

Divisions affected: *Otmoor*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT  
14 DECEMBER 2023**

**ISLIP: B4027 MILL STREET – PROPOSED ONE-WAY TRAFFIC  
RESTRICTION**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of a One-Way traffic restriction in part of Mill Street as advertised.

**Executive summary**

2. The report presents responses to a statutory consultation on proposals to introduce a One-Way traffic system in part of Mill Street in the direction from Kings Head Lane to The Walk (east to west), as shown in **Annex 1**.
3. The proposed measure is associated with a wider plan to protect Islip Bridge which requires road narrowing and traffic signal control across it on the B4027 - including the crossroads junction of the B4027 Kings Head Walk/Wheatley Road with Mill Street/Lower Street.
4. The proposals remain as previously consulted on in November 2020, and follow a public exhibition/consultation exercise undertaken in May 2023 regarding plans for the wider bridge repair & traffic signalisation works.
5. At the previous consultation, which included an on-line presentation and response to questions to the Parish Council and local residents, the conclusions from the traffic modelling for the proposed traffic signals, did not appear to be widely accepted. This follows previous standard two-way temporary traffic signals just over the bridge created significant traffic disruption. However, since then a trial has been carried out using a similar traffic signal set up as proposed, with a section of Mill Street being made one-way, which demonstrated that the traffic modelling was reasonably accurate and a majority of those who responded to the recent consultation now support the proposals.
6. The road narrowing across the bridge and traffic signal control, enhances the provision for pedestrians across the bridge and brings order to the current haphazard give and take of vehicles on the bridge, overrunning the area designated for pedestrians, and will deter vehicles from jumping the queue on the B4027 Kings Head Lane, using the narrow Church Lane/Mill Street.

## **Financial Implications**

7. Funding for the proposals, including consultation will be met from funding provided by the highway structures maintenance budget, as the works are being undertaken to primarily protect the bridge from overloading and water ingress, which requires narrowing of the road across the bridge.

## **Equality and Inclusion Implications**

8. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

9. The proposals will help preserve Islip Bridge and contribute to improving the safe passage of traffic in the vicinity,

## **Formal consultation**

10. A formal consultation was carried out between 17 August and 15 September 2023. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, local District Cllr's, Islip, Bletchingdon, and Gosford & Water Eaton parish councils, Oddington, Noke, Woodeaton, and Hampton Gay and Poyle parish meetings, and the local County Councillor representing the Otmoor division.
11. A letter was also sent to approx. 310 properties in the area, and street notices were placed on site in the immediate vicinity.
12. 45 responses were received during the course of the formal consultation, comprising of: 14 objections (31%), five raising concerns (11%), 24 in support (53%), and two offering no objection/opinion.
13. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

## **Officer response to objections/concerns**

14. Thames Valley Police raised no objection to the proposals – however, were keen that consideration was given to road safety mitigation measures with

regards to the potential for collisions with queuing traffic on the Wheatley Road approach.

Thames Valley Police concerns:

15. These are proposed to be addressed primarily by the provision of physical traffic calming road cushions – which will be subject to a separate consultation exercise – to help slow down the traffic in addition to 20mph signage.
16. Road cushions were used in the traffic signal trial, without incident. The permanent signals will have more technology to identify and manage the queue demand without impacting the overall performance of the signals to the detriment of queuing vehicles within the village itself.
17. The developed detailed design layout will also be subject to a Stage 2 safety audit and review.

Resident in Church Lane objection: *Concerning the diversion up the Walk and potential difficulty joining traffic on King's Head Lane, and increase in speeding traffic on Church Lane.*

18. Suitable turning provision is being provided and queue lengths on King's Head Lane controlled to help facilitate the turn, and no major issues were identified during the trial apart from on a few occasions with cars parked outside of the marked bays.
19. Experience and feedback from the traffic signal trial indicated southbound traffic was less likely to "rat run" down Church Lane because they would be consequently redirect back up the Walk to turn onto Kings Head Lane, reducing traffic on Church Lane. The existing calming road humps do much to help control traffic speeds along Church Lane.

Resident in High Street objection: *Causing annoyance to motorists and unclear on need for making a section of Mill Lane one-way.*

20. The one-way order will help facilitate the installation of the 3-way traffic signals on Islip Bridge which will safeguard the durability of the vital historic highway structure and improve pedestrian safety with the provision of a segregated footway. Proposed new traffic speed calming in the form of road cushion features will help reinforce the 20mph speed limit into the village from the south. Overall, the proposal will improve the safety and environment for all residents and may deter "rat running" through traffic.

Resident in High Street objection: *Regarding the turn from the Walk to King's Head Lane and safety of cyclists.*

21. The right turn at the top of the Walk for southbound vehicles originating from Mill Street was monitored and modified early during the traffic signal trial to successfully accommodate turning movements whilst having minimal impact

on the limited on-street parking spaces in the centre of the village. The performing trial layout will be replicated with the proposed permanent layout.

22. Responsible parking in the car spaces only is expected and if this does not happen and issues are occurring then a review of the on-street parking spaces may be needed.
23. Cyclists from Church Lane need to follow the one-way system or dismount and walk along the Mill Street footway which will be widened from 1.1m to at least 1.5m.
24. Computer traffic modelling of the 3-way signals was carried out with anticipated higher traffic flows than those measured during the on the ground trial period. The computer modelling predictions were substantially verified by the on the ground trial. The trial period was slightly extended Aug/Sept 22 to monitor post summer holiday return to school and work traffic flows.

Resident in Kidlington Road objection: *Assumption this will cause congestion.*

25. The Primary reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Islip Bridge which will help to preserve it from traffic wheel load structural damage. The single flow of traffic is most safely and efficiently managed with traffic signals.
26. The reason for changing the identified section of Mill Street to one-way is to facilitate the introduction of only 3-way phased traffic signals as opposed to 4-way traffic signals if Mill Street remained 2 way.
27. 4-way traffic signals, with the consequential longer signal cycle delay time to accommodate the phases would not perform satisfactorily and create unacceptable predicted queue lengths. Queuing traffic on the narrow section of Mill Street may otherwise block northbound traffic, creating gridlock.
28. The traffic signals will prioritise southbound traffic which will minimise queuing on King's Head Lane, which is currently congested in peak times by vehicles needing to give-way to those that have "rat run" down Church Lane.

Resident in King's Head Lane objection: *Over pedestrian safety in King's Head Lane.*

29. There will unfortunately be a small increase in traffic down Kings Head Lane, with the one-way layout with traffic from the western end of Mill Street heading south being diverted here.
30. There is insufficient width in King's Head Lane to accommodate a footway. However, the on the ground traffic signal trial did not cause an accident or identify any new risk. Measures to help slow traffic in Kings Head Lane will be assessed. The "rat running" traffic in Church Lane and the west end of Mill Street will be stopped, improving pedestrian safety in these areas.

Resident in Mill Street objection: *About the suitability of the diversion for large vehicles.*

31. Few large vehicles are anticipated to attempt this manoeuvre as to enter Mill Street from Church Lane they would be restricted by a tighter turn, and the narrow road and parked cars on Mill Street further restrict the size of vehicles that could use this route. The right turn at the top of the Walk for southbound vehicles originating from Mill Street was monitored and modified early during the traffic signal trial to successfully accommodate turning movements whilst having minimal impact on the limited on-street parking spaces in the centre of the village.
32. The performing trial layout will be replicated with the proposed permanent layout. Responsible parking in the car spaces only is expected and if this does not happen and issues are occurring then a review of the on-street parking spaces may be needed. i.e. whilst the same number of marked bays are to be retained, some motorists currently park outside of the bays, which if done with the one-way system in place will potentially more severely restrict traffic flows.
33. The traffic signal trial did not identify any significant increase in queue length in Kings Head Lane.

Resident in Mill Street objection: *Diversion will increase journey time.*

34. The primary reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Slip Bridge which will help to preserve it from traffic wheel load structural damage.
35. The single flow of traffic is most efficiently managed with traffic signals. The traffic signal controlled single lane proposal will also provide a raised dedicated footway for pedestrians over the bridge.
36. Unfortunately, it will take a few seconds longer (depending upon the time of day), however many pedestrians will be and feel safer to walk and link with the village over the bridge which will be preserved for the years to come.

Resident in Mill Street objection: *The need to drive around the diversion.*

37. The length of the diversion is approximately 210m, over which no significant queuing was observed in the trial, with southbound traffic on King's Head Lane being given priority.
38. The primary reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Slip Bridge which will help to preserve it from traffic wheel load structural damage. The single flow of traffic is most efficiently managed with traffic signals. The traffic signal controlled single lane proposal will also provide a raised dedicated footway for pedestrians over the bridge.

39. Unfortunately, it may take a few seconds longer (depending upon the time of day) but many pedestrians will be and feel safer to walk and link with the village over the bridge which will be preserved for the years to come.

Resident in Mill Street objection: *Owner of large vehicles and indicates regularly uses trailers, concerned about turn at top of the Walk onto Kings Head Lane.*

40. The right turn at the top of the Walk for southbound vehicles originating from Mill Street was monitored and modified early during the traffic signal trial to successfully accommodate turning movements whilst having minimal impact on the limited on-street parking spaces in the centre of the village. The performing trial layout will be replicated with the proposed permanent layout. Responsible parking in the car spaces only is expected and if this does not happen and issues are occurring then a review of the on-street parking spaces may be needed.

41. The reason for changing the identified section of Mill Street to one way is to facilitate the introduction of only 3-way phased traffic signals as opposed to 4-way traffic signals if Mill Street remained 2 way. 4-way traffic signals, with the consequential longer signal cycle delay time to accommodate the phases would not perform satisfactorily and create unacceptable predicted queue lengths.

Resident in Mill Street objection: *About having to go around the diversion.*

42. Unfortunately, it will take a few seconds longer (depending upon the time of day), however many pedestrians will be and feel safer to walk and link with the village over the bridge which will be preserved for the years to come.

Resident in Mill Street objection:

43. Primarily reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Slip Bridge which will help to preserve it from traffic wheel load structural damage. The single flow of traffic is most efficiency managed with traffic signals. The traffic signal controlled single lane proposal will also provide a raised dedicated footway for pedestrians over the bridge.

44. At the public consultation event held in the village Hall in May – A key public feedback request was improved pedestrian safety over the bridge (with many stories of near misses and fear crossing) the bridge. Therefore, pedestrian safety is a real concern.

45. The reason for changing the identified section of Mill Street to one way is to facilitate the introduction of only 3-way phased traffic signals as opposed to 4-way traffic signals if Mill Street remained 2-way. 4-way traffic signals, with the consequential longer signal cycle delay time to accommodate the phases would not perform satisfactorily and create unacceptable predicted queue lengths.

46. Unfortunately, it will take a few seconds longer using the one-way system (depending upon the time of day), however many pedestrians will be and feel safer to walk and link with the village over the bridge which will be preserved for the years to come.

Resident in North Street objection: *Thinks changes are not necessary and will increase traffic flows around the village.*

47. The primary reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Islip Bridge which will help to preserve it from traffic wheel load structural damage. The single flow of traffic is most efficiency managed with traffic signals. The traffic signal controlled single lane proposal will also provide a raised dedicated footway for pedestrians over the bridge.

48. The on the ground traffic signals trial and monitoring showed there was insignificant traffic flow change impact.

Resident in Lower Street concerns: *Over safety exiting from Lower Street and crossing road near end of King's Head Lane due to concerns over increased traffic speeds in this area and motorists ignoring give-way signage.*

49. Traffic approaching from Kings Head Lane will be controlled by a STOP line with traffic signal control, rather than give-way signage. Traffic exiting Lower Street will have its own traffic signal phase, which should improve safety for vehicles that otherwise could not see traffic travelling down King's Head Lane

50. All pedestrians will be safer with better footway provisions including a raised dedicated footway over Islip Bridge and pedestrian crossing points in the vicinity of the junction.

E-mail from unknown person concerns:

51. The primary reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Islip Bridge which will help to preserve it from traffic wheel load structural damage. The single flow of traffic is most efficiency managed with traffic signals. The traffic signal controlled single lane proposal will also provide a raised dedicated footway for pedestrians over the bridge.

52. The on the ground traffic signal and one-way layout trial did not identify any significant changes to traffic and environmental impact factors.

53. The right turn at the top of the Walk for southbound vehicles originating from Mill Street was monitored and modified early during the traffic signal trial to successfully accommodate turning movements whilst having minimal impact on the limited on-street parking spaces in the centre of the village. The performing trial layout will be replicated with the proposed permanent layout.

54. Responsible parking in the car spaces only is expected and if this does not happen and issues are occurring then a review of the on-street parking spaces may be needed.

Resident in Lower Street concerns:

55. Traffic approaching from Kings Head Lane will be controlled by a STOP line with traffic signal control, rather than a give-way line for which concern is expressed.

Resident in Islip concerns: *Measures will unduly affect residents when perceived problem is through traffic asking if one-way restriction can just be made operational in peak traffic flow times.*

56. The primary reason for the change is to provide a single flow of traffic over the longitudinal middle portion of Islip Bridge which will help to preserve it from traffic wheel load structural damage. This includes enabling raised verges to be provided to reduce water ingress into the structure. The road across the bridge needs to remain narrow 24hrs a day requiring the traffic signals 24hrs a day, which requires the one-way restriction on Mill Street to be 24hrs a day.

57. It is estimated that Mill St traffic represents about 1% of vehicles travelling through the village and less than that transiting from Mill Lane in an east / west direction. Therefore, the extra short time delay the one-way system will affect a very small number of residents compared with the preservation of the bridge and safety improvements for pedestrians.

Resident in Mill Street concerns: *Over wider implication of traffic flows due to proposed changes.*

58. New, no entry and one way signage will be provided at the junction of Mill Street and the Walk. A stage 2 safety audit will be carried out to review the safe performance of the layout for drivers.

59. The right turn at the top of the Walk for southbound vehicles originating from Mill Street was monitored and modified early during the traffic signal trial to successfully accommodate turning movements whilst having minimal impact on the limited on-street parking spaces in the centre of the village. The performing trial layout will be replicated with the proposed permanent layout.

60. Responsible parking in the car spaces only is expected and if this does not happen and issues are occurring then a review of the on-street parking spaces may be needed.

61. The Church Lane “rat runners” will soon be dissuaded from using this route once they discover they need to go back up the Walk to cross the bridge.

Local resident concerns: *About adverse effect on traffic and safety in Middle Street.*



62. The on the ground traffic trial last Summer did not identify any significant change in traffic flows in Middle Street.

E-mail from unknown person concerns: *About reduction in parking at top of the Walk and difficulty for drivers wishing to turn here onto Kings Head Lane.*

63. The proposals retain the same number of marked parking bays. Some motorists however currently park outside of the marked bays and if they do this with the one-way system in place they may cause a more severe obstruction to the highway restricting traffic from turning.

64. The right turn at the top of the Walk for southbound vehicles originating from Mill Street was monitored and modified early during the traffic signal trial to successfully accommodate turning movements whilst having minimal impact on the limited on-street parking spaces in the centre of the village. The performing trial layout will be replicated with the proposed permanent layout.

65. Responsible parking in the car spaces only is expected and if this does not happen and issues are occurring then enforcement and a review of the on-street parking spaces may be needed.

66. Drivers of large vehicles who find themselves at the top of the Walk and parked vehicles obstructing their turn would be expected to make careful judgements about the turning requirements of their vehicle and if necessary, proceed northwards out of the village. Few large vehicles are anticipated desiring to carryout this turn, with vehicles from the north first having to negotiate the narrow Church Lane and Mill Street with on street parking and tight bends, and few vehicles from the south are anticipated to wish to "U" turn here. This was not found to be a significant problem during the signal trial.

Responses in support:

67. Of the 24 respondents in support, it is recognised that the proposals will stop "rat running" down Church Lane, that vehicles most often need to give way in a haphazard manner on the bridge now, creating road rage and overrunning the area marked for pedestrians creating an unsafe and stressful situation and that the order provided by traffic signals is preferred.

68. A resident of Mill Street considers the diversion to be only a minor inconvenience. There is a recognition of parking problems at The Walk, Kings Head Lane Turn, but this primarily appears to relate to vehicles parking outside of the marked bays, and a lack of alternative on-street parking, which is a common issue across the County.

69. One responder desires that the traffic signals would be more restrictive to traffic flows through the village to deter motorists using this as an alternative route to the often-congested A34.

70. Few have commented on the need of the works to protect the bridge, which is the primary aim of the works, and since the traffic signal trial, concerns over

congestion, long delays, queuing traffic, and resulting noise and air pollution have diminished and many now prefer traffic signal control to the current situation.


Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                     Annex 2: Consultation responses

Contact Officers:              Robin Calver (Team Leader Structural Engineering)

December 2023

Drawing No. 0

**Key**  
 Proposed One-Way traffic restriction (east to west) from Kings Head Lane to The Walk

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Bill Cotton  
 Corporate Director for Environment and Place  
 Communities  
 Oxfordshire County Council  
 County Hall  
 Oxford  
 OX1 1ND  
 Tel: 0345 310 11 11  
 Fax: (01865) 241577

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 PROPOSED ONE - WAY TRAFFIC RESTRICTION

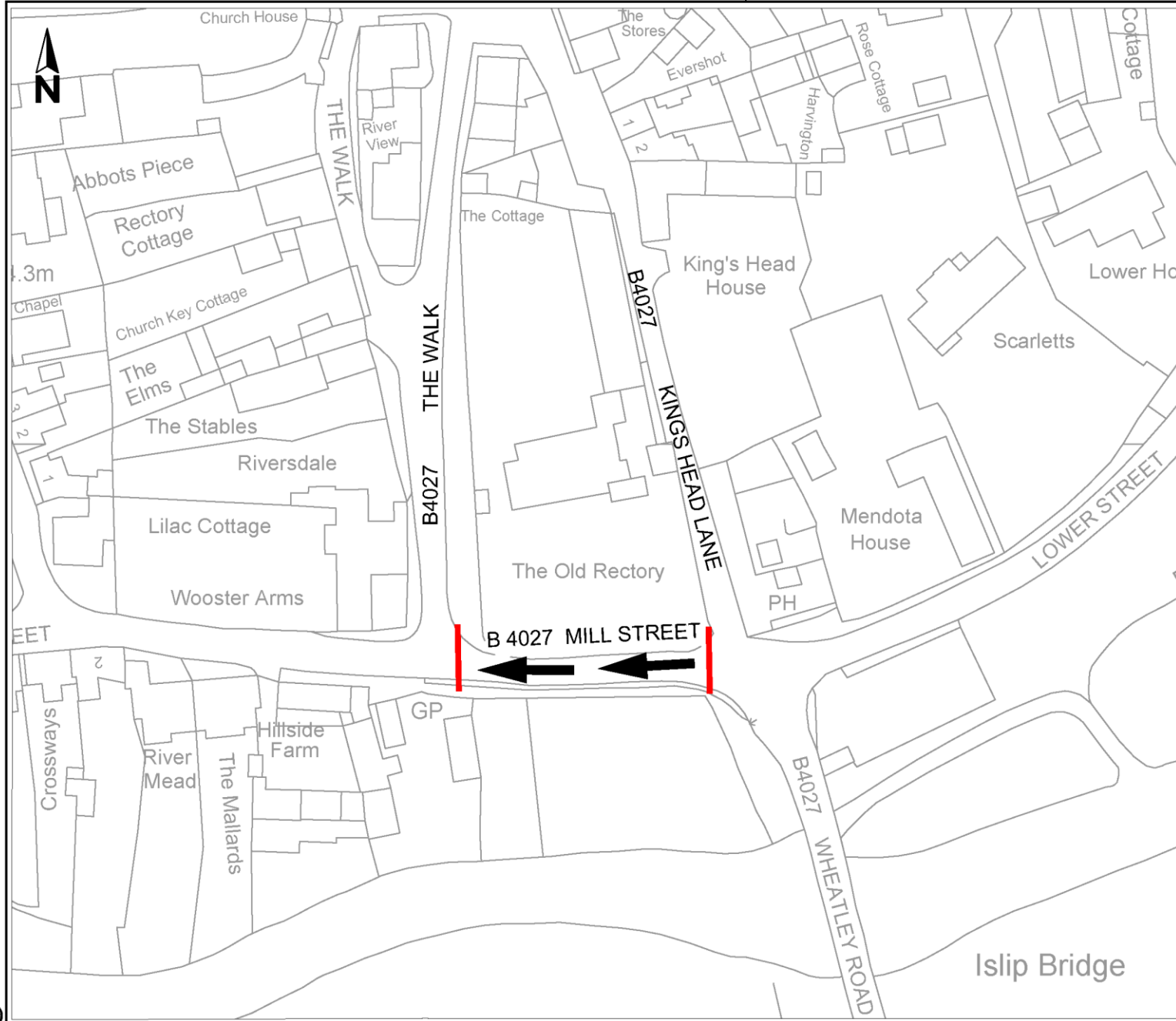
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Drawing No.	Revision 0
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – Our response dated 16th November 2020 remains (included below).</p> <p>The tortuous route through the village has never deterred and detracted from significant commuter traffic at material times which has not and will not with these proposal reduce in my opinion. This B class road circles across north of the City by passing the busy City ring road and also for traffic between North Oxford and employment centres in Headington and Cowley is attractive.</p> <p>The signal controls for the narrow bridge will allow grade separated pavements and offer increased protection for vulnerable users although cyclists could be dangerously squeezed on the narrow carriageway without facilities?</p> <p>Whilst understanding the motivation and local desire for the pedestrian facilities the signal aspect will generate significant traffic queueing on all approached during peak times which coincide with the local school run. I have not had site of any traffic modelling in this respect or what implications greater volume and density of standing traffic will have on air quality but would anticipate this being raised?</p> <p>The traffic queueing aspect raised specific concern for the Wheatley road section and the approach to the traffic signal heads. It is likely that que lengths will extend back up the hill and round a bend where forward visibility is limited. The potential here for rear end shunts and loss of control scenarios is a road safety hazard and requires specific safety mitigation measures. A lower speed limit alone would not in my view affectively control this problem and a thorough look at options and a safety audit approach should be considered by the Highway Authority in my view.</p> <p>Thames Valley Police have no objection to the proposal but would like thorough consideration to mitigation measures on road safety casualty reduction grounds to the potential for collisions with queueing traffic on the Wheatley road approach.</p>
(2) Local resident, (Islip, Church Lane)	<p><b>Object</b> - My reason is purely selfish. I live in Church Lane, very close to the proposed one-way restriction and if it were implemented I would then have to turn left onto The Walk and then attempt to join traffic at the junction of the</p>

	<p>High Street and Kings Head Lane, which is likely to be tricky if not impossible due to the increased volume of traffic. Also, I feel that introducing this restriction might make drivers think that Church Lane is also one-way leading to speeding and accidents. Clearly I don't have figures to back up these assertions/fears but I've been living here now for over 30 years so I know how bad the traffic can get.</p>
(3) Local resident, (Islip, High Street)	<p><b>Object</b> - I cannot see any point to making this section of Mill Street One Way. It will only cause annoyance to drivers and therefore there will be even more bad tempered motorists driving through our lovely village. As it is, many don't observe the 20mph speed limit and this will add to the frustration of drivers.</p>
(4) Local resident, (Islip, High Street)	<p><b>Object</b> - The proposals will create a one-way system around the historic Old Rectory. They will create a difficult and dangerous turn at the top of the Walk into Church Square and Kings Head Lane. Traffic from Mill Street and other parts of the village accessed up Church Lane heading for the Wheatley Road (towards Noke, Woodeaton, Forest Hill and east Oxford) will be forced to make this manoeuvre. Cyclists will be particularly badly affect being forced to use the dangerous Kings Head Lane where traffic will move faster also endangering pedestrians. None of the modelling supporting these proposals and those for the lights on the bridge was conducted during periods when the traffic is as busy every weekday at the present time.</p>
(5) Local resident, (Islip, Kidlington Road)	<p><b>Object</b> - No reason is given for turning part of Mill Street oneway is given in the Consultation Documents. At the moment it is two way and there is no evidence is given that this is problematic or has led to any accident in the past. The installation of traffic lights will only make the situation safer. The main problem in Islip is congestion in the centre of the village especially going down Kings Head Lane. Turning part of Mill Street one way will force traffic from Mill Street, Church Lane, and Kidlington Road to go through the congested centre of the village.</p>
(6) Local resident, (Islip, Kings Head Lane)	<p><b>Object</b> - The proposals seek to make a wide two way highway with pavements for pedestrians on both sides into a one way road. This reduces the number of cars on Mill Street making it even safer while increasing the traffic on the very narrow Kings Head lane which has no pavements whatsoever. The only way we can leave our home on foot is by stepping directly into the increased traffic load on Kings Head Lane.</p> <p>The proposed change is to accommodate traffic lights which are known to cause speeding in Kings Head Lane as drivers accelerate to pass through green traffic lights.</p>

	<p>The proposed modifications will lead to injuries given the circumstances I have described.</p> <p>We were unable to object to traffic lights because the choice was for a) traffic lights or b) traffic lights.</p>
(7) Local resident, (Islip, Mill Street)	<p><b>Object</b> - Although it may appear that a small number of residents will be affected, this proposed closure will have a big impact on access to Mill street especially larger vehicles .Cars would have to queue in the walk are in order to turn right down kingshead lane</p> <p>The turning angle is too sharp for trailers and larger vehicles to get down kingslane from the walk If the turning area is widened by removal of current parking areas this will impact residents, church services etc.</p> <p>Particular concerns are larger vehicles such as Ambulances going to the jr - what extra delays are incurred by having to find an alternative route or wait in traffic queues</p> <p>The narrow nature of kingshead lane means traffic will back up with the proposed signalling and therefore access from the walk to Woodeaton and wheatley would result in traffic queuing on the hill at the walk.</p>
(8) Local resident, (Islip, Mill Street)	<p><b>Object</b> - It will take much longer for residents of Mill Street to be able to cross the bridge. The way it's now is fine.</p>
(9) Local resident, (Islip, Mill Street)	<p><b>Object</b> - I live in Mill Street and do not wish to have to drive around the village in traffic in order to access the Woodeaton road into Oxford.</p>
(10) Local resident, (Islip, Mill Street)	<p><b>Object</b> - As a resident of Mill Street and have large vehicles and often use trailers I would be able to proceed to the Wheatly Road, unless I travel up The Walk. At this point, as the parking on Church Square would need to be totally suspended to be able to turn vehicles around to join into the flow of traffic onto Kings Head Lane. If not, it is suggested that I would proceed down Middle Street, again lots of vehicles parked on the side of the streets and increasing the traffic there. Then turning to come along Lower Street which could be flooded.</p> <p>Please can you explain why this has been put to the test. Is it just of four way lights?</p>

(11) Local resident, (Islip, Mill Street)	<b>Object</b> - I live in mill street and travel to the M40 many days a week the one way makes this very inconvenient.
(12) Local resident, (Islip, Mill Street)	<p><b>Object</b> - Although we are asked to treat this "one-way" proposal separately from the main proposal regarding the traffic lights on the bridge, it is not possible sensibly to separate the two. This is because the one-way proposal is dictated by the traffic light proposal. I object to the traffic light proposal for the bridge because there are better methods of repairing the bridge and the safety of pedestrians is a red herring because, to my knowledge, there has never been any injury caused to pedestrians on the bridge (and if there is a safety concern, the way to deal with it is to construct a pedestrian only bridge). So matters have been confused from the start: ie the need to repair the bridge and pedestrian safety on the bridge have been elided.</p> <p>But treating the one-way proposal on its own, as we are requested to do, I object because this will significantly increased my journey time in travelling to Oxford and South of Oxford. I also foresee queuing problems. If required to go round into King's Head Lane to cross back down over the bridge, I will have to join queue waiting to cross the bridge. That will back up down the main road and cause a jam for those wishing to travel north through the village. The whole scheme will cause needless inconvenience and pollution from queueing cars in the village and is in danger of ruining the enjoyment of living in the village. There is no need for any of this if one treated the repair of the bridge separately from pedestrian safety on the bridge.</p>
(13) Local resident, (Islip, North Street)	<b>Object</b> - Knock on effect around the rest of the village. Increased traffic flow around other streets. Not necessary.
(14) Local resident, (Islip, Lower Street)	<b>Object</b> - I am a resident of Lower Street, a pedestrian, a dog walker and a car driver using the Lower Street/Wheatley Road/Mill Street/Kings Head Lane junction daily. My concern is that drivers coming down Kings Head Lane, once they know that no traffic will approach from their right, will pay no regard to the Give Way sign and speed across the junction onto the Wheatley Road. It is already a dangerous junction to navigate on foot, and difficult to turn out of Lower Street in a car given that you cannot see the traffic approaching from Kings Head Lane until it is at the Give Way line. The one-way scheme will speed up traffic at this junction making it more dangerous.
(15) Email response, (unknown)	<p><b>Object</b> – I do not agree with the proposed 1-way system in Mill Street for the following reasons:</p> <ul style="list-style-type: none"> <li>- It will increase the traffic in The Walk.</li> </ul>

	<p>- It will increase the traffic in King's Head Lane – this is already extremely heavy, especially in the mornings. The noise is already horrendous, as is the rubbish thrown from vehicle windows and the pollution.</p> <p>- The houses around the junction of The Walk and King's Head Lane will lose much needed parking.</p> <p>I cannot see any benefits of the proposed 1-way system other than perhaps saving the council the cost of one traffic light. The quality of life for those living in the Walk and King's Head Lane surely far outweighs the cost of one traffic light.</p>
(16) Local resident, (Islip, Lower Street)	<p><b>Concerns</b> - I am a resident of Lower Street, a pedestrian, a dog walker and a car driver using the Lower Street/Wheatley Road/Mill Street/Kings Head Lane junction daily. My concern is that drivers coming down Kings Head Lane, once they know that no traffic will approach from their right, will pay little regard to the give way sign and speed across the junction onto the Wheatley Road. It is already a dangerous junction to navigate on foot, and difficult to turn out of Lower Street in a car given that you cannot see the traffic approaching from Kings Head Lane until it is at the give way line. I fear that the one-way scheme will speed up traffic at this junction making it more dangerous.</p>
(17) Local resident, (Islip)	<p><b>Concerns</b> - How many people drive West-&gt; East? My thought would be the majority of people doing this would be local residents who live on Mill Street or possibly Kidlington Road/Church Lane/the Rise. Otherwise most people just transiting the village would stay on the B4027? Or is this not the case?</p> <p>Assuming the above is true, making it one way is going to unfairly impact on residents when the main issue is how many non residents/lorries/big trucks drive through a road not designed for them?</p> <p>If a one way system is needed would it perhaps be possible to have it one way ONLY in rush hours?</p>
(18) Local resident, (Islip, Mill Street)	<p><b>Concerns</b> - My first point is that for me, personally, the proposal is an inconvenience as i can currently drive straight out of Mill Street over the proposed one-way stretch to reach the bridge. It's quick, it's easy.</p> <p>But I recognise that the broader scheme with the new traffic lights, means that my convenience is of little importance.</p> <p>However, I am also concerned that the creation of this one-way stretch may have unintended consequences on neighbouring roads.</p> <p>Obliging vehicles exiting Mill Street to turn left up The Walk may be fine for local drivers, but could catch out those drivers who routinely - or even occasionally - use Church Lane/Mill Street as a cut through to avoid the bottleneck in</p>



	<p>Islip High Street. If any of these vehicles are larger than a van, there may very well be issues with them having to do a virtual u-turn at the top of The Walk to come back down Kings Head Lane, due to parked cars in the 'square'.</p> <p>To mitigate this, might it be helpful to install some kind of signage at the top of Church Lane to deter the cut-through brigade? A weight limit may be unhelpful for building contractors and the like, but maybe an 'access only' sign would work?</p>
(19) Local resident, (unknown)	<p><b>Concerns</b> - It will increase already busy traffic along Middle Street. This verges on unsafe during rush hour due to speed of traffic and buses.</p>
(20) Email response, (unknown)	<p><b>Concerns</b> – I don't have a problem with the actual one-way restriction. My only concern is:  When the trials for the signal control took place last year, some of the parking spaces in the centre of the village (where the road forks to Kings Head Lane and The Walk) were removed, to allow turning space for vehicles having to use The Walk to get to the bridge, once the one-way restriction was in place.  Parking is already at a premium in Islip and the current spaces are very much needed by the houses that have no off-road parking at all. I would expect most of these spaces to remain in place and to NOT have the gap in between the parking spaces. Many people had no idea that the spaces had been removed and were still parking there - until parking tickets were issued. If just the parking space at the 'point' of the triangle was removed, all cars should be able to turn easily. (I live in King's Head Lane and don't have a problem with turning at the point, even when a car is parked there). Larger vehicles would just have to turn onto Middle Street and then into Lower Street, to join the traffic by the Swan.</p> <p>Very large vehicles and articulated lorries should not be driving through Islip (due to the weight restrictions through the village), but they ignore the signs and come through anyway. I have seen at least 3 such vehicles in the last 2 or 3 weeks. A wall has already been knocked down by one lorry that failed to stop.</p>
(21) Local resident, (Islip, Bletchingdon Road)	<p><b>Support</b> - I think it would stop motorists cutting down church lane as that is currently very busy and cars speed down that road</p>
(22) Local resident, (Islip, Church Close)	<p><b>Support</b> - Control traffic</p>

<p>(23) Local resident, (Islip, Church Lane)</p>	<p><b>Support</b> - Because Church Lane is used as a short-cut in both directions especially during rush hour. For the most part, it is a street wide enough for one vehicle causing traffic issues in both directions &amp; a dangerous environment for pedestrians, especially children walking to school (up to the church where the footpath begins). The trial run of the Mill St closure made a huge difference to this issue.</p>
<p>(24) Local resident, (Islip, Conyger Close)</p>	<p><b>Support</b> - I believe it will be beneficial to the traffic flow and will service the proposed bridge structural concerns.</p>
<p>(25) Local resident, (Islip, Conyger Close)</p>	<p><b>Support</b> - The trial period (with traffic lights) was really helpful. The bridge is dangerous, with cars speeding over it, often two cars getting blocked into a road-rage incident, pushing walkers with their dogs off the road, etc etc. I could go on. The one-way system encouraged drivers to slow down, wait their turn, be courteous to others, and in no way prevented drivers from getting around. Fewer commuters would be lovely - if it does put people off.</p>
<p>(26) Local resident, (Islip, High Street)</p>	<p><b>Support</b> - The one-way restriction appears to be necessary in order to facilitate the traffic light controls on Islip bridge. This was explained to me in person at the consultation event in may at Islip Village Hall, though it would be helpful if the reasons for the one-way restriction were spelled out in this online consultation.</p> <p>An additional benefit of the one-way restriction might be that it will deter drivers from using Church Lane as a rat run when heading southwards, as they would then have to double back up The Walk in order to get to the bridge.</p>
<p>(27) Local resident, (Islip, Hilltop Gardens)</p>	<p><b>Support</b> - Seems sensible and minimally disruptive</p>
<p>(28) Local resident, (Islip, Middle Street)</p>	<p><b>Support</b> - Church Lane is a small lane that is only just big enough for 2 cars to pass. It is currently used a cut-through and the proposed change will make this less beneficial, which is advantage to all those who walk with kids to the village shop, the village hall or the school.</p>
<p>(29) Local resident, (Islip, Middle Street)</p>	<p><b>Support</b> - If it is the only way to get the bridge restrictions then it has to be.</p>
<p>(30) Local resident, (Islip, Middle Street)</p>	<p><b>Support</b> - Stop rat run and dangerous junction</p>

<p>(31) Local resident, (Islip, Mill Street)</p>	<p><b>Support</b> - The proposal will allow the continued use of the bridge despite its structural weakness, and so must be accepted as an element of a least worst inconvenience.</p>
<p>(32) Local resident, (Islip, Mill Street)</p>	<p><b>Support</b> - Mainly safety on the bridge, but also hoping would be painful enough to stop people using Islip as an alternative to the A34.</p>
<p>(33) Local resident, (Islip, North Street)</p>	<p><b>Support</b> - The one way restriction will ease the flow of traffic from and to the bridge in the overall scheme. The need for traffic from Mill Street to turn left to climb the hill and then right into King's Head Lane is not demanding and the volumes requiring this route are, from observation, relatively small.</p>
<p>(34) Local resident, (Islip, North Street)</p>	<p><b>Support</b> - crossing the road as a pedestrian where the wheatley road, lower street, mill lane and king's head lane intersect is so dangerous, this would at least remove part of the jeopardy</p>
<p>(35) Local resident, (Islip, North Street)</p>	<p><b>Support</b> - Safer turn out from king's Head Lane and Mill Street</p>
<p>(36) Local resident, (Islip, The Walk)</p>	<p><b>Support</b> - I support the introduction of lights on the bridge and understand why the one-way system is needed. However, I observed that many cars ignored the one-way signage during the trial period. Some additional marking on the carriageways may be needed. I am concerned that the historic raised walk-way within the one-way section should be sympathetically incorporated into the new layout. A wider pavement on the river side would be beneficial.</p>
<p>(37) Local resident, (Islip, Wheatley Road)</p>	<p><b>Support</b> - the trial system worked excellently with the one way system in operation. The sequenced timing of the lights was programmed perfectly causing gaps for residents like me to access the road.</p> <p>If it continues as two way the following will be problems.</p> <ul style="list-style-type: none"> <li>. Additional set of traffic lights causing longer delays.</li> <li>. This set of traffic lights will form a queue on mill street, from the church lane junction, causing problems for the residents effected. The queue being formed by the followig....</li> <li>. Vehicles from kidlington will use church lane as a short cut, to avoid any queue by the war memorial.</li> </ul>

	<p>. Vehicles from bletchingdon road will also use church lane as a short cut when a queue develops by the war memorial.</p> <p>The trial system appeared to stop the short cut issues as very few vehicles were travelling up "the walk" to do a "u turn"??</p> <p>I expect, your model for a four way traffic light control ,already confirms it to be the best system as proved by your trial.</p>
(38) Local resident, (Islip, Collice Street)	<p><b>Support</b> - It improves traffic flow and ease of access for pedestrians</p>
(39) Local resident, (Islip, Mill Street)	<p><b>Support</b> - As a resident I am very keen for any restrictions to be put in place. I live on the river side of Mill St where it meets Church Lane and find that the cars using Mill Street as a rat run come around that corner at a dangerous pace especially given the fact that there are no pavements on the street, people's doors open onto the street and it is very close to a primary school. It is an accident waiting to happen.</p>
(40) Local resident, (Islip, Middle Street)	<p><b>Support</b> - If the new traffic system of one way working over the Ray Bridge is to succeed, it is vital that the short section of Mill Street near the bridge is one way. Without the proposed change it would be necessary to have 4-way working traffic lights at the bridge which would cause considerable delays, as opposed to the very smooth traffic flows that occurred during the trial.</p> <p>It is also of note that many vehicles traveling north across the bridge assume that the end of Mill Street near the bridge is one way, a continuation of the one way working in The Walk and Kings Head Lane thus, making this end of Mill Street very dangerous. Personal observation indicates that very few vehicles exiting Mill Street travel over the bridge. Most are presumably heading in the Kidlington or A34 direction.</p> <p>This action would also prevent traffic using Church Lane as a rat run from the Kidlington Road to the bridge making it a dangerous road especially at school start and end times.</p> <p>The problem of changed parking arrangements at the top of Kings Head Lane could be relived by careful remaking of the parking area that could virtually retain the same number of parking places. Vehicles that were too long to turn here could use Church Lane instead, generally builders.</p>

<p>(41) Local resident, (Islip, Mill Street)</p>	<p><b>Support</b> – I write as a resident of Mill St .to support the proposed one way restriction. It is a very small inconvenience for us Mill St residents to have to drive up to The Walk and then via King’s Head Lane to cross Islip Bridge but it is absolutely necessary as a way to take control of the large number of cars/vans /lorries that pass over the Bridge on the B4027 going in both directions.The only way to control the speed of these vehicles,many of which show complete disregard for the 20 MPH speed limit, is to introduce traffic lights on Islip Bridge. It will also be crucial to ensure that there is effective enforcement of the traffic lights and the speed limit.</p> <p>At certain times of day ,particularly morning and afternoon rush hours , there is a constant stream of traffic coming over the bridge and driving through the village ,which is very unpleasant and quite sad to behold for anyone who remembers Islip in the 1990’s when a pedestrian or children could still stop on the bridge to watch the river below ,not having to worry about preserving life from being knocked over by cars . Many of the vehicles with impunity now exceed the weight limit shown for the B4027 and most vehicles exceed the speed limit ,again with impunity ,pointing up the regrettable lack of enforcement. .Pity the poor pedestrian or cyclist on the B4027! One can see the effects on the increase of traffic on the road when there are problems of any kind with the Oxford A roads -this route then becomes even busier..</p> <p>Again ,I strongly support the introduction of a One Way traffic restriction at the end of Mill Street in the best interests of the village by slowing the traffic over Islip bridge by traffic lights.</p>
<p>(42) Local resident, (Noke, Road Through Noke)</p>	<p><b>Support</b> - Safety; ease of traffic flow</p>
<p>(43) As a business, (Oddington, Main Street)</p>	<p><b>Support</b> - Conditional support in the hope that the lights will improve traffic flows over the bridge. HOWEVER the siting of the lights needs to be given very careful consideration so as to not impede the turning circle of larger vehicles such as coaches and farm machinery and tractors with long trailers</p>
<p>(44) Email response, (unknown)</p>	<p><b>Support</b> – The three way traffic control at the bridge during the trial period was a resounding success. Traffic flowed smoothly through the village and there was no noticeable build up of queuing cars. Even the small number of residents who disputed the need to protect the bridge were silenced. So I very much hope that this scheme will be instigated permanently.</p>

(45) Local resident, (Islip,  
Mill Street)

**No opinion** - I have no opinion