hope they will be abandoned, and the money put to better use.</p> <p>Perhaps I might also add a couple more things which, as a cyclist, I have noticed since the new junctions have been installed. At the junction of Headley Way (West side) and Marston Road (South side) there is a slope where the cycle path cuts off the corner as you turn left. Directly in the path of the cyclist, who is glancing to her right to see oncoming traffic, there is a waist-high post with a button on it for pedestrians to press for a light signal to cross Marston Road. This post is an accident waiting to happen for a cyclist, particularly in the dark. I would like to see this post moved a few feet Westwards.</p> <p>Another hazard for cyclists occurs at the new junction/lights at the John Radcliffe turning. A cyclist going uphill (from North to South) is waiting in her cycle path at the red lights. She wants to go straight on. The left-turning lane gets a green light. The cars turn across her path as she sets off. Another accident waiting to happen.</p>

Cyclox response to Access to Headington - Cherwell Drive & Headley Way (Oxford) Proposed Side Road Entry Treatments

We have noted before that the 'blended crossing' is the best practice model that has emerged from the nations and authorities at the forefront of sustainable transport and liveable-neighbourhood design.

Key features of the blended crossing are:

- A continuous footway and cyclepath across the side road (Pictures 1 and 2 below)
- A ramp for motor vehicles, slowing them and reinforcing to the drivers that they are entering a traffic-calmed side road
- Materials, chosen to give clear visual cues that that footway and cyclepath have priority
- No edge to the vehicle path, which would undo the 'pavement-ness' of the crossing (Picture 4).
 - (These double red lines (or yellow lines) are superfluous and should not be used, ref: [Traffic Management Act, 2004, section #86](#))



A good cycle route will meet the 5 factors described in 'Specific Objectives' below:

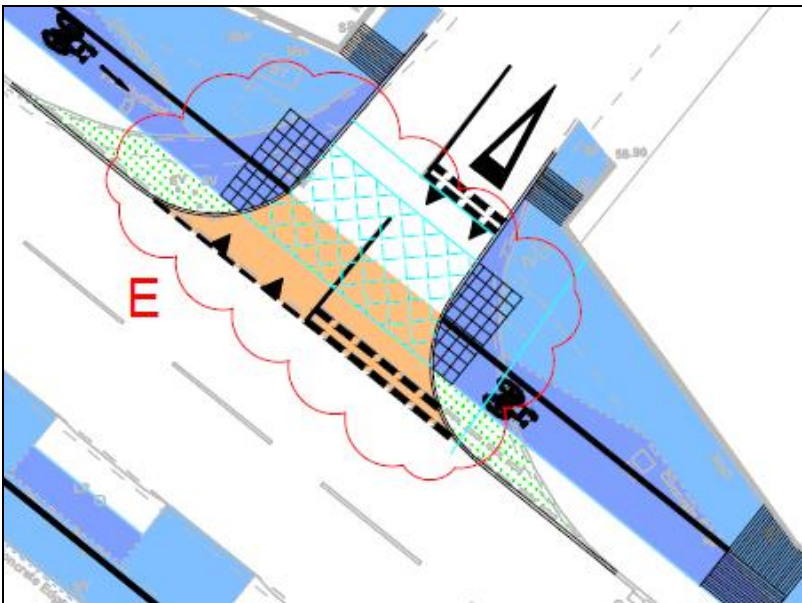
- Coherence
- Directness
- Safety
- Comfort
- Attractiveness

For more information, see [OxfordshireCyclingDesignStandards.pdf](#), 1.1.5 and 3.3.2, referring to TfL London Cycling Design Standards, Chapter 4, Figure 4.1, for the application of these to cycle lanes and cycle tracks. All the above listed factors are important.

Side Road Entry Treatments: (comprising of flat top humps approx. 150mm high with ramp gradients of 1:10)

1. Cherwell Drive – across its junctions with:

a) Elms Drive – approximately 7.9m long and 6m wide



Despite the reduced radii, this junction is compromised and unacceptable without the ramp shown in the drawing as the radii are still too generous for a quiet residential road.

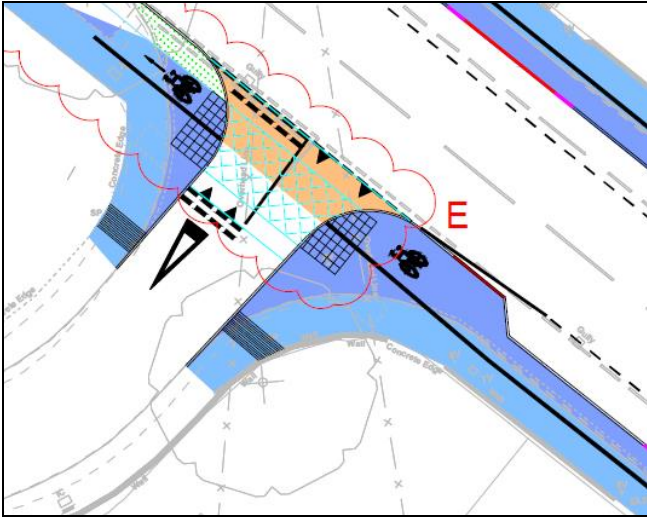
We welcome the effort to maintain a level and continuous footpath and cycleway. However, Cyclox would urge the council to change the material to reflect the continuity of the new cycle-path. The current edge to the vehicle path, provided by the buff anti-skid surface, reduces the 'pavement-ness' of the crossing. It needs to be extended to provide the visual cue that the footway and cyclepath are continuous, have priority, and to help solve the encroachment issues.

The material used needs to continue unbroken and well beyond the junction with no materials or structures indicating the edge of the space to be used by vehicles. It needs to be the same height as the footway in relation to the road with no kerbs or kerb-like structures to highlight the line to be taken by vehicles. Ideally the end of the side road should narrow to one car width to highlight this feature as vehicles approach the main road.

The Dutch have perfected this and the Dutch Entrance kerb is now available to use for this situation from Aggregate Industries. (www.aggregate.com/products-and-services/commercial-landscaping/kerbs/dutch-kerb)

<https://robertweetman.wordpress.com/2019/10/01/design-details-2/>

b) Ewin Close – approximately 8.1m long and 5.3m wide.



This junction is as compromised as Elms Drive.

We would again object to the lack of continuity in level and material across the raised-table to reinforce visually that the footway and cycle-path have priority as seen in picture 1 and 2 above, as well as the removal of the vehicle path edge (indicated by the kerb-like radii and DRLs) that can be seen in picture 4.

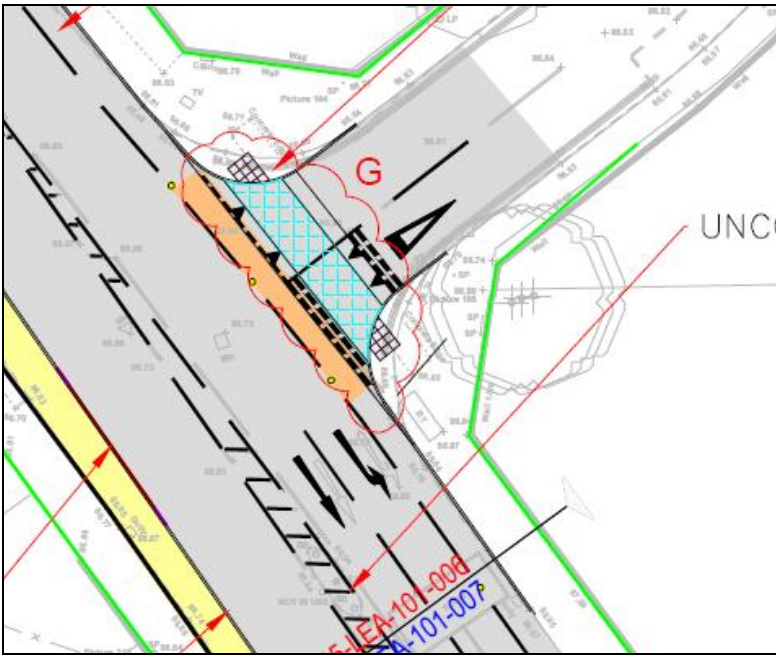
2. Headley Way – across its junctions with:

a) Snowdon Mede – approximately 6.9m long and 3.4m wide



We would like to see the footway and cyclepath continuous in both level and material to reinforce the continuity of the pavement, with the absence of any kerb-like vehicle path indicator. This would enable a safer crossing for both pedestrians and cyclists alike.

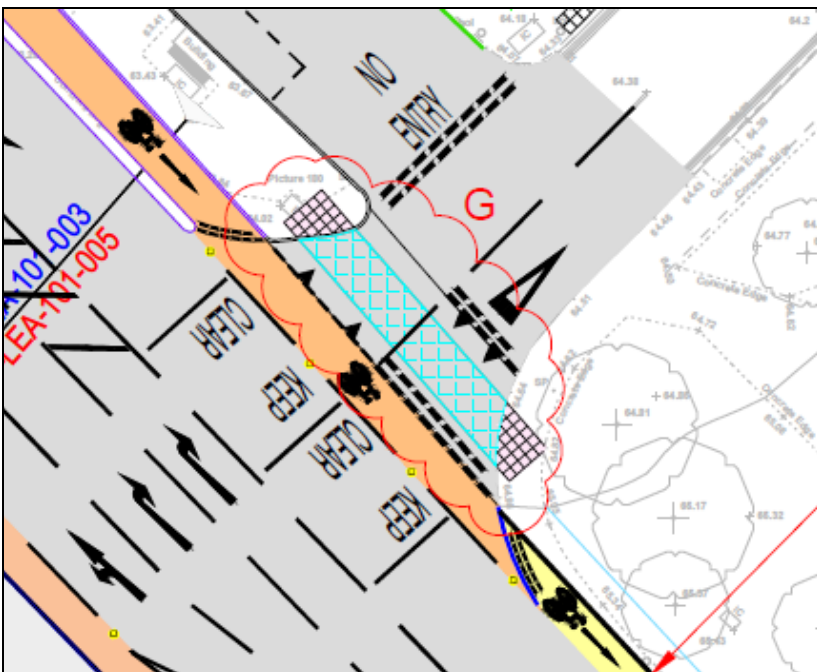
b) Eden Drive – approximately 9.9m long and 3.6m wide



As this cycle path is already on road we would like to see the footway continuous in both level and in material to reinforce the pavement with no vehicle edge. This would enable a safer crossing for both pedestrians and cyclists alike.

We note that there is no cycle symbol, as proposed for Snowdon Mede and Cope Lane, following.

c) Cope Lane – approximately 8m long and 6.4m wide

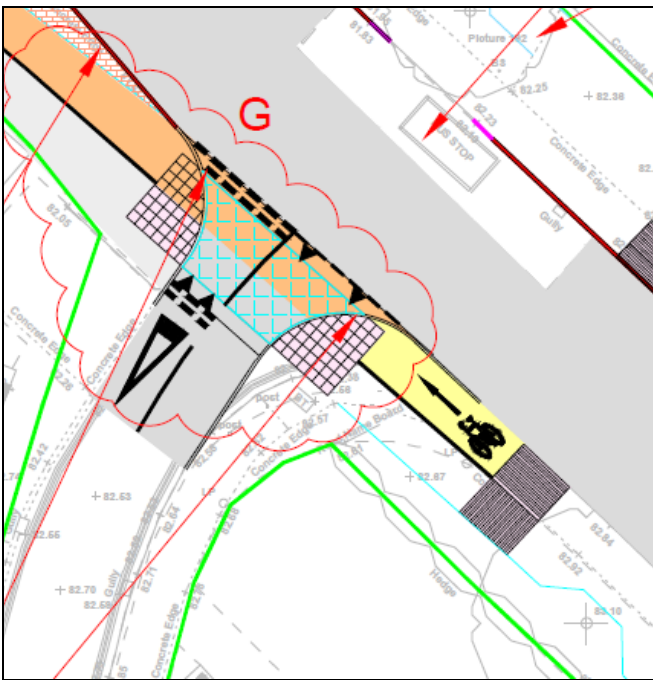


The cycle give-way line markings are not acceptable, they provide a vehicle edge and undermine what is the most promising aspect about this junction – its full segregation in space and time. A cyclist having cleared the major junction then has to look both behind and forwards simultaneously and then possibly yield whilst essentially being on the main carriageway, even if travelling less quickly than motorised traffic. This is a major impediment to continuity and effectively creates an unacceptable 'dual network' (a concept which is to be removed from the provisions in the

forthcoming replacement for LTN2/08¹) and negates any advantage of the segregation. This junction is not coherently designed and it should have the same cycle priority as the junction at Eden Drive. As can be seen below, the table is needed to stop cars using the cyclepath as the give way.



d) Cholesbury Grange – approximately 5.3m long and 3.1m wide.



We would like to see the footway and cyclepath continuous in both level and material to reinforce the pavement, with no vehicle edge provided by the kerb-line.

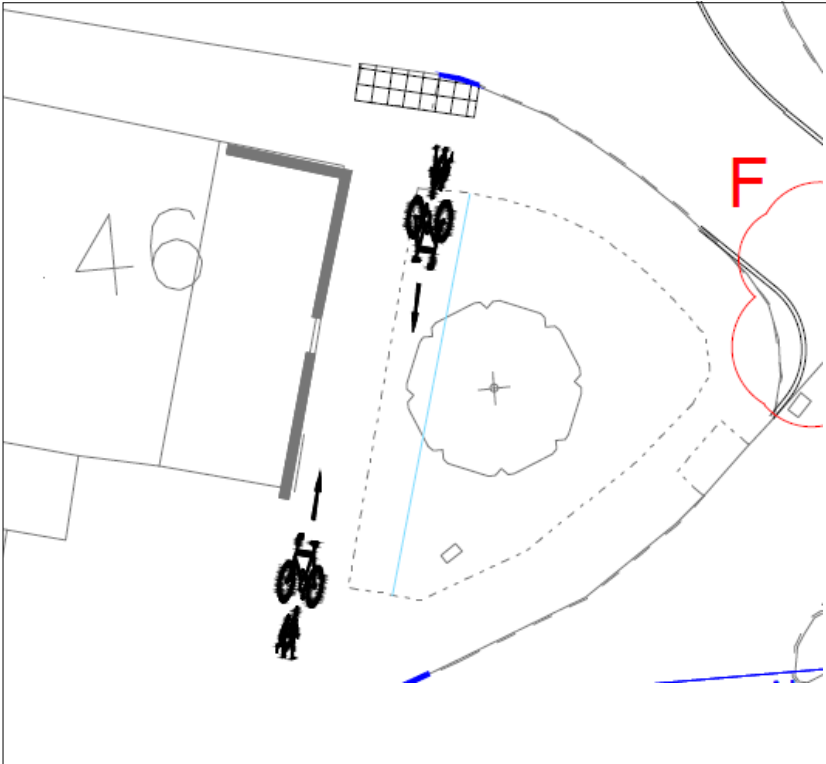
The kerb-line indicates to drivers ‘their space’, which is counter to the priority proposed for cycling and walking.

This would enable a safer crossing for both pedestrians and cyclists alike.

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltm-2-08_Cycle_infrastructure_design.pdf

Shared-Use Pedestrian and Cycle track:

3. Oxford Road – from a point 15 metres southwest of its junction with Cherwell Drive continuing southwest until outside 46 Oxford Road for a distance of approximately 16 metres.



This is a welcome intervention to prevent further disputes and maintain the continuity of footpaths and cyclepaths. We object to the incursion of the 'Transition Kerb' over the alignment of the shared-path area – approximate location indicated by the blue-circle above. We also object to the DYLS that run across the dropped kerb incorrectly

Excavation

Following the excavation of the bank on Headley Way and the moving of the eastern kerblines outwards, to make room for the shared path, it is imperative that the SRETs of Bowness Ave, Coniston Ave and Derwent Ave are continuous and smooth in level and material with no vehicle edges in order to emphasise the visual cue that the footway and cyclepaths have priority. These are the most difficult junctions to navigate. This is an opportunity to set a new design guide precedent for SRETs going forwards and we would again urge the council to do so.

We continue our strong objection to the Traffic signal phasing to the Junction of the JR at Headley Way.

We now regularly witness cyclists waiting in the left hand lane, often abreast in the cyclepath, as large vehicles turn left into the hospital site. This is an ongoing and unacceptable risk to the most vulnerable road users.

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Division(s): Didcot Ladygrove

CABINET MEMBER FOR ENVIRONMENT – 13 FEBRUARY 2020

DIDCOT – COW LANE, TYNE AVENUE & EVENLODE DRIVE: PROPOSED WAITING RESTRICTIONS

Report by Interim Director Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions at Cow Lane, Tyne Avenue and Evenlode Drive as advertised and as extended following the consultation.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce further waiting restrictions on Cow Lane & Evenlode Drive and new waiting restrictions on Tyne Avenue, in Didcot.

Background

4. The above proposals shown at Annex 1 and 2 have been put forward by the Local Member as a result of residents' long-standing dissatisfaction with anti-social commuter parking on the Ladygrove housing estate.

Consultation

5. Formal consultation on the proposal was carried out between 4 December 2019 and 10 January 2020. A notice was published in the Oxfordshire Herald Series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, South Oxfordshire District Council and local County Councillor. Street notices were placed on site and letters sent to 40 properties in the immediate vicinity adjacent to the proposals.
6. Ten responses were received during the consultation. Two objections, seven in support and one neither objecting nor supporting. All comments are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposal.
8. Didcot Town Council have objected due to concerns that the restriction proposed for Tyne Avenue is not enough to remove the problems with parking along the road. They have requested that the planned restriction on Tyne Avenue be strengthened by extending it, to at least as far as the junctions with Lostock Place and Swarbourne Close.
9. In response and after confirming with the County Council's Legal team that a further consultation is not required, this request can be agreed and implemented.
10. An objection was received from a resident on the grounds of a) the prohibited parking time of noon - 1pm on the west side of Cow Lane was not long enough, and should be at least 9am - 3pm, if not 24hrs; and b) that the above restriction only applies Monday to Saturday but should also apply on Sundays as well.
11. In response to the first point an informal consultation was undertaken by the Local Member during April & May 2019 which demonstrated that most residents favoured single yellow lines with an hour's prohibition at lunch time (or slight variant), as proposed.
12. In response to the second point, the anti-social commuter parking is not believed to be a significant issue on Sundays.
13. In conclusion the proposed balanced restrictions should improve drivers' sightlines by removing dangerous and obstructive parking, whilst also providing the residents of nos. 3 to 19 Cow Lane, who have shared driveways, with some 'on street' overflow/visitor parking availability.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

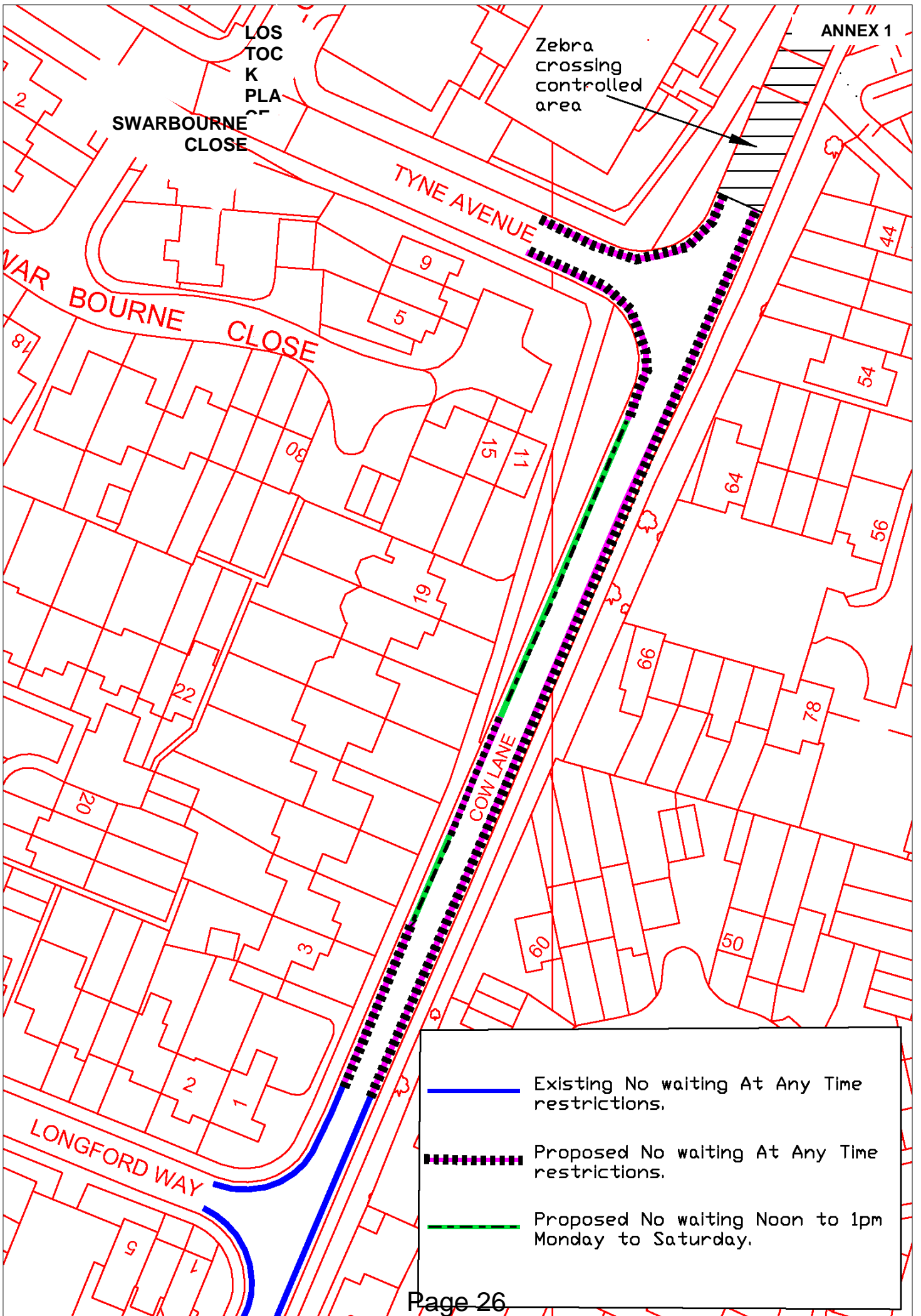
15. Funding provided by the Didcot Ladygrove County Councillor through his Councillor Priority Fund.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions
Consultation responses

Contact Officers: Hugh Potter 07766 998704/Lee Turner 07917 072678
February 2020



LOS
TOCK
PLACE
SWARBOURNE
CLOSE

Zebra
crossing
controlled
area




ANNEX 1

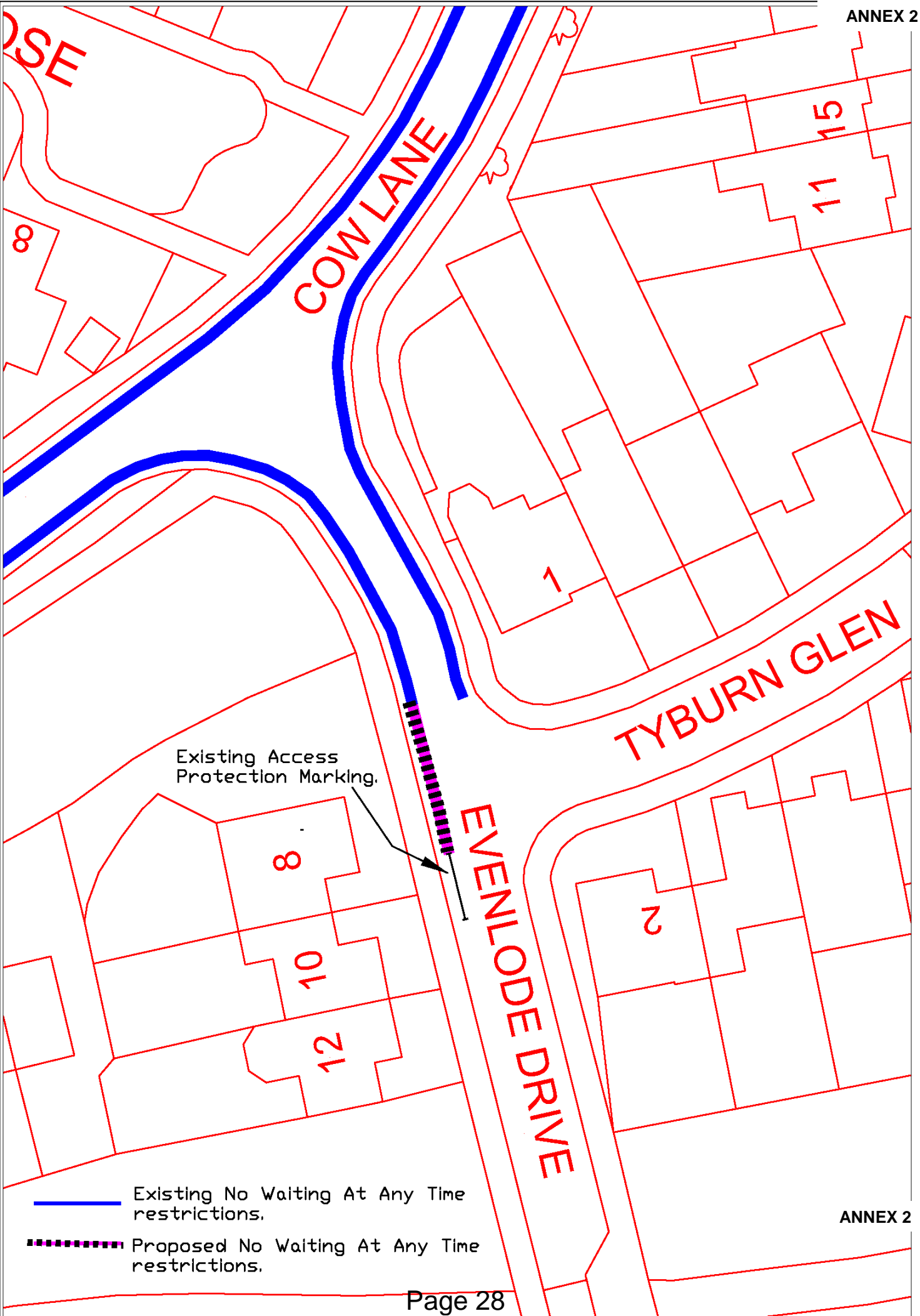
TYNE AVENUE

SWARBOURNE
CLOSE

COW LANE

LONGFORD WAY

	Existing No waiting At Any Time restrictions.
	Proposed No waiting At Any Time restrictions.
	Proposed No waiting Noon to 1pm Monday to Saturday.



Existing Access Protection Marking.

- Existing No Waiting At Any Time restrictions.
- Proposed No Waiting At Any Time restrictions.

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – Formal parking restriction in remote residential areas are reliant on good driver behaviour and will not feature for any targeted enforcement activity by Thames Valley Police.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Didcot Town Council	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Object <u>Evenlode Drive</u> – Support</p> <p>Didcot Town Council is concerned that the restriction proposed for Tyne Avenue is not sufficient to remove the problems with parking along the road. The restrictions planned would merely move the problem further down the Avenue, where there is no restriction planned. Didcot Town Council requests that the planned restriction be strengthened by extending it, at least to as far as the junctions with Lostock Place and Swarbourne Close.</p>
(3) Thames Travel Bus Company	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p>

<p>(4) Local Resident, (Didcot)</p>	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p> <p>Dangerous and obstructive parking by car drivers is a daily occurrence in Ladygrove and in these locations in particular. The parking obscures the view of drivers when they leave junctions or driveways and causes queues on what are meant to be mainly residential roads which have become parking havens for daily commuters that do not live on Ladygrove.</p> <p>The extension of yellow lines on Evenlode Drive will ensure that cars leaving the junction of Tyburn Glen and Evenlode Drive will have a clearer view. They will not face parked cars opposite the junction which is against the Highway Code and would currently require them to drive on the wrong side of the road close to the junction of Cow Lane. It will also ensure that cars backing up on to Cow Lane will be minimised as they will have less parked cars to wait behind as they travel along the beginning of Evenlode Drive away from Cow Lane.</p> <p>Evenlode Drive is used by both car drivers and pedestrian children as they both make their way towards and home from All Saints School which is close by. Removing the ability to park opposite a junction (by extending the double yellow lines) here will make the area clearer to view for both these drivers and young pedestrians.</p>
<p>(5) Local Resident, (Didcot)</p>	<p><u>Cow Lane</u> – Object <u>Tyne Avenue</u> – Object <u>Evenlode Drive</u> – Object</p> <ol style="list-style-type: none"> 1. I do not believe the marked green lines on the West side of Cow Lane are accurate as they cover the single access/egress for houses 19 - 9. 2. I would strongly advise that the Prohibited parking times noon -1pm areas on the west side of Cow Lane are not long enough this should be at least 9am - 3pm as the Road is often used as overflow parking for the Orchard Centre visitors and Staff and not just Rail commuters (I see it every day). 3. Why no Sunday Restrictions!!! We still have to access the Single drive and often the Road is Full (Orchard Centre & Rail Commuters) Sunday is a normal day.

CMDE5

	<p>4. Once the new development at the West side of Ladygrove is in use the Restrictions as proposed won't work as it's only 1 hr leaving it free for parking for the other 23hrs! Trains run late and shops stay open late.</p> <p>4. Why are full double lines with all these restrictions not being considered for the whole proposed area. By introducing the Marked green prohibited & timed areas you're not solving anything and as such as someone who has lived with this traffic issue for many years, I think the Plan is Flawed, unless my points above are addressed.</p>
(6) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p>
(7) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – No opinion <u>Evenlode Drive</u> – No opinion</p>
(8) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p> <p>Residents need protection from lengthy parking times where commuters and other rail users park on residential streets and often contrary to the Highway Code.</p>
(9) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p>
(10) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – No opinion <u>Evenlode Drive</u> – No opinion</p>

CMDE5

	<p>I live in Cow Lane and note the proposed parking restrictions for the road outside of the houses here. I agree that there is a need to restrict parking here as the road is being used for parking daily by commuters and shoppers.</p> <p>This is frustrating as we share a driveway with 3 other neighbouring houses so cannot often park all cars off road and we often cannot park anywhere near my house because of commuter parking (some cars are left for days or weeks outside my house without moving). There is also often no parking space for visitors. The extent of parking along here has also become dangerous as it severely reduces sightlines for vehicles coming out of driveways and side roads and I have witnessed many near misses.</p> <p>I, and some other neighbours to whom I have spoken, would like to see a residents' parking permit scheme which is not an option in the consultation. However, I would prefer to see the proposals implemented rather than no action taken.</p>
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Division(s): Burford and Carterton North

CABINET MEMBER FOR ENVIRONMENT – 13 FEBRUARY 2020

BRIZE NORTON – CARTERTON ROAD & STATION ROAD: PROPOSED TRAFFIC CALMING MEASURES

Report by Interim Director Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of traffic calming measures on the Burford Road, Carterton Road, Station Road and Witney Road as advertised.

Executive summary

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation on updated proposals to introduce traffic calming features and also new facilities for pedestrians at Brize Norton as a result of residential development in the area.

Background

4. The above proposals as shown at Annex 1 have been put forward following an earlier consultation carried out between 29 May 2019 & 28 June 2019. Following issues raised by members of the public and the Ministry of Defence – Defence Infrastructure Organisation (with 10 objections received overall), the original proposals were modified in order to allay these concerns.

Consultation

5. Formal consultation was carried out between 21 November and 20 December 2019. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Brize Norton Parish Council, the Defence Infrastructure Organisation and the local County Councillor. Letters were sent directly to

approximately 120 properties in the immediate vicinity and public notices were also placed on site.

6. Six responses were received. Two objections, two in support and two neither objecting nor supporting (including Thames Valley Police). The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object subject to the sight lines for road users being confirmed as adequate and noting that monitoring to confirm the safe operation of the traffic calming measures being carried out.
8. The Defence Infrastructure Organisation welcomed the changes made in response to their earlier comments and, therefore, had no remaining concerns to raise on behalf of RAF Brize Norton.
9. One objection was received from a resident of Minster Road expressing that the proposals would not address concerns over traffic speed and volume in Minster Road. Noting the above, the measures being proposed are considered appropriate taking account of the scale and location of the residential development funding the proposals.
10. Another objection was received from a resident of Carterton Road on the grounds that the proposed traffic calming build-out would present a hazard to traffic due to possible obstruction of visibility and specifically in respect of the nearby accesses to residential properties and concerns over the safety for road users turning to the Carterton Road from driveways and the potential for confusion over priority for turning vehicles. Additionally, concerns were expressed over noise and air pollution, including particulates due to vehicles braking and then accelerating as they negotiate the build-out.
11. In response to the above concerns, traffic calming build-outs have been widely used in the county with the great majority operating with very good levels of safety and with very low levels of concern being expressed over noise and air quality, noting that the properties in the immediate vicinity of the build out were set well back from the road.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by the developers of adjacent land.

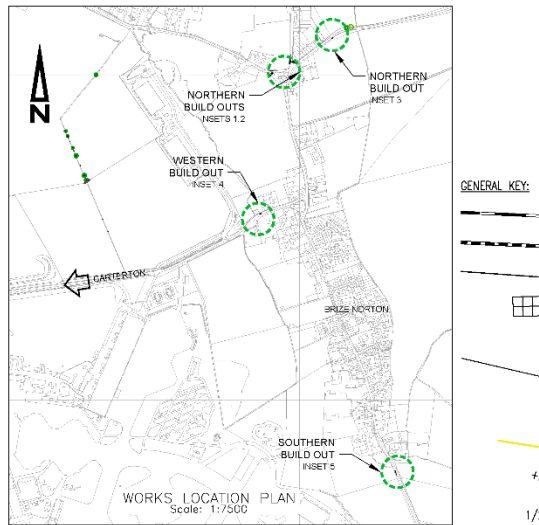
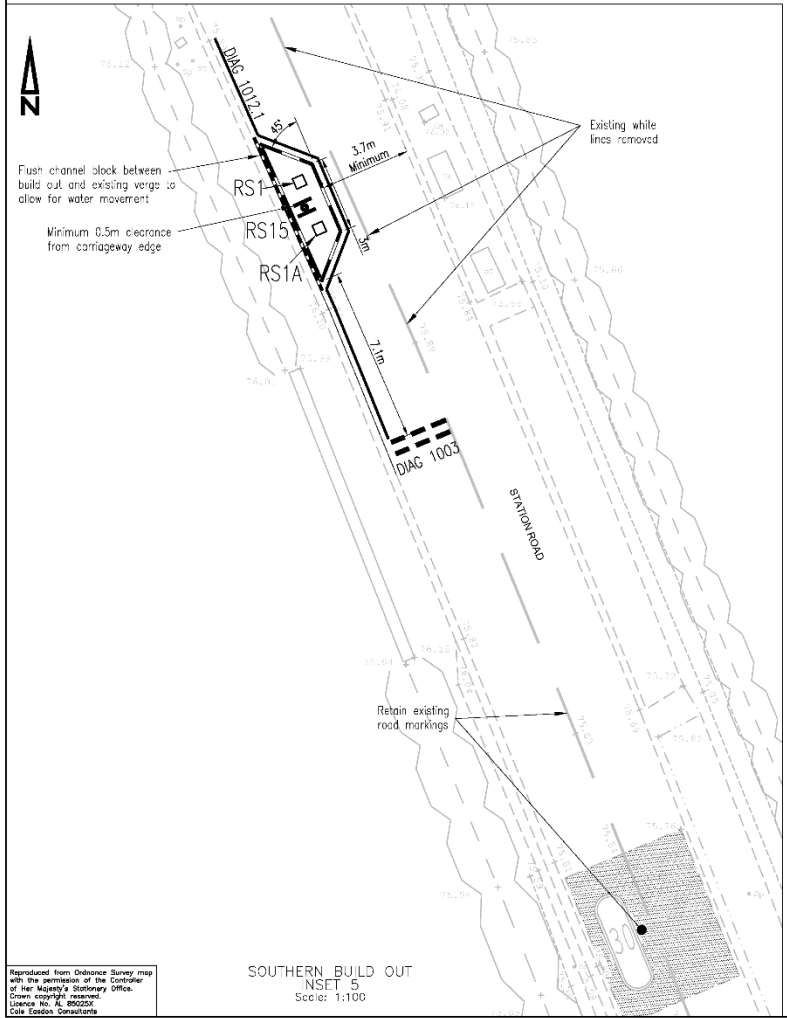
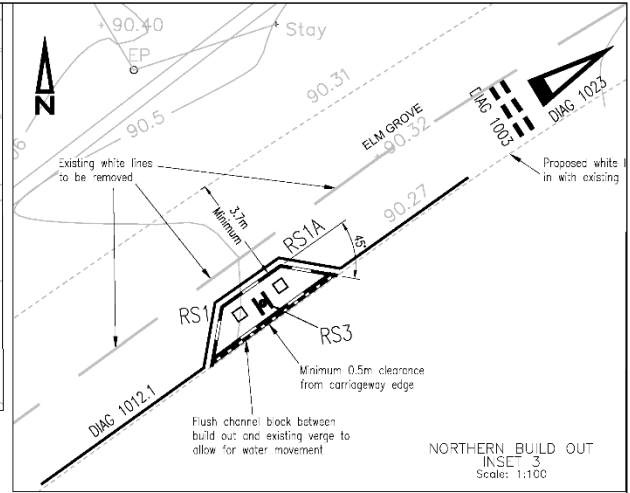
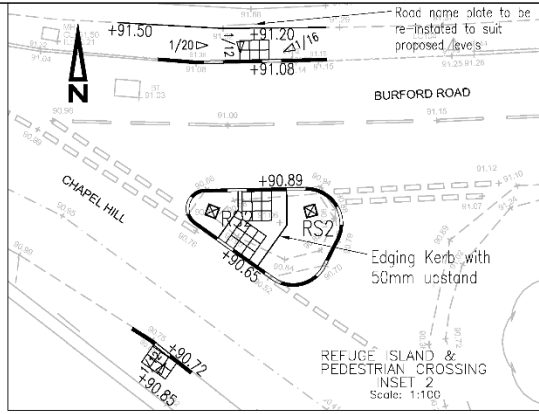
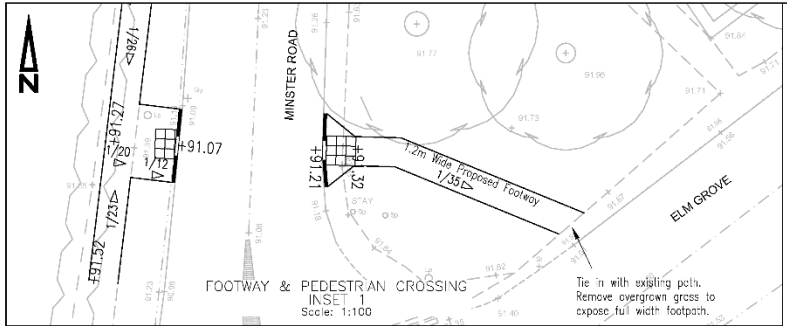
JASON RUSSELL

Interim Director Community Operations

Background papers: Plan of proposed traffic calming measures
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jack Whelan 07554 103332

February 2020



Revision Note 2 - Stage 1/2 ISA & DCC 3278 Add:

- RS1 or RS2 - Sign for RS1 area in full and right offset sign on build out features
- RS2 PS 1 & 2 - Formed build out along major road. The top plateau extended across full width of carriageway.
- Crossing point position altered along Chapel Hill.
- Crossing point along Minster near position either south and north changed to suit new EI colour not shown on survey.
- 3.7m build out perimeter revised.
- CS2 channel block added to back edge of build out.
- Double white line extended into build out.
- Key update.
- Spot levels and fall arrows increased where appropriate.

GENERAL KEY:

- Proposed Kerbline 1B2 (See Drawing No. 3694/192 for Kerb type Detail)
- Proposed CS2 Channel Block Kerbline Laid Flush with Carriageway (See Drawing No. 3694/192 for Build Out Detail)
- Proposed Edging Type EF
- Blister Tactile Paving, buff coloured, at Un-Controlled Crossings
- Glasdon Neopalon Bollard, black with reflective banding and socket fitting. See DCC standard detail drawing No. 180/1200/015.
- Proposed Road Gully. Note: Pipe connections across verge to be hand dug due to presence of buried utilities.
- RSS Road signage details see drawing No. 3694/192.
- Diag No. 1017 (Single Yellow Lines).
- Proposed Spot Level
- Proposed Fall Arrow

Revision Note 1:

- Build out proposals and detail altered following response from Parish council.
- Drawings changed.
- Key update.

Revision Note 3:

- Southern and Western build out speed cushions removed and replaced with new 4 address build out as requested by local parish.
- Northern build out alignment changed following Road Safety Audit (RSA) comments on 19th stage.

Revision Note 4 - DCC Add 3:

- Address limit detail added to pedestrian crossings
- Crossing point back of verge sign moved to ensure its perpendicular with verge line.

No.	Rev.	Date	Revision Details
F	MH	04.09.19	See Revision Note F.
E	PW	29.08.19	Northern Build-Out position changed
D	MH	11.06.19	See Revision Note D
C	MH	13.02.19	See Revision Note C
B	MH	30.10.18	See Revision Note B
A	MH	18.09.15	Road sign information added

Client: Bloor Homes Western

Project: Land to the East of Carterton. Brize Norton Gateway & Build Outs

Drawn by: MH

Checked by: MH

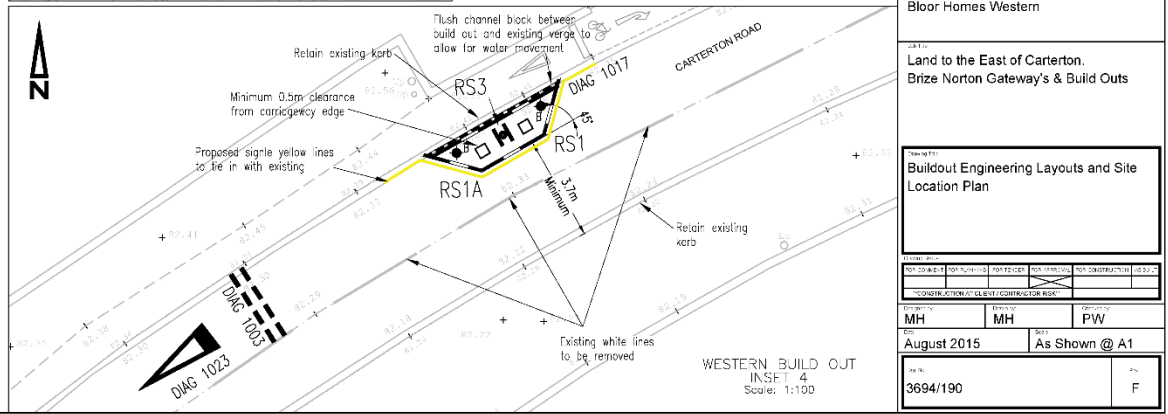
Approved by: PW

Date: August 2015

As Shown @ A1

Drawn by: 3694/190

Scale: F



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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I would like OCC to monitor the sites especially where approach speeds to some of these features could be high and drivers try and race through when seeing other vehicle approach in the opposite direction. I assume these features will be lit and comply with the sight line requirements which is essential in these rural applications?</p> <p>Thames Valley Police have no objection to the plan subject to the comment in this response.</p>
(2) MOD Defence Infrastructure Organisation	<p>No objection - We'd like to thank the Council / Highways Authority for consulting us on the above proposals. We'd also like to welcome the changes made in response to our earlier comments, and in that light have no remaining concerns to raise on behalf of RAF Brize Norton.</p>
(3) West Oxfordshire District Council (Planning & Strategic Housing)	<p>No objection</p>
(4) Local Resident, (Brize Norton)	<p>Object – I am very concerned that the traffic calming measures do not include the Minster Road itself. At the present time traffic comes across the roundabout at the top of Manor Road and accelerates from there towards the A40. In the opposite direct the traffic doesn't slow down until it reaches the roundabout. Admittedly the length of Minster Road is not great but its amazing the speed the traffic can get up to going in and out of the village.</p> <p>I can't see anything in the proposals that will help that. As much as the CC like to think that traffic uses Monahan way it doesn't. It's much quicker to access Carterton via Brize Norton Village. I would like to think that, for once, we are actually classed as part of the village instead of an offshoot. The noise of the traffic crashing over the cushions in Minster Road is particularly intrusive. A lot of the commercial vehicles that access Viscount Court and Timms Builders Merchants do so via Minster Road, most of which have contents that leap up and crash down going over the cushions. It doesn't get much quieter at night either.</p>

<p>(5) Local Resident, (Brize Norton)</p>	<p>Object – Carterton Road - The build out looks to be sited in an area in close to multiple houses and driveways. This raises additional road safety concerns. The build out, bollards and signs will obstruct the view of cars both on the road and exiting driveways (specifically 18-26). Increasing the likelihood of an accident.</p> <p>On top of this, due to the possibility of cars exiting driveways and proceeding westbound there is opportunity for further accidents with cars travelling eastbound at the buildout due to possible confusion regarding right of way. On top of the safety concerns, there will be increased pollution, in the form, of particulate (brake and tyre), exhaust emissions (additional acceleration) and noise (both braking and acceleration) at the buildout which is in close proximity to multiple houses.</p> <p>Elm Grove - No concerns regarding the pedestrian build. Concerns over buildout as per Carterton Road.</p> <p>Station Road – Concerns as above, as well as questioning need for this. Multiple cars are usually parked in proximity to this location on the road. In effect creating a traffic calming measure without the time and expense of the build.</p>
<p>(6) Local Resident, (Brize Norton)</p>	<p>No objection - Let's hope they reduce traffic speeds and, hopefully, reduce the amount of traffic through the village once satnavs are updated. We conclude that the previously proposed build-out in front of our house is no longer going ahead.</p>