

Division(s): Banbury Calthorpe

CABINET MEMBER FOR ENVIRONMENT – 25 MAY 2017

PROPOSED WAITING RESTRICTIONS AND TRAFFIC CALMING BANKSIDE, BANBURY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and other representations received in the course of a consultation on proposed traffic calming measures (including a raised zebra crossing) and waiting restrictions on Bankside, Banbury.

Background

2. Development of land in south east Banbury (the Longford Park residential development) has been approved by Cherwell District Council, with a significant number of homes already completed and occupied. As the site is further developed, a new junction at Bankside is being constructed, and measures on Bankside are now proposed to provide for the additional demands for travel arising from the development. If approved, these measures will be funded by the developer.
3. The proposals include the replacement of the existing traffic calming chicanes with speed cushions, a raised zebra crossing and the introduction of additional waiting restrictions - plans showing the proposals are included at Annexes 1 and 2. Additionally – although not requiring formal consultation – it is proposed to provide advisory cycle lanes on both sides of the road along its full length, reflecting that Bankside already forms part of a signed cycle route to the station, and that such provision will encourage cycling in the area in accordance with broader transport , sustainability and health objectives.

Consultation

4. The formal consultation on the proposals was carried out between the 23 February and 24 March 2017. The local member, Banbury Town Council and Cherwell District Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals, with letters sent to nearby properties and notices placed along the road.
5. Forty responses were received, as shown at Annex 3 (copies of the full responses are available in the Members' Resource Centre).

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6. Thames Valley Police expressed no objection to any of the proposals.
7. Cllr Mark Cherry, the local member at the time of the consultation, expressed support for all of the proposals.
8. Stagecoach Oxford, the bus operator, supported all the proposals on the understanding that the specification of the bus cushions would allow the passage of buses to pass over them with minimal vertical deflection.
9. The remaining responses were from members of the public, and are summarised below:

Proposed waiting restrictions

	Support	Object	Neutral / no opinion expressed	Total
Bankside residents	3	11	0	14
Residents of roads off Bankside	6	3	0	9
Residents of wider area	2	1	0	3
Unknown	8	2	1	11
TOTAL	19	17	1	37

10. Although the balance of opinion was in support of the proposed waiting restrictions (also taking account of the response of Stagecoach Oxford and the then local member), strong objections were lodged by some members of the public, including a significant majority of the responses received from residents of Bankside.
11. These objections primarily related to the proposed ‘no waiting between 8am and 6pm Mondays to Saturdays’ on the grounds that there is no convenient alternative parking provision nearby for residents of Bankside, noting that while many of the properties on Bankside did have garages accessed from the rear of the property, these were small and not in practice usable by many vehicles, and that on-street parking provision on the adjacent side roads was already under pressure, and that parking displaced from Bankside would cause difficulties for residents of these roads in addition to the inconvenience for Bankside residents.
12. Some respondents suggested the provision of more parking laybys on Bankside, to be funded by the developers, with the suggestion made by some respondents that the use of these laybys should be restricted to residents.
13. It was also suggested by some respondents that the impact for residents could be reduced by limiting the time period the waiting restrictions applied.

14. The proposals for 'no waiting at any time' on the length of Bankside between its junction of Hightown Road and Newbold Close however appeared to be broadly supported – the current parking along the latter part of Bankside is primarily used for commuter parking rather than by residents, and can result in an appreciable restriction for traffic at times.
15. A small number of concerns were raised over the proposed 'no waiting at any time' restrictions on Bankside at its side road junctions on the grounds that it would lead to further parking pressure on the side roads.

Officer comments on the representations on the proposed waiting restrictions

16. The objections relating to the proposed 8am to 6pm Monday to Saturday restrictions are noted and it is accepted that in practice some residents may have significant difficulty in finding suitable alternative parking spaces, and that parking displaced to the side roads would further add to parking pressures experienced in some of these locations.
17. The request for the introduction of a residents parking scheme in the area is noted, but while not ruling out consideration of this in the future, it is not considered possible at present, in particular bearing in mind that civil parking enforcement is not currently in place within the Cherwell District Council area.
18. The provision of further parking laybys at the locations where there is on-street waiting adjacent to housing would require further investigation to assess feasibility and costs; currently there is no identified funding that could be used to fund such works.
19. Balancing the inconvenience to residents impacted by the removal of parking against the benefits that could be achieved from the proposed restrictions for traffic using Bankside is challenging. In addition to allowing buses to operate easily with the proposed traffic calming, the proposed restrictions would assist cyclists using the proposed cycle lanes.
20. Taking all these factors into account it is suggested that the majority of the advertised restrictions on Bankside should be approved for implementation. However, in those key locations where the proposed 8am to 6pm Monday to Saturday limit would cause particular difficulty for residents then no restriction should be introduced at this stage. Officers will carry out local consultation with residents and the local Councillor to determine the extent of these gaps in the restriction, but these are expected to focus on the sections of Bankside between Meadow View and Wood End, and also to the north of the Chatsworth Drive (north) junction.
21. Although a small number of objections that were received related to the proposed 'no waiting at any time' restrictions on the side road junctions, very few vehicles (in practice) park along the short lengths of either Bankside or the side roads where the restrictions are proposed. The intention of the

restrictions is to help ensure that there is no parking in the immediate vicinity of these junctions in accordance with the Highway Code.

22. None of the objections appeared to relate to the proposed 'no waiting at any time' restriction on Bankside between its junctions with Hightown Road and Newbold Close. Proposals (not part of this consultation) for introducing signal control at the Hightown Road junction with Bankside will further add to the justification for removing this parking to ensure that the new layout operates safely and efficiently.

Proposed traffic calming measures

	Support	Object	Neutral / no opinion expressed	Total
Bankside residents	5	4	5	14
Residents of roads off Bankside	8	1	0	9
Residents of wider area	2	1	0	3
Unknown	6	3	2	11
TOTAL	21	9	7	37

23. The proposed replacement of the existing traffic calming chicanes by a system of speed cushions was also overall supported by a majority of the respondents.
24. Some of the respondents' objections to the proposed use of speed cushions stated they significantly preferred the current traffic calming chicanes, and were also concerned about the potential damage to vehicles caused by passing over a large speed cushion, and also potential noise issues as vehicles pass over the cushions.
25. Some responses - while not objecting to the principle of the use of speed cushions - nevertheless queried the number being proposed and requested consideration of a reduced number of features.
26. Stagecoach Oxford, who operate bus services here, expressed no objection with the proviso that the specification of the cushions is 'bus friendly'.

Officer comments on the representations on the proposed traffic calming measures

27. The spacing of the speed cushions (approximately 80 metres apart) is in accordance with normal practice and design guidance based on research published by the Department for Transport. 'Bus friendly' speed cushions are proposed and in practice – from observations of schemes using a similar specification and spacing of cushions – cars are able to progress over these

at 30mph with minimal if any requirement to slow at each feature, yet are effective in reducing the amount of traffic travelling in excess of the speed limit, and have not been found to result in noise issues or any concerns over damage to vehicles.

28. Monitoring of the performance of the existing traffic calming chicanes shows that while they undoubtedly reduce speeds in the vicinity in particular for the traffic required to give way, away from the chicanes speeds can be quite high. Additionally, although not a severe problem, from time to time injury accidents are reported at the chicanes

Proposed zebra crossing

	Support	Object	Neutral / no opinion expressed	Total
Bankside residents	6	1	8	15
Residents of roads off Bankside	7	0	2	9
Residents of wider area	3	0	0	3
Unknown	4	2	5	10
TOTAL	20	3	15	37

29. One objection was received from a resident adjacent to the site concerned about its impact on the property, including light pollution from the beacons, and also concerned that the proposed location was not in the best location to serve existing pedestrian crossing demands. A further two objections were received on the grounds of the crossing not serving existing pedestrian crossing demands (there were also some other comments not framed as objections also making this point).

Officer comments on the representations on the proposed zebra crossing

30. It is accepted at present there may be fairly limited pedestrian crossing demand at the site of the proposed crossing, however it is close to the proposed new junction from the Longford Park development, and will therefore be well placed to serve the pedestrian crossing demand generated by the development.
31. The objection from the residents directly adjacent to the crossing is noted. Such concerns are understandable but there appears to be little scope to amend the location of the crossing to an alternative location that would still provide a convenient crossing point for pedestrians travelling to / from the development, which is funding the crossing, and it should be also noted that the development itself will significantly change the appearance of the land on the east side of Bankside. Light pollution from the zebra crossing beacons can

be addressed by installing hoods so that there is minimal light spillage to adjacent properties.

How the Project supports LTP4 Objectives

32. The proposals will facilitate the safe and efficient movement of traffic arising from the development and will enhance pedestrian facilities in the area.

Financial and Staff Implications (including Revenue)

33. Funding for the proposals is being delivered by the developers of adjacent land; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

34. **The Cabinet Member for the Environment is RECOMMENDED to:**
- a) approve the implementation of the proposed parking restrictions as advertised and amended as set out in this report; and**
 - b) approve the implementation of the proposed traffic calming measures and raised zebra crossing**

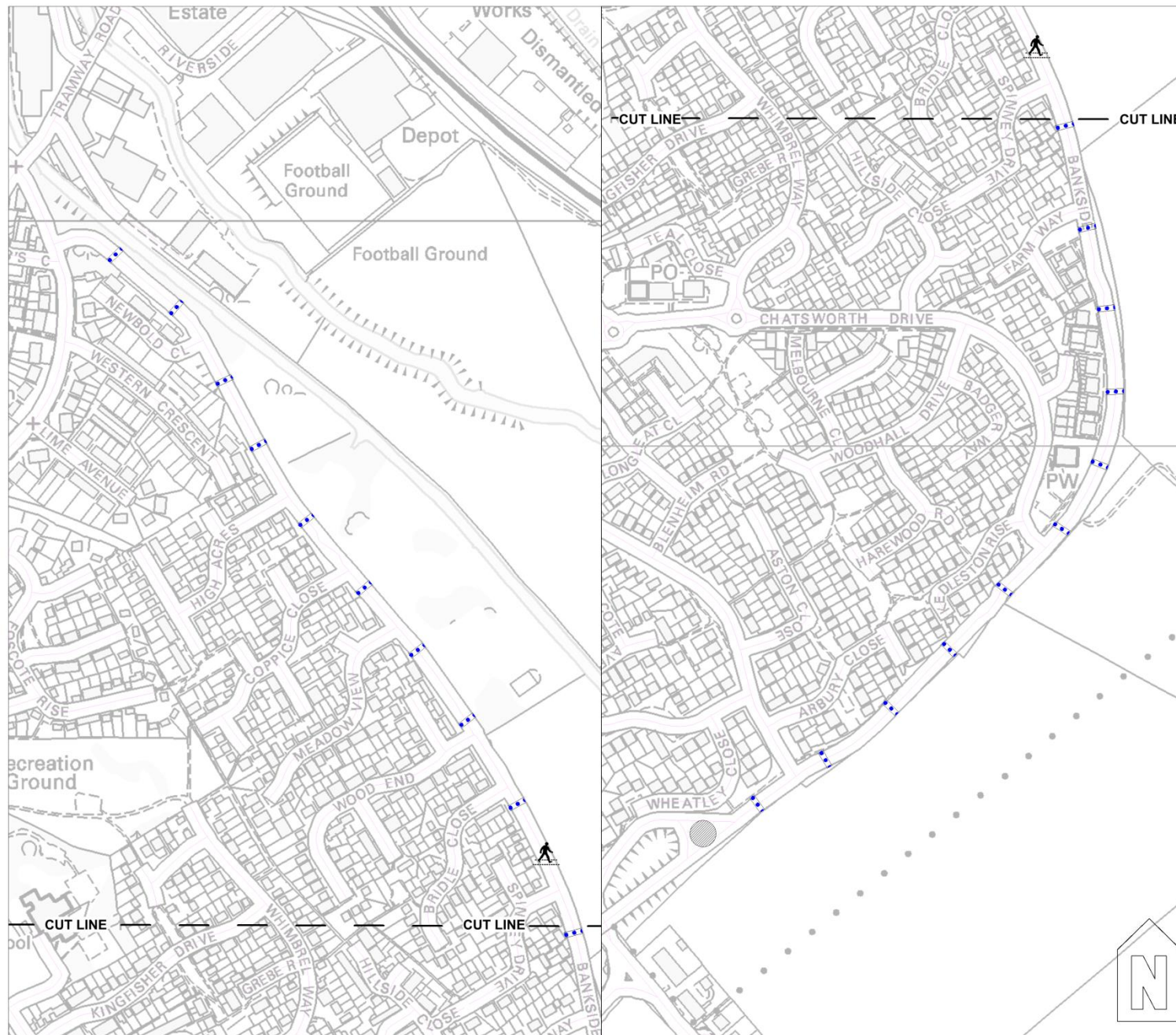
OWEN JENKINS
Director for Infrastructure Delivery

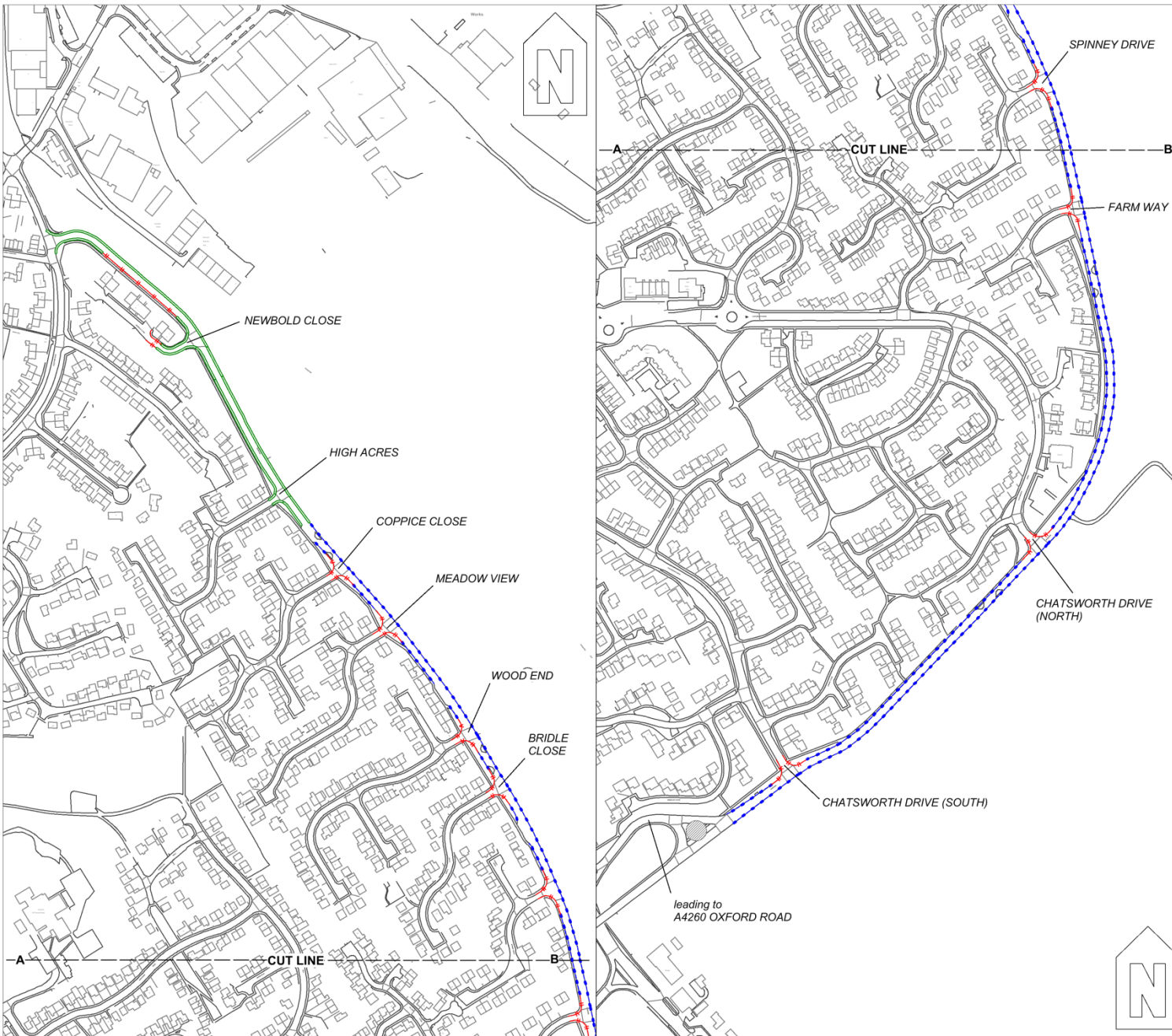
Background papers: Consultation responses





Contact Officers: David Tole 07920 084148

May 2017

Drawing No.	Revision 2															
<p> Approximate location of proposed traffic calming (2 cushions at 80m spacing)</p> <p> Approximate location of centre of proposed Zebra crossing point</p> <p> Newly constructed roundabout junction with road leading to the A4260 Oxford Road</p>																
<p>Notes:</p> <p>a) Pairs of speed cushions with dimensions of: 1.6 metres wide and 2.5 metres long and 75mm high.</p> <p>b) Zebra crossing constructed on a flat top road hump with dimensions of: height 75mm, length 9 metres and with ramp gradients of 1:15.</p>																
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<p>OXFORDSHIRE COUNTY COUNCIL</p>																
<p>CONSULTATION PLAN</p>																
<p>BANKSIDE, BANBURY TRAFFIC CALMING (OPTION B)</p>																
<p>Drawing Status</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Drawn by:</td> <td style="width: 25%;">Checked by:</td> <td style="width: 25%;">Approved by:</td> </tr> <tr> <td style="text-align: center;">CJM</td> <td style="text-align: center;">ADK</td> <td></td> </tr> <tr> <td colspan="3"> <p>(not to scale)</p> </td> </tr> <tr> <td>Date drawn:</td> <td>Date checked:</td> <td>Date approved:</td> </tr> <tr> <td style="text-align: center;">14/11/2016</td> <td style="text-align: center;">30/11/2016</td> <td></td> </tr> </table>		Drawn by:	Checked by:	Approved by:	CJM	ADK		<p>(not to scale)</p>			Date drawn:	Date checked:	Date approved:	14/11/2016	30/11/2016	
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-  Proposed "No waiting at any time" parking restriction.
-  Proposed "No waiting Mondays to Saturdays 8am to 6pm" parking restriction.
-  No change to existing parking restriction.
-  Newly constructed roundabout junction with road leading to the A4260 Oxford Road

- Notes:
- a) No change to restrictions on North/Northeast side of Bankside between Hightown Road and south of High Acres.
 - b) 15 parking spaces on Bankside between Hightown Road & Newbold Close to be removed.
 - c) Restrictions in Newbold Close are being extended by approximately 22 metres.
 - d) No change to restrictions in High Acres, details to be added to TRO for clarity.
 - e) 3 laybys on South side of Bankside to be retained for unrestricted permitted parking.

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CONSULTATION PLAN

BANKSIDE, BANBURY
 PROPOSED
 PARKING RESTRICTIONS

Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM	ADK		
Date drawn:	Date checked:	Date approved:	
18/11/2016	30/11/2016		

<p>Member for Banbury Calthorpe (Cllr Mark Cherry, member for the division at the time of the consultation)</p>	<p><u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support</p>
<p>Thames Valley Police</p>	<p><u>Parking Restrictions</u> - Neither - It is imperative that these restrictions are accepted by residents who may be affected and will have no exemption when the restrictions apply. Thames Valley Police have no objection to the order. <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Neither</p>
<p>Strategic Development Manager (Midlands, Oxfordshire and West) Stagecoach</p>	<p><u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support - with proviso that the speed cushion specification and placement allows buses to track over them while causing minimal vertical deflection. <u>Zebra Crossing</u> – Support</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> – Object – the loss of the parking would cause severe inconvenience due to the lack of alternative provision, noting that the garages provided are too small for modern vehicles and that technically residents are in breach of a covenant if parking outside the garage.</p> <p>Amending the proposals to apply between 10am to 3pm might help, but some residents would still be significantly affected and this would lead to the displacement of the current parking to neighbouring streets, the residents of which would likely be inconvenienced. An alternative would be for the developers to fund the construction of parking bays for the use of Bankside residents only.</p> <p><u>Traffic Calming Features</u> – Support - Very good idea as some drivers see the chicanes as a</p>

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	<p>challenge rather than a calming measure.</p> <p><u>Zebra Crossing</u> - Support – will be helpful when the development is completed.</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> – Object - strongly objects as residents of Bankside have no alternative to parking on the road. The proposal will further encourage greater volumes of traffic on Bankside, which is a residential road, and not a ring road to be used as an alternative to the main A4260 into the town</p> <p><u>Traffic Calming Features</u> – Object - The proposed traffic calming scheme will make little real difference to the traffic on Bankside if the parking restrictions are also adopted as the volume of traffic will undoubtedly increase. The best traffic calming method is to continue to allow parking in its current form as this already helps to slow vehicles down.</p> <p><u>Zebra Crossing</u> – Support - but It would be a better idea to have the crossing opposite the park not opposite an empty field with no public footpath on the side of the road.</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> – Object -removing these spaces and making the road a no parking zone between 8am-6pm Monday to Friday will remove the only space available for parking during the day and so cars will park on the side roads, which are already prone to cars double parking during the day, which would prevent emergency vehicle access to these roads. Traffic problems in the area are mainly due to the signalled junctions within the town, and not Bankside; a ring road joining the south of Banbury with the motorway would be a far better idea.</p> <p><u>Traffic Calming Features</u> – Object - Speed bumps will cause traffic to accelerate and decelerate causing increased pollution and noise; the current chicanes allow a steady flow of traffic during quieter times and thus saves pollution; speed bumps also cause suspension damage to smaller cars!.</p> <p><u>Zebra Crossing</u> – Support - It's not needed yet but may help with the new estate.</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> – Object -there is not enough parking for residents as it is- there is parking for one car only at most</p> <p>Where are you proposing that residents of the two bedroom flats with more than one vehicle per flat,</p>

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	<p>park? What about residents who rent a flat but the owner doesn't let them have use of the garage?</p> <p><u>Traffic Calming Features</u> – Object – removing the chicanes will only make matters worse. The issue will be volume of traffic once the all the new build properties have been bought and taking the chicanes away won't help that - the volume of traffic just means that I am inconvenienced into having to leave for work far earlier</p> <p><u>Zebra Crossing</u> – Neither - If a zebra crossing is being put in because of a bus stop then I agree otherwise I don't see why one would be needed.</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> – Object - it will be detrimental to the people living on Bankside and also visitors/workmen visiting Bankside properties during the week as there will be nowhere to park. I already have trouble parking to the rear of my property and if the proposed parking restrictons are put in place it will make parking during the daytime a nightmare. It would be better to do away with the lower pavement and or grass area at the top end of Bankside to create more laybys for parking.</p> <p><u>Traffic Calming Features</u> – Object – the current chicanes work adequately well and if speed cushions/humps are installed I don't feel it would be beneficial to lower the speed of vehicles. It would be a nightmare for the buses which come up and down Bankside 4 times her hour! Most vehicles would simply go over the speed humps whereas now at least they have to stop and wait at the chicanes.</p> <p><u>Zebra Crossing</u> – Neither - <i>no comments.</i></p>
<p>Email Response Bankside (owner of rented property)</p>	<p><u>Parking Restrictions</u> - Object– tenants would have very considerable difficulty finding an alternative parking space, causing also increased parking pressure on adjacent roads. Suggests consideration of a residents parking scheme and / or the provision of alternative off-street parking spaces</p> <p><u>Traffic Calming Features</u> – no comment</p> <p><u>Zebra Crossing</u> – no comment– suggests consideration of additional crossings e.g. by the bus stops</p> <p>Other comment – queried if there were any proposals to improve the junction of Hightown Road with Bankside.</p>

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<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Object - we have no alternative parking provision, with e.g. no garage or other parking area provided for the property <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Neither</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Object - has no alternative parking – either a residents parking scheme or some other parking provision is needed <u>Traffic Calming Features</u> – No comment <u>Zebra Crossing</u> – No Comment</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Object - please consider making this "no waiting Monday to Friday 10am to 3pm". This would still prohibit those who are leaving their cars here all day, without penalising weekend visitors to the park, or residents who park her after work, or the many parents (including myself) who will leave and return home before and after the school run. Alternatively consider a residents parking scheme. <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – No specific comment on proposal</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Object – the proposed crossing is directly outside our property; there are alternative locations which would not impact on a specific property either north or south of the Spinney Drive junction without being detrimental to existing residential properties. and which would much better serve the existing pedestrian crossing demand, in particular between the Bridle Close junction and Wood End junction.</p> <p>We also need to know that there will not be flashing beacon lights or audible signals from the crossing.</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support</p>

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	<p>Also expressed strong support for a weight limit to address problems of HGV's rat running along the road.</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Object - supports the proposed double yellow lines, but we have no alternative parking provision, the existing parking doesn't cause problems, and also notes that most cyclists use the existing footway. <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Neither</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Object – proposals would prevent parking by their property; few cyclists use Bankside because of the hill need and so this reason for providing the waiting restrictions is not justified. <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support</p>
<p>Resident, (Bankside, Banbury)</p>	<p><u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support</p> <p>Other comments- has seen a huge increase in traffic over approx. 20 years as a resident here; the proposed measures are excellent and will hopefully stop the boy racers we have had recently; it would also be useful if a pedestrian crossing could also be incorporated near the bottom of Bankside, and also some vehicle activated 30mph reminder signs to supplement the speed cushions.</p>
<p>Resident, (Newbold Close, Banbury)</p>	<p><u>Parking Restrictions</u> – Support – <i>no comments.</i></p> <p><u>Traffic Calming Features</u> – Support – <i>no comments.</i></p> <p><u>Zebra Crossing</u> – Neither - there should be one more zebra crossing through the Bank Side park.</p>

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<p>Resident, (Meadow View, Banbury)</p>	<p><u>Parking Restrictions</u> – Support - I am especially pleased to see parking restriction between Newbold Close and the end of Bankside.</p> <p><u>Traffic Calming Features</u> – Support - It looks to be a great improvement on the chicanes!</p> <p><u>Zebra Crossing</u> – Support - <i>no comments</i>.</p>
<p>Resident, (Kedleston Rise, Banbury)</p>	<p><u>Parking Restrictions</u> – Support - With increases in traffic following the new development to the south of Banbury, the existing arrangements are not suitable- while the proposals will resolve the problem, they will make an improvement, though improvements are also needed to improve capacity at the junctions of Bankside / Hightown Road and Swan Close Road / Cherwell Street. One of the major problems is having the access to the M40 motorway junction 11 so that a lot of the traffic wishing to travel west from the has to cross the local Banbury traffic. If going south I always drive to junction 10, but going north I can't avoid the traffic jams even if I drive to junction 12, which I have done.</p> <p><u>Traffic Calming Features</u> – Support - <i>no comments</i>.</p> <p><u>Zebra Crossing</u> – Support - <i>no comments</i>.</p>
<p>Resident, (Wood End, Banbury)</p>	<p><u>Parking Restrictions</u> – Object – while supporting the removal of the commuter parking between Hightown Road and Newbold Close, residents parking else where on the road have few alternatives, and introducing the proposed restrictions would cause severe inconvenience and - the residents looking to park on our side roads. Consideration should be given to a residents parking scheme and building some parking areas for Bankside residents with permits so that all non-local visitors that park on Bankside to use the park to exercise their dogs have to use another area to walk their dogs, thus freeing up a park area for Bankside residents.</p> <p><u>Traffic Calming Features</u> – Support - agree the chicanes should be replaced with speed cushions so that we have a slow but safe & constant flow of traffic. The cycle lanes on both sides of Bankside are also a good idea & will improve the safety of cyclists.</p> <p><u>Zebra Crossing</u> – Support - A raised Zebra crossing is a well overdue but good idea to ensure safety of all.</p>

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<p>Resident, (Lime Avenue, Banbury)</p>	<p><u>Parking Restrictions</u> – Support – but also consider that restrictions should be extended onto Hightown road and into both Western Crescent and Lime Avenue as all three roads suffer from vehicles being left all day whilst the occupants use the train network and council building. Hightown is especially dangerous as it's a long sweeping bend, and it is a direct route for emergency vehicles accessing the hospital On the entry to both Lime Avenue and Western Crescent cars are left on the entrance to the road, so when you are driving up Hightown Road and turn left onto Lime Avenue you cannot see if anything is coming from the road. This has been an ongoing problem for quite some considerable time and is still very dangerous.</p> <p>Also requests consideration of a residents parking scheme in this area.</p> <p><u>Traffic Calming Features</u> – Support - <i>no comments.</i></p> <p><u>Zebra Crossing</u> – Support - <i>no comments.</i></p>
<p>Resident, (Newbold Close, Banbury)</p>	<p><u>Parking Restrictions</u> – Support - the cars that are parked in the area pose danger to others, as well as, the drivers and passengers of those cars; also this is a residential area and it does not look good for it to become an extension of a parking lot. The whole length of Bankside is beautiful accentuated by the canal on one side.</p> <p><u>Traffic Calming Features</u> – Support - It is a good idea, but, I hope there are proper pedestrian lanes on the junction of Hightown Road and Bankside or from one side of Bankside to the other along Hightown Road (I hope this makes sense). It is a challenge to cross from either way.</p> <p><u>Zebra Crossing</u> – Support - That is good. I thought there should be crossings at the end of Bankside, across Hightown Road and across Bankside, itself.</p>
<p>Resident, (Hillside Close, Banbury)</p>	<p><u>Parking Restrictions</u> – Support – very much support the removal of parking between Newbold Close and Hightown Road to reduce traffic congestion and accident risk. Other stretches of Bankside have a similar problem (Meadow View to Wood End, Bridle Close to Farm Way and Farm Way to Chatsworth Drive). - all the properties along these stretches have either garages or allocated car</p>

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	<p>parking spaces to the rear of their properties - there is no reason for them to park along Bankside apart from the sheer laziness of the individuals parking there. The parking restrictions proposed would allow a more fluid flow of traffic.</p> <p><u>Traffic Calming Features</u> – Support - the chicanes do not slow traffic down. The 'give way to oncoming vehicles' signs are ignored, with numerous, irresponsible drivers merely driving through regardless of the priorities of oncoming traffic. I have witness numerous drivers overtaking vehicles along various stretches of Bankside with very little concern for the safety of other road users and pedestrians. I can understand the need to increase the FLOW of traffic along this route but it must not be at the cost of increasing the SPEED of the traffic along it. After years of traffic speeds increasing along this stretch of road I welcome the proposed traffic calming measures.</p> <p><u>Zebra Crossing</u> – Support - Finally a (recognised) safe route over which pedestrians can cross the main Bankside road, it's long overdue and still short of the requirement for a pedestrian crossing to the main Bankside Park.</p>
<p>Resident, (Coppice Close, Banbury)</p>	<p><u>Parking Restrictions</u> - Object – this will create more pressure on parking spaces on the side roads, which is already significant - suggests the creation of more parking laybys on Bankside, and / or the construction of a new car park in this part of Banbury.</p> <p><u>Traffic Calming Features</u> – Support - but queries the need for as many of cushions as currently proposed, and also the siting of the cushions nearest the Hightown Road junction, considering these to be too close.</p> <p><u>Zebra Crossing</u> – Support – but suggests consideration of further crossings, noting that the chicanes provide a good place for pedestrians to cross at present; also but queries if the proposed crossing needs to be provided on a road hump</p>
<p>Resident, (Bridle Close, Banbury)</p>	<p><u>Parking Restrictions</u> - Support – especially the proposals for the length between Hightown Road and Newbold Close</p> <p><u>Traffic Calming Features</u> – Support – but qualifies this by querying whether so many pairs of cushions are needed.</p> <p><u>Zebra Crossing</u> – Support Also suggested the provision of bus stop laybys, and the re-instatement of a bus stop between Bridle close/ Woodend on Bankside Park side, which was removed when the chicacnes were installed</p>

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<p>Resident, (High Acres, Banbury)</p>	<p><u>Parking Restrictions</u> - Object – concerned that the proposals will transfer parking to adjacent side streets, and suggests the provision of additional parking laybys <u>Traffic Calming Features</u> – Object- the number of speed cushions is excessive – either the number should be reduced or speed cameras provided as an alternative. <u>Zebra Crossing</u> – No comment</p>
<p>Resident, (Adderbury)</p>	<p><u>Parking Restrictions</u> – Object - People have been able to park outside their properties since the properties were built. It would be impractical and totally life changing for the residents to be unable to park outside their homes. Those elderly and those with young families will be most affected and be very detrimental to their way of life. They need to park at any time, day or night. If new housing is being built opposite these residencies then the road should be widened to enable parking along one side to continue. The extra traffic should lead to improved roads and not harm the previous residents. Also, where are the residents allowed to park? It would cause great stress to residents of the whole estate if all the roads on the estate are jam-packed with the extra vehicles. <u>Traffic Calming Features</u> – Support - The loss of the chicanes and the provision of traffic calming speed bumps is not a problem. It should lead to better traffic flow providing parking is still allowed on one side of the road. <u>Zebra Crossing</u> – Support - This should provide safer crossing than the present method of crossing the road.</p>
<p>Resident, (Bodicote)</p>	<p><u>Parking Restrictions</u> – Support - Unless road widening could be considered? <u>Traffic Calming Features</u> – Object - The proposed humps sound an excessive number. The current chicanes work very well. <p>Suggest a speed camera at both ends not too close to the junctions to check average speed. I believe it would be through traffic most likely to exceed the speed limit. Reduce speed limit to say 20 mph and place flashing reminder lights on posts. This could be in a middle section where speeding is considered most likely by the police. Local traffic users should not suffer speed bumps.</p> </p>

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	<p><u>Zebra Crossing</u> – Support - <i>no comments.</i></p>
<p>Online Response, (unknown)</p>	<p><u>Parking Restrictions</u> – Support - there is no reason at all for ANY cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties. There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.</p> <p><u>Traffic Calming Features</u> – Support - For many years, this road has been a hazard with cars that continually speed along this road. It is also used as a short-cut or ""rat run"" between Bodicote & Banbury and we have witnessed many cars racing through the chicanes , and also traffic accidents as a result of speeding , including through the chicanes; the road is often blocked for periods as cars have to stop-start at the chicanes so obviously some drivers lose patience and race to beat the oncoming vehicle or simply cut up other oncoming vehicles instead of waiting.</p> <p><u>Zebra Crossing</u> – Support - A zebra crossing will increase the safety on Bankside considerably, including for the children crossing to the playing area in Bankside but are discouraged from going there as the road is currently too dangerous to cross so many parents will not allow it.</p>
<p>Online Response, (unknown)</p>	<p><u>Parking Restrictions</u> – Object – there is no other accessible parking close by – a normal working pattern of 9-5 Monday to Friday no longer exists. I do not see restrictions on parking between 8am and 6pm being workable for the residents from 152 to 172 Bankside. These vehicles still need to be parked somewhere.</p> <p>If alternative parking is not provided then you create a problem elsewhere and will cause parking issues on Chatsworth Drive and the surrounding streets. If this proposal is progressed, then alternative parking needs to be provided for the residents of the maisonettes from 152 to 172 Bankside – this could be provided by utilising the grass verge between the boundaries of the maisonettes to the roadside.</p> <p><u>Traffic Calming Features</u> – Object - There is nothing wrong with the existing chicanes, speed cushions far from slowing the traffic down will allow it to speed up, the chicanes reduce the speed of the traffic where as speed cushions make drivers increase their speed in-between the cushions. Also have serious concerns about the tyre noise and the constant noise pollution that speed cushions are</p>

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	<p>known to cause.</p> <p><u>Zebra Crossing</u> – Neither - <i>no comments</i>.</p>
<p>Online Response, (unknown)</p>	<p><u>Parking Restrictions</u> – Support - These restrictions are desperately needed.</p> <p><u>Traffic Calming Features</u> – Object - The amount of time, money and disruption to local residents used to take out the chicanes and replace them with the speed cushions does not seem proportionate, as the speed cushions are unlikely to be as effective at slowing down traffic as the chicanes have been. This is especially relevant as the flow of traffic moving down Bankside is not a problem at present.</p> <p><u>Zebra Crossing</u> – Object - It would be more beneficial to place the zebra crossing further north in order for residents to use it to access Bankside Park. If crossings are required to access the new housing estates, extra crossings should be added when the estates are built and fully inhabited.</p>
<p>Online Response, (unknown)</p>	<p><u>Parking Restrictions</u> – Support - Parking restrictions are needed as Bankside is currently very dangerous. Many cars park along this road and use it as a car park; all residents along Bankside also have their own garages or parking places at the rear of their houses so nobody should be parking anywhere along Bankside...it is selfish, inconsiderate and dangerous!</p> <p><u>Traffic Calming Features</u> – Support - cars race along this road at very high speed and also use it as a short cut. It is very dangerous. The chicanes do not slow the cars down as they simply race through them and cut up other vehicles. They can easily be negotiated at speeds of 60mph so Speed bumps are needed as it would allow a more continual but slower flow of traffic!</p> <p><u>Zebra Crossing</u> – Support - A Zebra crossing is needed as it would allow a safe place for people to cross this busy and dangerous road, especially younger children and elderly people trying to cross to Bankside park. Currently trying to cross this road is dangerous.</p>
<p>Online Response, (unknown)</p>	<p><u>Parking Restrictions</u> – Support - Parking restrictions are needed along Bankside because many cars use it as a free car park. These are parked all day as people use the train station or Cherwell Council offices in Tramway. The cars are a danger and hazard!</p>

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	<p><u>Traffic Calming Features</u> – Support - Speed bumps are desperately needed. Cars speed along this road and cut each other up at the chicanes; the chicanes are not effective because all it does is makes the traffic flow stop / start and drivers get frustrated when it causes tailbacks. I also suggest reducing the speed limit further to 20mph because that it the same as other estate roads such as Bretch Hill and other locations.</p> <p><u>Zebra Crossing</u> – Support - A zebra crossing is required as it will allow a safe place for people to cross the busy road especially children and older people as the cars race along the road.</p>
<p>Email Response</p>	<p><u>Parking Restrictions</u> - Support –</p> <p><u>Traffic Calming Features</u> – Support - but queries the number of speed cushions proposed</p> <p><u>Zebra Crossing</u> – Support – suggests consideration of additional crossings e.g. by the bus stops</p> <p>It looks like the weak point will be the junction with Hightown road but maybe you have plans for this in the future.</p> <p>However, also made point that improving traffic flows in the area was very important</p>
<p>Email Response (18/03/2017)</p>	<p><u>Parking Restrictions</u> - No specific comment on proposal - but suggests part of Bankside Park is used for parking for cars and bikes</p> <p><u>Traffic Calming Features</u> – No comment</p> <p><u>Zebra Crossing</u> – No specific comment on proposal – but suggests that a zebra crossing is provided between High Acres and Wood End</p>
<p>Email Response (25/02/2017)</p>	<p><u>Parking Restrictions</u> - Object - unless additional layby parking for residents is provided between a) Chatsworth and Chatsworth and b) between Chatsworth and Farm Way</p> <p><u>Traffic Calming Features</u> – Object - the proposed speed cushions will cause discomfort to passengers e.g. on the bus and b) cause damage to vehicles affecting suspension and steering/tracking. This latter is a potential hazard as these vehicles travel elsewhere.</p> <p><u>Zebra Crossing</u> – Object? - - there is currently no crossing demand at the site of the proposed crossing</p>
<p>Email Response (25/02/2017)</p>	<p><u>Parking Restrictions</u> - Support – especially the proposals for the length between Hightown Road and Newbold Close</p> <p><u>Traffic Calming Features</u> – Support</p> <p><u>Zebra Crossing</u> – Neither</p> <p>Other comments: a) not supportive of the cycle lanes as wold take up valuable traffic space on what will become a busier road; b) very concerned about the poor maintenance condition of the road.</p>

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<p>Email Response (01/03/2017)</p>	<p><u>Parking Restrictions</u> - Support – There is no reason for cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties... There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.</p> <p><u>Traffic Calming Features</u> – Support – the proposed road cushions would have the effect of allowing a constant and continual flow of traffic whilst still slowing the vehicles down to an acceptable and safe speed.</p> <p><u>Zebra Crossing</u> – Neither</p>
<p>Email Response (24/02/2017)</p>	<p><u>Parking Restrictions</u> - Object - while we have a garage it is too small for one of our cars, which is nevertheless parked by the garage but technically in breach of the covenant for the property, and we have no alternative parking space for our other car, with the proposed times of operation for the single yellow lines. If the times were revised to e.g. 10am to 3pm, this may help but some neighbours work shifts and others have more than two cars in their households, and so would result in increased parking pressure on the side roads. Consideration could be given to creating footway parking places, but also notes that the parking helps slow down traffic on what is a residential road.</p> <p><u>Traffic Calming Features</u> – Neither</p> <p><u>Zebra Crossing</u> – Neither</p>