

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

LONG WITTENHAM – DIDCOT ROAD: PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a humped zebra crossing and revised traffic calming measures 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. The report presents responses received to a statutory consultation to introduce a humped zebra crossing and revised traffic calming feature comprising a symmetrical build-out with cycle bypasses in both directions, the latter feature replacing an existing traffic calming build-out.

Background

4. The above proposals as shown at Annex 1 and Annex 2 has been put forward as a result of the development of land adjacent to the Didcot Road at Long Wittenham.

Consultation on original proposal

5. Formal consultation on the original proposal was carried out between 15 January and 14 February 2020. An email was sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Long Wittenham Parish Council and the local County Councillor. Notices were also placed on site. Letters were sent to approximately 25 properties adjacent to the proposals in the immediate vicinity.

6. Eighty (*see point 8 below*) responses were received. 74 (92%) objecting, 2 (3%) in support and 4 (5%) neither supporting nor objecting, but possibly raising some concerns. The responses are recorded at Annex 3. Copies of the full responses are available for inspection by County Councillors.
7. Thames Valley Police and South Oxfordshire District Council did not object to the proposals. A detailed response (objection) was received from Long Wittenham Parish Council and is recorded separately at Annex 4.
8. A further 16 responses were received. However, those only objected to the re-alignment of the road, with no mention of the proposed crossing or traffic calming and as the road re-alignment was not part of the consultation they were deemed not to be relevant.

Consultation with key stakeholders on amended proposal

9. In the light of the above responses, further discussions were held by officers from the Road Agreements Team and the developers and representatives of Long Wittenham Parish Council. While no fundamental changes to the scheme were identified, some minor adjustments were identified and it was also confirmed that the road realignment was no longer required.
10. Engineers from the Road Agreement Team have revisited the original proposals and investigated alternative solutions i.e. potential 1-sided build out etc. However, these were not deemed a suitable alternative and, as a result, it was agreed that the traffic calming feature approved during the planning process should be used. However, with the addition that appropriate cyclist provision would be included i.e. smoother radii around the calming feature and introduction of hatching/tapers that act as an extra cyclist advisory lane to minimise and reduce the amount of conflict between cars and the cyclists when re-joining the carriageway (running lane).
11. Further consultation with key stakeholders was therefore carried out between 6 August and 4 September 2020. An email was sent to Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Long Wittenham Parish Council, the local County Councillor and various groups/organisations representing the cycling community.
12. No further comments were received to this additional consultation. It is worth noting that the email stated that any previous responses would be retained for reporting purposes (including those from the public) and that comments should only be submitted if they differed materially from any original response.

Response to objections and other comments

13. The reason for the originally proposed road re-alignment was so that the developer could achieve the correct visibility from the proposed new access to the development. However, a solution has now been found that will omit the

need for this – thus removing the concerns that a large number of local residents submitted in response to this.

14. The traffic calming is required in this location to prevent excessive speed approaching the bend. If the traffic calming were moved further south, it would provide a long straight between the calming feature and the bend, resulting in the possibility of vehicles to gather speed prior to the bend.
15. The preference at features like this is for cycle users to be 'physically' separated from vehicular traffic which bypass features successfully achieve. In terms of concerns regarding the longevity of measures such as these (with examples of those in poor condition cited) OCC will be taking an appropriate commuted sum, which will help ensure its continued and future maintenance.
16. The current 30mph lies 85m from the nearest junction within the village, which is considered to be more than adequate for a rural setting such as this. Officers feel that should this be extended any further there would be a higher risk that the speed limit will not be complied with, especially when considering the fact that the surrounding features are fairly rural in setting, and not sufficiently urban enough to alert drivers to the potential risk.
17. Concerns regarding the impact of the additional street lighting surrounding the development were received. However, it should be noted that the County Councils streetlighting department carried out the design on the Developers behalf and, as such, is deemed to be appropriate for the location.

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 has been provided by the developers of land adjacent to the Didcot Road at Long Wittenham.

Equalities implications

20. No equalities implication have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed traffic calming measures
 Consultation responses

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 Aaron Morton 07393 001028

08 October 2020

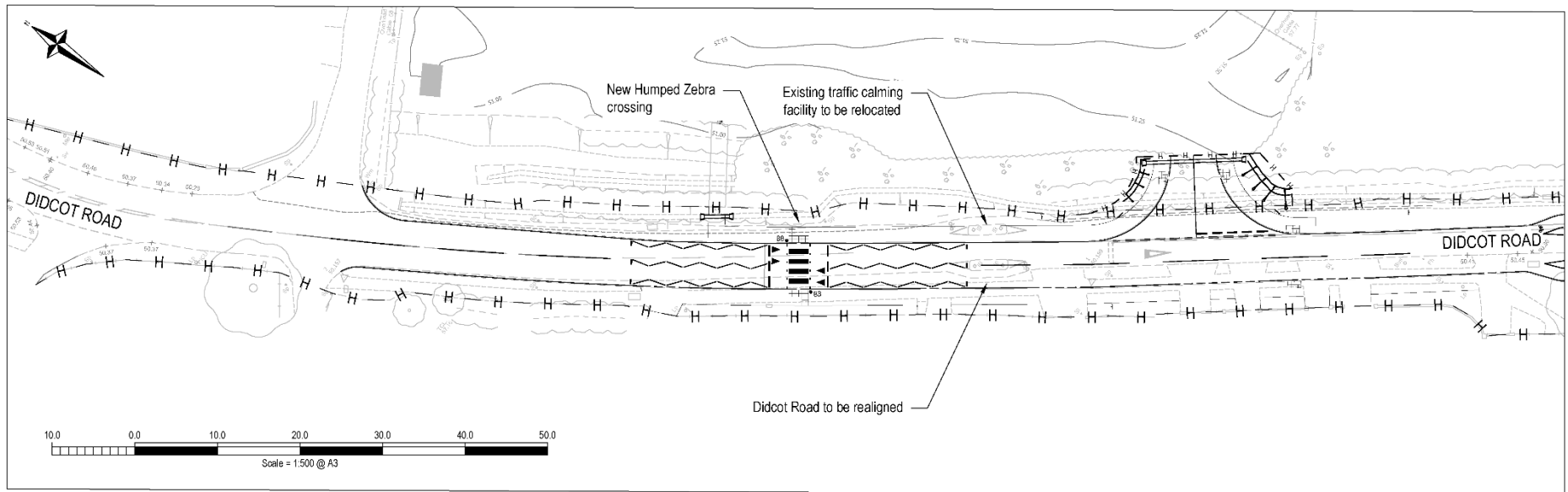
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KEY

- H — Existing highway boundary
- - - - - New highway boundary



SITE LOCATION
Scale 1:10000 @ A3



HUMPED ZEBRA CROSSING
Scale 1:500 @ A3

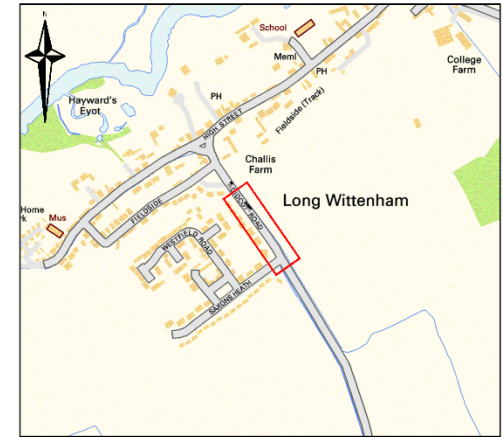
New Humped Zebra Crossing
Didcot Road, Long Wittenham
CONSULTATION PLAN

Scale	As shown @ A3
Date	October 2019

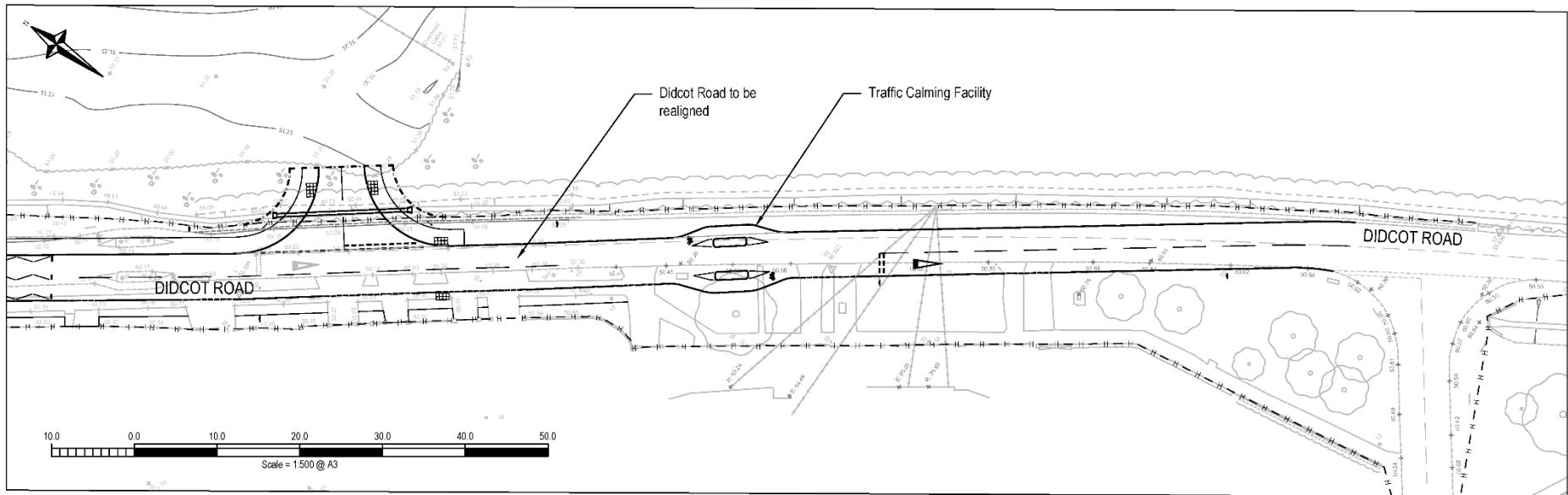
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KEY

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SITE LOCATION
Scale 1:10000 @ A3



HUMPED ZEBRA CROSSING
Scale 1:500 @ A3

New Traffic Calming Facility
Didcot Road, Long Wittenham
CONSULTATION PLAN

Scale	As shown @ A3
Date	October 2019

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comments.</i>
(2) South Oxfordshire District Council	No objection – <i>No comments.</i>
(3) Long Wittenham Parish Council	Object – <i>See Annex 4 for detailed response.</i>
(4) Little Wittenham Parish Meeting	<p>Object – Little Wittenham Parish Meeting wishes to object to the proposed scheme to realign Didcot Road in Long Wittenham put forward to accommodate the Vanderbilt Homes development because of the inevitable impact of traffic movements in this area particularly in Little Wittenham, which already suffers from 'rat-running' and the resultant deterioration of its roads which are extremely narrow and unsuitable for any further increase in traffic levels.</p> <p>The proposal also seems odd and disproportionate as there appears to be a perfectly acceptable alternative which makes this upheaval unnecessary. OCC could allow for the easy resolution of this issue by agreeing that the ditch alongside the length of the road be used to allow the necessary sightlines to be provided. I understand that this has been the subject of ongoing discussions between Long Wittenham PC and their Hub developers Thomas Homes for over a year and I would urge OCC to consider this as the best solution with least impact for both Long and Little Wittenham and the surrounding areas.</p>
(5) Local Resident, (Long Wittenham)	Object - I think this whole construction looks dangerous, having a turning so close to the blind corner of the Didcot Road. Even the zebra crossing could be considered dangerous. Cars already go very fast around the blind bend, even though we have traffic calming

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<p>(6) Local Resident, (Long Wittenham)</p>	<p>Object - This is flawed in many ways, but below I have highlighted a few, which are not addressed by the proposed works:</p> <ul style="list-style-type: none"> • The failure of OCC to transfer ownership of the ditch adjacent to the Vanderbilt housing development, despite repeated attempts by LW Parish Council. If this were granted it would not be necessary to move the road 3m to the west, as is currently proposed, and would avoid the consequent issues. Let's get some joined up thinking. • Properties adjacent to the section of road to be moved will experience far greater intrusion from the huge volume of traffic that this road now carries each day and will only get worse as the Didcot expansion plans progress. How can this be justified when it is not necessary, and surely the new housing development should accommodate the road requirements, why should the existing residents have to suffer the noise and fumes even closer to their homes. This is not neighbourly and not fair. • Access to the affected houses will be severely compromised by the additional traffic islands, causing issues for manoeuvring trailers and caravans into their driveways. • The amenity value of the wide grass verges that are to be sacrificed will be lost, these are covered with flowers in the Spring, and contain a number of trees that will be damaged by the groundworks cutting through roots. Loss of trees is contradictory to the Neighbourhood Plan which seeks to protect the landscape. Furthermore, the loss of parking on the driveways will result in on-road parking in this area, with the consequent obstruction to traffic and increased danger to crossing pedestrians. • New developments should add something to our village if they are allowed to be built. Gain not loss. • Street lighting in the area of the proposed works is already poor, and there is no proposal to improve this, again creating an increased risk to cyclists and pedestrians. The automatic speed warning sign will be in the wrong place if these works proceed, but there appears to be no proposal to relocate it.
<p>(7) Local Resident, (Long Wittenham)</p>	<p>Object - I was distressed to here plans to move the road, removing the verge and drainage ditch which will undoubtedly make the road more at risk to flooding. The idea of having 6 months of three-way traffic lights is unthinkable and would cause unimaginable traffic congestion (just look at the issues caused by the temporary traffic lights up Hadden Hill in Didcot this week). Thousands of vehicles travel through Long Wittenham and surrounding villages each day. Going ahead with the proposed change to road layout will cause chaos. Didcot area roads are</p>

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	<p>already heavily congested and there continues to be a failure to put in the necessary infrastructure to support the growing population in this area.</p> <p>Having six months of unnecessary roadworks will result in severe traffic problems. Access to Culham science centre, Abingdon and Oxford science centre and other Oxford businesses all rely on using Long Wittenham and surrounding villages. All of which will be extremely difficult if you reduce the accessibility by doing these proposed works. And to be honest will require us to consider if my husband would have to give up his job in Culham as he would not be able to get there on time or be able collect our son from school after school clubs on time. Something that would surely affect many families.</p> <p>Please can you advise why the access to the new houses cannot be further away from the bend. This coupled by reducing the speed limit to 20 mph and adding some road bumps would help improve the safety and be quicker to install.</p> <p>I do not oppose building new homes however, I ask that you oppose the changes to the road layout which are unlikely to improve safety but make it worse for current residents and cause traffic chaos for months unnecessarily.</p>
(8) Local Resident, (Long Wittenham)	<p>Object - The traffic situation is at an extreme at the moment. and with the never ending expansion of Didcot it is bound to get worse, it is a very worrying situation, my Cottage is on the road., and I am very much aware of the rat runners and speedsters that come this way when other ways are blocked. I completely object to the traffic plan with regard to the 36 Vanderbilt homes that are to be built on Fieldside and Didcot Rd in Long Wittenham. If the proposed traffic plan goes ahead, people will automatically come through Little Wittenham and, quite honestly, I don't think we can take anymore. It really is very worrying especially if like me you have pets, or people with small children, it is in the dangerous zone., the speed the drivers drive at, is absolutely gut wrenching.</p> <p>Please can you do anything in your power to stop the traffic plan? I would be so grateful if you could. I have worked with Joe Public all my life and I know how they think and I am sure you do too. If they can't go through Long Wittenham easily they will just turn on the heat and speed up through here</p>
(9) Local Resident, (Long Wittenham)	<p>Object - I am writing to object to the proposed road widening in Long Wittenham on the following points:</p> <ol style="list-style-type: none"> 1. It will remove a verge that provides a green, characterful and pleasant entrance to the village.

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	<p>2. It will encourage more speeding motorists on the approach to the village.</p> <p>3. It will remove the amenity of a wide verge from existing residents, A fairer option would be to consider widening on the other side of the road even if this means that fewer new houses will be built by the developer.</p> <p>4. It will encourage parking on the widened area which will reduce road safety and the width of the road.</p>
<p>(10) Local Resident, (Long Wittenham)</p>	<p>Object - I have absolutely no objection to expanding our community with new housing, but I understand that the strict "site line" rules for the proposed access road would entail moving a whole section of the Didcot road westwards by approximately 3 metres.</p> <p>However carefully this work is undertaken it will cause immense inconvenience to the many hundreds of people who use this road daily as a commuter route as well as some significant damage to the surrounding environment and the residents' wellbeing.</p> <p>Surely there must be a better solution by using the existing verge and ditch along the east side of the road and incorporating the housing access road into that which will be required for our new "Village Hub" planned for further along the Didcot Road.</p> <p>Please review this application to move the road and explore the administrative issues which would enable combining these developments to offer a single road access with site lines using the existing verge and ditch area.</p>
<p>(11) Local Resident, (Long Wittenham)</p>	<p>Object - I think the whole idea of this road moving exercise is an outrage; the planning application should never have been approved in the first place, the people who live on Didcot Road are going to be massively disturbed while the works are going on, and afterwards they will have the traffic fumes pouring into their gardens.</p> <p>Long Wittenham is a village, and the people who live on Didcot Road wanted to be in a village too, and now they will effectively live in a main street.</p> <p>And if the work goes ahead these poor residents will hardly be able to get into their houses. How are they going to get in and out day to day? I understand one resident has a caravan which will be immovable for the duration of the works.</p> <p>I understood that the developers would try because their plot was too near the corner and therefore dangerous and</p>

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	<p>that they would buy land from the next plot and move their entry into that. Clearly that has not happened. Therefore, the whole application should be withdrawn. The entrance chosen was dangerous, and therefore the wretched residents are the ones to suffer because the planning department did not refuse the application at the start.</p>
<p>(12) Local Resident, (Long Wittenham)</p>	<p>Object - I would like to object to the proposals of the traffic calming scheme in Long Wittenham. My objections are as follows;</p> <ol style="list-style-type: none"> 1. I feel that the pedestrian crossing is far too close to the corner, which is very fast & dangerous & needs looking into further. 2. As it is proposed the traffic calming would cause much more congestion with all the extra work involved in moving the road & all the utilities, plus moving the road closer to the pavement so endangering the lives of children walking to school plus the disgusting carbon monoxide they will be breathing in. This IS NOT ACCEPTABLE & the councillors need to rethink this or the developers MUST redesign their plans so that the houses are further back away from the road (into their land) so that the road does NOT need to be moved. It is our path not the developers. We have lived in Long Wittenham for over 30 years & will have no visibility at all driving out onto the busy road. 3. Traffic exiting Saxons Heath & Westfield Road have great difficulty getting onto Didcot Road due to the increase of vehicles coming from Didcot. Also, with Didcot growing at an alarming rate, this will only get much worse. We desperately need a new road to solve these problems too. Clifton Hampden bridge just cannot take it, nor can the locals. 4. My proposal would be to move the traffic calming scheme to the SOUTH side of Saxons Heath turn (closer to Didcot) by about 50 metres then put speed humps in between that & the pedestrian crossing. This would then slow the traffic down to a more acceptable speed on Didcot Road as vehicles speed in & out of our village in excess of the speed limits. We hear screeching tyres stopping at the chicane every day as it is outside our house. 5. By moving the traffic calming scheme to the SOUTH, it would allow the residents of Didcot Road easier access to their properties & make it safer to get in & out by car. Also, there are a lot of senior citizens living on the road & the bus stop is on the opposite side of the road, so they have to cross this dangerous road & wait on the verge by the speeding traffic. <p>I feel that the village & all the residents would benefit from my scheme, more than the proposed one. It needs to be a SAFER road, especially with the excess traffic passing through our small roads. These roads were not designed for</p>

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	<p>the amount of traffic that they are subject to every day, all day & half the night.</p> <p>All of the planners that visit our road never seem to visit when the traffic is bad so I do not think they really know how fast & dangerous it is.</p>
<p>(13) Local Resident, (Long Wittenham)</p>	<p>Object - I Object most strongly to the proposed scheme for the following reasons:</p> <ol style="list-style-type: none"> 1.This is a huge project which will disrupt our village with a very poor outcome & it is unnecessary. 2.Access for houses 1 to 4 Didcot Road will be dangerous & residents will be unable to tow caravans etc. in or out of their driveways safely due to new traffic islands. Loss of the wide verge will lead to vehicles parking on the road within the calmed area, causing congestion on the road. 3.The present Cycle bypasses are not maintained & little used. 4. Street lighting is poor in that area. 5.The vehicle activated speed sign will need to be relocated 6.The street trees are part of the Neighbourhood Development Plan, which requires the protection of the Visual Landscape & the work would undermine the Root Systems. <p>Apparently, there is an alternative. If OCC transferred ownership of the ditch & so be able to grant sight lines to Vanderbilt Homes. The Parish Council & its chosen Hub developer, Thomas Homes, have been trying to resolve the ownership issue. The road would not then have to be moved!!!</p>
<p>(14) Local Resident, (Long Wittenham)</p>	<p>Object - My personal view is that this scheme is beyond ridiculous - who has ever heard of moving a road 3m to the side? I am dumbfounded that this hair-brained scheme was ever considered as a viable option.</p> <p>The level of disruption that would be inflicted on all residents of Long Wittenham and the surrounding villages seems to be totally disproportionate to the scale of the problem. There is a perfectly rational solution to this proposed nonsense and that is to pass ownership of the ditch, across which the safety sight lines for the new primary school</p>

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	<p>and village hub could pass, from OCC to the parish council and its chosen village hub developer, Thomas Homes. I hope the OCC will see sense and prevent this totally unnecessary disruption by the simple act of passing over ownership of the ditch.</p> <p>On a more formal note, some additional points of objection are:</p> <ul style="list-style-type: none"> • Street lighting is poor and the scheme does not include an upgrade. • Access for numbers 1-4 Didcot Road is poor and is severely compromised; vehicles towing caravans will be unable to get in or out of drives safely due to the new traffic islands. • Loss of the verge will lead to vehicles parking on the road within the 'calmed' area, causing congestion with moving vehicles travelling down the centre of the road. • The proposed cycle bypasses are similar to the existing ones which are not maintained and are little used. • The vehicle-activated speed sign will be useless unless it is relocated 100m from the new narrowing. The scheme does not specify its relocation. • The work will also undermine and damage the root system of the trees that line the street. The loss of these trees would be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape.
<p>(15) Local Resident, (Long Wittenham)</p>	<p>Object - The scheme will have a devastating effect on the visual approach to Long Wittenham, which has a substantial part classified as a Conservation Area. In addition, the houses on Didcot Road will be severely inconvenienced by this unnecessary re-routing of the main road into the village.</p> <p>The situation is made worse by the fact that this road re-alignment could be obviated by use of some land belonging to Oxfordshire County Council (a ditch(!), we understand). A transfer of this small amount of land would allow the sight lines to be granted to the developer, without the need for this unsightly work. Why O.C.C. do not support this alternative we cannot understand and will be taking it up with our O.C.C. councillor, Pete Sudbury.</p> <p>We hope that permission will not be given to this scheme, at least until other alternatives are considered.</p>
<p>(16) Local Resident, (Long Wittenham)</p>	<p>Object - I would like to strongly object to this unnecessary work. The village has a detailed Neighbourhood Development Plan which identifies an alternative ditch, the ownership of which could be transferred from OCC to ensure that Vanderbilt Homes can be granted sight lines. The road would then not have to be moved and lengthy disruption would be avoided. The negative impact upon my business would be minimised. If the proposal is accepted (against my wishes) will the OCC pay me compensation for lost business that the increased congestion will lead to? This proposal is unnecessary. It is a reckless suggestion which will compromise the livelihoods and the health of its</p>

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	<p>residents and destroy the rural character of the village. So many local villages have been swallowed up in soul-less new development - please help Long Wittenham retain its uniqueness. PLEASE TURN THIS PROPOSAL DOWN.</p>
<p>(17) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to object to the proposed works relating to a zebra crossing and revised traffic calming on the Dicot Road in Long Wittenham. This is flawed in many ways, but below I have highlighted a few, which are not addressed by the proposed works:</p> <ul style="list-style-type: none"> • The failure of OCC to transfer ownership of the ditch adjacent to the Vanderbilt housing development, despite repeated attempts by LW Parish Council. If this were granted it would not be necessary to move the road 3m to the west, as is currently proposed, and would avoid the consequent issues. • Properties adjacent to the section of road to be moved will experience far greater intrusion from the huge volume of traffic that this road now carries each day, both visually and traffic noise. How can this be justified when it is not necessary, and why is a new housing development allowed to have such a detrimental impact on existing residents? • Access to the affected houses will be severely compromised by the additional traffic islands, causing issues for manoeuvring trailers and caravans into their driveways. • The amenity value of the wide grass verges that are to be sacrificed will be lost, these are covered with flowers in the Spring, and contain a number of trees that will be damaged by the groundworks cutting through roots. Loss of trees is contradictory to the Neighbourhood Plan which seeks to protect the landscape. Furthermore, the loss of parking on the driveways will result in on-road parking in this area, with the consequent obstruction to traffic and increased danger to crossing pedestrians. • As a regular cyclist through the village I can state with confidence that the proposed cycle bypasses at the calming works are useless, the existing chicanes include these and they are a hazard to riders because they are not maintained, no-one will use them. • Street lighting in the area of the proposed works is already poor, and there is no proposal to improve this, again creating an increased risk to cyclists and pedestrians. The automatic speed warning sign will be in the wrong place if these works proceed, but there appears to be no proposal to relocate it. <p>In summary the proposed scheme falls well short of a properly considered design and should not proceed in its current form.</p>

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<p>(18) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to STRONGLY OBJECT to the proposed scheme as it will cause major disruption for many months and destroy the visual impact of the street trees on entering the village.</p> <p>The proposed moving of the existing traffic calming would be in the wrong place completely and actually needs moving to the southern boundary into the village ie prior to Saxons Heath.</p> <p>The road could be widened for safety reasons by utilising the ditch on the edge of the proposed new development rather than the other side of the road which would destroy the green and also create many difficulties for people living there.</p> <p>It is necessary to put a zebra crossing in when the plans for the new village hub are passed and that building work starts along with the traffic calming measures BUT NOT IN THE PROPOSED POSITION - IT NEEDS TO BE FURTHER ALONG THE ROAD.</p>
<p>(19) Local Resident, (Long Wittenham)</p>	<p>Object - I write to object to the above scheme. I'm not sure whether registering an objection is sufficient or if reasons should be supplied. Similarly, my household all object, so can I register 4 objections not 1?</p> <p>One obvious reason is the innocuous sounding title for this proposal. A scheme that moves 200 metres of road 10 metres to the left and, in so doing, forces the relocation of services (gas, water and telecoms) hardly qualifies as installing a zebra crossing!</p> <p>This attempt to mislead is characteristic of the whole unwanted, unneeded and damaging scheme. Long Wittenham has a development plan that includes all the extra dwellings required of this village and which has none of the safety concerns associated with this project. These proposals do not address the proximity of its access point to an existing 'blind bend' and so come no-where near meeting the strict rules on safe entry to and from the site.</p> <p>Fo there and the myriad of other objections put forward by my fellow villagers, I urge the Council to reject these inadequate proposals.</p>

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<p>(20) Local Resident, (Long Wittenham)</p>	<p>Object - I would like to object to the proposals to the traffic calming scheme related to Didcot Road Long Wittenham As far as I can see the benefit of the proposed alterations are minimal compared to the chaos it will cause to the local residents and the huge amounts of traffic at peak times.</p> <p>Especially as the village hub have identified an alternative scheme which is viable and available. Unfortunately, the present traffic calming scheme does not appear to work too well as it still encourages speeding cars through the village travelling towards Didcot. Especially when many vehicles overtake by the junction turning into Saxons Heath.</p> <p>The traffic calming scheme should start before any vehicles enter the village approaching from Didcot with sleeping policeman in between up to the cross incorporating possibly a pedestrian crossing.</p> <p>Even going as far to say take out the chicane in the middle of the village which in my opinion causes more danger to drivers on the road with Mexican stand off's and fantastic games of chicken. Similarly, with the chicane near the proposed alterations.</p>
<p>(21) Local Resident, (Long Wittenham)</p>	<p>Object - The existing 'chicane' here is not an effective speed control, as shown by traffic surveys conducted in 2014 and 2017. It does, however, stop northbound traffic altogether when there is opposing flow. The wait can be quite long, as southbound traffic comes from the Clifton Hampden lights in waves, attenuated by the other calming measures in the village. This pointless delay, and artificial conflict, antagonises drivers and leads to poor driver behaviour: speeding, engine revving, aggressive attitude to other road users in conflict situations, 'righteous indignation' when someone doesn't 'give way' who should – all are seen frequently here and at the other 'calming' measures through the village.</p> <p>A particular problem here is with the proximity of side turnings. Traffic turning southbound (from the proposed new estate, The Crescent, Fieldside, and other driveways) is uncertain how confidently to proceed in the face of oncoming traffic. Conversely, northbound drivers are unsure whether they should 'give way' as it is impossible to predict how quickly an emerging vehicle will approach the feature (and that pre-supposes that they are willing to do so).</p> <p>The problems will be exacerbated by on-road parking if the proposed realignment of Didcot Road goes ahead. Already, in the High Street, the combination of parked cars and traffic calming measures, resulting in traffic queuing through the narrowed features, can cause 'gridlock'; even in light traffic flows during the day this can last for several minutes. A calming feature allowing uninterrupted flow in both directions would more effectively reduce speed, maintain a calm traffic flow, reduce delays and minimize vehicle emissions.</p>

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<p>(22) Local Resident, (Long Wittenham)</p>	<p>Object - Having lived in the village for over 40 years, as a dog walker for most of our life here there has never been a need or a requirement by local residents for a zebra crossing at this location. Furthermore, while I support any sensible traffic calming schemes a zebra crossing is not necessary and would be one more step towards the decimation of our lovely village, which would also be harmed by the ludicrous road widening scheme to allow for eyesore of new housing being built here,</p> <p>I'm sure I do not need to outline all of the objections to the road widening as I am certain you will have seen all of these many times, and to which I give my wholehearted support, especially as we live within 50 yards of the proposed scheme and in particular support our neighbours who will not only suffer the noise, inconvenience and mess created, will also be losing a valuable part of the boundary to their properties, as well as the decimation of the trees along this stretch (which are part of the character of the village) and the narrowing of the footpaths which are used by many parents taking children to school.</p> <p>The crossing & road widening would neither benefit the existing residents of Long Wittenham (who have survived without this all the time there have been residents here), nor would it benefit new residents as there is nothing (apart from access to footpaths) on this side of the village for them. So in essence I strongly object to this scheme and urge you to reconsider this unwanted and unnecessary proposal.</p>
<p>(23) Local Resident, (Long Wittenham)</p>	<p>Object - The scheme proposed has many shortcomings, and involves huge inconvenience and disruption for villagers and traffic through the village, and is completely unnecessary, given that the situation regarding ownership of the ditch could be readily resolved by OCC.</p> <p>As the responsible Highways Authority, I would ask OCC to resolve this situation as rapidly as possible for the benefit of the village, rather than for that of the developers.</p>
<p>(24) Local Resident, (Long Wittenham)</p>	<p>Object - I would like to object to the proposals:</p> <ol style="list-style-type: none"> 1. traffic going towards Didcot will come around the sharp bend by the cross and encounter in quick succession the crossroads with Fieldside, the zebra crossing, the entrance/exit for the new houses, the traffic calming then the

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	<p>junction with Saxons Heath. This is likely to be confusing and dangerous.</p> <p>2. The cycle tracks through the existing traffic calming measure are never used as they accumulate debris. These should be omitted but no overtaking of cyclists allowed of Folly Bridge in Oxford.</p> <p>3. With traffic starting and stopping for the new crossing and relocated traffic calming there will be extra air pollution especially affecting those houses which will also lose their safe frontage.</p>
<p>(25) Local Resident, (Long Wittenham)</p>	<p>Object - This scheme should not be approved for the following reasons:</p> <ul style="list-style-type: none"> • The work will undermine the root systems of the existing trees, which are very important features when coming into the village. Surely, we should be preserving trees for many reasons nowadays. • The current verges will be lost, which inevitably will lead to vehicles parking on the road causing jams with other vehicles trying to get past them • The speed sign will not be any use unless it is relocated about 100 metres from the new narrowing. • Current street lighting is very poor and there does not appear to be any new lighting in the proposed scheme • There may be access issues for some of the existing houses
<p>(26) Local Resident, (Long Wittenham)</p>	<p>Object - In not following the access requirements required for development, and not considering the very well thought out Neighbourhood Plan, it seems like chaos may well ensue, including having to move all utility services, use new traffic calming measure, construct and build a new road, and cause chaos through the streets of Long Wittenham and the village of Little Wittenham.</p> <p>The work has not been thought through. The traffic is horrendous through the village at the moment anyway, and any further change will cause chaos. It is a huge diversion to go around via Little Wittenham, which has a very narrow one vehicle at a time access road. Clearly the volume of traffic that travels through Long Wittenham on a daily basis has not been monitored at all.</p> <p>I also object on strong ground that the Neighbourhood Plan has not been considered at all with regard to the developer's plan. There is a perfectly viable space for access road with the ditch if OCC could sort out the ditch ownership.</p>

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<p>(27) Local Resident, (Long Wittenham)</p>	<p>Object - I believe that the whole essence of the village will be destroyed by moving the road over. And the foot path will be so close to the road that it would be unsafe for the children going to and from the new school</p> <p>I believe that a 4 way roundabout placed at the entrance to Saxons Heath would be all the traffic calming we would need and would give the new entrance to the proposed village hub as well.</p> <p>And I would guess that this would cost no more than moving the road & utilities and, if it does, the cost could be shared by the village hub project, which will be paying for an entrance onto Didcot road in the near future anyway. As part of the deal the hub could donate the 1 metre or so of land needed to get the line of site into the Vanderbilt project.</p> <p>It would also save a second lot of road works in our village. That along with a new pelican crossing about where the present chicane is situated. (Present chicane to be removed)</p>
<p>(28) Local Resident, (Long Wittenham)</p>	<p>Object - The traffic calming measures proposed should be rethought and a better solution arrived at.</p>
<p>(29) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to object strongly to the proposed zebra crossing and traffic calming measures that are being proposed. They will cause a quite unprecedented level of traffic chaos in the village, unless this plan to realign the main road is scrapped.</p> <p>There is considerable opposition to this plan in the village, and more widely, for a host of reasons. This will of course hugely affect village residents, but also the many people who come through the village as a way into Oxford and Abingdon, or to visit the Earth Trust/Wood Centre.</p> <p>Amongst the many problems this scheme raises are:</p> <ul style="list-style-type: none"> - Residents of 1-4 Didcot Road will have reduced access to their own properties; - The trees lining the road will be hugely undermined and disturbed - these street trees are an important part of the local environment; - Loss of the green verge will lead to further congestion as a result of the inevitable extra parking this will cause; - The street lighting is poor and the scheme does nothing to address this; - The speed limit sign will have to be moved as it will be rendered pointless;

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<p>(30) Local Resident, (Long Wittenham)</p>	<p>Object - I am now writing to you to strongly object to this application.</p> <p>It is my understanding that this huge project will involve moving about 200 metres of road nearer to homes on the Western side of Didcot Road and, consequently, relocating utility services such as gas, water, sewage and telecoms from under the current verge which would ultimately become the new road service. Existing traffic calming measures would also need to be renewed and relocated. The works would, I have been advised, take between 4 to 6 months with 3-way traffic control 24 hours a day throughout that period. This would clearly impact on residents of both Long Wittenham and Little Wittenham and particularly for the residents of pf the houses on the Didcot Road.</p> <p>On scrutiny of the proposed scheme, there are a number of shortcomings of concern;</p> <ul style="list-style-type: none"> • Street lighting is currently poor and the scheme does not include an upgrade • Access for numbers 1 to 4 Didcot Road is severely compromised - vehicles towing trailers or caravans will be unable to get in or out of drives safely, due to new traffic islands • The loss of the current wide verge (a key visual feature of this approach to the village) will lead to vehicles parking on the road within the 'calmed' area, causing congestion with moving vehicles travelling down the centre of the road • The proposed cycle bypasses are similar to the existing ones which a) are not maintained, and b) little used - probably because they are full of mud and litter which may present a puncture or a slip hazard • The vehicle activated speed sign will be useless unless it is relocated 100 metres from the new narrowing - the scheme does not specify its relocation • The work will undermine the root systems of the street trees. These trees are important visual features when entering the village from the South (ie Didcot). Loss of the trees would be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape. Loss of the trees would also have a negative environmental impact - particularly on air quality as the trees would help to rebalance the negative impact of the additional vehicles generated by the residents of the new homes • The work will have a seriously negative impact on the visual approach to and attractiveness of a rural Oxfordshire village - something that is in Oxfordshire County Council's long-term interest to protect.
<p>(31) Local Resident, (Long Wittenham)</p>	<p>Object - I write to OBJECT to the scheme currently under review.</p> <p>As a resident of Long Wittenham I am very concerned about the plans and the considerable chaos, delays and safety</p>

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	<p>concerns whilst the work is being carried out over a 4-6 months period! This seems absolutely crazy as I understand that the Neighborhood Development Plan put forward by the residents committee has a viable and realistic alternative that does not require the road to be moved a crazy 3 meters to the west.</p> <p>Can I ask that you take the time and re-consider this and stop the absolute chaos that the current scheme under proposal will bring.</p>
<p>(32) Local Resident, (Long Wittenham)</p>	<p>Object - I WISH TO OBJECT TO THESE PROPOSALS IN THE STRONGEST POSSIBLE TERMS</p> <p>This abomination of a proposal will blight our village by completely destroying the rural aspect of this end of Long Wittenham. It should never have been considered at all.</p>
<p>(33) Local Resident, (Long Wittenham)</p>	<p>Object - I am very much in favour of getting rid of Traffic calming construction. My reasons, based on use of the existing traffic calming construction over several years, are as follows:</p> <ol style="list-style-type: none"> 1. The existing construction encourages queuing which adds to air pollution and impatient drivers. 2. Due to the volume of traffic, because cars travel in both directions in large blocks, when cars are waiting to go through the traffic calming, they can wait for long periods which increases pollution and impatience. 3. The queuing and waiting time leads to aggressive driving as people accelerate through the construction in order to avoid having to stop. I am surprised that there have not been more serious accidents 4. The cycle lanes to the side are ignored by cyclists. This adds to the queuing effect. <p>I cannot find any serious objections to a humped zebra crossing. I think it would have the effect of slowing traffic but only stopping it when someone was crossing the road.</p>
<p>(34) Local Resident, (Long Wittenham)</p>	<p>Object - I write to OBJECT to the scheme currently under review.</p> <p>As a resident of Long Wittenham I am very concerned about the plans and the considerable chaos, delays and safety concerns whilst the work is being carried out over a 4-6 months period! This seems absolutely crazy as I understand that the Neighborhood Development Plan put forward by the residents committee has a viable and realistic alternative that does not require the road to be moved a crazy 3 meters to the west.</p>

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	<p>Can I ask that you take the time and re-consider this and stop the absolute chaos that the current scheme under proposal will bring.</p>
<p>(35) Local Resident, (Long Wittenham)</p>	<p>Object - In my opinion (and it is only that) this proposal is flawed and not safe and will only cause more misery to those of us living in a village that is used as a 'rat run'.</p> <ul style="list-style-type: none"> • Street lighting is poor and the scheme does not include an upgrade • Access for numbers 1 to 4 Didcot Road is severely compromised; vehicles towing caravans will be unable to get in or out of drives safely, due to the new traffic islands. • Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing congestion with moving vehicles travelling down the centre of the road. I already suffer extreme difficulty getting on an off my drive opposite the school due to numerous parked cars between the traffic calming islands and the subsequent road rage that ensues on a daily basis, believe me it is not pleasant! • Removing the existing chicane would help the flow of traffic but positioning a humped zebra crossing closer to Fieldside and the sharp bend frankly is one I would not like to use, for the elderly and those who are hard of hearing it would be a truly frightening experience. • The proposed cycle bypasses are similar to the existing ones which are not maintained and are used rarely I have witnessed this every time you wait for oncoming traffic the cycles avoid using them. This is probably because they are full of mud and litter which may present a puncture and a slip hazard. • The vehicle activated speed sign will be useless unless it is relocated 100m from the new narrowing. The scheme does not specify its relocation. • The work will also undermine the root systems of street trees. These trees are important visual features when entering the village from the south (i.e. Didcot). Loss of the trees would be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape. I'm not sure if any of them have a preservation order.
<p>(36) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to you today to object to the Proposed Zebra Crossing & Traffic Calming at Didcot Road. We believe that the scheme has many shortcomings:</p> <ul style="list-style-type: none"> ● Street lighting is poor and the scheme does not include an upgrade ● Access for numbers 1 to 4 Didcot Road is severely compromised; vehicles towing caravans will be unable to get in or out of drives safely, due to the new traffic islands.

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	<ul style="list-style-type: none"> ●Loss of the wide verge will lead to vehicles parking on the road within the ‘calmed’ area causing congestion with moving vehicles travelling down the centre of the road. ●The proposed cycle bypasses are similar to the existing ones which are not maintained and little used. This is probably because they are full of mud and litter which may present a puncture and a slip hazard. ●The vehicle activated speed sign will be useless unless it is relocated 100m from the new narrowing. The scheme does not specify its relocation. ●The work will also undermine the root systems of street trees. These trees are important visual features when entering the village from the south (i.e. Didcot). Loss of the trees would be contrary to the neighbourhood Development Plan which requires the protection of the visual landscape.
<p>(37) Local Resident, (Long Wittenham)</p>	<p>Object - I would like to object to these proposals because of their impact on the existing grass verge and trees on the western side of Didcot Road which is an important local environmental feature and part of the rural setting of the village conservation area. I also support Long Wittenham Parish Council’s objections to details of the scheme in terms of highway safety and convenience.</p> <p>Additionally, these works would cause huge disruptions to the flow of traffic through the village to the detriment of the convenience of village residents and to motorists generally with knock-on effects on the A34 (a strategic route) and its approach roads as this trunk road is used by diverted local traffic.</p>
<p>(38) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to voice my concerns and overall OBJECTION to the proposed realignment of Didcot Road. Below are my reasons for your attention.</p> <ul style="list-style-type: none"> - There is little to no street lighting on the road and the new scheme that has been proposed does not include any upgrade in lighting. This is a safety issue. - With the proposed traffic islands, numerous 1-4 on Didcot Road will have the access to their home drastically reduced so if they have longer vehicles or tow caravans or trailers, they will not be able to access their properties which they are fully entitled to do. - If the wide verge is taken away, this will lead to congestion as people will simply park their vehicles within the ‘calmed area, thus making cars travel down the middle of the road, which ultimately leads to chaos for residents. - The proposed cycle passes bare no difference to the existing ones which rarely get used and are not maintained so

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	<p>just become a hazard for anyone brave enough to use it. it is a slip hazard and is not safe if not maintained.</p> <ul style="list-style-type: none"> - The vehicle activate speed sign will be useless unless it is relocated 100m from the new narrowing proposed. These signs are largely ignored by road users. - The work that has been proposed will also undermine the root systems of the trees along the street. These are an important feature along the road and village. Loss of these trees will go against the Neighbourhood Development Plan which requires the protection of the visual landscape.
<p>(39) Local Resident, (Long Wittenham)</p>	<p>Object - Some of my specific objections are:</p> <p>1 The scheme proposes 'like for like' replacement of cycleways at the narrowing of Didcot Road.</p> <p>Cyclists are frequently observed avoiding these cycleways because they are full of debris and mud and so present a real hazard. Funds for maintaining and cleaning these facilities are not available now and are unlikely to be available in future. Installing more is a waste of resources.</p> <p>Building these cycle lanes requires the widening of the total carriageway; this is unnecessary, causing further encroachment on the verges and the creation of an urban rather than rural 'feel' to the approach.</p> <p>In many parts of Oxfordshire (such as on Wantage Road in Wallingford) pairs of speed cushions have been installed. They seem to succeed in lowering vehicle speed and yet cyclists are able to negotiate these willingly and without difficulty. The cycleways so created are 'self-cleaning' in that cars and other vehicles seem to clear litter and debris.</p> <p>I suggest similar speed cushions should be considered here in Long Wittenham.</p> <p>2 Residents of Saxons Heath and Westfield Road have complained for many years that speeding traffic on Didcot Road makes it difficult and dangerous to exit Saxons Heath at peak times, turning south is a particularly risky activity!</p> <p>It has been suggested that a mini-roundabout would be too costly. Would a raised table help? And might it even be cheaper?</p> <p>Northbound traffic on Didcot Road would be encouraged if not obliged to comply with the speed limit; southbound traffic would be discouraged from accelerating on clearing the traffic calming and seeing a clear – and derestricted –</p>

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	<p>road ahead.</p> <p>To summarise I think the scheme should be rejected and a fresh start made on a clean sheet of paper that takes note of LTN1/07 and LTN1/08/. And if that research suggests an increase in the scheme cost then maybe the Parish Council, or the public, could be encouraged to contribute to the funding of it?</p>
<p>(40) Local Resident, (Long Wittenham)</p>	<p>Object - We wish to object in the strongest terms to the changes proposed in Didcot Road Long Wittenham.</p> <p>The letter advised of severe and catastrophic changes on Didcot Road in Long Wittenham. For some reason a builder is allowed to cause traffic chaos for 4-6 months. Change the look of a small village for ever and leave the residents of said village taking risks just to get out of their road. Once traffic has gone through the last calming measure a huge number of drivers just put their foot down speeding away before they even leave the restriction zone or the entrance to Saxons Heath. This is an accident waiting to happen.</p> <p>When the road is moved 3 metres to accommodate an entrance to the new houses it will be even more dangerous as there will inevitably be parked cars on the road because the verges will no longer exist. This is a ridiculously expensive resolution and I can't help wondering who will be paying for this. The disruption caused by the three-way traffic lights is enormous.</p> <p>It was not mentioned in the letter but I understand there is another cheaper less intrusive solution which is a roundabout at the end of Saxons Heath. This will also act as a traffic calming measure as cars will have to slow down to go around the roundabout.</p> <p>I know there are plans to build a village hub at the far end of Saxons Heath. This roundabout will also help with traffic leaving Saxons Heath. Under your plan of moving the road by 3 metres traffic will be moving faster possibly speeding by the time it reaches Saxons Heath. Inevitably there will be cars parked on the road as the verge has been removed causing vision problems. The roundabout is a much safer and cheaper way of resolving the traffic entering and leaving the village I don't understand why it is not the preferred option.</p> <p>It would appear that the safety of those living in the proposed new homes is more important than existing residents' safety in your scheme.</p> <p>We have lived in the village for over 50 years and really would rather there wasn't a roundabout but truly believe it is the safest option. There are less than 300 houses in Long Wittenham at the present time and your preferred scheme</p>

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	<p>seems an extreme expensive resolution to building less than 50 new houses.</p>
<p>(41) Local Resident, (Long Wittenham)</p>	<p>Object - We BOTH are OBJECTING to the proposed Zebra Crossing & Traffic Calming. Reading the literature we've received the proposal of widening the Didcot road will cause no end of problems, extra traffic idle due to road works, it's bad enough now to get in/out of Saxons Heath in the mornings. This will cause problems for those that live along Didcot Road, getting in/out of their property.</p>
<p>(42) Local Resident, (Long Wittenham)</p>	<p>Object - We would like to OBJECT to this proposal.</p> <p>It is a huge undertaking to move the tarmac of the road by 3m to the west. Residents of Long Wittenham will be subjected to up to six months of disruption and the rural character of the village will be lost if this work goes ahead. The trees which currently line the village will have to be cut down. The road through the village is currently at gridlock every morning and evening. This proposal will make congestion even worse, badly affecting the air quality and putting our health at risk.</p>
<p>(43) Local Resident, (Long Wittenham)</p>	<p>Object - We wish to record our wholehearted objection to the above scheme. There are many disadvantages to the proposed scheme and no advantages.</p> <p>The construction work necessary will cause extensive disruption for many months to the exceedingly large volume of traffic that runs through the village. This will inevitably result in clogging up nearby villages as drivers try to avoid the three-way traffic lights.</p> <p>On completion the final result will compromise the village aesthetically by creating a much more urban look with kerbs and signs. Furthermore, a zebra crossing is totally out of keeping in a rural village.</p>
<p>(44) Local Resident, (Long Wittenham)</p>	<p>Object - We strongly object to the proposed traffic calming scheme in Didcot Rd Long Wittenham. Access to Nos 1-4 Didcot Rd will be severely compromised.</p>

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	<p>Traffic exiting Saxons Heath and turning left will immediately be in a queue of vehicles at the chicane. Traffic exiting Saxons Heath and turning right will have restricted sight lines due to queuing traffic. If there must be a chicane why not on the Didcot side of Saxons Heath (South) to slow traffic as it approaches the village?</p> <p>If OCC is committed to slowing the traffic right through the village why not construct a new system of calming using 'cushions' right through the village?</p> <p>This whole scheme will create months of upheaval, cost thousands of pounds and will gain our village nothing but an urban landscape undermining mature trees which have been an important feature at the entrance to the village for decades.</p>
<p>(45) Local Resident, (Long Wittenham)</p>	<p>Object - Both of us wish to express our concern about the proposed Moving of the road and Traffic Calming on the Didcot Road. The traffic Calming sites are of a very old fashioned design with insufficient provision for maintenance and cleaning! The cycle provision is laughable so narrow that cyclists do not use them and if there were any attempt to clean them the machines would get stuck!</p>
<p>(46) Local Resident, (Long Wittenham)</p>	<p>Object - As residents Long Wittenham, we have a number of concerns regarding the scheme:</p> <ul style="list-style-type: none"> - Impact on the residents of Didcot Road from increased noise and traffic pollution - both known to have significant long and short term impacts on health of residents (which in turn will drive up council health care bills!) - Loss of very valuable green space and risk of damage to local trees - impacting our local wildlife, again the health of residents, and the visual landscape of the village - Very significant traffic disruption over 4-6 months whilst the work takes place - again, impacting health of residents due to pollution from idling cars and higher risk of road accidents - Poor road safety, from the poor access to numbers 1-4 Didcot Road, and lack of consideration for improvements to street lighting and cyclist / pedestrian routes. <p>We urge you to consider other, less dangerous and disruptive solutions, which we understand are available!</p>
<p>(47) Local Resident, (Long Wittenham)</p>	<p>Object - We live in Long Wittenham High Street and object most strongly to the proposed road moving scheme which favours the Vanderbilt Development. We wish OCC to transfer ownership of the ditch which would enable the development to take place without the necessity of moving the road and the resulting chaos.</p>

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	<p>If this were to take place it would not be necessary to carry out the proposals above.</p>
<p>(48) Local Resident, (Long Wittenham)</p>	<p>Object - It is also proposed to install new traffic calming measures and pedestrian crossing along Didcot Road which we believe are no improvement on the existing measures which fail to deter speeding drivers. The street lighting falls below the standard needed for a new, raised pedestrian crossing. The new proposals amount to a copy of the present system installed about 20 years ago. New traffic calming measures these days are much improved and have less impact on emergency vehicles with improved provision for cyclists.</p> <p>I believe Long Wittenham Parish Council carried out a traffic survey some years ago which showed vehicles travelling at excessive speeds along this stretch of Didcot Road. There is grass and mud in the cycle bypasses and cyclists tend to avoid the bypasses and we believe the new measures will not improve the position.</p> <p>The re-positioned islands prevent home-owners from getting in and out of their properties safely as they are in the way when they try to reverse in. One owns a caravan and he would not be able to get it in his drive.</p> <p>The expansion to Didcot Road proposed by Vanderbilt raises other troubling implications. Utility services underneath the road would have to be re-positioned and the road would need to have three-way traffic control leading to traffic disruption for villagers and those who travel through Long Wittenham. The road works could take several months to complete. It would lead to drivers seeking alternative routes to avoid hold-ups and would put pressure on neighbouring villages.</p>
<p>(49) Local Resident, (Long Wittenham)</p>	<p>Object - wish to register our strong objection to this proposed scheme Particularly as there is a perfectly viable and available alternative as outlined by Long Wittenham Parish Council. This will avoid the many distressing results of attempting to move the road!</p>
<p>(50) Local Resident, (Long Wittenham)</p>	<p>Object - We both Object very strongly to this plan.</p>
<p>(51) Local Resident, (Long Wittenham)</p>	<p>Object – I wish to object to the Traffic Calming Scheme on the Didcot Road Long Wittenham. My reasons for this are as follows.</p>

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	<p>1, Traffic entering the village far too fast so the Chicane should be moved South side of the Saxons Heath turn to slow down the traffic when entering the village will then travel through the village at a more sedate and safe speed.</p> <p>2, Speed humps put in prior to the raised pedestrian crossing.</p> <p>3, This would then stop all the utilities from being moved and the road realignment thus giving residents space to exit their properties safely.</p>
<p>(52) Local Resident, (Long Wittenham)</p>	<p>Object - I am objecting to this scheme.</p> <p>It is unbelievable that this proposal to move the Didcot Road is even being considered simply to further the ambitions of property developers determined to maximise their profit with no consideration for the benefit to the village. This moving of the road and consequent reduction of the footpath and verge will have a detrimental effect for the residents there in Didcot Road.</p> <p>Trees will be lost. No upgrade for street lighting, cycle path etc. Traffic calming schemes are inadequate</p>
<p>(53) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to object to this proposal. I have had the benefit of some excellent information provided by our parish council which leads me to object on a number of counts.</p> <p>Firstly, I am worried by the effect this scheme will have on some residents in Didcot Road who will find it particularly difficult to turn into traffic because of the siting of the chicanes, especially with long vehicles or towing.</p> <p>I understand this style of traffic calming is inappropriate for the level of traffic through our village. This is a serious problem already and I fear the proposal may reduce even further the safety on our village's road.</p> <p>As a cyclist I find the current cycle by-passes more of a hindrance than a help. They are badly maintained and often cause wobbling as I rejoin the main carriageway. I am surprised they are being suggested for a new scheme.</p> <p>The additional features do not enhance the streetscape in this area, the only western entrance to our historic village. This is against the Design policy in the adopted plan.</p>

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<p>(54) Local Resident, (Long Wittenham)</p>	<p>Object - I wish to STRONGLY OBJECT to the traffic calming scheme proposed for Didcot Road in Long Wittenham.</p> <p>Just because the builders cannot meet the safety standards, we all have to put up with the whole road and what that entails, being moved. Are you mad??? RIDICULOUS.</p>
<p>(55) Local Resident, (Long Wittenham)</p>	<p>Object - I wish to object to the proposed zebra crossing and traffic calming in Long Wittenham.</p> <p>The scheme has many shortcomings, the street lighting is poor in the area and there is no proposed upgrade to it. The loss of the wide verge will lead to cars parking on the road rather than the verge and cause even more congestion in the area along with making it dangerous for the pedestrians walking the pavement especially at school drop off and pick up times of the day.</p> <p>Access for the houses numbered 1 to 4 Didcot Road will be severely compromised, vehicles towing caravans will be unable to get in or out of drives due to the new traffic islands. The proposed cycle bypasses are similar to the existing ones which are not used due to the poor maintenance making them dangerous for cyclists to use.</p> <p>The work will undermine the root systems of the street trees. These trees are important visual features when entering the village from the south. Loss of trees will be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape.</p>
<p>(56) Local Resident, (Long Wittenham)</p>	<p>Object - I write to OBJECT to the scheme currently under review. As a resident of Long Wittenham I am very concerned about the plans and the considerable chaos, delays and safety concerns whilst the work is being carried out over a 4-6 months period!</p>
<p>(57) Local Resident, (Long Wittenham)</p>	<p>Object - problems with the scheme:</p> <p>Street lighting is poor and the scheme does not include an upgrade</p> <p>Access for all of the homes along that stretch of Didcot Road will be severely compromised with the new proposed traffic islands.</p> <p>Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing more congestion.</p> <p>The proposed cycle bypasses are similar to the existing ones which are not maintained as it is and are more likely to</p>

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	<p>cause a hazard to cyclists. The vehicle activated speed sign will be useless unless it is relocated 100m from the new narrowing. The Scheme does not specify its relocation. The work will also undermine the root systems of street trees. These trees are an important visual feature when entering the village from the south. Loss of the trees would be contrary to the NDP which requires protection of the visual landscape.</p> <p>The Proposed Zebra Crossing would also seem to be only of use to residents in the new estate, as the crossing and pavement only links into the estate and does not carry on too join up with the Fieldside track. Either other village residents will have no use for the crossing, or they will use it to cut through the new estate with dogs, bikes etc. The proposed pathway seems very disjointed and not really relevant to the whole village.</p> <p>The proposed traffic calming location needs to be thought about more – the proposed location would surely cause more congestion being closer to the Saxons Heath and Westfield Road exit on to the main road – there is already difficulty for vehicles getting on to Didcot Road with all the extra traffic from Didcot. A better alternative would be to have the traffic calming scheme on the South side of Saxons Heath by about 50 metres to slow vehicles down before they get into the village. Cars very often come through the village at an alarming speed.</p> <p>Please accept this as our OBJECTION to the proposed scheme.</p>
<p>(58) Local Resident, (Long Wittenham)</p>	<p>Object - My objections are as follows.</p> <ol style="list-style-type: none"> 1. As it is proposed the traffic calming facility would cause untold congestion with all the extra work involved in moving the road and all the utilities, plus moving the road closer to the pavement so endangering children walking to school. 2. Also, traffic exiting Saxons Heath, and Westfield Road have great difficulty getting onto Didcot Road due to the increase of vehicles coming from Didcot and with Didcot growing at an alarming rate this will only get worse. 3. My proposal would be to move the traffic calming scheme to the South side of the Saxons Heath turn by about 50 metres then put in speed humps in between that and the pedestrian crossing. This would then slow the traffic down to a more acceptable speed on Didcot Road as cars often come into and exit the village at speeds in excess of the speed limit. 4. By moving the traffic calming scheme to the south, this would allow the residents of Didcot Road easier access to their properties. Also, there are quite a few senior citizens living on the road and a bus stop on the opposite side of the road this would allow them to cross the road.

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<p>(59) Local Resident, (Long Wittenham)</p>	<p>Object - My principle reasons for objecting are:</p> <ol style="list-style-type: none"> 1. Safety of Pedestrians on the Crossing. 2. Reduced Safety of residents exiting their properties by vehicles onto Didcot Road. Both these two Safety concerns are exacerbated by the proposed highway realignment. 3. It seems that the proposed Traffic Calming is not conforming to "best practice". <p>1) The current location of the Zebra Crossing is (by reference to the scale on the drawing) some 50 metres from the junction with Fieldside and no more than 100 metres from a blind bend. Many vehicles approach this blind bend from the High Street at such a speed that they would find it difficult to stop at the Crossing. At the very least, advance warning signs would be needed in the High Street on the approach to the bend and ideally the Zebra Crossing would be traffic light controlled. Ideally, safety would be improved if the site of the Crossing were to be moved to the South of the new junction (from the Vanderbilt development - P19/S3446). The Traffic calming would be moved accordingly to a more appropriate site.</p> <p>2) Due to the proposed Road realignment, residents' drives from the majority of properties adjacent to the Didcot Road are shortened by as much as 2.5 metres. Exiting by a vehicle (and particularly turning Left) is likely to be made more difficult and potentially dangerous than at present. Many residents use the wide verge to permit them to easily and safely turn to reverse into their drives; the road realignment would make this impossible.</p> <p>3) The design of the Traffic Calming does not apparently conform to "best practice", as the traffic flow is too low for it to be effective. In common with the existing Traffic Calming in the Didcot Road, it is unlikely to significantly slow down traffic, is likely to cause accidents and the "by-pass" routes are unsuitable for cyclists. A more effective system of Traffic Calming might be to place two staggered chicanes in fairly close proximity - as used in some other Oxfordshire villages with similar traffic flows.</p>
<p>(60) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to lodge my objection to the proposed Zebra Crossing & Traffic Calming on the Didcot road in Long Wittenham.</p> <p>Please listen to the local residents who use this road every day and can see the shortcomings of such a proposal. Our Parish Councillors have done extensive research into the project and have come up with a sensible, viable, cost effective alternative, please trust their judgement.</p>

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<p>(61) Local Resident, (Long Wittenham)</p>	<p>Object - The zebra crossing could cause a lot of accidents as it is very close to a blind bend which is dangerous as it is. The moving of the traffic calming and the zebra crossing could make it difficult to get into our drive as people don't tend to leave gaps to allow access to peoples drives.</p> <p>I disagree with the whole of the changes to the new road layout. It is going against the majority of the village. The council don't seem to listen to the villagers.</p> <p>I think the new proposed zebra crossing is too close to a very dangerous blind bend. With this crossing and the calming very close together could cause difficulty getting into our drive.</p>
<p>(62) Local Resident, (Long Wittenham)</p>	<p>Object - I WISH TO OBJECT TO THESE PROPOSALS IN THE STRONGEST POSSIBLE TERMS</p> <p>There are other options that should be used. There is a viable option to another area where the safety sightlines could pass and is already in our NDP for access to the new village hub.</p> <p>If you resolve the ownership of the ditch as raised by our parish council then the road would not have to be altered at all.</p>
<p>(63) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing today to make it clear that I am OBJECTING to the proposed Zebra crossing and traffic calming plans. Please see below for the many reasons,</p> <ul style="list-style-type: none"> • The street lighting is poor and the scheme does not include an upgrade – making it difficult to see that the pedestrian / road user safety aspects of this proposal have been considered at all. • Access to numbers 1 – 4 Didcot Road is severely compromised. This again includes safety implications with these residents getting off their drives and questions if road safety has even been considered. • The loss of the wide verge will mean that people will park on the road, in itself causing a hazard and meaning vehicles will need to travel in the middle of the road.

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	<ul style="list-style-type: none"> • The vehicle activated speed sign has not been confirmed of its relocation point. • The work will undermine the root systems of the trees. Trees should be considered when making these proposals and the environmental factors taken into consideration. <p>When reviewing the proposal, I find it difficult to see where pedestrians / vehicle users/cyclists' safety has been taken into account. Everything that has been proposed is compromising people's safety and also having a detrimental effect to the environment.</p>
(64) Local Resident, (Long Wittenham)	<p>Object - I would like to object to the proposal for the Didcot road in Long Wittenham being moved and the proposal for the Zebra crossing and Traffic calming as I see these to be very much not required.</p>
(65) Local Resident, (Long Wittenham)	<p>Object - As a local resident, I would like to object to the Proposed Zebra Crossing and Traffic Calming given the significant disruption that this will cause to the village, for an extended (4-6 months) period, and my understanding that if a local ownership issue could be resolved, it would provide a cheaper, less disruptive alternative.</p>
(66) Local Resident, (Long Wittenham)	<p>Object - I am a resident of Didcot Road in Long Wittenham and I write to strongly object to the proposed change to the Didcot Road alignment and new traffic calming measures.</p> <p>They will cause severe disruption on an already congested road during their implementation. MOST IMPORTANTLY long term they blight the houses that face directly on to Didcot Road with the road being 3 m nearer them.</p> <p>I would also object to the proposed traffic calming measures which are not enough. The traffic rattles through without any thought and another 1000 car movements a day needs some careful consideration please.</p> <p>This all seems rushed and completely not joined up to the community which the council serve.</p>
(67) Local Resident, (Long Wittenham)	<p>Object - I wish to object to these proposals. There are issues with the zebra crossing and traffic calming as proposed:</p> <p>(1) Street lighting in the area is poor and the scheme does not include any improvements.</p>

CMDE8

	<p>(2) Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing congestion.</p> <p>(3) Access for houses on the Didcot Road is severely compromised due to the new traffic islands.</p> <p>(4) The proposed cycle bypasses are similar to the existing ones which are not maintained and little used.</p> <p>(5) The vehicle activated speed sign will be useless unless it is relocated. The scheme does not specify its relocation.</p> <p>However, the fundamental problem is the proposed re-alignment of the road to facilitate the entrance to the new housing development, which appears to part of these works. I am given to understand that the re-alignment is only necessary because OCC has not sorted out the ownership of the ditch next to the road to allow appropriate vision splays.</p> <p>Rather than causing months of disruption for the re-alignment, surely it would be better to wait until the ditch ownership is sorted out and then put in the new zebra crossing and traffic calming on to the existing road alignment.</p>
<p>(68) Local Resident, (Long Wittenham)</p>	<p>Object - Although there is already planning permission granted for the moving of the road, I understand that it is in OCC's gift to avoid this un-necessary expense and disruption simply by sorting out the confusion over who currently owns the verge/ditch towards the boundary of the village, thus allowing the developer to use this as part of the required Vision Splay. Why spend hundreds of thousands of pounds moving the road when you could simply provide this land at minimal cost. You will be aware that the village wishes to build a Hub near the site in question (indeed in the field along the side of which the disputed verge/ditch runs). This Hub site will provide the County, at no cost (!), a new site for the school that is some three times the size. Please see sense and grant permission for the Verge/Ditch to be used as part of the vision splay, thus avoiding the need for 4-6 months of traffic disruption.</p> <p>Also, the Traffic Calming measures that are being proposed do not appear to meet the current 'Best Practice' for such matters. Why, just because we are a small rural village, should we be given below standard Traffic Calming measures. Please tell the developers that they need to look at their plans AGAIN to ensure that the Traffic Calming meets, or ideally exceeds, the current 'Best Practice' for these matters.</p>
<p>(69) Local Resident, (Long Wittenham)</p>	<p>Object - Although I would support the safety that a Zebra crossing would bring, I feel that it is most probably planned in the wrong place. Residents are more likely to walk along Fieldside and take the short cut to the centre of the village.</p>

CMDE8

<p>(70) Local Resident, (Long Wittenham)</p>	<p>Object - Traffic Calming Scheme is in the totally wrong position, needs to be on the South side of Saxons Heath turn.</p>
<p>(71) Local Resident, (Long Wittenham)</p>	<p>Object - As much as a traffic calming scheme needed but the proposed plan would cause chaos and it is a serious risk for the residence and pedestrians. This will encourage incoming cars to speed up (over the limit) as there won't be any traffic calming until the Zebra crossing. Traffics exiting Saxon Heath are already in great difficulty getting onto Didcot because of the number of vehicles from Didcot, and this will be more problematic as the number of vehicles from Didcot are increasing on a daily basis.</p> <p>As we live opposite the proposed site's entrance, not only the main traffic flow will affect us directly but also most dangerously we'll be affected while we are reversing onto Didcot road and entering into our drive.</p> <p>Other risk factors:</p> <ul style="list-style-type: none"> • As the new road layout will be moving to the west and because of the loss of verge, there will be vehicles parked on the road. • We will be compromised when and be at risk when there's big vehicles coming out or entering the site. • The vehicle activated speed sign will not have any use in the new layout. • On this scheme there is nothing mentioned about the street lights. • What will happen to the trees and other important visual feature? • The air and noise pollution will be increased as the proposed layout will be much closer to our house. • If traffic calming has to be relocated, best location in my opinion would be before reaching the Saxon Heath/Didcot road junction. • Loss of tree is against the neighbourhood plan. <p>Moving the road to the west will involve changing/replacing all utilities (electricity cables, sewers, main water pipes, telephone internet ...). This can be totally avoided if the road moved to the east (where proposed site will be located and where the ditch is). The new layout is taking lots of public land in favour of a private constructor. Why?! If the proposed plan goes ahead, what is plan for minimising the interruption to our lives?! There are children, vulnerable and disabled people live in the house opposite the proposed site.</p>
<p>(72) Local Resident, (Long Wittenham)</p>	<p>Object - I would like to see the footpath extended from the pedestrian crossing to access the track at Fieldside as well as the new estate. So, when you cross at the Crescent you can walk to either left or right.</p>

CMDE8

	<p>I would also like to see the traffic calming moved to south of the Saxons Heath junction.</p>
<p>(73) Local Resident, (Long Wittenham)</p>	<p>Object - Having lived in the village for over 40 years, as a dog walker for most of our life here there has never been a need or a requirement by local residents for a zebra crossing at this location. Furthermore, while I support any sensible traffic calming schemes a zebra crossing is not necessary and would be one more step towards the decimation of our lovely village, which would also be harmed by the ludicrous road widening scheme to allow for eyesore of new housing being built in the village.</p> <p>The crossing would neither benefit the existing residents of Long Wittenham (who have survived without this all the time there have been residents here), nor would it benefit new residents as there is nothing (apart from access to footpaths) on this side of the village.</p> <p>So, in essence I strongly object to this scheme and urge you to reconsider this unwanted and unnecessary proposal.</p>
<p>(74) Local Resident, (Long Wittenham)</p>	<p>Object - <i>No comments.</i></p>
<p>(75) Local Resident, (Abingdon)</p>	<p>Object - Relocation of Didcot Road will cause major disruption and delay to residents of Long Wittenham and to road users in general.</p> <p>Existing trees along the verge will suffer from excavation within their root protection zones, which is very likely to result in their subsequent loss.</p> <p>The proposed traffic calming feature will cause access difficulties for houses served from this location.</p> <p>The humped zebra crossing is in roughly the same position as the existing traffic calming point and will serve a similar purpose. Consequently there doesn't appear to be a particular need for the proposed additional calming feature.</p> <p>In addition to the local disruption, the proposal represents an enormous expenditure of resources and materials which would be much better utilised in repairs to the delapidated High Street through Long Wittenham.</p>

CMDE8

	<p>If it is the case that the County Council could avoid all of this by transferring a small strip of land to allow the required access sight-lines to be achieved, then their refusal to do so is inexcusable.</p>
<p>(76) Local Resident, (Abingdon)</p>	<p>Object - I am objecting to the road realignment of the Didcot road, there is a need for traffic calming before Saxons Heath as the vehicles enter the village at ridiculous speed but to take away the verge, trees that have been part of the village for many years planted by villagers who have passed away but still have relations here, The disruption to the village will be considerable - disruption to internet, telephone, gas will not be acceptable, we collected well over a hundred and fifty signatures on a petition that was used to oppose this before . Please listen to our villagers and respect our village,</p>
<p>(77) Local Resident, (Long Wittenham)</p>	<p>Concerns - Although I agree that the Zebra Crossing is necessary and the position proposed would be acceptable, I believe the Traffic Calming should be put on the road south of the Saxons Heath turn. This would be more acceptable bearing in mind that it seems probable that the new School/Village Hall will eventually be built opposite the turning to Saxons Heath.</p>
<p>(78) Online Response, (unknown)</p>	<p>Neither - There is very little street lighting in the vicinity and no additional lighting shown on the plan. Therefore, a pelican crossing would be safer.</p> <p>There is no footpath shown between the crossing and Fieldside on one side. It is therefore not possible for the many people crossing Didcot Road at Fieldside to use the crossing.</p>
<p>(79) Local Resident, (Long Wittenham)</p>	<p>Support - <i>No comments.</i></p>
<p>(80) Local Resident, (Long Wittenham)</p>	<p>Support - The only positive suggestion is the traffic calming proposal which is long overdue.</p>

Long Wittenham Parish Council

Response to OCC Consultation Didcot Road Traffic Calming and Pedestrian Crossing

The Parish Council is very disappointed to see that this scheme has come forward in its present design.

At the Public Inquiry into this whole housing and roadworks project the various shortcomings of these roadworks were highlighted by the PC and it appears the Consultants have not taken the opportunity to amend the scheme to **bring in best practice**. The proposals do not take account of many of the requirements or the advice in Local Transport Note 1/07 "Traffic Calming" as required by the Department for Transport.(DfT)

Many of the features are causing our residents **very serious concern** due to the impact on their property and daily lives. This could have been avoided by modifying the proposals.

Long Wittenham PC strenuously objects to these proposals and asks that OCC require a re-design in accordance with current best practice. The reasons for our objections are set out below.

Please note House Naming and numbering can be confusing along Didcot Road/Saxons Heath and so an extract of the village map is appended for easy reference. Properties South of Pantiles are designated Saxons Heath not Didcot Road.



Design Guidance

It seems OCC do not have a specific design guide for Traffic Calming and rely on the National Guidance in **Local Transport Note 1/07** (see Appendix 1)
LTN 1/07 gives comprehensive general guidance together with specific design requirements. *References to LTN 1/07 are shown in blue italics*
The PC has also looked to other Highway Authorities for guidance on best practice. Notts County have published a very usable document.

(If OCC does have an equivalent Guidance Note we would be pleased to see if we need to revise our comments.)

General.

This consultation is based on drawings that show the re-alignment of Didcot Rd. This arose from the requirement to provide "vision splays" from the new access onto Didcot Rd for the new housing development. Without moving the road the vision splays cross land not owned by the Developer.

The Parish Council is aware that the vision splay issues are subject to ongoing discussions between land owners and various Departments of OCC. Following extensive research a meeting has now been arranged for **24th February 2020** to bring all the relevant parties together and hopefully resolve the outstanding issues. The PC is hoping that an agreement can be reached that removes the need for the road realignment by allowing the vision splays to be implemented across the corner of the adjacent site.

This would significantly simplify the extent of the roadworks and disruption but would not remove the need for the traffic calming and zebra crossing and so the PC makes the following comments which would be applicable in either case.

Further the PC requests that OCC defer any decisions on this consultation until the meeting on the 24th February has taken place and any changes can be passed back to "Highways".

Humped Zebra Pedestrian Crossing

The Street Lighting here is very poor. There is an old low power orange lamp on the corner of the Crescent and the next lamp is approx 100m south of the Crossing. This level of lighting is totally inadequate for a new Humped Crossing or for Traffic Calming and does not meet the Road Hump Regulations.

2.8.2 The road hump regulations requirements for road lighting of road hump schemes, other than in 20 mph zones, are that the lighting should extend over the length of the road containing the humps. This must consist of at least three street lamps placed not more than 38 metres apart from each other, or the lighting should comply with the British Standard (BS 5489, 1992).

Exit from No1 Didcot Road.(Just South of the Crossing) As vehicular access to this property is within 10m of the Crossing it is unlikely emerging vehicles will have straightened up to be square on to the Humped Crossing by the time they reach it, especially as the verge width here is being

narrowed by approx 1m making for an even tighter turn to exit North. This means they could be crossing the hump at an odd angle which would be difficult in a larger vehicle or with a caravan.

The same applies to vehicles exiting the Crescent to the South, but to a lesser extent as they have the full road width to use.

The present verge width is sufficient for frontagers to park safely behind the footway. The proposed verge width will be too narrow for this and so there is a significant risk that vehicles will be parked "on-road" instead. This together with the new Zebra Crossing could cause significant congestion. On-road parking could also obscure pedestrians waiting to cross, increasing risks of an accident.

Traffic Calming.

Style and layout.

This style of traffic calming is not recommended by either LTN 1/07 (or by Notts County Council best practice) for this class of road with this volume of traffic. This style is recommended for roads with between 4000 and 8000 vehicles per day. (Ref below) Didcot Road carries approx 2500 vpd (The PC carried out traffic surveys in Oct 2017). Without sufficient flow this type of calming can have an adverse impact with drivers accelerating instead of slowing down. This is because there are too many long gaps in oncoming vehicles. With low vehicle volumes drivers are tempted to accelerate to get through the gap when they see a distant vehicle approaching.

This style of traffic calming also tends to encourage drivers leaving the system to accelerate. This has been proved with our own traffic surveys. Drivers leave the narrowing and can see the end of the 30mph limit and so immediately accelerate. The 85th %ile for Southbound vehicles significantly exceeds the 30mph limit. This will be worse with the narrowing moving some 100m nearer the end of the speed limit.

6.1.1 Attitude surveys conducted into traffic calming schemes suggest that the public dislike horizontal deflections, such as chicanes, more than they dislike road humps (not including speed cushions) (see paragraph 2.10.3). Care needs to be taken in designing these devices, to ensure maximum acceptability.

6.1.2 Horizontal carriageway deflections, such as localised narrowings and chicanes, have been installed to influence vehicle speeds, though not always successfully. In the case of kerb build-outs and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring.

6.6.9 Danish advice (Danish Road Directorate, 1991; Herrstedt et al., 1993) for single-lane working is that there should not be more than 3,000 vehicles per day. Balanced vehicle flow is important, and some local authorities only implement road narrowings where there is a traffic flow of about 400 vehicles per hour in each direction (Hass-Klau & Nold, 1994).

It is generally accepted that peak hour flows are approx 10% of total flows and so Long Wittenham does not meet this criterion.

This guidance concurs with Notts County Council guidance (Appendix 2)

Total traffic flow needs to be in the region of 4000-8000 vehicles per day. Less traffic flow would seldom require approaching traffic to stop and give way whilst a higher traffic flow would lead to unacceptable congestion.

Also LTN 1/07 advice for 30 mph zones is that speed reduction measures need to be within 60m of any side road entering the main road.

3.3 Roads with 30 mph speed limits

3.3.13 Where a side road leads into a road with road humps, it is recommended that a road hump should be met within a distance of 60 metres in order that drivers are not encouraged to increase their speed above 30 mph. Where the side road carries through traffic, it is suggested that the first road hump should be met within 40 metres of the junction.

Although this refers to humps the same should apply to a narrowing.

The proposed location of the first narrowing from Saxons Heath junction travelling North will be approx 75m from the centre of the emerging lane. This is not in accordance with LTN 1/07 and could again lead to excessive vehicle speeds.

As noted above (under Zebra Crossing) LTN 1/07 2.8.2 requires that It is necessary to provide adequate street lighting at Traffic Calming.

The system of street lamps along Didcot Road is very low standard old low power orange lamps spaced at approx 90-100m apart and is totally inadequate to meet the required lighting for traffic safety. LTN 1/07 also states *6.3.12 All sections of kerb that are built out into the carriageway will need to be clearly visible to approaching vehicles at all times.* The current street lighting does comply with this requirement.

Impact on Cyclists.

OCC has a stated commitment to improve safety and conditions for Cyclists and so we would expect this to be reflected in any new traffic calming features.

LTN 1/07 includes

2.7.18 Any of the physical means employed to slow motor traffic have the potential to create problems for cyclists. Cyclists are more vulnerable to any lack of attention to detail in design of traffic calming measures than are occupants of motor vehicles. Care should be taken to ensure that cyclists are not endangered by such schemes.

2.7.19 A consultation exercise carried out by Gibbard et al. (2005) found that many respondents felt that narrowings were a serious safety issue for cyclists and constituted 'major obstructions' on vital cycling routes. When carriageway width is reduced, motorists tend to pass cyclists with less clearance. Pinch points can make matters worse because motorists sometimes accelerate to overtake cyclists ahead of them. In doing so, they may leave insufficient clearance when passing and cut in too early. Unless cyclists can bypass a narrowing, or supplementary calming features are introduced around it, riders can feel threatened by having to squeeze through a gap shared with passing motor vehicles.

Although the design incorporates bypasses these require frequent routine and regular maintenance to be attractive and safe for cyclists.

OCC is not able to provide such maintenance regimes as demonstrated in the attached photos. The existing cycle bypasses are overgrown with grass and full of mud which is slippery and dangerous for cyclists.

It is very unlikely the new bypasses will be maintained to a higher standard than the current system and will soon become unusable forcing cyclists to use the narrowing at much higher risk.



Poorly Maintained and Dangerous Cycle Bypass

Furthermore LTN 1/07 includes the following requirements to safely provide for cyclists.

2.7.22 Traffic Advisory Leaflet 01/97 Cyclists at Road Narrowings sets out the following principles of good design for cycle bypasses:

- *bypasses for cyclists should be at least 1.5 metres wide (though over very short lengths a minimum width of 1.0 metres may be acceptable) and should be preferably straight through, not kinked;*
- *cyclists should be guided towards the cycle bypass by a cycle lane, established in advance of the point at which the carriageway begins to be narrowed;*
- *access to the bypass should be kept clear of parked vehicles;*
- *cyclists should have easy access back onto the main carriageway, preferably designed so that they do not have to give way on rejoining the main traffic flow;*
- *maintenance requirements for cycle bypasses should be considered from the outset, because of the likely accumulation of debris, and arrangements for regular sweeping will need to be made.*

These proposals do not comply with these requirements.

Access to and from adjacent properties.

Properties next to the narrowing will have difficulty exiting and then negotiating the narrowing. No 1 Saxons Heath just North of the narrowing (who owns a large caravan) and No 2 and No 3 Saxons Heath, just South of the narrowing will not be able to leave their drives and arrive at the narrowing parallel with the kerb line as their exits are so close. No 4 Didcot Rd will have to exit immediately next to the Giveaway line which means they will also not be parallel with the kerb and still cross the road centre line, at a point where they may have to give way to southbound traffic.

It will also be impossible for No1 (and No 2/3) to reverse a caravan off the road due to the proximity of the islands for the narrowings. The PC strongly objects to the installation of a new traffic calming facility that prevents existing all-movement access to residential properties.

LTN 1/07 states *1.1.4 Today local authorities also need to take on board wider quality of life issues.*

Preventing adequate access to properties is contrary to this requirement.

Existing VAS sign.

The existing Vehicle Activated Speed sign (VAS) is very close to the new narrowing and will need to be moved to remain effective. This is not shown on the designs.

Impact on the Environment

LTN 1/07 states

2.12 Environmental impact of traffic calming schemes

2.12.1 Before implementing any new traffic calming scheme, the full impact should be evaluated. Although reducing vehicle speeds and personal injury accidents will often be the main aim, it should not be the only consideration. The needs of non-motorised users have already been discussed in this chapter; the other main area is environmental impact.

2.12.2 Environmental impact can cover a range of areas, including air quality, visual and landscape quality, cultural heritage, flora and fauna, drainage, social cohesion, economic impacts and overall quality of life. It will not be practical or necessary to carry out an in-depth assessment for each of these factors, but each should be considered at the outset. Where it is expected there will be a significant impact on any of these factors, a more in-depth analysis should be undertaken, and the predicted negative impacts weighed against predicted benefits.

Long Wittenham benefits from a "made" or adopted Neighbourhood Development Plan. The NDP includes the following regarding protection of the village landscape and character.

Policy LW4 – Design

Subject to other development plan policies proposals for new development will be supported subject to the following criteria:

1. They conserve and enhance the character of the immediate area and streetscene as well as the wider character of the village as defined in the Character Assessment set out at Appendix 2 and:
2. They conserve and enhance the historic and natural assets of the village as defined in the Character Assessment set out at Appendix 2 and:
3. They protect and enhance views into and out of the village as identified in this Plan and the Character Assessment set out at Appendix 2 and:
4. They reinforce local distinctiveness and sense of place and have sensitivity to preserving the views to and from the AONB and:
5. They protect and enhance the linear form of the village and existing patterns of development that contribute to this character and:
6. They make provision for access to adjacent areas and good access routes through the site itself

Policy LW7: Heritage and Design

- **All new development should preserve and enhance the overall character and appeal of Long Wittenham parish as described in Evidence Papers: Character Assessment and Countryside.**
- **Design decisions should reflect the following:**
 - Adjacent and nearby development;
 - **Streetscape;**
 - Historic context;
 - Protected views;
 - Local distinctiveness and sense of place;
 - Historic built form of the village;
 - Permeability by foot and cycle for all villagers.
- **The parish's designated historic heritage assets and their settings, both above and below ground including the conservation area, listed buildings, and scheduled ancient monuments, will be conserved and enhanced for their historic significance and their important contribution and enhanced distinctiveness, character and sense of place.**
- **Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss.**
- **Incidental green spaces within the built-up area of the village should be preserved and enhanced where possible.**

Although the NDP is aimed at managing new development in the Village the principles have been established and adopted following assessment by the Independent Examiner and SODC and should be applied to any significant changes planned.

Furthermore LTN1/07 requires that

1.1.4 Today local authorities also need to take on board wider quality of life issues. The highway is an area of public space and all the existing and potential uses of that space should be considered.....

The PC does not believe these proposals meet with OCC's obligations as set out in 1.1.4 above and we consider that the Policies in the NDP can be applied to the design and style of the necessary traffic calming measures so that they do not harm the village setting and environment. **There are alternative forms of traffic calming which would have equal or better impact on traffic safety with much less impact on, and cause less harm, to the village environment than the current proposals.**

The realignment of the road will move a long length of the road approx 3m nearer properties. The cycle bypasses require even more width and encroach well into the existing verge. This scheme will require extensive relocation of buried PU services. This will cause a disproportionate amount of disruption and will also undermine the root systems of important street trees. These are referred to in the adopted Village Neighbourhood Plan (NDP) as important visual features when entering the village from the Didcot direction.

LTN 1/07 requires that Authorities "take on board wider quality of life issues." Loss of the trees would be contrary to the NDP which requires the protection of visual landscape. Policy LW4.1 requires that the street scene is protected and enhanced and these proposals pay no regard to the requirements of Policy LW 7.

This is of particular concern when there are numerous other ways of achieving appropriate road safety that do not damage the village in the way these proposals would.

CMDE8

The PC would like to see this traffic calming scheme completely redesigned to remove all the above serious concerns.

There are other much more suitable traffic calming measures that would be more appropriate in a rural village with a large conservation area. For example a "raised table junction" at Saxons Heath junction to gather with cushions between the junction and the new Zebra Crossing would be equally good at improving road safety and would be much better for cyclists and emergency vehicles.

These features could reduce the risks to cyclists and also remove the need to carry out extensive road realignment which impacts on our street trees which form a vital part of the visual character of this approach to the village and its Conservation Area.

As there would be less impact on services these alternative measures could also be less disruptive to instal and less costly to the Developer.

Long Wittenham PC strenuously objects to these proposals and asks that OCC require a re-design in accordance with current best practice.

Stephen Brown. BSc. C.Eng Parish Councillor
Long Wittenham Parish Council

February 2020.

Appendix 1 Email exchange re advice on Traffic Calming Design.

Dear Road Agreement Team,

Can you please advise where I can find any OCC guidance on the design of traffic calming measures? If possible a link would be appreciated.

Do you have anything similar to the attached guide from Notts County please?

<https://www.nottinghamshire.gov.uk/media/131392/trafficalming.pdf>

Many thanks Stephen Brown.

Hello James,

Would you be able to help with the email below?

Many thanks

Sara

Sara Warwick Road Agreements Co-ordinator

Dear Stephen...

I don't think OCC have a version as per the Notts one but we would use the following...

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/tn-1-07_Traffic-calming.pdf

James Wright

Technical Officer Traffic

Area Operations (North)

Communities

Oxfordshire County Council

Appendix 2 Extract from Notts County Design Guide

Horizontal Displacement Techniques (HDT) – Specific Measures

Two design objectives should be considered initially when designing a traffic calming scheme incorporating HDT. These are to achieve either one-way or two-way traffic flow. One-way traffic flow achieves the greatest reductions in traffic speeds, but is not always suitable in areas of high traffic flow.

Research has shown that in some instances, the introduction of HDT has led to an increase in the number and severity of road accidents due to the imposition of traffic being forced into the oncoming traffic flow.

In any design, consideration should be given to allowing adequate highway drainage and street cleansing functions whenever HDTs are installed.

Reflective bollards to warn of the obstruction to approaching vehicles must be included as part of any HDT.

Chicanes – are used as a means of providing horizontal deflection of traffic on an otherwise straight length of carriageway or to reallocate a part of the carriageway to other users. Speed reduction is achieved by causing drivers to make a series of turns, by reducing forward visibility or causing drivers to give way to oncoming vehicles. Varying degrees of deflection may be introduced depending on the volume of traffic, traffic speeds and geometric limitations of the site. Chicanes may be derived from defined on-street parking arrangements or from footway build-outs.

Half chicanes – comprise build-outs on one side of the road and may be extended into the carriageway such that only one-way traffic is possible.

Total traffic flow needs to be in the region of 4000-8000 vehicles per day. Less traffic flow would seldom require approaching traffic to stop and give way whilst a higher traffic flow would lead to unacceptable congestion.