



Delegated Decisions by Cabinet Member for Highway Management

***Thursday, 3 June 2021 at 2.00 pm
County Hall, New Road, Oxford OX1 1ND***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 11 June 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

Please note that Council meetings are currently taking place in-person (not virtually) with social distancing at the venue. Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click [on this Live Stream Link](#). However, that will not allow you to participate in the meeting.

Places at the meetings are very limited due to the requirements of social distancing. If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am four working days before the meeting and they will advise if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

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

Yvonne Rees
Chief Executive

May 2021

Committee Officer:

Graham Warrington

Tel: 07393 001211; E-Mail:

graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 1 July 2021

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declaration of Interest**
2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**

Currently council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are very limited due to the requirements of social distancing. While you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on 27th May 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. You will be contacted by the officer regarding the arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Tuesday 1 June 2021. Written submissions should be no longer than 1 A4 sheet.

4. **Oxford: Old Marston North Area - Amendment to CPZ Order**

(Pages 1 - 4)

Forward Plan Ref: 2021/040

Contact: Tim Shickle, Group Manager (Asset Renewals) Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM4**).

The report presents responses received to a statutory consultation on proposed revisions to the CPZ order approved at the Cabinet Member Decision meeting on 17 December 2020 but which were unfortunately omitted in error from the order made on 1 March 2021. The current proposals, if approved, will reflect the CPZ signing already in place at Horseman Close, Dents Close, Clays Close and Jessops Close and also clarify that given the existing access only restriction at Elms Drive, only residents of Elms Drive and their visitors are permitted to park in the road and in accordance with the CPZ order.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

- a) ***the proposed amendment to the times of operation of the CPZ restrictions in Horseman Close, Dents Close, Clays Close and Jessops Close.***
- b) ***Parking in Elms Drive to be available only to residents of the road and their visitors and in accordance with the CPZ order.***

5. **Oxford: Various Locations - Proposed Exclusion of Properties for Eligibility for Parking Permits** (Pages 5 - 12)

Forward Plan Ref: 2021/039

Contact: Tim Shickle, Group Manager (Asset Renewals) Tel: 07920 591545/Anthony Kirkwood, Principal Officer – Road Safety Tel: 07392 318871

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits, parking places and no waiting at any time restrictions as a result of the development of adjacent properties.

The Cabinet Member for Highways Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits, parking places and no waiting at any time restrictions:

- a) ***Summertown: to exclude No.57 (Flats 1 – 6) Victoria Road from permit eligibility;***
- b) ***North Summertown: exclude Nos.45 & 45A Davenant Road from permit eligibility:***
 - i) ***exclude Nos.45 & 45A Davenant Road from permit eligibility;***

- ii) **to extend the existing Double Yellow Lines outside No.38 Blandford Avenue by 6.5 metres to facilitate a new access, reducing the existing two-hour parking bay (permit holders exempt) by the same amount;**
- c) **Headington Central: to exclude Nos.18 & 18A Osler Road from permit eligibility;**
- d) **East Oxford:**
 - i) **Nos.47, 48, 48A & 49 Marston Street to be limited to apply for 1 resident permit per property & visitor permits;**
 - ii) **To exclude from permit eligibility 12 new dwellings at site of 44 Princes Street;**
 - iii) **To exclude from permit eligibility 14 new dwellings at site of 5 Collins Street;**
- e) **Cowley Marsh exclude from eligibility 9 new dwellings at site of Ashlar House, Glanville Road.**

6. Bicester: Various Locations - 6 Months Review of Proposed Waiting Restrictions (Pages 13 - 16)

Forward Plan Ref: 2021/044

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 /John Lee, Transport Planner Tel: 07393 001006

Report by Corporate Director Environment & Place (**CMDHM6**).

The report presents a review of the waiting restrictions approved and implemented in 2020 but which were subject to a review 6 months after the restrictions had been in place.

The Cabinet Member for Highways Management is RECOMMENDED to:

- a) ***approve the proposed amendments to existing waiting restrictions at Green Close, Longfields and Windmill Avenue;***
- b) ***approve additional waiting restrictions at Fane Close and Moor Pond Close.***

7. Upper Heyford: Camp Road and Adjacent Residential Roads - Proposed 20mph Speed Limit (Pages 17 - 26)

Forward Plan Ref: 2021/034

Contact: Tim Shickle, Group Manager (Asset Renewals) Tel: 07920 591545/Julian Richardson, Senior Engineer (Road Agreements Team C&W Engineering 2) Tel: 07825 052736

Report by Corporate Director Environment & Place (**CMDHM7**).

The report presents responses received to a statutory consultation on a proposed 20mph speed limit on Camp road and adjacent residential roads.

The Cabinet Member for Highways Management is RECOMMENDED to approve the 20mph speed limit on Camp road and the adjacent residential roads as advertised.

8. Didcot: A4130 Northern Perimeter Road by Avon Way - Proposed Toucan Crossing (Pages 27 - 34)

Forward Plan Ref: 2021/038

Contact: Tim Shickle, Group Manager (Asset Renewals) Tel: 07920 591545/Ryan Moore, Senior Engineer (Road Agreements Team S&V Engineering 2) Tel: 07557 082568

Report by Corporate Director Environment & Place (**CMDHM8**).

The report presents responses received to a statutory consultation on a proposed toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) on the A4130 Didcot Northern Perimeter Road east of its roundabout junction with Avon Way required to provide a safe crossing point for pedestrians and cyclists in conjunction with approved residential development on the north side of the A4130.

The Cabinet Member for Highways Management is RECOMMENDED to approve the installation of a toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) on the A4130 Didcot Northern Perimeter Road east of its roundabout junction with Avon Way.

9. Harwell: Grove Road and Other Roads - Proposed 20mph and Other Speed Limit Changes and Traffic Calming (Pages 35 - 42)

Forward Plan Ref: 2021/036

Contact: Tim Shickle, Group Manager (Asset Renewals) Tel: 07920 591545/Ryan Moore, Senior Agreements Team S&V Engineering 2) Tel: 07557 082568

Report by Corporate Director Environment & Place (**CMDHM9**).

The report presents responses received to a statutory consultation on proposed 20mph and 40mph speed limits at Harwell. The proposals were subject to a previous consultation and approved at the Cabinet Member for Environment Delegated Decisions meeting on 17 September 2017 but the speed limit order was not made within the statutory 2-year period from the start of the previous consultation, thereby requiring a further consultation, although the speed limit signing itself has been installed.

The Cabinet Member for Highways Management is RECOMMENDED to approve the 20mph and 40mph speed limits as advertised.

10. North Leigh: A4095 - Proposed Extension of 40mph Speed Limit and Turning Restrictions (Pages 43 - 50)

Forward Plan Ref: 2021/028

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Daniel Mowlem, Engineer – Road Agreements Team C&W Engineering 1

Report by Corporate Director Environment and Place (**CMDHM10**).

The report presents responses received to a statutory consultation on a proposed extension of the 40mph speed limit on the A4095 at North Leigh and introduction of turning restrictions in conjunction with the construction of a new access on the A4095 for Eynsham Hall as part of approved development.

The Cabinet Member for Highways Management is RECOMMENDED to approve as advertised:

- a) ***the proposed extension of the 40mph speed limit on the A4095 at North Leigh;***
- b) ***the proposed turning restriction prohibiting vehicles turning from the A4095 into new access for Eynsham Hall.***

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Divisions affected: *Marston & Northway*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

OXFORD: MARSTON NORTH AREA – AMENDMENT TO CPZ ORDER

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is RECOMMENDED to approve as advertised:
 - a) the proposed amendment to the times of operation of the CPZ restrictions in Horseman Close, Dents Close, Clays Close and Jessops Close.
 - b) Parking in Elms Drive to be available only to residents of the road and their visitors and in accordance with the CPZ order.

Executive summary

2. This report presents responses received to a statutory consultation on proposed revisions to the CPZ order which were approved at the Cabinet Member Decision meeting on 17 December 2020 but were unfortunately omitted in error from the order made on 1 March 2021. The current proposals, if approved, will reflect the CPZ signing already in place at Horseman Close, Dents Close, Clays Close and Jessops Close. The proposals also clarify that given the existing access only restriction at Elms Drive, only residents of Elms Drive and their visitors are permitted to park in the road and in accordance with the CPZ order.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget.

Equality and Inclusion Implications

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

Sustainability Implications

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

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local Resident, (Jessops Close, Oxford)	<p>Object – My major objection to the Notice is that it fails to recognize the special utility and service nature of the roads Jessops Close and Clays Close that make it unfeasible to support non-residential parking, for the following reasons:</p> <ul style="list-style-type: none"> • These roads serve to provide access to garages at the rear of properties and are too narrow to support on-street parking that avoids interfering with garage access and ' resident traffic flow, and without overlapping of the footpaths (not permitted under parking restrictions of the CPZ). • These roads must provide permanent emergency access for maintaining the electrical sub-station (on Jessops Cl) and the waste-water pumping station (on Clays Cl) that serve the whole neighbourhood. The clear signage to this effect, needs reinforcing by prohibiting non-residential on-street parking. • The restricted road space requires that turning-bays on both roads also remain free from non-resident parking, as must the access to the busy but narrow public path and cycle route from the bottom of Clays Close that leads to Boars Lane for the Old Marston bus-stops, children's play-areas and local schools. <p>I hope that a comprehensive view of how to fulfil the Statement of Reasons in terms of ease of traffic access and considerations of public safety can convince the Council that, as distinct from Horseman's Close, Jessops Close and Clays Close are far better served by being restored to the status of parking for residents and visitors only.</p>
(3) Local Resident, (Horseman Close, Oxford)	<p>Concerns – The proposed amendments regarding the CPZ in Horseman Close are already in place i.e. 9am to 5.00pm Monday to Friday. This was brought in despite the residents of Horseman Close, Clays Close, Jessops Close and Dents Close residents voting 31 to 3 against the proposals and it would appear that no one from Dents Close for whatever reason did not vote. Could you therefore please explain what these new amendments will change as at the</p>

	<p>moment I cannot see what is changing</p>
<p>(4) Local Resident, (Horseman Close, Oxford)</p>	<p>Concerns – The proposed amendment to Horseman Close, Dents Close, Clays Close and Jessops Close has already been implemented so is retrospective. I think the concerns over commuter parking have been rather overstated as firstly we do not have any problem, and secondly with more people likely to work from home in the future it is unlikely to increase.</p> <p>The issues in Elms Drive could be addressed by blocking off the Marsh Lane end. This is in keeping with the Councils current creation of LTN's being rolled out as in Cowley area. It would therefore</p> <ul style="list-style-type: none"> - stop the road being used as a "rat run". - resident parking restrictions would not need to be changed and could remain in alignment with the rest of the zone as now. - the current cycle track ends at the start of Elms Drive on Marsh Lane so cyclists should turn right and use the road to access the Swan School when it opens. An additional safety measure of traffic calming at the bend in the road might be considered. The reduction in traffic would make it safer for them and is in line with the policy of encouraging cycling and walking. <p>The footpath along Marsh Lane after Elms Drive, is being used by cyclists. It was never widened and continued to join up with the next length of cycle track. It is a hazard especially for elderly people, or parents with young children, as you cannot hear cyclists approaching from behind. The above changes to traffic arrangements would help in this respect if it was sign posted properly.</p>

Divisions affected: *Cowley; Headington and Quarry; Iffley Fields & St Mary's; St Clements and Cowley Marsh; Wolvercote & Summertown*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

OXFORD VARIOUS LOCATIONS – PROPOSED EXCLUSION AND AMENDMENTS OF ELIGIBILITY FOR PARKING PERMITS AND MODIFICATIONS TO WAITING RESTRICTIONS AND PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits, parking places and no waiting at any time restrictions:
 - a) **Summertown:** to exclude No.57 (Flats 1 – 6) Victoria Road from permit eligibility;
 - b) **North Summertown:** exclude Nos.45 & 45A Davenant Road from permit eligibility:
 - i) exclude Nos.45 & 45A Davenant Road from permit eligibility;
 - ii) to extend the existing Double Yellow Lines outside No.38 Blandford Avenue by 6.5 metres to facilitate a new access, reducing the existing two-hour parking bay (permit holders exempt) by the same amount;
 - c) **Headington Central:** to exclude Nos.18 & 18A Osler Road from permit eligibility;
 - d) **East Oxford:**
 - i) Nos.47, 48, 48A & 49 Marston Street to be limited to apply for 1 resident permit per property & visitor permits;
 - ii) To exclude from permit eligibility 12 new dwellings at site of 44 Princes Street;
 - iii) To exclude from permit eligibility 14 new dwellings at site of 5 Collins Street;
 - e) **Cowley Marsh** exclude from eligibility 9 new dwellings at site of Ashlar House, Glanville Road.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in

respect of eligibility for parking permits, parking places and no waiting at any time restrictions as a result of the development of adjacent properties.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent properties

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 01 April and 30 April 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, local County Councillors, and local Oxford City Councillors. Additionally, letters were sent to approximately 450 properties in the immediate vicinity of the various proposals and public notices placed in Blandford Avenue.
7. Eleven responses were received during the formal consultation. 2 objections (covering Blandford Avenue & Marston Street), 1 raising concerns, 7 in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object to the proposals.
9. The local member for Headington and Quarry expressed support for the proposals at Osler Road.
10. One objection and one expression of concern were received in respect of the proposal for Blandford Avenue on the grounds of the loss of a 2-hour (permit holders exempt) parking place and requested that an additional 2-hour parking place be created to compensate for the loss. While noting these representations, the loss of one 2-hour parking place is not considered a very material change and the planning consent issued by Oxford City Council only required the measures as consulted on.
11. One objection was received in respect of the proposal for Marston Street from a resident of the affected properties on the grounds of inconvenience taking account of personal circumstances. While noting these concerns the proposal

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reflects a condition included in the planning consent issued by Oxford City Council for these addresses.

12. Expressions of support were received from five members of the public. Three relating to the Summertown Victoria Road proposal, one to the North Summertown: Blandford Avenue proposal and one to the East Oxford: Marston Street proposal, though noting that the respondent expressed a preference for no permits to be issued (rather than the one permit now proposed).

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

May 2021

Drawing No. 0 Revision 0

Key

- Permit Holders only
9am to 5pm Monday to Friday
- 8am to 6.30 Monday to Friday
Permit holders exempt
- No Waiting at Any Time
- No Waiting at Any Time extended by
6.5 metres in front of new access

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

BLANDFORD AVENUE

Drawing title

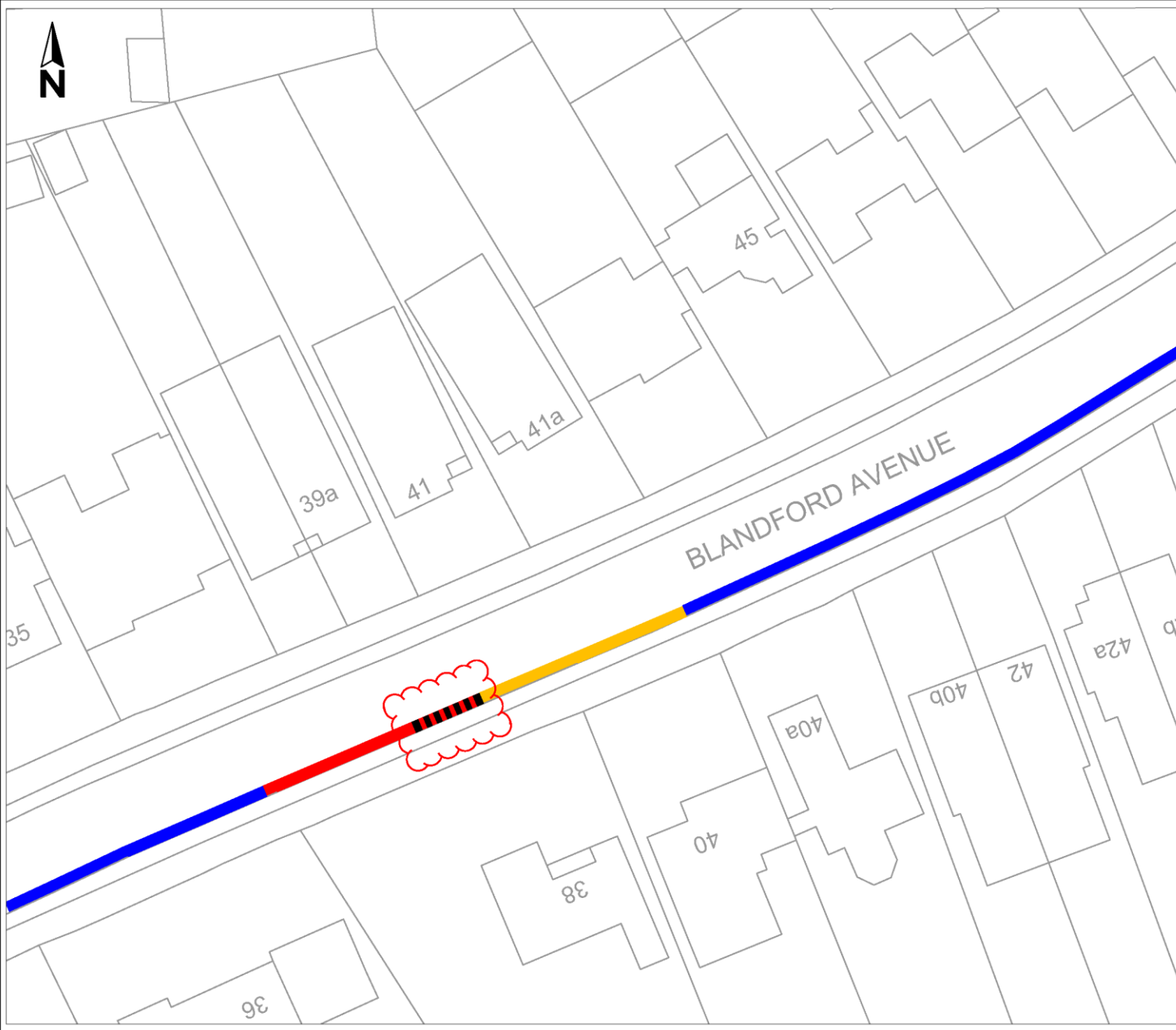
EXISTING PARKING RESTRICTIONS

Drawing Status

Scale @ A3	Drawn by	JaC	Checked by	Approved by
N.T.S.	Date drawn	03/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 0 Revision 0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local County Cllr, (Headington & Quarry Division)	Support (Osler Road) – I support the Headington central proposals.
(3) Local Resident, (Oxford, Blandford Avenue)	<p>Object (Blandford Avenue) – I do not of course, object to the construction of an access from the new property but I strongly feel that it should be accompanied by a substitute 2 hr parking bay close by. (Any cost should be covered by the application fee in an ideal situation).</p> <p>There are only two 2 hr parking bays at the Sunderland Avenue end of Blandford Avenue. We have recently lost 3 parking spaces from the bay outside the new properties 55 and 57. Previous access to the demolished house was in Sunderland Avenue. We are now losing another 2/3 spaces from the other bay. Short term parking at this end of the Avenue is often difficult mainly because of builders’ vans parking in the 2 hr slots for most of the day (one suspects without obtaining a permit).</p> <p>I hope to see the designation of another 2-hour parking bay in place of a residents only one.</p>
(4) Local Resident, (Oxford, Blandford Avenue)	Concerns – While I accept that the new access road requires the extension by 6.5m of existing double yellow lines outside 38 Blandford Avenue, I do not accept that the matter ends there. The road will lose a significant area of free parking zones, so this loss should be reinstated elsewhere along the road, as the 2hour parking zones are useful as a public amenity, as well as to visitors to residents of Blandford Avenue.
(5) Local Resident, (Oxford, Marston Street)	Object (Marston Street) – I am writing to voice my objection to the plan to reduce the number of visit permit to 1. My partner lives in Banbury on his own and comes often to stay with me; we are already having to limit his stay because of the current maximum of two permits per year. If anything, we would like to see the number of allowed permits

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	increased. I am thus strongly opposed to the proposed measures.
(6) Local Resident, (Oxford, Victoria Road)	<p>Support (Victoria Road) – I endorse the decision to exclude the flats at 57 Victoria Rd from eligibility for parking permits, as agreed in the Planning Permission.</p> <p>We've already seen examples of the development ignoring planning stipulations (eg balcony screens on rear elevation being too low, contrary to planning.) So, I'm pleased to see you are enforcing the parking exclusion, in a street that already is challenged for spaces.</p> <p>Can we be sure this will be a permanent feature, and not rescinded next year, as further planning permission creep?</p>
(7) Local Resident, (Oxford, Victoria Road)	<p>Support (Victoria Road) – I write in support of the proposed change to the restrictions on controlled parking on Victoria Road, Summertown, to limit permits to new residents of 57 Victoria Road to visitor permits only.</p> <p>I write as a resident of 40, Victoria Road, which does not enjoy off street parking. I therefore have to rely on the on-road spaces on the street when parking my own car. The number of on-street spaces has steadily reduced over recent years as access has been provided to newly created off-street parking. This has not always been done with an eye to maximising the number of on-street spaces remaining. The redevelopment of 57 is a case in point. On street parking is being lost across the entire width of the property.</p>
(8) Local Resident, (Oxford, Marston Street)	Support (Marston Street) – I support the original plan, i.e. NO permits for these additional houses.
(9) Local Resident, (Oxford)	Support – Safety in the Blandford Avenue instance, general motor traffic reduction in all other instances.
(10) Local Resident, (Oxford)	Support (Victoria Road) –There is already parking congestion in the area, especially with the number of trade vehicles. If these residents are allowed unlimited parking or parking on the road where they have off street parking allocated, this will further reduce parking provision for the other residents.

(11) Local Resident,
(Oxford)

Support – There can be potential issues if permits are legalised everywhere. Certain places are fine not everywhere.

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Divisions affected: Bicester West; Bicester North; Bicester Town

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

BICESTER – VARIOUS LOCATIONS – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways management is RECOMMENDED to:
 - a) approve the proposed amendments to existing waiting restrictions at Green Close, Longfields and Windmill Avenue;
 - b) approve additional waiting restrictions at Fane Close and Moor Pond Close.

Executive summary

2. This report presents a review of the waiting restrictions which were approved and implemented in 2020. Their approval was subject to a review after the restrictions had been in place for 6 months.

Financial Implications

3. Funding for the approved and implemented measures was provided by developer contributions.
4. Following the review, funding for the proposed amendments and additions to the restrictions will be provided by the road markings maintenance budget, funds allowing. It is anticipated that the amendments will cost approximately £1,000.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help further facilitate the safe movement of traffic in Bicester.

Review

7. The section below provides for each road (where a response was received) a summary of responses to the measures and officer comments, with recommendations in bold.

Barry Avenue 2020 Measures: *DYL both sides, incl. part of Graham Road, DYL at junctions with Titchener Close, Raymond Road, Maud Close, Margaret Close, Fane Close and Ewart Close*

Responses:	Officer comments and recommendations:
- Cars can now go faster on the blind bend because the restrictions have removed parked cars from the road.	The lines are all on the inside of the bend, where no-one should be parking.
- Rowan Road restrictions are a waste of time and money because no one parks there anyway.	The lines are all on the inside of the bend, where no-one should be parking.

Blake Road 2020 Measures: *additional DYL*

Responses:	Officer comments and recommendations:
One of the only places that doesn't have DYL is outside no.22 Blake Road and this causes a continuation of parking issues here.	Insufficient findings to comment, therefore it is recommended that the implemented measures remain unchanged.

Fallowfields 2020 Measures: *DYL at junction with Longfields, SYL on both sides – no waiting for 1hr (different time on each side)*

Responses:	Officer comments and recommendations:
- The new restrictions are generally welcomed but problematic parking continues in the parts of Fallowfields where there are no restrictions.	This has not been observed during regular visits to site; specific examples/photos would be useful.

Fane Close 2020 Measures: *DYL on junction entrance with Barry Avenue; both sides*

Responses:	Officer comments and recommendations:
Extension to double yellow lines requested by Cllr Sibley	On the south-east side a proposed extension of 27.7 metres On the north-west side a proposed extension of 30.2 metres

Green Close 2020 Measures: *SYL on both sides – no waiting for 1hr (different time on each side)*

Responses:	Officer comments and recommendations:
- Resident concerned that the new restrictions mean that him and his wife have nowhere to park. They have no off-road parking and there is no unrestricted parking	Green Close, south side – proposed removal of approximately 25 metres of single yellow line, allowing parking for up to 5 cars (this is supported by at least two

<p>in the vicinity.</p> <ul style="list-style-type: none"> - OCC covered one of the signs and agreed not to enforce the new restrictions in one part of Green Close after one resident complained that the restrictions conflicted with the signage that went up prior to implementation. - Cllr Waine wanted restrictions removed from the layby on Longfields/Fallowfields Court but there is no signage to cover in this area. - Cllr Waine was concerned about parking in the mouth of the junction of Green Close and Longfields 	<p>affected residents who were previously significant complainants.) Restrictions to remain in the rest of the road.</p>
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Linden Road *2020 Measures: Not part of 2020 restrictions*

Responses:	Officer comments and recommendations:
<ul style="list-style-type: none"> - There had been concerns that new restrictions in neighbouring roads would exacerbate the existing parking issues on Linden Road. 	<p>No issues observed.</p>

Longfields *2020 Measures: SYL on both sides – no waiting for 1hr (different time on each side), DYL both sides near junction with Fallowfields*

Responses:	Officer comments and recommendations:
<ul style="list-style-type: none"> - One resident very pleased and grateful for the new restrictions. - Cllr Waine wanted restrictions removed from the layby on Longfields/Fallowfields Court but there is no signage to cover in this area. - One resident concerned about lack of resident parking for those who live on Fallowfields Court and usually park in the layby. 	<p>Longfields – single yellow line to be removed from the layby at Fallowfields Court.</p> <p>Compliance in Longfields and other roads looks good apart from one lady who regularly parks on the north side, close to the junction with Moor Pond Close, between noon and 1pm, in contravention of the TRO. (Spotted a blue badge on the dash.)</p>


Maple Road *2020 Measures: SYL on both sides – no waiting for 1hr (different time on each side)*

Responses:	Officer comments and recommendations:
<ul style="list-style-type: none"> - There had been concern that these proposed restrictions were not strict enough as they wouldn't prevent school drop-off parking. 	<p>Insufficient findings to comment, therefore it is recommended that the implemented measures remain unchanged.</p>

Moor Pond Close *2020 Measures: Not part of 2020 restrictions*

Responses:	Officer comments and recommendations:
<p>- Two residents were displeased with the lack of restrictions on Moor Pond Close, especially on the mouth of the junction with Longfields as it is dangerous when vehicles are parked there.</p> <p>- Main issue was that restrictions were proposed in several nearby roads incl. Longfields, but something was also needed on Moor Pond Close.</p>	<p>Moor Pond Close – propose to add double yellow lines both on the approach to the junction with Longfields and further into the road where there are concerns about protecting the access to the primary school rear entrance.</p>

Windmill Avenue *2020 Measures: SYL on both sides – no waiting for 1hr (different time on each side)*

Responses:	Officer comments and recommendations:
<p>- One resident was very concerned that the SYL and associated 1 hour restriction was not deterring staff of Eden Garage from parking on Windmill Avenue.</p> <p>- One resident was very thankful for the new restrictions as this improved their safety when navigating the junction of Windmill Avenue and Buckingham Road.</p>	<p>Propose to alter Windmill Avenue where former County Councillor Stratford was originally expecting some double yellow lines at the junction with Buckingham Road – 15 to 20 metres both sides would normally be appropriate though we could consider extending to the first property on each side to prevent the type of parking seen here (up to 51 metres on the south side and 59 metres on the north side.) Picture sent by a resident.</p> 

BILL COTTON
Corporate Director, Environment and Place

Contact Officers: John Lee 07393 001006
Hugh Potter 07766 998704

May 2021

Divisions affected: *Ploughley*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

UPPER HEYFORD: CAMP ROAD AND ADJACENT RESIDENTIAL ROADS – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the 20mph speed limit on Camp road and the adjacent residential roads as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on a proposed 20mph speed limit on Camp road and adjacent residential roads as shown in the plan at Annex 1.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and, in particular, pedestrians and cyclists.

Consultation

6. Formal consultation was carried out between 18 March and 16 April 2021. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Heyford Park & Upper Heyford Parish Councils and local County Councillor.
7. Seventeen responses were received during the formal consultation. 5 objections, 1 expression of concern, 10 in support and 1 non-objection. The

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responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police did not object to the proposals.
9. Cherwell District Council's Major Projects Planning team support the proposals.
10. Upper Heyford Parish Council expressed support but also requested that a 20mph speed limit be introduced on other village roads. Noting this request, a general county-wide project is due to be progressed this year that will facilitate parish and town councils wishing to introduce 20mph speed limits on existing roads, outside the context of proposed or current development as applies in the case of the proposals under consideration.
11. The Oxford Cycling Network also expressed support, though noted that achieving compliance is vital and recommended that speed monitoring is carried out and that average speed cameras be installed if speeds are found to be excessive. Noting these comments it is agreed that achieving compliance with all speed limits - and in particular 20mph limits - remains a challenge and while not a reason for not progressing with this specific proposal, developing more effective speed management tools – including enforcement by average speed cameras – is a priority and is being explored by officers, particularly in the context of encouraging walking and cycling. Speed surveys have been carried out on Camp Road and these will provide an opportunity to monitor the effects of the 20mph limit should it be approved.
12. Five objections and one expression of concern were received from residents that the proposals are excessive particularly in respect of Camp Road, which forms the main road through the village and links to the wider road network. While noting these concerns, the proposed 20mph speed limit on Camp Road is considered to accord with national guidance issued by the Department for Transport on setting local speed limits taking account of its character and function of the road.
13. Seven expressions of support were received from members of the public, six of whom are residents of Heyford Park or Upper Heyford.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Julian Richardson 07825 052736

May 2021

Drawing No. Revision 0

Key

- Proposed 20mph speed limit
- Existing 30mph speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title

PROPOSED 20MPH SPEED LIMIT

Drawing title

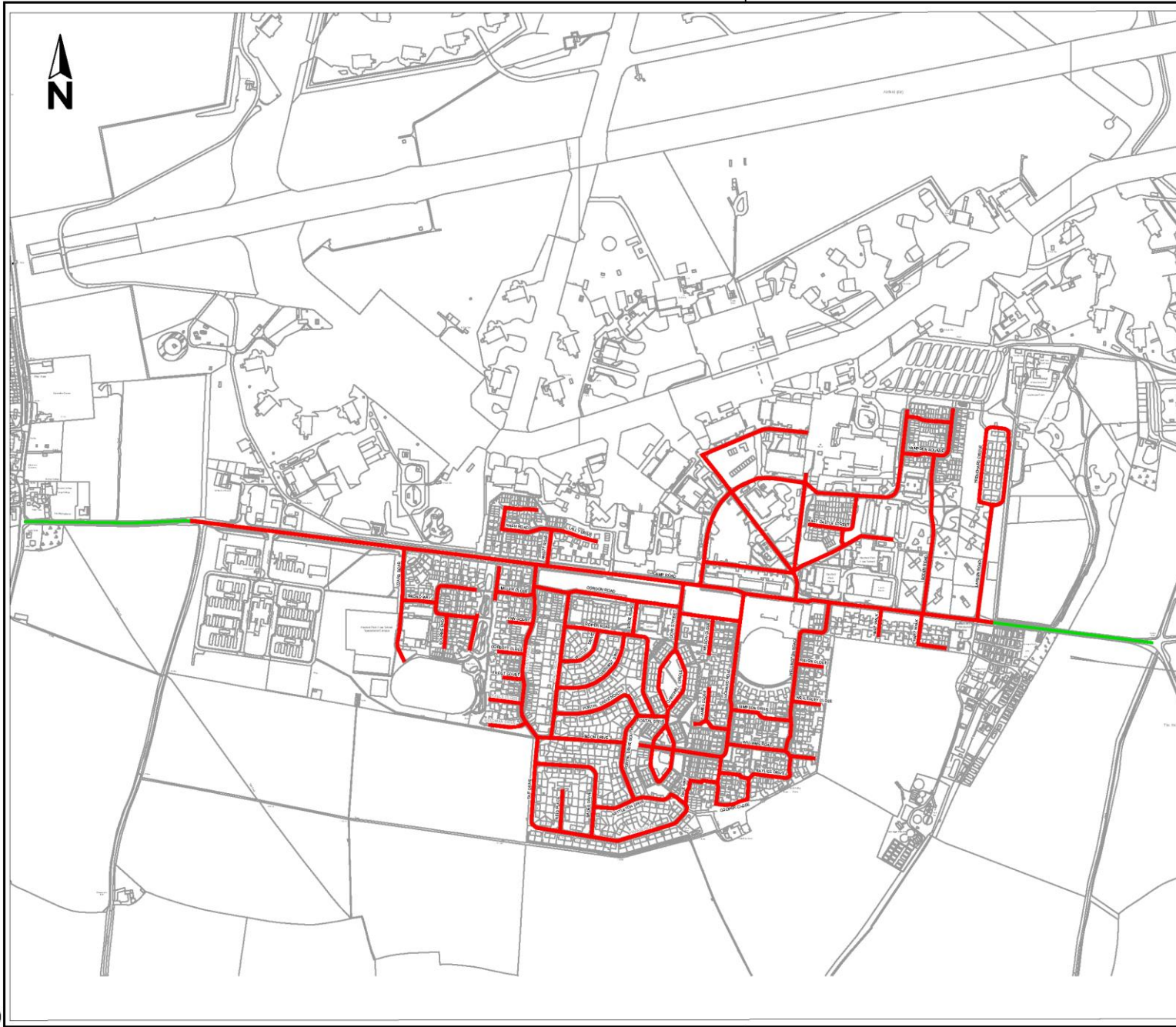
UPPER HEYFORD
CAMP ROAD DORCHESTER DEVELOPMENT

Drawing Status

Scale @ A3	Drawn by JaC	Checked by	Approved by
N. T.S.	Date drawn 01/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>No Objection – The decommissioned USAF base and housing were sold with significant commercial and new residential housing all comprising traffic calmed physical design speed features including Camp Road. This proposal formalises what has been built and I am familiar with it and its compliance to DfT/Police policy.</p> <p>With additional building I would expect the current speed design principals to be compatible. In time it is likely some residents will seek adjustments especially Camp road where some feature may be considered onerous but effective and should be retained if challenged.</p> <p>Thames Valley Police have no objection to the proposal.</p>
<p>(2) Cherwell District Council, (Major Projects Planning Team)</p>	<p>Support – Thank you for consulting this Council on the proposed 20mph speed limit at Heyford Park. I confirm we strongly support the principle and the rationale behind it.</p>
<p>(3) Upper Heyford Parish Council</p>	<p>Support – Upper Heyford Parish Council fully support the proposed 20mph speed limit, there are too many speeding cars going through our Village currently and we can only see the problem getting much worse.</p> <p>Please could we also ask you to consider making Allens Lane, School Lane, Orchard Lane, High Street and Mill Lane in Upper Heyford 20mph speed limits also?</p>
<p>(4) Local Group, (Oxfordshire Cycling Network)</p>	<p>Support – We support the introduction of 20mph speed limits on residential streets. A reduced speed has proven safety benefits and will make the streets safer for people walking and cycling, encouraging active travel and more active lifestyles, which is better for health in the long-term.</p> <p>We are concerned about compliance with 20mph speed limits - evidence shows 82% of HGV, 85% of LCV and 86% of car drivers break these limits. However, the limits do reduce speeds, and although the median is only reduced by 1mph, "Vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds". https://www.gov.uk/government/statistics/vehicle-speed-compliance-</p>

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	<p>statistics-for-great-britain-2019</p> <p>For further impact, we suggest monitoring average speeds and if these are excessive, installing average speed cameras."</p>
(5) Local Resident, (Upper Heyford)	<p>Object – I am totally 100% against the 20mph zone. I personally would prefer to see the current fair and reasonable 30mph zone more strictly enforced with speed cameras or other devices to deter speeding.</p> <p>The speed bumps alone are a good deterrent near the school and the unplanned chicane that shouldn't be there by Sainsburys also slows traffic.</p> <p>The main traffic I personally observe speeding are lorries from the business park on the base and transit style vans from builders and the base.</p> <p>I see the 20mph zone as wrong and feel strongly that it shouldn't be approved because of a few people who seem to deem it necessary for a very long length of road.</p>
(6) Local Resident, (Heyford Park)	<p>Object – "I am objecting because a 20mph zone on Camp Road between Larsen and Port Way that is a full mile long on a straight road stands no chance of being respected by drivers and simply will make no sense to drivers.</p> <p>The school zone and Village Centre will look like a 20 zone with shops, public shared space and a school crossing. There is a real need for a 20mph zone there. The distance from Soden to Dow is only 1/3 of a mile.</p> <p>Honestly, is the straight 20mph zone in Summertown Oxford even a mile long? At least that is a densely populated urban city, we are a rural village."</p>
(7) Local Resident, (Upper Heyford)	<p>Object – "It was with a mixture of sorrow and disgust, I considered the limit too low these major arterial routes I believe there are more effective ways to improve road safety that will do less economic damage.</p> <p>Let's improve these roads, widen them, Put in better footpath maybe even repair them"</p>

<p>(8) Local Resident, (Heyford Park)</p>	<p>Object – "The roads to the south and north of camp road are 20 mph anyway as they are narrow so it's not really possible to do 30 on these. Camp Road is full of potholes and in generally bad condition so this makes it quite difficult to do 30mph. Also there are raised sections of the road throughout camp road so getting up to 30mph in between these are is really not warranted to have to decrease speed to 20mph to get over the table. Also no raw data has been shared regarding this consultation. Assuming this comes from the traffic study that was recently done on camp road it would be nice to publish the results so people can make more nformed decision. The problems places are before the Kirtlington/ port way turn off and after the last chicane going east on camp road past the Duvall park homes. Considering there is a walking path to get out to the countryside which is heavily used it would seem this may be where efforts to bring speed limit down would be best concentrated."</p>
<p>(9) Local Resident, (Heyford Park)</p>	<p>Object – The reasons document talks of the reason to reduce the limit on the estate roads (which are currently largely un-adopted roads) North and South of Camp Road yet the proposal also covers Camp Road.</p> <p>No objective reason for the speed limit reduction on Camp Road appears to be offered nor does there appear to be any data to support the justification, which leads to the belief that this is at best a subjective proposal and at worse a subjective proposal based upon a perceived problem, which is not proven to exist.</p> <p>When considering an appropriate speed limit for a road it must take into account a significant number of factors:</p> <ul style="list-style-type: none"> • What is the road used for? • What are the consequences of a variety of speed limits? • What are the driver behaviours that are desirable? • What are the problems with the current speed limit, which you are trying to solve? • What does the street scene and road furniture suggest the speed limit is relative to the highway code (e.g. streetlight spacing) and similar built up areas in the vicinity? <p>The assessment of the area should be split into 3 sections:</p> <ol style="list-style-type: none"> 1. Estate roads, which do not lead to other roads. 2. Estate Roads off Camp Road, which are through roads and feed other roads. 3. Camp Road (a main through road which links multiple villages to the outside world, a single point of access for Heyford Park). <p>Road Type 1, used for people and deliveries to access housing and in some instances business premises. Street</p>

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scene consists of predominantly housing, driveways, car parking, likely children playing, likely cars parked on the road.

This is reasonable for a 20mph limit due to the likelihood of pedestrians in the road and the nature of the street scene tends towards the slower limit. The lower limit will appear appropriate and will likely be adhered to without any undesirable driver behaviours as a result.

Road Type 2, used to access other housing areas and a means to get from A to B, access for housing and delivery access. Similar in most ways to road type 1 with a much greater proportion of the vehicular movements using it as a transit route rather than for direct access to property. Speed limit, either 30mph or 20mph reasonable and should drive desired driver behaviours, 20mph will tend to start some undesirable behaviours creeping in.

Road Type 3, predominantly used for transit from A to B, minority usage to directly access property, the sole access route into or out of Heyford Park Village. Almost no on street parked vehicles. Street scene has generally wide pavements, almost straight road, good visibility and excellent area of view. Areas of shopping and school staff vehicular and pedestrian access at one location with a speed bump/paved platform present, a Zebra crossing planned and good pedestrian footpaths on both sides of the road. Significant number of side road access points all with good visibility and clear delineation, many junctions already accompanied by raised tables signifying the additional care needed and reducing traffic speeds locally to the junctions. 30mph speed limit reasonable relative to the street scene with some areas of Camp Road actually being more like a 40mph limit in other areas. A 30mph would remain a reasonable speed limit, which already risks undesirable behaviours creeping in due to the straight nature of the road. A 20mph speed limit would be highly likely to drive significant levels of negative driver behaviours as it does not match the street scene.

Therefore, I would broadly support the 20mph speed limit on the estate roads North and South of Camp Road, with detailed consideration given to those which feed significant areas of the estates that may be more appropriate to be higher. However, I would not support the enforcement of these limits as this would drive negative driver behaviours which risks worsening the safety of the area.

The proposed 20mph speed limit on Camp Road I would not support at all as it does not appear to match the street scene at all, would not be in line with surrounding areas and would drive significant negative driving behaviours.

This does lead on to the question of what is driving the proposal, as an objective assessment would expect to see a significant number of accidents occurring. This does not appear to be backed up at all by insurance accident data, the majority of accident claims in the area are actually on the roads outside of Heyford Park and are animal strikes,

damage due to poor road surface maintenance and poor standards of driving in reduced quality weather conditions. The significant accidents that have occurred in recent years on Camp Road have been a single fatality due to a medical emergency (RIP) and a branch falling from a tree onto a car.

The presumption of motivation for this proposal is a perceived problem with speeding through the village which may or may not be true as the speed survey data has not been made available to objectively review. Assuming the speed survey which was conducted over a very short area of Camp Road does indeed show that there is a significant number of vehicles which exceed the 30mph limit, you would expect to see this supported by a significant number of minor accidents occurring to qualify that speeding is an issue, in the absence of this link from the insurance data the conclusion can only be that it is unlikely that the traffic speed is causing a real problem and only a perceived problem. If this speed survey data is driving a reduction of the speed limit this does not appear to follow a logical course as it is unlikely to impact those who wish to exceed the speed limit anyway.

This leads to a number of possible options around how to enforce or educate appropriately, speed cameras etc. One of the most effective methods of reducing speeds in key areas would be signs which flash up your speed and a happy or sad face, these could be located at suitable higher risk areas such as near the school and shops.

I have mentioned negative driver behaviours on a number of occasions, where the speed limit is inappropriate to all of the other messages the driver is receiving from street scene, lighting etc. This can very easily lead to a bored/disengaged driver who will be significantly more likely to become distracted by things such as their phone or the entertainment system in the car and pay less attention to the road. The alternative reactions can be drivers spending an increased amount of time watching their speedometer rather than the road ahead and their surroundings through fear of risking breaking a speed limit. Another unfortunate effect may be increasing the risk of drivers pushing through the narrowed areas on the road through a sense of frustration/lack of progress or an incorrect perception of how slowly other vehicles are driving.

Another negative impact would likely be seen on the road through Caulcott and the environment, as drivers would tend to go the quickest route rather than shortest route increasing mileage and pushing more traffic onto roads such as the Kirtlington Road which is currently barely fit for purpose as a bus route as it is not wide enough for the growth of Heyford Park.

Simply reducing the speed limit does not automatically improve safety and in some areas has been shown to increase the number of accidents for a variety of reasons such as pedestrian complacency.

It is also hard to see why Heyford Park would be significantly different to all the surrounding villages and towns in the

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	<p>areas which have almost no 20mph limits on through roads. Perfect examples would be Ambroseden and Arcott which are very similar military designed villages with similar existing traffic calming measures in place.</p> <p>To give this viewpoint context I work in Vehicle Safety Testing and Insurance Research. We are regularly interviewed by both government and media for an expert viewpoint on topics of safety and vehicle security. I would like to think this offers an objective data driven viewpoint rather than what can be a very subjective viewpoint, which is often used to lobby local councillors particularly on social media where misinformation is rife. Any decision to make changes like this should be driven by data and not a perception of a non-existent or different problem to help ensure the correct problem (if there is one) is actually being solved.</p>
(10) Local Resident, (Upper Heyford)	Concerns – I support a 20mph zone, but feel the proposed length is too long and this will make it less effective. Think it should be from Soden Road to Dow Street.
(11) Local Resident, (Heyford Park)	Support – The current 30mph speed limit is too fast for a road with many junctions, school crossing, bus stops etc. Even with the current speed calming measures both cars and lorries exceed the limit.
(12) Local Resident, (Heyford Park)	<p>Support – This would be a most welcome addition. Due to the current narrow path width directly outside the Heyford Park School it is currently very unsafe walking up the school side of the road with children in tow.</p> <p>My only concern is that there is no deterrent/penalty for those that do not abide by the restrictions.</p>
(13) Local Resident, (Heyford Park)	Support – It is a matter of safety to make Camp Road 20 MPH as the traffic continues to increase and it is a pedestrian area.
(14) Local Resident, (Heyford Park)	Support – I have lived here for 16 years the traffic calming measures do not work, there is a high risk outside the school and new shops so this should be an enforceable 20mph zone
(15) Local Resident, (Heyford Park)	Support – With two school sites + local shops being situated on bend in Camp Road any means to keep the traffic slower and pedestrians safer should be embraced

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<p>(16) Local Resident, (Upper Heyford)</p>	<p>Support – lots of residents particularly young children. School, Sainsbury's, Dentist. Busy area becoming even busier. Big trucks running along camp road coming through far too fast.</p> <p>20mph is definitely fast enough especially around the school. I lived in Canada for many years and the policy there in Alberta is 20kmh around all school areas.</p>
<p>(17) Resident, (Bicester)</p>	<p>Support – I work nearby and my friends' children go to school in Heyford park. I feel it is appropriate for a road next to a school to have a speed limit of 20mph</p>

Divisions affected: *Didcot Ladygrove*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

DIDCOT – A4130 NORTHERN PERIMETER ROAD EAST OF AVON WAY ROUNDABOUT – PROPOSED TOUCAN CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the installation of a toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) on the A4130 Didcot Northern Perimeter Road east of its roundabout junction with Avon Way.

Executive summary

2. This report presents responses received to a statutory consultation on a proposed toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) on the A4130 Didcot Northern Perimeter Road east of its roundabout junction with Avon Way required to provide a safe crossing point for pedestrians and cyclists in conjunction with approved residential development on the north side of the A4130.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of pedestrians and pedal cyclists.

Consultation

6. Formal consultation was carried out between 04 March and 02 April 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council, and local County Councillor. Additionally, letters were also sent

directly to approximately 40 properties in the immediate vicinity and public notices were placed on site.

7. Eight responses were received during the formal consultation. 2 objections, 4 expressions of concern, 1 in support and 1 non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object to the proposal.
9. South Oxfordshire District Council expressed support noting that the proposal will provide a safe place for pedestrians and cyclists to cross when travelling between the new residential development to the north of the A4130.
10. Two objections and four concerns were received from members of the public, all local residents. These cited concerns over noise, siting and type of crossing, queuing and the speed of traffic on the A4130 together with the use of Prestwick Burn by pedestrians and cyclists accessing the crossing. Comments on these are provided below:

Noise

11. A noise survey has been undertaken which concluded that the anticipated noise levels will not be excessive taking account relevant national regulations.

Queues generated from Toucan crossing

12. The toucan crossing is located sufficiently away from the roundabout to prevent any backing up onto the roundabout.

Location & safety of the Toucan crossing and type of crossing

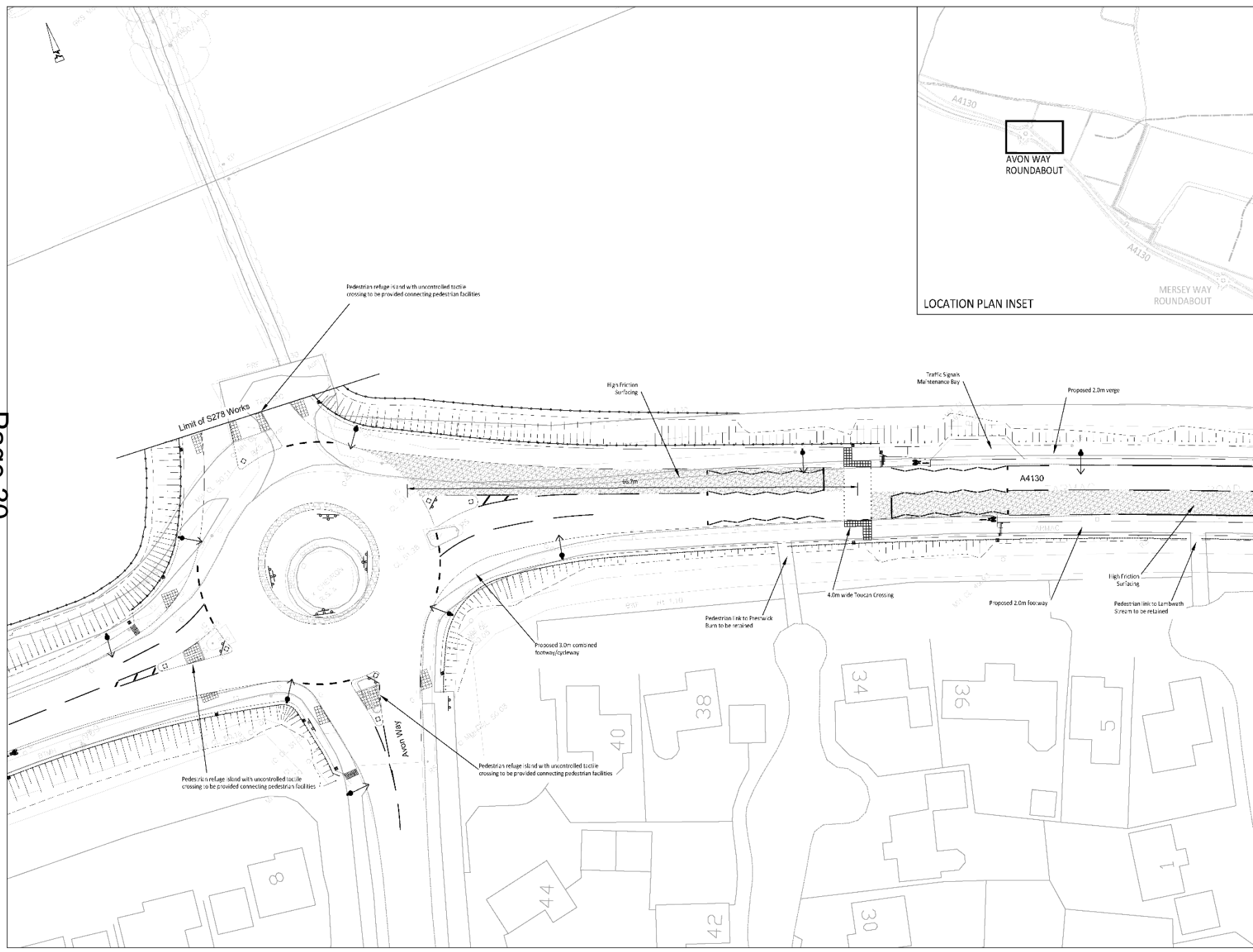
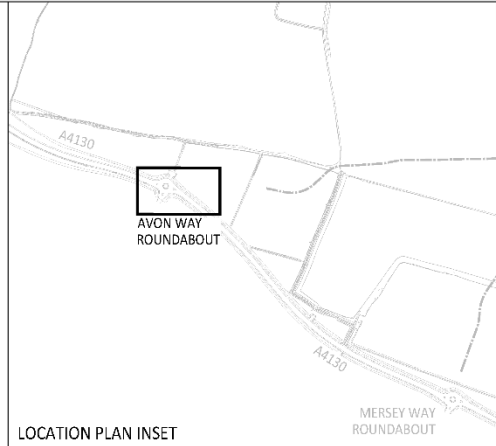
13. The location of the toucan crossing is best situated when considering pedestrian/cyclist desire lines and highway safety. The crossing is intended to provide a vital pedestrian/cyclist link between Didcot and the new housing development. The roundabout improvements and toucan crossing have been subject to an independent safety review. There are no safety concerns which were raised by that review that have not been resolved in the current design. The approved planning documents and s106 agreement does not refer to a footbridge over the A4130, instead toucan crossings are approved to safely allow pedestrians and cyclists to crossing the A4130.

Visibility across roundabout (due to height)

14. As part of the approved works for the Avon Way roundabout the height of the roundabout is being reduced and like the works that have been recently completed on the Mersey Way roundabout this will improve the visibility across the roundabout.

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- All dimensions are in metres unless otherwise stated.
- All works shall be completed to the satisfaction of the Oxfordshire County Council (OCC) Engineer.
- The Contractor shall maintain access to all properties affected by the works.
- Traffic management and safety measures shall comply in all respects to Chapter 8 of the Traffic Signs Manual published by HMVO. The Contractor shall submit his proposals for the approval of the Engineer and the Local Highway Authority prior to commencing any work.
- The Contractor shall contact all utilities companies prior to commencing and excavation. It is the Contractor's responsibility to locate the exact position of all underground and overhead services, cables, pipes etc prior to the excavations and to take all necessary protective measures.
- The Contractor shall make good any damage caused to walls, fences, kerbing, surfacing, road signs etc if his own expense is incurred by the Engineer and Highway Authority.
- The Contractor shall indemnify the Client, Engineer and Highway Authority against damage to any Highway Authority property or structure undertaken on site and any costs associated with the duration of services and the repair/replacement of the damaged part. No work on site shall commence until written evidence of the above indemnity has been submitted to and accepted by the Engineer.
- This drawing is to be read in conjunction with all other project drawings and notes. The Contractor is to satisfy themselves that there are no discrepancies within the design pack before commencing any work on site.
- All works to be undertaken in compliance with project specification & to OCC approval.
- Any discrepancies between project specification & OCC requirements to be reported immediately to the Engineer.
- Design based upon RPS drawing: RNY4673-33 Rev A approved via Planning.



11	02/20	Proposed Section	05	04
12	02/20	Final plan with client consultation	08	04
13	02/20	Final plan	01	08
14	02/20	Final plan	01	08

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Client: **NORTH EAST DIDCOT PARTNERSHIP**

Project: **NORTH DIDCOT**

Section: **SECTION 278 WORKS AVON WAY ROUNDABOUT CONSULTATION PLAN**

Scale:	Drawn:	Checked:	Approved:	Contract:
1:250 @ A1	SR/20	KIW	EA	T3
Drawing No:	A085-AW-150			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No Objection – In principle I have no objection providing that speed monitoring has taken place which supports a Toucan crossing at this location. And that this crossing meets current design standards.</p> <p>I assume this crossing will eventually lead to future developments as at the moment it will only lead towards open farmland.</p>
(2) South Oxfordshire District Council	<p>Support – The new crossing will link new residential development with Lagygrove providing a safe place to cross on the fast-flowing northern perimeter road.</p>
(3) Local Resident, (Didcot)	<p>Object – "Toucan crossings are noisy and will be right outside our house. Noise from huge amount of traffic is bad enough as it is, we would rather not see increased noise pollution.</p> <p>The traffic there is constant and having a stop will mean further queues and accumulation of vehicles many of which are large lorries.</p> <p>When traffic will stop at the traffic lights, we will be breathing fumes right outside our house from all the stationary lorries and cars.</p>
(4) Local Resident, (Didcot)	<p>Object – I object to the proposal as this toucan crossing will be directly outside of the front of my house. The houses on this part of Prestwick Burn are some of the closest builds to the roadway. There are houses further up towards Mersey Way roundabout that are built further back and have that buffer. I welcome some kind of traffic calming as the road is extremely fast, busy, and difficult to cross, but I don't wish to have a Toucan crossing with the noise of the alert right outside my windows.</p>

<p>(5) Local Resident, (Didcot)</p>	<p>Concerns – The original proposal was for a footbridge with steps & ramps. This would be a much safer & less disruptive option than a toucan crossing. Traffic control would result in traffic delays, additional engine noise as well as the annoying beeping. With the additional footfall as well as traffic due to the new estate, vehicles & pedestrians need to be better separated.</p>
<p>(6) Local Resident, (Didcot)</p>	<p>Concerns – A crossing is, in principle, a good idea but I have several safety concerns:</p> <ol style="list-style-type: none"> 1. At present, this road gets used like a racetrack by motorcyclists who all seem to try to hit 70mph+ between the roundabouts meaning they accelerate hard coming off the roundabout heading West (the noise pollution in summer is dreadful), this behaviour means the siting of the crossing poses a danger. 2. The construction of the roundabout is very high meaning that visibility across it is dreadful (for example you cannot see cars' indicators from the far side of the roundabout this has been a concern for a number of years even without the introduction of the proposed crossing) - this poor visibility means that siting a crossing this close to the roundabout possess a danger to users. 3. This is a very busy road, siting a crossing here means that traffic will regularly back up on to the roundabout causing additional congestion and risk, especially to cyclists trying to co-exist with motorists on what is already a risky stretch of road for cyclists. 4. The siting of the crossing will encourage a large amount of foot traffic to cut through into Prestwick Burn which doesn't have any foot paths at the northern end posing additional risk to pedestrians. 5. Additional cyclist traffic also cutting through Prestwick Burn would also pose extra risk due to several sharp bends in Prestwick Burn with very poor visibility. <p>A safer site to consider would be a few hundred yards to the west (location: 51.617919,-1.233244) which doesn't have the issue of being close to a roundabout and has the additional advantage of linking to an existing public footpath through the Ladygrove estate.</p> <p>If a crossing is placed on this stretch of road (in either location), at minimum I would expect to see work to lower the height of the roundabout and traffic speed safety cameras installed in the middle of the stretch of road between the roundabouts to the west of the Avon way junction.</p>

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	<p>With the increased urbanisation of the A4130 through N. Didcot I would also recommend a reduction in the speed limit throughout the whole of the section of this road where it is currently set at 50 mph.</p>
<p>(7) Local Resident, (Didcot)</p>	<p>Concerns – Considerations should be given to making the section of the A4130 that runs behind the Ladygrove Estate (between the Ladygrove estate and the new development at Willowbrook) a 30mph speed limit area (noting that the current speed limit is 50mph). At the very least the area 150-200meters on either side of the proposed toucan crossing. Some traffic does travel along this stretch of road at significant speed. Given that this section of road will be before long cutting through the middle of two significantly large housing estates a reduction of the speed limit now may save re-looking at this when the Willowbrook estate has been completed.] when such a speed limit (50mph) will likely cause significant issues to people and traffic transiting from one estate to the other.</p>
<p>(8) Local Resident, (Didcot)</p>	<p>Concerns – Although I do not initially have any concerns with the installation of this crossing, I wonder if you could clarify the following:</p> <ol style="list-style-type: none"> 1. Will the speed restrictions along A4130 be reduced? If so, will this be the entire length of the road or just by the crossing? What is the intended speed limit? and will there be speed cameras installed? This road is considerably busy and sadly the majority of traffic tends to travel at a higher speed than allowed. I think it is currently 50mph but would welcome a lower limit. 2. Regarding the plans to widen the current footpath to 2m. Can you confirm that the current trees and bushes along the edges will not be affected? Currently the hedgerows block out a considerable amount of traffic noise level to our property and removing them would cause more of a problem.

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Divisions affected: *Hendreds & Harwell*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

HARWELL: GROVE ROAD AND ADJACENT ROADS – PROPOSED 20MPH AND 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the 20mph and 40mph speed limits as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed 20mph and 40mph speed limits at Harwell as shown at Annex 1. These proposals have been subject to a previous consultation and were approved at the Cabinet Member for Environment Delegated Decisions meeting on 17 September 2017 but the speed limit order was not made within the statutory 2-year period from the start of the previous consultation, thereby requiring this further consultation, although the speed limit signing itself has been installed.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic, particularly pedestrians and cyclists.

Consultation

6. Formal consultation was carried out between 17 March and 16 April 2021. A notice was published in the Oxfordshire Herald & Oxford Times newspapers and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District

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Council, Harwell Parish Council, Didcot Town Council and local County Councillors.

7. Eleven responses were received during the formal consultation. Two objections and nine in support. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police objected to the proposed 40mph and 20mph limit on Grove Road (though had no objection to the proposed 20mph limit proposed on the other roads) on the grounds that they did not consider that these limits would be consistent with guidance issued by the Department for Transport (DfT) and specifically in relation to the advice that 20mph limits should be self-enforcing. While accepting that average speeds close to the terminal of the 20mph limit are above the 24mph threshold recommended in the DfT guidelines, speeds will typically be appreciably higher than the posted speed limit close to a terminal sign and it is considered that this does not undermine the justification for a 20mph limit which otherwise is consistent with DfT guidance.
9. Notwithstanding the above, the developers have agreed in principle – and subject to a further consultation – to fund additional traffic calming measures on Grove Road with in the 20mph limit. It is anticipated that consultation will be carried out in the summer with the responses reported to a future decisions meeting in the early autumn.
10. Oxfordshire Cycling Network and Cycling UK – groups representing the interests of pedal cyclists - both supported the proposals, with the former, however, noting the importance of achieving compliance with 20mph limits.
11. One objection was received from a member of the public (a resident of the village) who cited concerns over the adequacy of the documentation - including the draft speed limit order - provided as part of the consultation. However, the consultation documents are considered to be clear on the scope of the proposals (noting that this consultation also included other speed limit changes in the area) and that, if approved, the made speed limit order will accurately reflect the limits being introduced on the affected roads. The objection did not cite any concerns over the specific proposals in Harwell or elsewhere.
12. Expressions of support were received from seven members of the public, with some of the responses also requesting additional measures including traffic calming and speed camera enforcement.

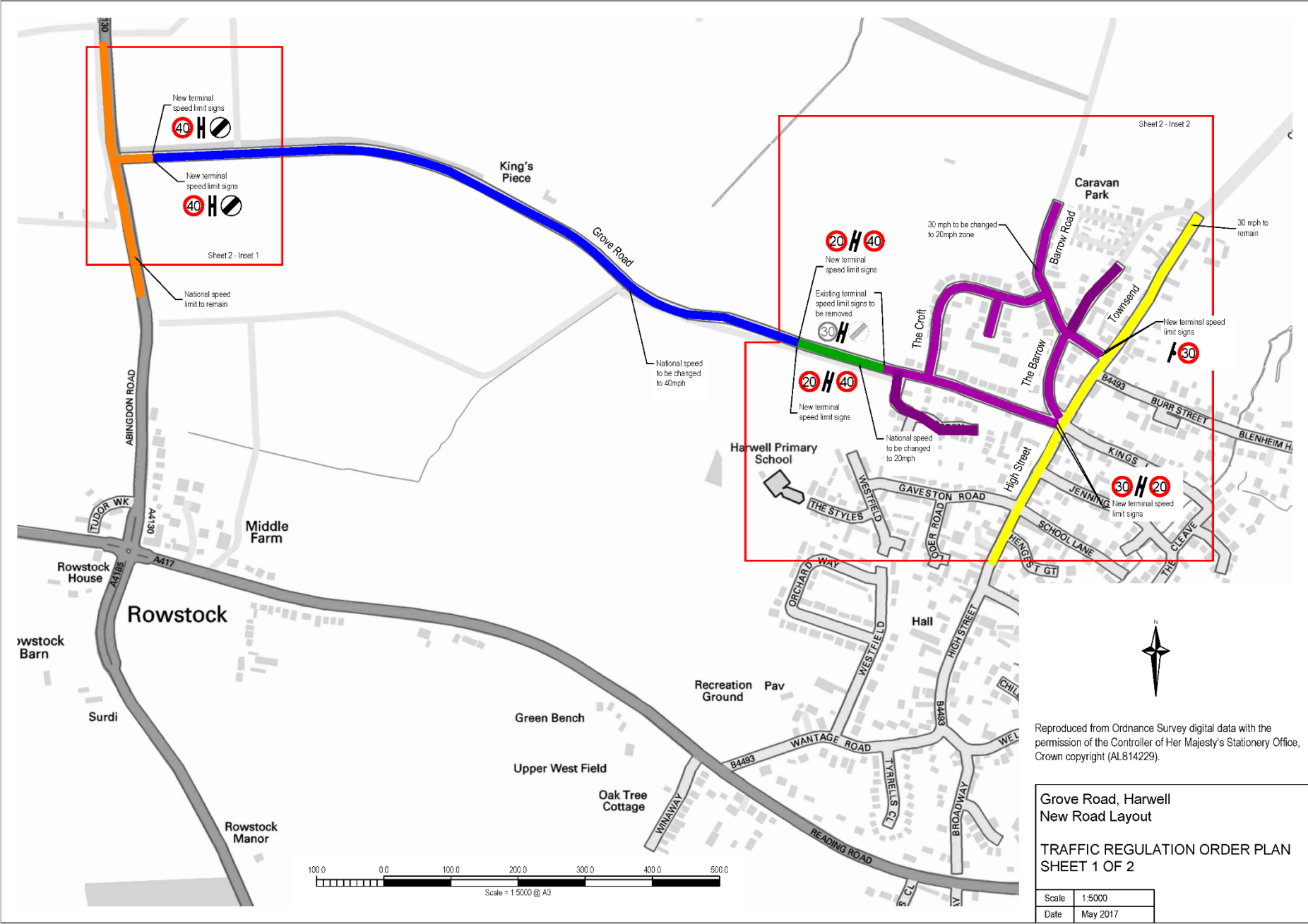
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BILL COTTON
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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 Ryan Moore 07557 082568

May 2021



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Grove Road, Harwell
New Road Layout

TRAFFIC REGULATION ORDER PLAN
SHEET 1 OF 2

Scale	1:5000
Date	May 2017

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – My response to this previous proposal dated 10th August 2017 remains in place (see below). I am also aware having received documents from a consultant working on behalf of OCC that the Grove Road 20 has poor compliance and should be further engineered or replaced by a more realistic speed limit .</p> <p>[10/08/2017] - 20 mph speed limits should be self-enforcing and current speeds already 24 mph or less.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and ignored, then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>In principle I do not object to the lowering of the speed limit on the urban roads leading from Grove Road .</p> <p>I do object to the current speed limit proposals for Grove Road both 40 and 20. Imposing a standalone 20 limit might give unrealistic expectations to the vulnerable user that the road is more safe when it is not due to poor compliance of the lower limit.</p>

<p>(2) Local Group, (Oxfordshire Cycling Network)</p>	<p>Support – Reduced speeds have proven safety benefits and will make the streets safer for people walking and cycling, encouraging active travel and more active lifestyles, which is better for health in the long-term. 20mph is considered the right speed for residential areas, as set out in Manual for Streets, the accepted best practice for street design in the UK. It is completely appropriate to adopt these for the residential areas of Harwell and Dudcote Field, and in fact any higher limit should be considered anomalous.</p> <p>We are concerned about compliance with 20mph speed limits - evidence shows 82% of HGV, 85% of LCV and 86% of car drivers break these limits. However the limits do reduce speeds, and although the median is only reduced by 1mph, ""Vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds"". https://www.gov.uk/government/statistics/vehicle-speed-compliance-statistics-for-great-britain-2019</p> <p>Grove Road is narrow and twisty with blind bends. Many motorists travel fast on this road and we have had some scary encounters while both cycling and driving. Reducing the speed on this road should be considered a priority and 40mph looks very appropriate. Additional calming measures at the pinch points (e.g. a 'Bend' sign or a painted SLOW) may be useful.</p>
<p>(3) Local Group, (Cycling UK, Wantage)</p>	<p>Support – The 20mph limits proposed for Dudcote Fields and Harwell are appropriate for residential areas and will make those places safer for people walking and cycling, encouraging healthier lifestyles.</p> <p>I am the Chairman of Cycling UK Wantage and we often use Grove Road for leisure rides. Grove Road is narrow and twisty and is often used by people walking and cycling, and there is not always enough room for two vehicles to pass safely. Many drivers travel too fast to react safely to what is round a blind corner. The 40mph limit will make this road safer for all users.</p>
<p>(4) Local Resident, (Harwell)</p>	<p>Object – I wish to object to the proposals as they lack the clarity required of such documents and should never have made it past whatever checking system OCC has in place before putting proposals to public consultation, particularly as it's the 2nd attempt at this.</p>

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	<p>Perhaps a pre-consultation with local councils would have been advisable if OCC no longer has people able to check the data or the consistency and accuracy of the documents. There are a number of errors of details such as road names and numbers, some of which would have come into force if the 2018 order had been implemented, so it should have been quite easy to check. Some suggest a lack of knowledge about the boundary between the Vale WHDC and SODC in GWP.</p> <p>Plus in Chilton Parish there is a length of the A4185 on both the 30 and 40 mph lists. It seems there is some division between roads in Harwell Parish - in the 'Harwell and various parishes' document and roads in Didcot town - in the Didcot document – but the latter seems ignorant of the fact that some roads have name changes at the District boundary.</p>
(5) Local Business, (Milton Park)	<p>Support – The 20mph limits proposed for Dudcote Fields and Harwell are appropriate for residential areas and will make those places safer for people walking and cycling, encouraging healthier lifestyles.</p> <p>Grove Road is narrow and twisty and is often used by people walking and cycling, and there is not always enough room for two vehicles to pass safely. Many drivers travel too fast to react safely to what is round a blind corner. The 40mph limit will make this road safer for all users.</p>
(6) Local Resident, (Harwell)	<p>Support – These measures are necessary to accustom road users in Harwell to a low speed limit throughout the village. The High Street has numbers of residential Lanes off it which have poor visibility both from and onto the High due to vehicles parked all the way along it, often very tight to junctions in contravention of the Highway Code. Householders in Church Lane, Harwell, met the County Roads Technician in March 2014 to explain how we felt sight lines could be improved. We were simply told to involve the police each time so that a record was built up of near misses caused by fast driving or inconsiderate parking on the High Street. The more traffic calming the better to encourage safe walking to school!</p>
(7) Local Resident, (Harwell)	<p>Support – All villages and residential streets should have a 20 mph limit a) to help prevent accidents and b) very much in the case of Harwell Village, to encourage the use of the Harwell link road and reduce the main village road, especially Grove Road, being used as a rat run from Didcot to the Milton Park Roundabout. This becomes even more essential when Valley Park is built.</p>

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<p>(8) Local Resident, (Harwell)</p>	<p>Support – I live on Barrow Road. This area has young children playing in their gardens, walking on the paths and sometimes using scooters on the road. We were looking at the road signs regarding speed limits, and it really wasn't clear what the speed limit is for Barrow Road. When you leave the road, there is a 30mph signpost to join the High Street, therefore, we are assuming that Barrow Road is 20mph!</p>
<p>(9) Local Resident, (Harwell)</p>	<p>Support – "As a resident of Harwell village, a 20mph speed limit through the village is very much needed. Cars, vans and motorbikes often speed through the village which is very dangerous.</p> <p>We also need speed cameras or average speed limit cameras on the Reading Road through Harwell as cars do not slow down to 30 mph."</p>
<p>(10) Local Resident, (Abingdon)</p>	<p>Support – These are routes often used by pedestrians and cyclists and there is a tendency for some car drivers not to recognise the vulnerabilities of these people. Encouraging walking and cycling is both good for the individual's health but also has a positive impact on the environment and all our lives by reducing vehicle travel and so reducing pollution and CO2 emissions.</p>
<p>(11) Local Resident, (Milton Park)</p>	<p>Support – All residential areas should have a speed limit of 20mph</p> <p>In addition to this I cycle regularly from Didcot Station to Milton Park as part of my commute. Reducing the speed limit will make the roads safer for people on bicycles and walking. This will help encourage more people to leave their cars at home.</p> <p>Reducing vehicle on the road will help road safety and reduce emissions.</p>

Divisions affected: *Hanborough & Minster Lovell*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

NORTH LEIGH: A4095 – PROPOSED EXTENSION OF 40MPH SPEED LIMIT AND TURNING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways management is RECOMMENDED to approve as advertised:
 - a) the proposed extension of the 40mph speed limit on the A4095 at North Leigh;
 - b) the proposed turning restriction prohibiting vehicles turning from the A4095 into new access for Eynsham Hall.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed extension of the 40mph speed limit on the A4095 at North Leigh and introduction of turning restrictions in conjunction with the construction of a new access on the A4095 for Eynsham Hall as part of approved development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 31 March and 30 April 2021. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue

Service, Ambulance service, West Oxfordshire District Council, North Leigh Parish Council and local County Councillor.

7. Seven responses were received during the formal consultation. One objection, one expression of concern and five in support. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police expressed an objection on the grounds of road safety, expressing concerns that compliance with the proposed extended 40mph speed limit and turning restrictions was uncertain and taking account of the restricted sight lines at the existing access due the vertical alignment of the road in the vicinity had concerns over the safety of the proposals.
9. Noting the above concerns, it should be emphasised that the proposed new access, speed limit and turning restrictions have been proposed to mitigate safety risks in the context of additional traffic movements to and from Eynsham Hall as a result of the approved development. While accepting that police resources for enforcement of the proposed restrictions will be very limited, the proposals are judged to be appropriate and proportionate and have been subject to an independent road safety audit.
10. The local member expressed support with his response focussing on the opportunities to complete a continuous cycle route on the north side of the A4095, taking account of the current gap in the cycle provision between its junctions with Common Road and Park Road. It should, however, be noted that the cycle track works are outside the scope of these specific proposals.
11. A District Councillor also expressed support, also mentioning the benefits of the above cycle track provision, and also requesting consideration be given to extending the proposed 40mph speed limit westwards to just west of the A4095 junction with Common Road and eastwards to meet the existing 40mph limit at Freeland, noting the new residential access on the north side of the A4095 between Common Road and Park Road and more generally the overall character of the route at North Leigh.
12. North Leigh Parish Council also expressed concerns that the opportunity was not being taken to extend the 40mph speed limit as requested above. That view was also expressed by three members of the public who, while supporting the proposals, also considered that additional measures are needed on road safety grounds and for providing an attractive and safe route for cyclists.
13. Noting the above concerns, it is agreed that a review of the case for a further extension of the 40mph speed limit as requested should be carried out subject to funding being identified but that the current proposals nevertheless be approved now, given that the costs are being met by the developer and that there will be minimal abortive costs should a further extension of the 40mph limit be approved at a later date.

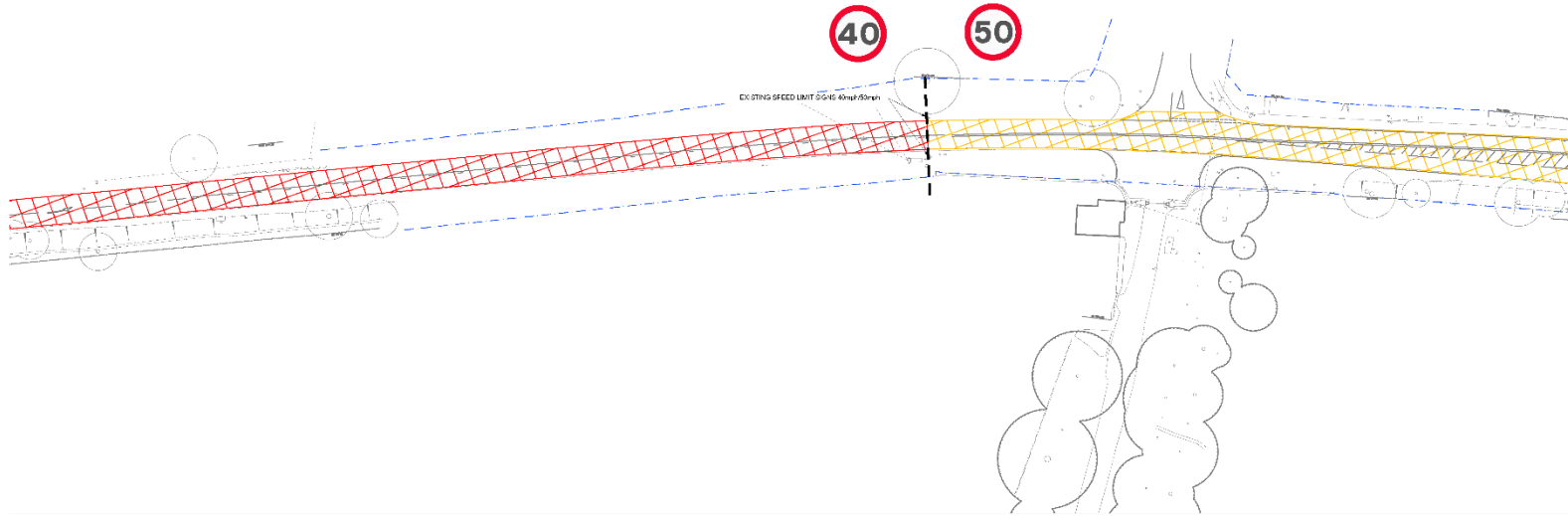
BILL COTTON
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

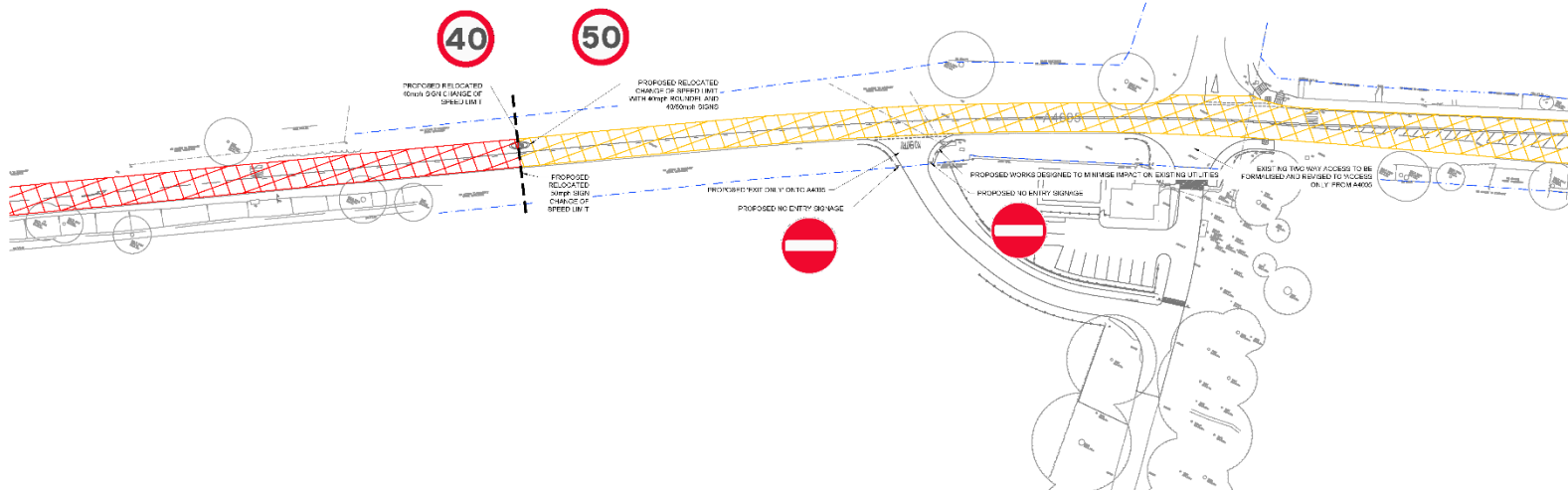
Contact Officers: Tim Shickle 07920 591545
 Daniel Mowlem 07393 001029

May 2021

EXISTING SITUATION



PROPOSED TRO CHANGES



- GENERAL NOTES
1. THIS DRAWING SHOULD NOT BE APPROVED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF LINK ENGINEERING.
 2. DO NOT SCALE FROM THIS DRAWING UNLESS SPECIFIED.
 3. THE CONTRACTOR IS TO OBTAIN ALL INFORMATION FROM THE PRIOR TO COMMENCING WORKS AND CHECK ALL INFORMATION TO THE ENGINEER IN RESPECT TO ANY AMBIGUITY FOUND.
 4. THIS DRAWING SHOULD BE HELD IN CONNECTION WITH ALL OTHER SCHEME SPECIFIC DRAWINGS.

- GENERAL KEY
- EXTENT OF HIGHWAY BOUNDARY
 - 40MPH ZONE
 - 50MPH ZONE

Rev	Description	By	Date

Client

ARCACIA

Link
ENGINEERING
T: 01203 616161 E: info@linkeng.co.uk

Project
LE20192 - EYNSHAM HALL - PRE PLANNING S278

Drawing
TRO CONSULTATION PLAN

Scale	Date	Checked	Rev
1:200	JVM	RCG	

DRAWN BY: JAVIER GARCIA / APPROVAL (SA)

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – my response reflects concern for road safety given the new access onto the A4095 from the detail provided without knowledge of the alternative access/exit?</p> <p>I have visited the location several times and note the location of the new access 'T' junction which is located adjacent to a rise in the road. Sight lines are limited and although the lower speed limit may temper speeds I am not convinced that this junction is a safe idea? Whilst the proposal attempts to limit movements to exit only this will be fraught with danger given likely residual speeds and visibility with judgement of speed and distance? The potential for illegal access is also a concern which could elevate unsafe movement and demand for Police supervision which could not be anything other than passing and infrequent.</p> <p>I have not seen where the alternative exit from the development is but assume this is out onto the existing village road network? If so then a safer option would be to direct all traffic through that using the existing junctions rather than add additional risk onto a busy A class road.</p> <p>Thames Valley Police formally object to the proposal on road safety casualty reduction grounds.</p>
<p>(2) Local County Cllr, (Witney North & East)</p>	<p>Support – I strongly support this proposal it is a very nerve-wrecking ride on the bike at present (a route I do very regularly) and the detour is quite long.</p> <p>On that note I notice that traffic tends to pick up a lot of speed along Common Road too (when doing the detour). The missing link is much needed.</p>
<p>(3) District Councillor , (North Leigh ward)</p>	<p>Support – know that many drivers (especially motorbikes at w/es) break the 50mph speed limit along the section of A4095 between Common Road and Park Road junctions. Motorbikes often do about c.100mph in this section - I have seen and heard them believe me.</p> <p>The new access for Eynsham Hall is a great improvement as the visibility and width has always been a problem with</p>

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	<p>the Park Road opposite... As you will be aware there is now a new access onto the A4095 about 300 metres towards Witney where a housing estate for 50 dwellings is currently under construction so that will involve movements of maybe 100 plus vehicles a day in and out of that site.</p> <p>Can I suggest that the 40mph limit is extended westwards towards Witney and starts just to the west of the Common Road junction and then runs all the way to the 30mph limit at Long Hanborough. Given the number of junctions bends and blind summits involved along this length of the A4095 there seems to me to be a strong case to slow speeds down.</p> <p>I am hopeful that funding will be secured for a cycle way /footway along this section of the A4095 where it is currently missing (Common Road to Park Road junction) and some funding has been secured already from both developments mentioned above - so slowing traffic down along this section of A4095 makes absolute sense whilst this missing link remains missing as it is clearly dangerous for cyclists to have cars so close at over 40mph - give it a try as I have!!</p>
<p>(4) North Leigh Parish Council</p>	<p>Concerns – Extension of the 40 mph limit south-westwards is insufficient to deal with the additional hazard created by the construction of 50 new dwellings by Bewley a further 100 metres southwest. Indeed, the 40mph limit would better be extended to at least 100 metres SW beyond the Common Road junction.</p> <p>The recent housing developments on the A4095 between Common Road and Long Hanborough will increase traffic flow to and from Witney dramatically with a subsequent increase in the risk of traffic incidents. It is illogical to install intermittent 40mph stretches on the road.</p> <p>Additionally, the Parish Council, with the active support of our District and County Councillors have succeeded in finding funding to extend the cycleway between Park Road and Common Road junctions. Reducing the speed limit to 40mph along that section makes eminent sense</p> <p>The North Leigh PC proposes a continuous 40mph limit be applied from 100metres SW of Common Road. through to the 30mph limit at Long Hanborough.</p>
<p>(5) Local Resident, (North Leigh)</p>	<p>Support – this section of A4095 needs additional safety or traffic calming measures, the new housing development entrance could potentially cause accidents by sudden breaking for those entering the new road. As an addition not enough is being done to signpost cyclists off this section of the A4095 and through the village it won't be long before a tragic accident involving a cyclist occurs</p>

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(6) Local Resident, (North Leigh)	<p>Support – A reduced speed limit of 40 MPH from 100 meters before the Common Road junction, travelling from Witney towards Oxford, and continuing through to the 40 MPH limit at Freeland is appropriate.</p> <p>A roundabout at the North Lodge / Park Road junction on the A4095 may be appropriate. Otherwise traffic lights during the rush hour may solve the dangerous nature of the junction.</p>
(7) Local Resident, (North Leigh)	<p>Support – Safety concerns with additional traffic from new development on the A4095.</p>

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