

CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020

BANBURY – EASINGTON AREA: PROPOSED ENVIRONMENTAL WEIGHT LIMIT & PROPOSED RAISED JUNCTION TABLE WITH ZEBRA CROSSING AT SPRINGFIELD AVENUE JUNCTION WITH HORTON VIEW & RUSKIN ROAD

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposed 7.5 tonne environmental weight limit in the Easington area of Banbury and proposed raised junction table with zebra crossing at the Springfield Avenue junction with Horton View and Ruskin Road as advertised.

Executive summary

2. Environmental weight limits and provision of pedestrian crossings and traffic calming measures are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns, as part of the on-going monitoring of reports on road accidents and also as part of the on-going review of the maintenance and condition of existing highway assets. Specific proposals are assessed applying national guidance on speed limits and the provision of pedestrian and cycle crossings and also the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation introduce a 7.5 tonne environmental weight limit in the Easington area of Banbury and raised junction table with zebra crossing at the Springfield Avenue junction with Horton View and Ruskin Road.

Background

4. The above proposals as shown at Annexes 1 & 2 have been put forward as a result of conversations between the local County Councillor and residents. Firstly to improve road safety and the feeling of security in the vicinity of the two schools on Springfield Avenue (there are a large number of children that travel through this area and a large number of older, vulnerable residents) and secondly to prevent the existing problems of HGVs rat-running through

this area, including those from two existing construction sites at opposite sides of the proposed restriction, which are only likely to be exacerbated when a third site opens to the south.

Consultation

5. Formal consultation on the proposal was carried out between 21 May and 19 June 2020. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council, Cherwell District Council and local County Councillors. Street notices were placed on site, adjacent to the proposals, whilst letters were also sent directly to 930 properties in the area.
6. 27 responses were received and summarised in the table below:

Proposal	Object	Support	Concerns	Neither
Weight Limit	3 (11%)	19 (70%)	1	4
Traffic Calming & Crossing	2 (7%)	19 (70%)	4	2

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police objected to the weight limit proposals. The principal objection is the absence of advance warning signage in the proposal and the failure of OCC to forward these for prior inspection. The failure to provide examples of the signage is regretted but the budget for the scheme does allow for their inclusion and they will be installed as part of the project. It is hoped this will overcome some of TVP's objections. They also mentioned seeing no evidence of HGVs using the roads but this could be because the consultation was scheduled during the recent COVID-19 "lockdown" period, at a time when traffic in general and construction traffic, in particular, was much lower than at normal times.
9. Other objections to the weight limit centred on the likelihood of the scheme achieving the benefits expected, lack of enforcement and the absence of a diversion along Oxford Road. As with all schemes, success can realistically only be measured following implementation. Anecdotal evidence from residents suggests there is an existing problem and officers feel this is only likely to worsen as further construction sites open in the area. This scheme is specifically designed to encourage HGV traffic to use Oxford Road in preference to the estate roads.
10. Trading Standards were consulted and confirmed that this scheme will receive the same level of enforcement as others in the county.

Drawing No. Revision 0

Key

- Entrance to Proposed Weight Restriction Zone
- Proposed Environmental Weight Limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
ENVIRONMENTAL WEIGHT LIMITS

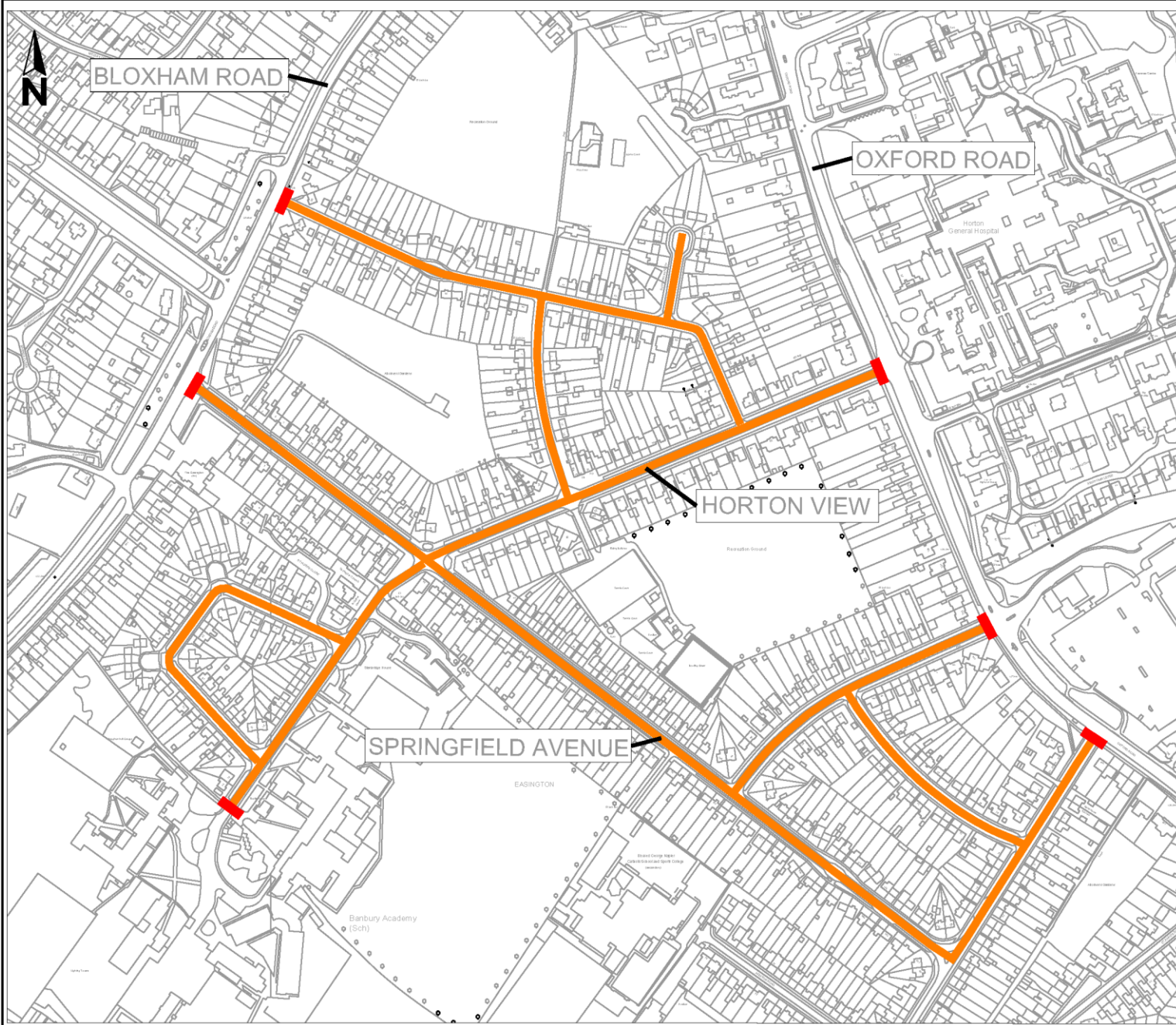
Drawing title
BANBURY

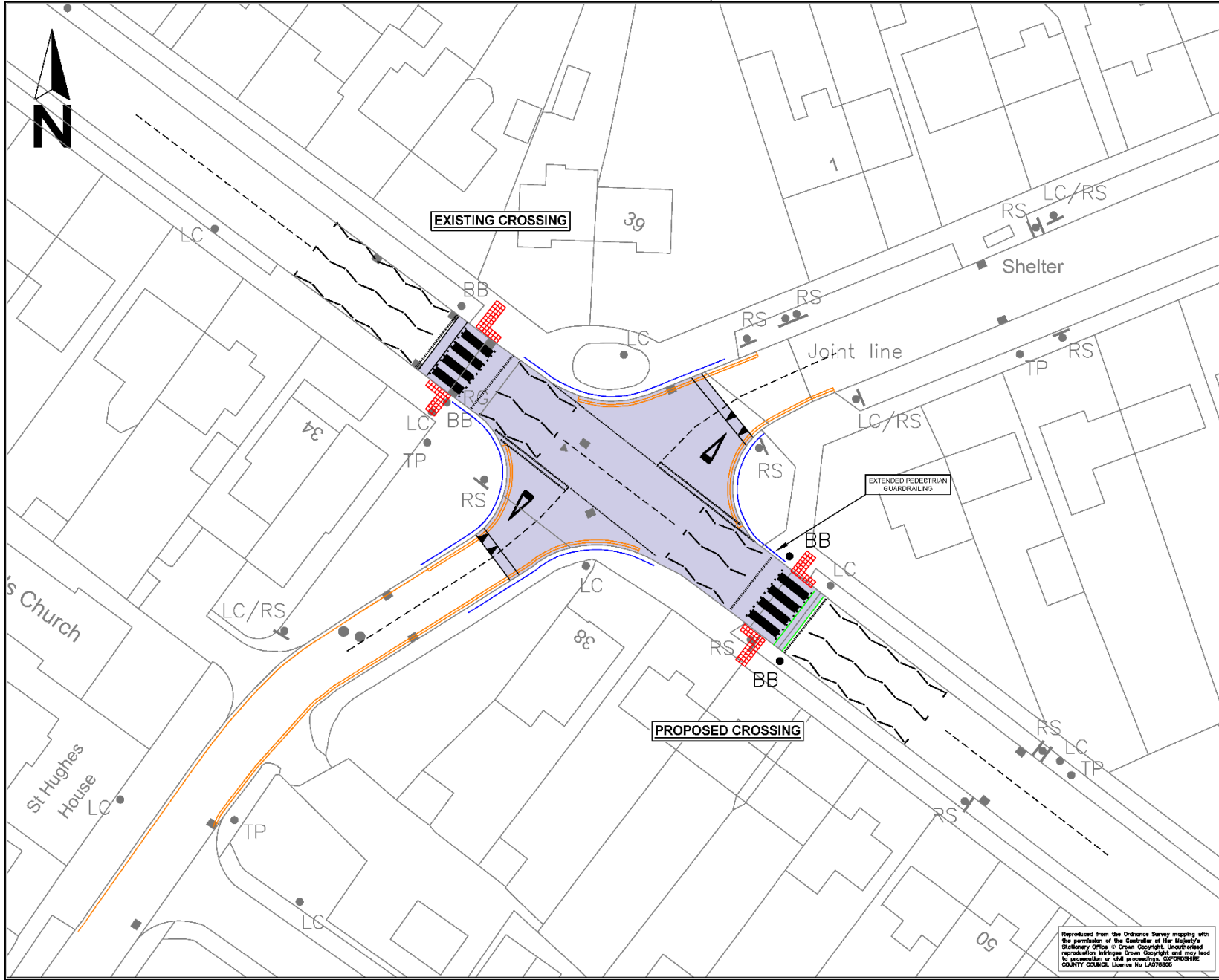
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	04/20		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0





- NOTES**
- DESIGN IN ACCORDANCE WITH DfT LOCAL TRANSPORT NOTE 1/07 TRAFFIC CALMING.
 - ALL ROAD MARKINGS TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.

KEY

- 75mm raised junction
- Existing/proposed tactile paving
- Existing no waiting markings
- Pedestrian guardrail

No.	Date	Purpose of revision	Drawn	Checked	Approved



Project title
**HORTON VIEW/SPRINGFIELD AVENUE
 PROPOSED RAISED JUNCTION
 & ZEBRA CROSSING**

Drawing title
GENERAL ARRANGEMENT

Drawing status
PRELIMINARY DESIGN

Scale @ A1	Drawn by	Checked by	Approved by
N.T.S.	CW	-	MW

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Weight Limit – Object Traffic Calming & Crossing – No objection</p> <p>I have visited the location and spoken to residents and recognise the road network and potential for large goods vehicle to cut through for the A361 but on my site visits saw no evidence of the problem, and none have come to the Police as complaints to my knowledge. I have requested more evidence for the Highway Authority which in the context of new developments in the area could generate increased traffic including HGVs. In those circumstances I would expect the Highway Authority with Planning Authority to impose strict routing conditions which can then be effectively enforced by those authorities.</p> <p>An existing weight limit has been in place just outside the bounds of this from the A361 towards Orchard Ave and Woodgreen area which are not considered effective by some locally and have fallen into disrepute? Can the Highway Authority offer any evidence of effectiveness of these measures and also if OCC Trading Standards will be actively monitoring towards the authority's own enforcement as it a priority for them but not Police?</p> <p>Police policy is generally to not enforce environmental weight limits where road safety is not a direct factor, although we do accept that the presence of the Schools in the area offer some justification for measures which in any event would be ad hoc random and a low priority in the circumstances for us.</p> <p>I did request some firm information as to advanced direction/information signs which I have not received?! These are crucial for drivers of large vehicle to allow distant safe decisions rather than late slowing or attempting a turn at the gateway which could be hazardous.</p> <p>Thames Valley Police formally object to the proposal due to the mandatory signs at the junctions only, these being approached from busy main roads without advanced information and warning signs which have been requested by Police which could generate road safety situations with large goods vehicles stopping/turning in the junction areas.</p>

(2) Banbury Town Council	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>have checked with the Ward Cllrs and Chairman of Banbury Traffic Advisory Committee, along with our Planning Officer, and there seems to be general support for this scheme.</p>
(3) Local County Cllr, (Bloxham & Easington Division)	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p><i>No comments.</i></p>
(4) Local County Cllr, (Banbury Calthorpe Division)	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p><i>No comments.</i></p>
(5) Cherwell District Council, (General Developments Planning)	<p>Weight Limit – No objection Traffic Calming & Crossing – No objection</p> <p><i>No comments.</i></p>
(6) Local Town Cllr, (Easington North Ward)	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>I will support you all the way for the 7.5 tonne wright limit for old Easington and a new crossing for the students and elderly residents of Stanbridge House.</p>

<p>(7) Local Resident, (Banbury)</p>	<p>Weight Limit – Object Traffic Calming & Crossing – Object</p> <p>I write to object to this proposal on the basis that the proposals will not produce the benefits sought. However there is no dispute that the traffic calming and reduction measures already applied to this area of Banbury have not produced the improvement expected. It is therefore surprising that 'more of the same' is now being proposed.</p> <p>There is no evidence, yet, that penetration by HGV vehicles serving nearby, new housing developments are using Sycamore Drive, Timms Road and Springfield Avenue as an alternative to the Oxford Road - although it is a possible future scenario.</p> <p>The extension of the existing weight restriction will not, I consider, make the route less attractive to drivers seeking to save time and avoid congestion - the only things that will do that would be better enforcement of the present measures (unlikely with current police resources) or self-enforcing measures.</p> <p>The latter could be effective but probably bring forth cries of protest from residents - especially those who vociferously advocate 'pouring good money after bad'.</p> <p>Will a second pedestrian crossing close to the existing one at Horton View / Ruskin Ave be any more of a deterrent than the existing one just north of that junction? I would suggest unlikely.</p> <p>The situation at that junction is exacerbated by the 'snack and confectionery' shop on the south-west corner (which is very popular with students and only open at assembly and dispersal times)) and the existence of a 'table' at this point encourages young people to believe that it is an authorised crossing (which it isn't) and then to make risky road crossing. How there have not been more injuries at that point is amazing.</p> <p>Better student discipline at this location could be achieved by:-</p> <ol style="list-style-type: none"> the schools providing supervision at assembly and dispersal times, remove the 'table' at this point (or convert it to a 'hump) and extend the guardrails on the east side of Springfield Ave. as far as possible towards the south-bound bus stop and, convert the existing zebra crossing north of the junction to a Toucan. <p>The latter would provide motorists with a visual warning of the crossing location and impose some control over the current careless use by students, both on foot and cycle.</p>
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	<p>It would also imbue elderly residents of Stanbridge Ho., and elsewhere, with confidence to use this crossing point instead of crossing randomly, as now.</p> <p>Whilst the use of the zebra crossing near the BGN entrance is better, it could be 'tabled', as elsewhere thus providing a more effective speed limiting measure and / or converted it to a Toucan (also as at other schools in the area where there is significant bicycle use).</p> <p>I offer these suggestions as alternatives to those proposed but would also comment that improvements to dwellings in the area are quite frequent and local builders and merchants use three and four axle vehicles for deliveries etc., and I believe these will not be permitted under the weight restriction Order. How will these operate in future with restrictions extend to the whole estate? Presently as there is virtually no enforcement, the restrictions are generally ignored.</p>
<p>(8) Local Resident, (Banbury)</p>	<p>Weight Limit - Object</p> <p>I can understand why the residents want to reduce weighted vehicles on the roads where they reside. I live on the Bloxham Road in the Easington area and the amount of weighted vehicles we have passing very close to our house is continuous. The house often shakes as they pass and now has cracks and problems due the amount of traffic on the A361 passing by. I think we need to work out a diversion along the Oxford Road that will make it easier for all residents. Thank you for your time.</p> <p>Traffic Calming & Crossing - Support</p> <p>Definitely needed during school time as it is very dangerous when children just run across the amongst oncoming vehicles.</p>
<p>(9) Local Resident, (Banbury)</p>	<p>Weight Limit – Support (No comments)</p> <p>Traffic Calming & Crossing - Object</p> <p>We live at 40 Springfield Avenue. We are objecting to this proposed Zebra crossing because of the extreme access issues this will cause our household. We already have huge problems getting on and off of our drive because of the</p>

	<p>position of the house in regard to the already extremely busy road and the existing cross-road to the side of our house. There are occasions where we simply cannot attempt to get off of our drive particularly around School times where you have very heavy traffic and two Schools feeding children into their respective entrances making it virtually impossible for us to attempt to get off of our drive. Even outside of School times the view of Springfield Avenue traffic flow is extremely restricted due to the trees that are growing near to the edge of the pavement and carriageway, this has already caused us several near misses with traffic that constantly speeds excessively down the Avenue despite the traffic calming measures already in place.</p> <p>The added issue is that the crossroads in even moderately busy periods backup due to vehicles turning left and right at these crossroads blocking any chance of us getting off of our drive, couple that with the already existing zebra crossing and the access problems for us are undeniable. We therefore request a site visit at your earliest convenience (obviously with COVID there won't be a true reflection of the chaos with the children not in School and the sweet shop next door to us being currently closed).</p> <p>We would very much like the person making the site visit to park on our drive so that they can experience some of the difficulty we experience on a daily basis. For this crossing to be placed where you are proposing it to be will only lead to a complete bottle neck in already unsafe situation.</p> <p>Also, to access my drive I will be reversing either onto or off of a live zebra crossing at least four times a day, surely this is extremely unsafe and can easily be seen to be so when we have a site visit. We believe very strongly that you will agree with the problems we have explained here. There may be some argument for a crossing somewhere further down towards BGN School but not into an already extremely congested area. I understand what you are trying to do as far as making a very busy area safer but I fear if you continue with this proposal, you will only make an already difficult situation fraught with potential risks and at worse danger. Finally, we have lived here 11 years and the traffic situation has got worse and worse especially with the new housing at Longford Park and Bloxham Road developments who use Springfield Avenue as cut through and rat run, there needs to be a mobile Police camera set up or similar to control the speed of vehicles using Springfield Avenue as at any time of day there is always very excessive speeding.</p> <p>We have elderly neighbours each side (who do not have access to the internet) have expressed real concern over your proposal but obviously you would need to speak to the directly which you can do if you agree to a site visit.</p>
<p>(10) Local Resident, (Banbury)</p>	<p>Weight Limit – Support (<i>No comments</i>)</p>

	<p>Traffic Calming & Crossing - Concerns</p> <p>As a resident of Wykham Place, I agree that we need some sort of traffic calming feature at the junction of Horton View and Springfield Avenue.</p> <p>But I do not believe that the raised junction table will accomplish your objectives. In my view, no raised road features have any effect whatsoever on drivers who wish to exceed the speed limits. We also need something to deter drivers from using Springfield Avenue as a "rat run" to evade the traffic on Oxford Road.</p> <p>I would much prefer a mini-roundabout, with priority given to drivers emerging from Ruskin Road, together with a 20 mph speed limit for the whole of Springfield Avenue, and a camera to monitor compliance with the regulations.</p> <p>The additional zebra crossing could be a logical addition although, in my experience, the existing zebra crossings at Springfield Avenue and Horton View should be sufficient. The zebra crossing just north of the junction of Springfield Avenue and Farmfield Road would also be more helpful if the drivers bothered to comply with it.</p> <p>On another matter, I would also propose that the police should patrol Ruskin Road more frequently to enforce the recent changes to the parking regulations. I once complained about the parents who block my driveway when collecting/dropping off their children at Banbury Academy. There has been no improvement to this situation.</p>
<p>(11) Local Resident, (Banbury)</p>	<p>Weight Limit – Concerns Traffic Calming & Crossing – Concerns</p> <p>Regarding the 7.5-tonne weight restriction – not too clear exactly how the C.C. plans to implement this Order? (hopefully not with bright red street furniture? (in any event I don't think a Trucker would even get into Easington Road – let alone through it.. although!</p> <p>IF I were a C.C. Planner examining this area, the first thing I would do is construct a Roundabout on Bloxham Road at the Springfield Avenue junction (enough land available (although we'd lose one or two lovely trees!)) which would aid car-users at 'congestion times', and also help maintain traffic-flow on Spring-field , rather than building more 'tables' / pedestrian crossings in Springfield., because I envisage carrying out that plan will do nothing at all to aid the flow..</p> <p>(I suggest what we have is ample - and further educate the schoolchildren to USE WHAT'S THERE, not wander</p>

	<p>about in 2's and 3's and dare drivers not to stop for them!...</p> <p>(I KNOW this isn't 'Easington' – but never understood WHY Bankside wasn't widened and made a dual-carriageway a couple of years ago before allowing houses to be built right up to the fence?)</p>
<p>(12) Local Resident, (Banbury)</p>	<p>Weight Limit – No objection Traffic Calming & Crossing – Concerns</p> <p>With reference to road safety in Springfield Avenue Banbury I am not sure where you intend to put the new crossings all the traffic calming there are two crossings at present one at the side of Horton View and the further one opposite outside the BJ School. I am a blind person who uses a guide dog using Springfield Avenue on a regular basis and would feel safer if they were turned into pelican crossings with a knurled button under the push button as this road gets very busy with lorries and cars especially in the morning and afternoon I would ask you to take special notice when the contractors have to close the pavement that they leave a walkway with a barrier jutting into the road so that I can pass safely because this is a big problem in Banbury many of the contractors seem to get away with just blocking the pavement off leaving me no other alternative but to step in the road waving my arm hoping the cars will be courteous and give way to me but most of the time they don't then Tooting their horns</p>
<p>(13) Local Resident, (Banbury)</p>	<p>Weight Limit – No objection Traffic Calming & Crossing – Concerns</p> <p>I'd like to start by saying thank you, for addressing safety concerns in our Avenue. Considering the large number of school children in the vicinity this is a very sensible move.</p> <p>May I ask if a roundabout has been considered at the junction of Springfield Avenue and the Bloxham road (A361) as this would resolve multiple issues.</p> <p>Firstly, the junction in its present design is poorly conceived and dangerous and also causes long tailbacks on Springfield Avenue.</p> <p>Secondly, a roundabout would slow down traffic flow on the A361 in an area with 2 zebra crossings, which would make sense.</p>

	<p>Thirdly, it would give an opportunity to widen the footpaths and improve the immediate area for walkers and cyclists.</p> <p>And finally it would improve the flow off of Queensway on to the A361. All big wins I think.</p>
(14) Local Resident, (Banbury)	<p>Weight Limit – Support (<i>No comments</i>) Traffic Calming & Crossing - Support</p> <p>I live in Springfield Avenue and the whole road needs traffic-calming,. the speed that cars, vans, lorries and motorbikes take along this road is horrendous. it needs either a speed camera or at least a flashing speed indicator. the roads humps are a waste of time. i am convinced that someone will die along this road. action needs taking ASAP, so i fully support the actions you are taking, but you need to do more along the whole avenue.</p>
(15) Local Resident, (Banbury)	<p>Weight Limit - Support</p> <p>The weight limit proposal I support fully as Springfield Avenue is used as a cut through by most so to limit large vehicles will help cut down the traffic. Also more cars are parking on the road either side making it a narrow road at times which means larger vehicles could struggle fitting down road.</p> <p>Traffic Calming & Crossing - Support</p> <p>The new crossing I support as school children use that side to cross the road when entering and leaving school and don't pay much attention to traffic so a crossing there will help minimise the risk of an accident. Only concern with this crossing is that having two zebra crossing close together could mean a build-up of cars on the junction blocking the junction of Horton view/Ruskin Road for some time especially at end of school day when there is a constant stream of pupils leaving school.</p> <p>The new proposed crossing takes away some road parking right outside some houses so will parking on the zig zag lines be enforced</p>
(16) Local Resident, (Banbury)	<p>Weight Limit – Support (<i>No comments</i>) Traffic Calming & Crossing - Support</p>

	<p>Whilst I believe this is a very good idea. Can the council also consider the drainage issues on the road that already exist during wet weather and i am concerned this may get worse, due to drainage coming off the raised junction? Several houses in this area have their property entrances flooded during rainy spells, which causes huge slip risks and issues for safely entering and leaving properties in vehicles, especially in the winter months, to the point it even spreads onto the pedestrian pavements.</p>
(17) Local Resident, (Banbury)	<p>Weight Limit - Support</p> <p>It also needs to include a reduced speed limit, you can reduce heavy goods vehicles but its cars and motorbikes who also use the roads as a shortcut and a race track. It should also be considered making St Georges Crescent a one way system, cars mount the pavements to pass one another, this is the main thoroughfare for children and parents getting to Harriers School and children going to Wykham Park Academy.</p> <p>Traffic Calming & Crossing - Support</p> <p>Again, a reduced speed limit. I'm not sure 2 zebra crossings are actually needed on Springfield Avenue, maybe consider one on Horton View. Parents of children attending Harriers are encouraged to park at Horton View sports ground to relieve the congestion on the Bloxham Road but many won't as crossing Horton View at peak times is too dangerous.</p>
(18) Local Resident, (Banbury)	<p>Weight Limit – Support (<i>No comments</i>) Traffic Calming & Crossing – Support (<i>No comments</i>)</p>
(19) Local Resident, (Banbury)	<p>Weight Limit - Support</p> <p>I've lived on Grange Road for 7 years now and the number of large vehicles that use the road has grown significantly - this weekend alone Thames Water Trucks have been continuously using the road and there aren't any housing estates/floods off this or nearby roads!!! Simply a shortcut!!</p> <p>Whilst I appreciate school buses also need to reach the school, the entire junction, curb side and road itself of Grange Road has been ruined over the years by all large vehicles - maybe the buses could use the larger junctions that are available instead as well?!?!</p>

	<p>If you are restricting large vehicles, then something still needs to be done for the speeding vehicles using Grange Road as a short cut.</p> <p>Will anything be done to repair the damage to the road/area at all as well? I did write to Oxfordshire County Council before but they declined!!</p> <p>Traffic Calming & Crossing - Support</p> <p>Similar to Grange Road, anything to slow down speeding drivers on a shortcut is a good thing. Anything about width restrictions?</p>
<p>(20) Local Resident, (Banbury)</p>	<p>Weight Limit - Support</p> <p>Springfield Avenue is a race-track for vehicles including lorries. It gets very blocked up with school buses and parents dropping and picking up children.</p> <p>So the reduction of heavy vehicles would be welcome to keep people safe at busy times and reduce the load that travels through this street.</p> <p>Traffic Calming & Crossing - Support</p> <p>If the traffice can be reduced or slowed down along this road it would help greatly.</p>
<p>(21) Local Resident, (Banbury)</p>	<p>Weight Limit – No objection Traffic Calming & Crossing – Support</p> <p>I live in Springfield Avenue and the whole road needs traffic calming, not just where you are suggesting the speed that cars, vans, lorries and motorbikes take along this road is horrendous. it needs either a speed camera or at least a flashing speed indicator. the roads humps are a waste of time. i am convinced that someone will die along this road. action needs taking ASAP, so i fully support the actions you are taking, but you need to do more along the whole avenue.</p>

<p>(22) Local Resident, (Banbury)</p>	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>We think that they are an excellent idea. Could we also suggest a 20mph speed limit on Springfield Avenue as the bumps do not seem to deter some cars still flying in between. This would be good for the schools too.</p> <p>We would like to suggest calming traffic measures in Farmfield Road too, whether in the form of bumps or speed limit to 20mph or other suitable means. We find that traffic may be relatively calmer within Springfield Avenue, but as soon as they turn into Farmfield Road, the speed increases substantially as vehicles are free of bumps. Traffic often comes so fast that we cannot see it coming as even when it looks clear at the junction, vehicles accelerate too quickly and are upon us before we can fully pull out safely.</p> <p>This means that we have had several near misses coming out of our drives. Some residents, in order to slow down the through traffic, are parking various vehicles at strategic points to slow down this Rat Race, but that makes it even more dangerous as we cannot always see what is coming, or manoeuvre easily in and out of our drives.</p>
<p>(23) Local Resident, (Banbury)</p>	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>I'm in favour of these proposals.</p>
<p>(24) Local Resident, (Banbury)</p>	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>I fully support the proposals for the subject measures.</p> <p>I would like to also bring to your attention the complex junction of the A361 with Springfield Avenue and Queensway. This a busy set of turning points especially at peak commuting and school times. The zebra crossing handles a large number of vulnerable pedestrians including elderly and hundreds of kids. Although the configuration of the junctions creates a natural traffic calming effect, the road markings to the junction and filter lanes and the crossing itself are badly in need of repainting in order to encourage appropriate behaviour from vehicle drivers. Added measures to reduce traffic speed off peak might include a speed marking and hazard markings set back from the zebra crossing.</p>

	<p>Perhaps you could give that consideration and bring that to a priority at some point.</p>
<p>(25) Local Resident, (Banbury)</p>	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>Having lived here for 45 years, I feel I am in a position to comment! Vehicle weight limit would be good, it could help prevent some of the damage in the roads in the area.</p> <p>Another crossing would be good for the residents, I guess. The majority of the schoolchildren across where they want to as they always have done.</p> <p>The Avenue has always been used as a rat run. The introduction of speed humps helps considerably. The noise incurred by driving too fast over her speed hump and scraping paint of the car's undercarriage, usually encourages the drivers to slacker speed.</p> <p>More or increased speed humps will not count the traffic problem on the Avenue. But the provision of a roundabout or even better, a set of traffic lights at the junction of the Avenue and the Bloxham Road, would probably do a great deal to help solve the problem.</p>
<p>(26) Local Resident, (Banbury)</p>	<p>Weight Limit – Support Traffic Calming & Crossing – Support</p> <p>I quickly write to confirm my support of the proposals to limit the Weight Limit & Traffic Calming & Zebra Crossing at the Junction of Horton View & Springfield Avenue.</p>
<p>(27) Resident, (Oxford)</p>	<p>Weight Limit – Support (<i>No comments</i>) Traffic Calming & Crossing – Support (<i>No comments</i>)</p>