

Divisions affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

KENNINGTON & RADLEY: LODGE HILL AREA – PROPOSED TRAFFIC IMPROVEMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following as advertised:

- a) **Extend the existing 30mph speed limit on Sugworth Lane (Radley),**
- b) **Introduce a new 40mph speed limit on Bagley Wood Road (Kennington),**
- c) **Introduce new ‘No Waiting Monday to Friday, 8.30am-9.30am & 3pm-4pm’ (single yellow lines) parking restrictions on both sides of The Avenue (Kennington), and**
- d) **Construct a new Zebra Crossing (for use by pedestrians only) on St Swithuns Road (Kennington).**

Executive Summary

2. In preparation for the ‘A34 Lodge Hill Interchange Scheme’ consultation was undertaken with Parish Councils and local stakeholders in 2022/23 – as a result of which, numerous issues within the surrounding parishes were identified. Initial feasibility studies on the improvements supported by local stakeholder’s and parish councils were completed in 2023.
3. This report presents responses received to a statutory consultation on proposals to Amend existing speed limits within Kennington & Radley. Specifically, in Radley the existing 30mph speed limit on Sugworth Lane is proposed to be extended westwards by an additional 170 metres, replacing the existing 60mph National speed limit in the process, as shown in **Annex 1**.
4. The reduction of the speed limit on Sugworth Lane will help improve safety across and into/out of the access to Bigwood Park mobile homes and will also

form part of wider calming measures required as a result of the resulting anticipated increases in flows from the opening of the new A34 slip roads at the Lodge Hill Interchange junction.

5. In Kennington, a new 40mph speed limit is proposed on Bagley Wood Road replacing the existing 60mph National speed limit from its junction with Oxford Road, eastwards to the existing 20mph speed limit, a point 218 metres southwest of its junction with St Swithuns Road, as shown in **Annex 2**.
6. The proposed new 40mph speed limit will aid with compliance of existing limits, specifically helping to better manage the speed of vehicles approaching the more built-up residential area where the 20mph speed limit begins
7. Additionally, new 'No Waiting Monday to Friday, 8.30am-9.30am & 3pm-4pm' (single yellow lines) parking restrictions will be introduced in Kennington, as shown in **Annex 3**, which will limit waiting during the peak times at school drop-off/pick-up – helping to ensure potential conflict between motorists and pedestrians is minimised at these busy periods.
8. Finally, a new Zebra Crossing (a crossing for use by pedestrians only) will be constructed on St Swithuns Road approx. 15 metres west of its junction with The Avenue, as also shown in **Annex 3**. This proposal seeks to improve & promote safer pedestrian movement on St Swithuns Road, particularly for the use of more vulnerable road-users - pupils and those that walk with them for nearby St Swithuns C of E Primary School.

Financial Implications

9. Funding for consultation on the proposals has been provided by Growth Deal Funding.

Legal Implications

10. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

12. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Formal Consultation

13. Formal consultation was carried out between 30 May and 28 June 2024. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Kennington, and Radley Parish Councils, Vale of White Horse District Council, local District Cllrs, and the local County Councillor representing the Kennington & Radley division.

14. Letters were sent to approximately 240 adjacent properties, and public notices were also placed on site in the immediate vicinity of the proposals.

15. 59 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
30mph speed limit	7 (12%)	6 (10%)	34 (58%)	12 (20%)	59
40mph speed limit	11 (19%)	10 (17%)	30 (51%)	8 (14%)	59
Parking restrictions	11 (19%)	13 (22%)	30 (51%)	5 (7%)	59
Zebra crossing	5 (7%)	6 (10%)	37 (63%)	11 (19%)	59

* note¹ – all percentages rounded to nearest whole number.

16. Additionally, a further 14 emails were also received, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
30mph speed limit	-	1	6	7	14
40mph speed limit	-	1	7	6	14
Parking restrictions	2	1	7	4	14
Zebra crossing	-	1	9	4	14

* note² – not all email responses will have commented on all of the proposals put forward.

17. Thames Valley Police raised concerns about the proposed speed limits, but raised no objection to the proposed parking restrictions or zebra crossing. However, they did state the parking restrictions would need regular attention [from Civil Enforcement Officers] should the scheme be approved.

18. Finally, the Head of Built Environment and Infrastructure at Oxford Bus & Thames Travel submitted a non-objecting, citing that the proposals would have no identifiable adverse impacts on local bus services.
19. The responses are shown at **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

20. Thames Valley Police expressed concerns regarding the effectiveness of the speed limits without further interventions. Expanding on it by stating 'If a speed limit is set too low and is ignored, then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute'. They did, however, recognise Oxfordshire County Council's Policy for Setting Speed Limits and would expect full compliance of that policy going forward in relation to both monitoring, future engineering and self-enforcement through Community Speed Watch.
21. Speed surveys were undertaken in November/December 2021 at two points along Sugworth Lane:
 - a) Entering the residential area approaching Kennington Road which showed 85th percentile speeds of 32.88mph and mean speeds of 27.9mph.
 - b) Approaching the bridge over the A34 which showed 85th percentile speeds of 29.42mph and mean speeds of 25mph.
22. Therefore, the extension of the 30mph speed limit was deemed appropriate and a good level of compliance was anticipated.
23. Speed surveys were also undertaken in November/December 2021 at three points along Bagley Wood Road, whilst surveys showed some vehicles travelling between 60-70mph the 85th percentile speeds and mean speeds were deemed appropriate for the provision of a 40mph speed limit as outlined below:
 - a) Site 1: West of A34 showed 85th percentile speeds of 39.71mph westbound and 41.05mph eastbound; and mean speeds of 34.1mph and 35.2mph respectively.
 - b) Site 2: East of A34 showed 85th percentile speeds of 39.15mph westbound and 33.3mph eastbound; and mean speeds of 33.3mph and 33.5mph respectively.
 - c) Site 3: west of the residential properties entering Kennington showed 85th percentile speeds of 32.99mph westbound and 34.4mph eastbound; and mean speeds of 27.4mph westbound and 29.1mph eastbound respectively.
24. Oxford Cycling Network expressed no objections to the scheme but made the following suggestions:

- a) Reducing the speed limit on Sugworth Lane to 40mph.
- b) Ensuring the Zebra crossing is as close to the desire line as possible.

Speed Limits:

25. The majority of respondents supported or partially supported the proposed speed limits. However, there were some suggested changes which included:
 - a) Extending the proposed 30mph speed limit on Sugworth Lane.
 - Introducing a 40mph speed limit on Sugworth Lane.
 - Reducing the proposed and existing and proposed 30mph speed limit on Sugworth Lane to 20mph.
 - 20mph speed limit for the length of Sugworth Lane and Bagley Wood Road with the introduction of speed humps.
 - Reducing the proposed 40mph speed limit on Bagley Wood Road to 30mph.
 - One respondent suggested that speeds weren't high on Sugworth Lane or Bagley Wood Road entering the village and perhaps an advisory limit would be better.
 - Cyclox objected specifically to the retention of the National Speed Limit (60mph) on Sugworth Lane and requested a 40mph speed limit similar to Bagley Wood Road.
26. Of those that objected to the speed limits they were on the grounds that there was no evidence to support them such as an increase in collisions, and it being a waste of money as will make no difference to speeds, and that it would make it more difficult to get out.
27. Speed surveys were undertaken in November/December 2021 on both Sugworth Lane and Bagley Wood Road.
28. Provision of speed limits without other interventions is seen to have some benefit at reducing speeds, where those speeds are deemed to be reasonable by the average driver. Therefore, officers felt that the extension of the 30mph speed limit could be effective at reducing speeds closer to 30mph for vehicles enter the village.
29. When the surveys were undertaken, there was not remit by the local Parish Council to extend the 30mph speed limit further along Sugworth Lane or introduce a 40mph speed limit, therefore speeds surveys were not undertaken between these two points to assess suitability. However, the speeds recorded at the extremities and the nature of the road suggests that the majority of vehicles are already travelling well below 40mph.
30. Bagley Wood Road for the most part is wider than Sugworth Lane and verges are generally wider so forward visibility is better and therefore higher speeds would be expected.

31. Whilst technically the National Speed Limit on a single carriageway road is 60mph, it should not be seen as a target. No repeaters are placed on a national speed limit road with no street lighting and drivers are expected to travel to the condition of the road they are facing. In some cases, for example promoting a 40mph speed limit, where repeaters would be required can actually result in an increase in speed.
32. Sugworth Lane is narrow, with limited verge space in many locations, so repeaters could be difficult to locate at the correct spacing where they in themselves don't become a hazard or where they are hidden by vegetation
33. In view of the nature of the road and low speeds recorded at the extremities, officers feel that the introduction of a 40mph speed limit would have minimal impact on speeds on Sugworth Lane.
34. Notwithstanding, if approved, the situation will continue to be monitored and a future review of the need for amendments or speed limit extensions brought forward if considered necessary.
35. Speed surveys were undertaken in November/December 2021 at three points along Bagley Wood Road, whilst surveys showed some vehicles travelling between 60-70mph the 85th percentile speeds and mean speeds were deemed appropriate for the provision of a 40mph speed limit.
36. There were also suggestions that the scheme didn't go far enough, and that traffic should be restricted on Bagley Wood Road and Sugworth Lane either by using chicanes prioritising those exiting the village, or restricting traffic entirely.
37. Advisory speed limits are normally used where there is a specific hazard, for example where a driver needs to reduce on the approach to a sharp bend. They are not deemed appropriate over a longer distance as likely to be of minimal benefit.

Waiting Restrictions:

38. Whilst the majority of respondents supported the proposal concerns were raised about lack of enforcement resulting in non-compliance.
39. The County Council took over responsibility for enforcement of on-street parking restrictions, from Thames Valley Police, in November 2021. There is an online portal whereby anyone can log requests for enforcement, and the County's parking team works with its enforcement contractor to deploy resources as appropriate.
40. Some felt that the restriction didn't go far enough and wanted to extend the times or provide double yellow lines. One respondent suggested extending the waiting restrictions into Grundy Crescent.
41. The main objections to the proposals were on the grounds that it would make it difficult for parents to drop off and pick up children from school and the

displacement of parking onto less suitable roads. There were also concerns that removal of the parking would increase speeds making it more attractive as a cut through.

42. The proposed single yellow lines seek to address concerns raised regarding high levels of on street parking during school drop off and pick up times. These can occur on both sides of the carriageway which restrict the safe passage of through traffic and reduce overall safety on the main route. By only restricting parking during these times, it allows for occasional parking for residents outside of these hours.
43. The County Council, as Highway Authority, has a duty to safeguard the road network, and this needs a balanced approach to restricting unsafe or inappropriate parking near junctions or on busy main routes, whilst allowing some parking to take place. Whilst it is true that all traffic restrictions, especially those upon parking, will often redistribute the traffic problems to new areas, it is the worst areas that are often the Highway Authority's initial focus, with the proviso that it will need to review the impact of that, with the option to extend controls further afield if severe issues arise.
44. These current proposals, if approved, will be monitored and a future review of the need for amendments or further restrictions brought forward if considered necessary.

Zebra Crossing:

45. The majority of respondent support the proposed Zebra crossing but there were some comments about the type of crossing being used at this location, with one comment suggesting a Pelican crossing should be used as children would be safer following a 'Green Man' and another suggesting they should work on lights during school critical times. There were also concerns expressed about queuing traffic due to a solid pedestrian movement particularly when school finishes and all pupils leave around the same time.
46. The main objection was the proximity to the junction, as it was not on the desire line, with one objection suggested that it would increase parking problems on the road.
47. The layout of the junction does not lend itself to the provision of a signalised crossing, it would require either moving the crossing further into St Swithuns Road, to ensure clear visibility of the signal heads for those entering the junction; or, signalising the entire junction which Officers do not deem appropriate at this location due to the proximity to private accesses and entrance/exit to the access road on the west side.
48. The Zebra crossing has been set back slightly to accommodate the existing levels at this location and to ensure appropriate stopping distances for those exiting the Access roads on The Avenue.

49. One respondent suggested introducing a crossing with 3D road markings (as seen in France) including a figure of a person each side on the pavement edge, as it might be cheaper and have greater impact. Westminster Council in London trialled a number of 3D crossings from 2019 onwards, these were combined with the traditional beacons as found at a standard Zebra crossing.
50. There appears to be little evidence that these have provided any significant benefit over and above the standard layout. It should also be noted, that without the standard Belisha Beacons and zig zag markings, there would be no lawful requirement for motor vehicles to stop for pedestrians, or vehicles to keep the approaches to the crossing clear of parked vehicles.

Miscellaneous comments/concerns outside the scope of the scheme:

- a) Undertaking improvements to the junction at the end of Oxford Road as it is difficult to turn right.
 - b) Introducing a 20mph speed limit outside the school and creating a 'School Zone'.
 - c) Enforcing the speed limits with a fixed or average speed camera.
 - d) Measures to prohibit parking on pavements/verges.
 - e) Request for a designated pavement on the left hand side (heading west) of Bagley Wood Road between Montessori Nursery and St Swithun's Road so that children from this school have safer access to Kennington village.
51. Whilst outside the scope of this consultation, it should be noted that a new footway between Montessori Nursery and St Swithuns Road by upgrading the existing footway through Bagley Wood is currently being considered.

Paul Fermer
Director of Environment & Highways

Annexes

Annexes 1-3: Consultation plans
Annex 4: Consultation responses

Contact Officers: Sharaz Arif (Project Manager - Transport & Infrastructure)

July 2024

- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.

- Key
- ▲ Existing Speed Limit Terminal
 - ▲ Proposed Speed Limit Terminal
 - Existing Speed Limit Extent
 - Proposed Speed Limit Extent
 - 10 Proposed Road Markings

PO2	23-02-24	For Consultation	EW	AP	NB
Rev	Date	Description	Dm	Ch'd	App
Revisions					



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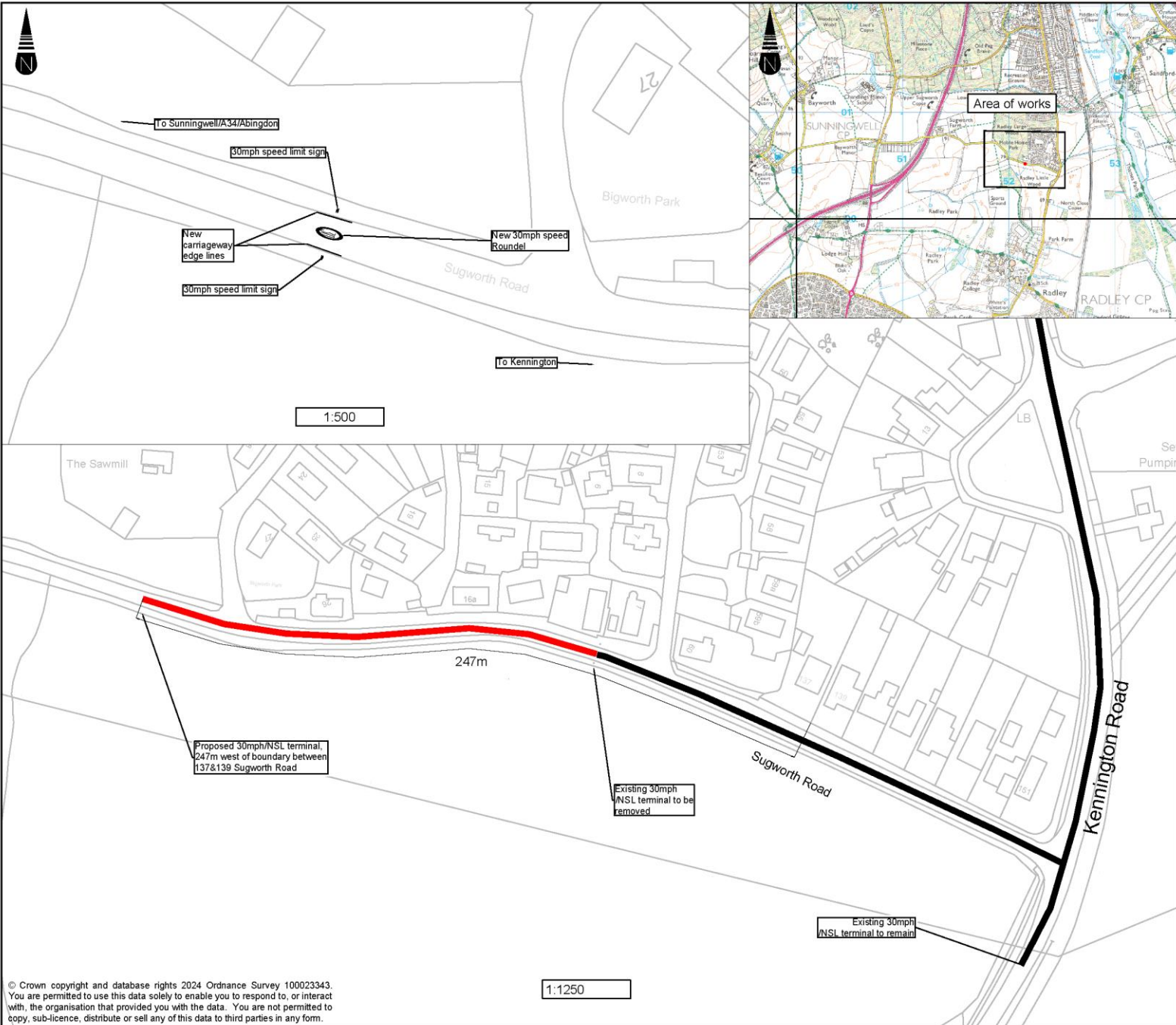
Drawing Status: Consultation

Project Name: Lodge Hill - Traffic Calming Radley

Title: Sugworth Lane Speed Limit Change General Arrangement

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	AS SHOWN	MAB	AP	EA
		Drawn Date	Checked Date	Approved Date
		17-02-23	17-02-23	17-02-23

Drawing Number	Status	Rev
202010-MIL-HGN-RAD-DR-CH-0022	P	02



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ANNEX 2

- Notes:
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KEY

	Existing Signs
	Proposed 40mph Terminal Sign
	Proposed 40mph Repeater Sign & Post
	Proposed 40mph Limit Extents
	Existing 20mph Limit Extents
	Existing 50mph Limit Extents

POS	03-05-24	Existing, survey, limits corrected	AP	AP	ND
POS	11-03-24	For Consultation	EW	AP	NR
Rev	1	Issue	Drawn by	JR	CHK'd by



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For Consultation

Project Name:
Lodge Hill Traffic Calming
Kennington

Site:
Bagley Wood Rd
Speed Limit Change
General Arrangement

Sheet No A1	Scale	Drawn by	Checked by	Approved by
	1:1000	APC	MG	SA
	Issue No	Issue Date	Revision No	Revision Date
	01	22-12-22	01	23-01-23

202010-MI-HGN-KEN-11H-CH-0022	P	03
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- Notes:
1. Do not scale from this drawing.
 2. Sign verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. Zoning on St Swithuns Road, no illumination of warning sign required in accordance with current guidance.

KEY:

- Works Boundary
- Existing Road Markings
- Proposed Road Markings
- Proposed 'No Waiting' restriction Road Markings
- Restriction of on road parking during school drop-off/pick-up (Mon - Fri, 8:30-8:59am & 3pm-4pm)
- Balise Beacon to be installed
- Traffic Signs for 'No Waiting' restriction
- Restriction of on road parking during school drop-off/pick-up (Mon - Fri, 8:30-8:59am & 3pm-4pm)
- Traffic signs for zebra
- Red blister tactile pavement
- Verge
- New footway to access crossing
- Low Level Retaining Wall - 0-300mm Retained Height
- Relocated existing sign name post
- Proposed gully

REV	DATE	DESCRIPTION	BY	CHECKED BY
001	30.05.20	Initial Design	MAR/AP	MB
101	26.03.20	For Consultation	MAR/AJ/MB	MB
102	31.03.20	For Consultation	AP/AP/MB	MB
201	11.09.2020	Updates to the extent of no waiting restrictions	AP/MB	MC
301	30.08.20	Final design incorporated with amendments	AP/MB	MC
301	23.01.23	First Issue	AP/MS/FA	FA

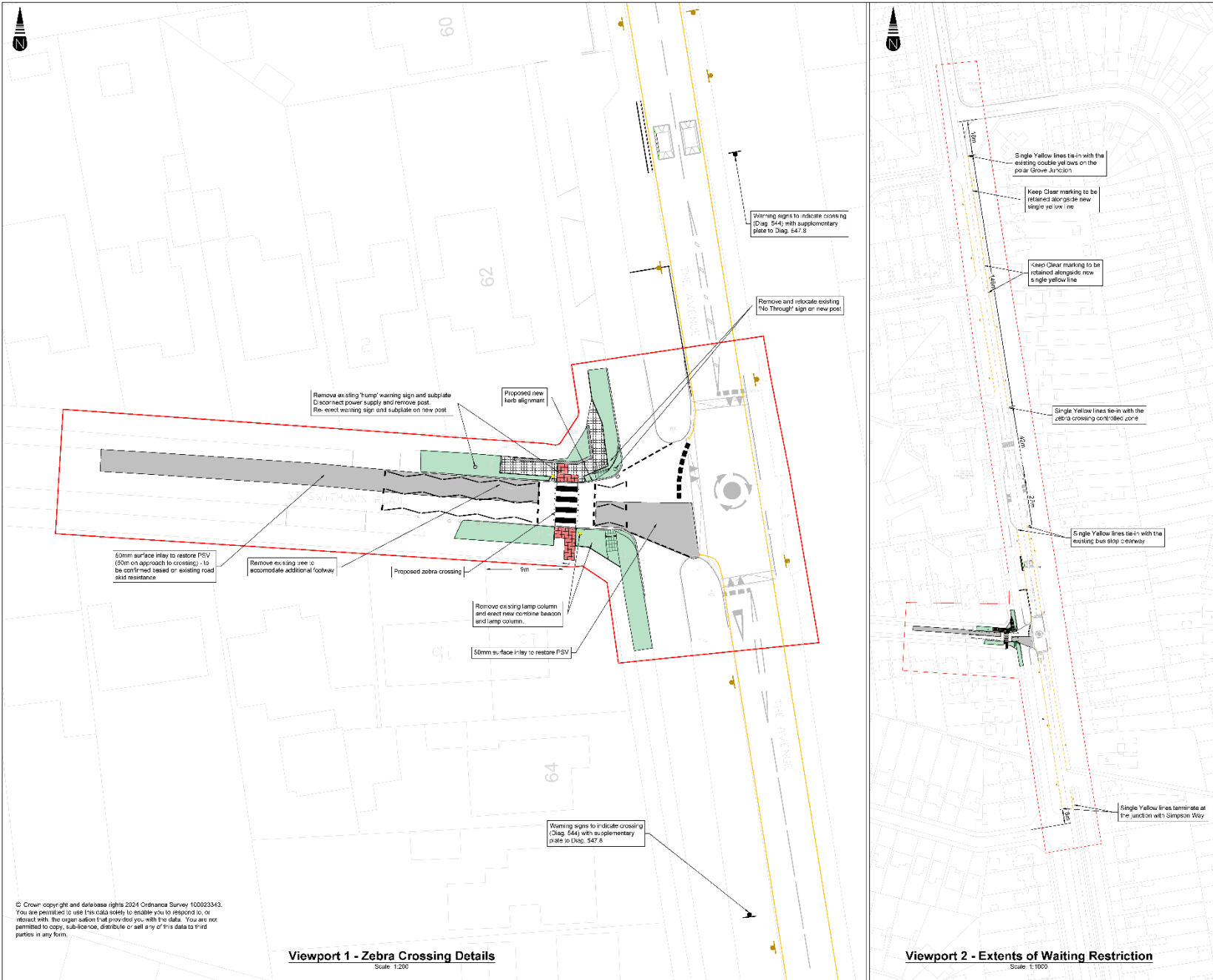


MILESTONE INFRASTRUCTURE
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For Consultation
Postboxes
Lodge Hill Traffic Calming
Kennington
The
St Swithun's Rd & The Avenue Jct
Pedestrian Crossing & Waiting
Restrictions
General Arrangement

Sheet No	Scale	Drawn by	Checked by	Approved by
A1		AP/MB	MS/FA	AP/FA
		Date Issued	Drawn Date	Approved Date
		23/01/23	29/08/20	23/01/23
		Drawn by	Checked by	Approved by
		AP/MB	MS/FA	AP/FA

202010_M/L/HGN_KEN_DR_CH_0002 D 01



Viewport 1 - Zebra Crossing Details
Scale: 1:200

Viewport 2 - Extents of Waiting Restriction
Scale: 1:200

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Speed limits – Concerns Thames Valley Police welcome the opportunity to engage on plans for road safety improvement .</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) 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.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch.</p> <p>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>Parking restrictions – No objection As this area falls under Civil Enforcement the restrictions place no burden upon Thames Valley Police. I therefore have no objection. Just to add these restrictions will need regular attention.</p> <p>Zebra crossing – No objection</p>
(74) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm formally that these proposals have no identifiable adverse impacts on bus services.</p>
(2) Oxfordshire Cycling Network	<p>Overall view - With the plans for Lodge Hill slip roads and improved cycling links, Sugworth Road and Bagley Wood Road become (a) more attractive cycle connections, in particular from North Abingdon to Oxford; (b) more attractive motoring cut-throughs aka rat-runs from Lodge Hill to Kennington and beyond.</p> <p>These plans aim to, and should largely succeed in promoting effect (a), and mitigating undesirable effect (b), in line with LTCP objectives and targets.</p> <p>We have one recommendation to remove a significant existing problem for people cycling and walking on Sugworth Lane and further improve the result. (1x below).</p> <p>30mph speed limit – Support Leaving the remainder of Sugworth Lane at the National Speed Limit of 60mph is highly concerning. It is a narrow road, with several bends, and already feels dangerous for people walking and cycling. Despite this, it sees reasonably</p>

	<p>frequent use due to walking users from the mobile home park, and cycling users from North Abingdon, Sunningwell, and riding for leisure/sport purposes - . We recommend reducing the speed limit to 40mph on the remaining 1km between the proposed extended 30mph and the 30mh at the western end of the road. This will (a) reduce speeds and so reduce danger; (b) reduce the chance of the route being chosen by sat-nav algorithms, and so reduce traffic on this narrow rural road.</p> <p>40mph speed limit – Support</p> <p>SYL parking restrictions – Support We support these Waiting zones to reduce the danger to pedestrians, particularly to children and parents/carers and school start and finish times.</p> <p>Zebra crossing – Support We support this crossing for all pedestrians, but particularly for children and parents/carers to access the school. This crossing should be as close to the desire line as possible, to minimise the temptation to not use the crossing and cut straight across, which we believe has been achieved given regulations for crossing signage. Ideally, this crossing would be on a raised table..</p>
(75) Cyclox	<p>We formally object to the retaining the National Speed Limit (NSL) of 60 mph along Sugworth Lane, it is narrow and has 3 blind bends. Has this had Vision Zero scrutiny? All other aspects these measures we support.</p> <p>Retaining the NSL (National Speed Limit) along most of the length of Sugworth Lane. We formally object to the retention of the NSL (60mph) along Sugworth Lane. It is a narrow county road with 3 blind bends. People will be commuting as drivers and cycle users. A 60 mph limit on such a road is just plain unsafe. The retention of the NSL should have been ruled out under the County's commitment to/policy of promoting active travel. Does this pass Vision Zero scrutiny? It should be made a 40 mph limit like the nearby Bagley Wood Road.</p> <p>If the thinking is that most cycle users for Oxford would use Bagley Wood Road because it is shorter/more direct, there is some logic behind that. However, a lot of cycle users use Sandford Lane to go to Oxford via Sustrans Rt 5 via the river, and many travel to east Oxford/the Eastern Arc (BMW etc) by crossing the river at Sandford Lock. For these users, Sugworth Lane is the direct route.</p> <p>30mph speed limit – Support</p>

	<p>40mph speed limit – Support</p> <p>SYL parking restrictions – Support Current school pick up parking is a great impediment to through traffic due to the length of road narrowed to single lane working by parking.</p> <p>What mitigation measures will be in place? The nearby residential service roads are too narrow for parking (being only 1 vehicle wide). The service road opposite the Poplar Grove junction has a line of bollards on the grass, placed here due to the amount of school time parking that blocked this service road in former times. We expect the grass verges on the nearby narrow service roads will very quickly be churned up by drivers parking half on the grass every day.</p> <p>Zebra crossing – Support</p>
<p>(3) Local Cllr, (Kennington, Otters Reach)</p>	<p>30mph speed limit – No objection None</p> <p>40mph speed limit – Support The reduction of the speed limit makes sense in order to reduce the speed of traffic.</p> <p>SYL parking restrictions – Partially support These measures whilst being a good idea have issues in terms of enforcement. Kennington already has problems with double yellow lines not being enforceable due to the speed at which people pop into shops and I foresee similar issues here. Can the councils enforcement team enforce these restrictions? If not it will be impossible to enforce.</p> <p>Zebra crossing – Support Good idea - the roundabout on the junction of St Swithuns Road and the Avenue is currently an issue with the number of cars not realising that they need to give way - could a Give way sign be added to the plans similar to the one at the junction with Upper Road at the North End of the village.</p>
<p>(4) Local District Cllr, (Kennington & Radley Ward)</p>	<p>Support – I wanted to say that as Kennington resident (and District Cllr) I am happy with proposed improvements.</p> <p>We are also very pleased with Sharaz Arif’s work. He dedicated lots of time visiting sites, observing the traffic flow and talking to residents.</p>

	<p>It's not an ideal setting to start with, and I believe Sharaz and OCC team are offering the best of possible solutions, taking into account the complexity of T-junction with 2 service roads.</p> <p>The proposal has my full support.</p>
<p>(5) St. Swithun's CE Primary school, (Kennington, The Avenue)</p>	<p>30mph speed limit – Support We have children who need to travel along this route to and from St Swithun's primary school and reduction in speed of traffic will improve their safety.</p> <p>40mph speed limit – Support We have children who need to travel along this route to and from St Swithun's primary school and reduction in speed of traffic will improve their safety. In particular the current situation of a 60mph limit changing abruptly to a 20mph limit on a downhill run into the village encourages drivers who ignore the 20mph limit now in force, so we believe this will act as a traffic calming measure. Also there is often a queue along St Swithun's road in the mornings and this will slow down traffic joining the back of it.</p> <p>SYL parking restrictions – Support The governors and leaders of St. Swithun's CE Primary School wholeheartedly approve the introduction of parking restrictions outside the school. We believe this will encourage increase in active travel of Children to and from school, and will markedly improve safety at school drop off and pick up times. There are a number of cars which currently park on the pavement with engines running at these times and we would encourage strong enforcement of the new restrictions. It will also be necessary to enforce parking restrictions in the bus stops as these already are often blocked by parked cars and the new restrictions may exacerbate the situation. Parked cars currently pose a danger to children who cannot see passing traffic when trying to cross the road and also lead to congestion outside the school with one lane effectively blocked leading to instances of road rage and aggressive driving.</p> <p>Zebra crossing – Support The Governors and Leadership team of St. Swithun's CE Primary school wholeheartedly support the introduction of a zebra crossing in this location. There is currently no safe crossing for children attending the school from this quarter of Kennington, and we have had a number of incidents and near misses at this junction in years past. The Zebra crossing will markedly improve the</p>

	<p>safety of children attending school, and will act as a traffic calming measure slowing traffic coming from Bagley Wood Road.</p>
<p>(6) Local resident, (Kennington)</p>	<p>30mph speed limit – Object There are very few houses and current speed limit is safe.</p> <p>40mph speed limit – Object As above</p> <p>SYL parking restrictions – Object As a parent of older children, I have in the past needed to drop my children off at school and go straight to work. Working parents need to be able to drop off at school and your restrictions will make that difficult.</p> <p>Zebra crossing – No objection No objection.</p>
<p>(7) Member of public, (Oxford, Elms Drive)</p>	<p>30mph speed limit – Object Car travel is essential and needs to be made easier</p> <p>40mph speed limit – Object Totally unnecessary</p> <p>SYL parking restrictions – Object It's just rush hour and no one has ever been injured</p> <p>Zebra crossing – Object Just another obstacle for cars</p>
<p>(8) Member of public, (Wantage, Hangar Lane)</p>	<p>30mph speed limit – Object It seems that OCC want to reduce the speed of motorised vehicles despite there being no evidence that it is needed e.g. a rise in RTC's, which there have been none.</p>

	<p>40mph speed limit – Object Again, there is no need to reduce the speed in an area that doesn't have an increase in RTC's.</p> <p>SYL parking restrictions – Object A pointless and waste of tax payers money.</p> <p>Zebra crossing – Support You can never have enough road crossing for pedestrians</p>
<p>(9) Local resident, (Kennington, Blossoms Glade)</p>	<p>30mph speed limit – Object More pressing issues to deal with</p> <p>40mph speed limit – Object No needed</p> <p>SYL parking restrictions – Partially support People with off street parking should us it, but suspect it won't be enforced, so pointless</p> <p>Zebra crossing – Object Not needed at this time</p>
<p>(10) Member of public, (Abingdon)</p>	<p>30mph speed limit – Object I don't see the need for it, people drive around that speed anyway and making changes is just a waste of money on additional road signs.</p> <p>40mph speed limit – Object Same again, people don't drive any faster than this, extra signs are a waste of money for a council that is supposed to be short of money!</p> <p>SYL parking restrictions – Partially support There is a problem here but waiting restrictions will only cause more problems than they solve. Parents need to be able to take and collect their children from school by car. Parking restrictions on The Avenue will only push all the cars</p>

	<p>into St Swithuns Road and Grundy Crescent. St Swithuns Road is likely to become even busier than it is currently when the Lodge Hill A34 works are carried out.</p> <p>Firstly, I agree that there is currently a parking problem in the Avenue and in St Swithuns Road at school drop off and collection times. I believe that something does need to be done about this especially as congestion is likely to become extreme during the Lodge Hill junction work. However, whereas adding single yellow lines to stop parking during school drop off and collection times may help keep the Avenue clear, it will cause a monumental parking problem in St Swithuns Road and Grundy Crescent. It is likely too that it will cause a lot of traffic to go down the very narrow section of Bagley Wood Road which exits by Kennington Church. The stress and anxiety that all of this will cause the parents of the schoolchildren must also be fully taken into consideration.</p> <p>Yellow lines along St Swithuns and the other affected roads would not be the answer. Kennington Primary School has quite a large catchment area and some parents do need to drop off and collect their children by car, something that I think that the council should accept and recognise. The Avenue between the School and the Poplar Grove turning is quite wide and there is a large grass area by Grundy Crescent. I would suggest that something could be done with these areas to provide car parking (during the necessary school times only) to solve the problem. This could be in the form of a long lay by in the Avenue or by adapting the area by Grundy Crescent.</p> <p>Additionally I would add that if the plans go ahead in the current form it will cause a problem for emergency vehicles needing to get through to and from Kennington as a whole.</p> <p>Zebra crossing – Partially support Is this really necessary?</p>
<p>(11) Local resident, (Radley, St James Road)</p>	<p>30mph speed limit – Object There should be no vehicular access on Sugworth Lane once the slip roads are built. Only cyclists and pedestrians and residential access should be allowed. The lane will become a rat run, it is narrow and twisty.</p> <p>40mph speed limit – Object Thirty mph would be better.</p> <p>SYL parking restrictions – Partially support Make it a double yellow line and enforce it.</p>

	<p>Zebra crossing – Support Any thing that gives pedestrians right of way over cars is important.</p>
<p>(12) Local resident, (Abingdon, Oxford Road)</p>	<p>30mph speed limit – Object Why on earth do you want to REDUCE the speed limit???? Allow traffic to travel at the speed it already does and it will dissapate quicker than slowing everything down.</p> <p>40mph speed limit – Object There is simply NO NEED to reduce the speed limit on this road. Why on earth do you want to REDUCE the speed limit???? Allow traffic to travel at the speed it already does and it will dissapate quicker than slowing everything down.</p> <p>SYL parking restrictions – Support Unblocking the roads which includes keeping carriageways clear is vital to allow traffic to flow. However, if the regulations are not going to be enforced then there is little point adding these lines.</p> <p>Zebra crossing – Support Road safety for people. That doesn't mean slowing everything to a crawl but crossings are a good idea..</p>
<p>(13) Local resident, (Kennington, The Avenue)</p>	<p>My other main concern is that with increased traffic through Kennington are you going to do anything to help with the T junction at the end of Oxford Road. It is quite difficult to turn right at this junction as it is. With the introduction of the bus gates in November I anticipate more car drivers using the Redbridge P&R and on exiting potentially passing past this junction.</p> <p>40mph speed limit – Partially support Please reduce this to 30mph. This road is busy and quite narrow in places. Although there may not be many houses there are always several parked cars with the occupants crossing the road to enter Bagley Woods to walk there. Also of concern is the visible subsidence, mainly in one spot but obvious in two that needs work. The road, as with many in the county needs the white lines to be maintained.</p> <p>SYL parking restrictions – Object Sadly I can't see this working. We have double lines on a corner outside the CoOp that are continually ignored with able bodied people popping into the Coop. Without enforcement I expect single lines will suffer the same fate.</p>

	<p>Zebra crossing – Partially support With it so near to the main road I think it should be a pelican crossing. Unaccompanied children will be safer following the ‘green man’</p>
<p>(14) Local resident, (Radley, Sugworth Lane)</p>	<p>30mph speed limit – Partially support As a resident of Sugworth Lane we support the reduction of the speed limit to 30mph further up the lane. We also support the North Abingdon/A34 junction alterations. But the alterations to the A34 junction will undoubtedly increase the traffic flow in Su</p> <p>40mph speed limit – No objection We support the reduction to the speed limit on Bagley Wood Road, Kennington.</p> <p>SYL parking restrictions – No objection We agree with the restrictions to parking on the Avenue, Kennington at these times. Current arrangements cause chaos in the village at these times</p> <p>Zebra crossing – No objection This is a sensible option for this road.</p>
<p>(15) Local resident, (Kennington, Bagley Wood Road)</p>	<p>30mph speed limit – Partially support It is a very dangerous lane and tight for 2 cars to pass each other in places. I have never seen anybody doing high speeds there though ... It's distressing that drivers can no longer decide what is a safe speed for them. I would prefer an advisory speed</p> <p>40mph speed limit – Partially support Very few drivers if any ever do much more that 40mph. Reasons as above for Sugworth Lane</p> <p>SYL parking restrictions – Object Main reason for objection is that it is not enough. The Avenue is blocked with parked cars from 8.00 to 9.30am and in the afternoon from 2.45pm to 4pm. The restrictions will only work if they are enforced by police/ officers - at least to begin with.</p>

	<p>At the same time I feel that it is important to provide for some parking since some families come from too far to walk and many are either on their way to work or coming back from work and do not have time to go home and come back again on foot. It is important to take the needs of all Kennington users to heart, not just some.</p> <p>Zebra crossing – Partially support I think it is important that the zebra crossing works on lights at school critical times - 8.15am to 9.15am and 2.45pm to 3.45pm to avoid long queues of cars spilling onto the roundabout and up St. Swithun's road. This will happen with families 'dribbly crossing' at these times - arriving at the zebra staggered by a few minutes - and keeping the cars stopped.</p>
<p>(16) Local resident, (Kennington, River View)</p>	<p>30mph speed limit – Partially support 'I support the idea of restrictions to through-traffic to disincentivise rat-running when A34 and Oxford Rd is congested due to the new Lodge Hill slips. However I think a modest speed limit decrease is unlikely to make a significant impact, so I would su</p> <p>40mph speed limit – Partially support 'I support the idea of restrictions to through-traffic to disincentivise rat-running when A34 and Oxford Rd is congested due to the new Lodge Hill slips. However I think a modest speed limit decrease is unlikely to make a significant impact, so I would support more bold restrictions such as: - restricting through-traffic entirely along both/either Bagley Wood Rd/Sugworth Lane. This would also help to create a much needed east-west active travel route to smaller villages. - Single-lane chicanes with priority leaving Kennington</p> <p>SYL parking restrictions – Partially support As most of the drop-offs could be < 10 minutes, lack of enforcement may make this meaningless. There must be a parallel push for methods such as smartphone based reporting to provide an incentive for some drivers to comply with parking restrictions. Of course this is not within the scope of this scheme :)</p> <p>Zebra crossing – Support Safer crossings and active travel infrastructure near schools are important to help parents feel that their child can safely get to school alone, in order to mitigate school run congestion</p>

<p>(17) Local resident, (Kennington, Grundy Crescent)</p>	<p>30mph speed limit – Partially support Safer</p> <p>40mph speed limit – Partially support Safer with the few tight spots in the road along there</p> <p>SYL parking restrictions – Support Mass parking here causes traffic jams and buses get stuck and also not very safe with children crossing the road while all that is happening either. I do think you need to extend this yellow line to all of Grundy Crescent though, otherwise it is going to mean everyone tries to park there instead which will be chaos as it is already bad and there isn't enough space.</p> <p>Zebra crossing – Support A lot of families cross this road at school time.</p>
<p>(18) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – Partially support I would prefer the limit to be 20mph in line with the side road speed limits in Kennington</p> <p>40mph speed limit – Partially support Bagley Woods has many visitors entering and exiting cars. Lots of wildlife especially muntjac deers cross this road. 40 mph is good from the Oxford Road. 30mph from Bagley Wood entrance to the 20 mph limit would be better.</p> <p>SYL parking restrictions – Support Negotiating parked cars during school drop off and collection with the zebra crossing is hazardous</p> <p>Zebra crossing – Support Excellent</p>
<p>(19) Local resident, (Kennington, Upper)</p>	<p>30mph speed limit – Partially support People that don't live locally will not adhere to it. Unless there is a speed camera or motion detector showing their speed.</p>

	<p>40mph speed limit – Partially support same reasoning as above</p> <p>SYL parking restrictions – Support school parking is ridiculous and selfish and should be prevented from blocking the main road. About time.</p> <p>Zebra crossing – Support Safer for walkers.</p>
<p>(20) Local resident, (Kennington, Manor Grove)</p>	<p>30mph speed limit – No objection Makes sense</p> <p>40mph speed limit – No objection Makes sense</p> <p>SYL parking restrictions – No objection Stop dangerous parking at school times</p> <p>Zebra crossing – Support Less congestion here</p>
<p>(21) Local resident, (Kennington, Grundy Crescent)</p>	<p>30mph speed limit – No objection I have no issue with reducing speed through the village and surrounding roads</p> <p>40mph speed limit – No objection I have no issue with reducing speed through the village and surrounding roads</p> <p>SYL parking restrictions – Object The No Waiting times proposed is clearly aimed at reducing the traffic problems created by parents/carers at school drop off and pick up. As residents of Grundy Crescent we already see the most appalling parking across driveways and fully onto pavements by the zig zag area preventing residents from moving around the crescent. there is absolutely no consideration for those living in houses by the school by those driving right to the gates. This road is already very narrow and pushing more traffic from the main road onto these side streets especially Grundy Crescent,</p>

	<p>which is directly by one of the entrances to the school, will create significantly more problems for residents. The safety of children coming and going from school will be further jeopardised by more the increased numbers of vehicles parking and manoeuvring around the crescent.</p> <p>Zebra crossing – No objection no objection - safety of those using it essential</p>
<p>(22) Local resident, (Abingdon, Westfields)</p>	<p>30mph speed limit – No objection I rarely drive sugworth lane but do cycle it frequently.</p> <p>40mph speed limit – No objection It is not a road I use frequently.</p> <p>SYL parking restrictions – Support I support this but the reality is that it will make no difference. As a cyclist who cycles through Kennington on y way to and from Oxford from Abingdon, there are almost always cars parked where they should not be. This is particularly an issue closer towards Oxford outside the co-op. If current restrictions are not enforced and obstructions remain, what confidence can anybody have that any additional restrictions will be enforced? This is likely to be a particular issue for school run times when the traffic, obstruction and general road etiquette is at it's lowest, not an issue unique to Kennington. So whilst I fully support it, I fully expect it to be completely ignored and therefore have no effect.</p> <p>Zebra crossing – No objection No real opinion on this</p>
<p>(23) Member of public, (New Hinksey, Wytham Street)</p>	<p>30mph speed limit – No objection Bendy road , walkers</p> <p>40mph speed limit – No objection Such a short length ,no need to go more than 40 mph . Protect others.</p> <p>SYL parking restrictions – Support Helps prevent congestion</p>

	<p>Zebra crossing – Support Better road safety</p>
<p>(24) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – No objection no objection</p> <p>40mph speed limit – Object 50 would be a better compromise</p> <p>SYL parking restrictions – Object It should be solid double yellow from Bagley Wood road to St Swithuns road.</p> <p>Zebra crossing – No objection I am concerned that it will be solid pedestrian for 15 minutes when school gets out and will cause traffic jams, unless most of St Swithuns is also double yellow.</p>
<p>(25) As part of a group/organisation, (Friends of St Swithuns)</p>	<p>30mph speed limit – No objection I am Chair of the Kennington PTA. Kennington is used as a rat run when there are problems on the A34, so anything that slows careless commuters whilst children are heading to school can only be good.</p> <p>40mph speed limit – Partially support I believe it should be dropped to 30, or a speed camera installed if it is to be 40. The road is winding, visibility is poor, and people park on the bridge leaving little room to manoeuvre.</p> <p>SYL parking restrictions – Partially support A speed restriction to 20mph stating it is a school zone would also be good. I support the lines in theory but how will you enforce it? Parents on the school run are terribly entitled!</p> <p>Zebra crossing – Support Safe crossing for children needed as people park on St Swithuns Road when they can't on the Avenue, which blocks visibility on the road.</p>

<p>(26) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – No objection Good idea, a very twisty road</p> <p>40mph speed limit – Partially support Should be 30mph. It's in places very narrow. Lots of dog walkers park and cross the road near Bagley Woods. Drivers more likely to slow from 30 to the existing 20mph</p> <p>SYL parking restrictions – Support I do think this a good idea but don't think drivers will comply. Lots of evidence of the double lines in the village being ignored</p> <p>Zebra crossing – Partially support It's a bit near the roundabout and would be more visible and safer as a pelican crossing</p>
<p>(27) Local resident, (Kennington, Kenville Road)</p>	<p>30mph speed limit – No objection This is a narrow road and 30mph is required</p> <p>40mph speed limit – Support This road is uneven and has some serious subsidence just before the bridge over the A34.</p> <p>SYL parking restrictions – Support There also needs to be no parking on the pavements as alot of cars currently park half on the road and half on the pavement - which causes pedestrians to walk on the road. This needs to be addressable. Also we need average speed check cameras around this area.</p> <p>Zebra crossing – No objection This is required!</p>
<p>(28) Local resident, (Kennington, Meadow View)</p>	<p>30mph speed limit – No objection This has no affect on the road</p> <p>40mph speed limit – Support</p>

	<p>I do find driver go to fast round the bends and drive in the middle of the road</p> <p>SYL parking restrictions – Support Parking along these roads are an absolute nightmare at these times. Always to drive and cycle around</p> <p>Zebra crossing – No objection More road safety for the children</p>
<p>(29) Local resident, (Kennington, Upper Road)</p>	<p>30mph speed limit – No objection Current speed is too high</p> <p>40mph speed limit – Support Current speed is too high</p> <p>SYL parking restrictions – Support Long overdue</p> <p>Zebra crossing – Partially support Could cause problems if parking problems are moved from Kennington Road/The Avenue to St Swithun Road. There is little room already to swerve around parked cars.</p>
<p>(30) Local resident, (Kennington)</p>	<p>30mph speed limit – No objection Fully support as road frequently used by rat runners</p> <p>40mph speed limit – Support Residents and schools with children walking to forest school</p> <p>SYL parking restrictions – Support Needs enforcement Inconsiderate parking by parents at school who put safety of other children and families at risk</p> <p>Zebra crossing – Support</p>

	<p>Children encouraged to walk to school This junction is regularly used as short cut due to congestion on a34 Cars park on junction blocking visibility and making it difficult and confusing to cross</p>
<p>(31) Local resident, (Radley, Sugworth Lane)</p>	<p>30mph speed limit – Support A step in the right direction for residents of Big Wood Park, but does not solve the problem of speeding drivers round the blind bends further along. Also need to improve visibility splay by entrance (remove a few trees)</p> <p>40mph speed limit – No objection Sensible speed for the road</p> <p>SYL parking restrictions – No objection Sensible</p> <p>Zebra crossing – Support Needed</p>
<p>(32) Local resident, (Kennington, St Swithuns Road)</p>	<p>30mph speed limit – Support It's a narrow winding road and with more traffic using it a lower speed limit would make it safer.</p> <p>40mph speed limit – No objection People speed along in the centre of the road as it is so narrow, so that traffic coming the other way have to risk getting into the ditch to pass. It is a busy road and now has many visitors parking near the entrance to the woods, so there can be a lot of pedestrians at times with no footpath.</p> <p>SYL parking restrictions – Object Whilst I agree that the parking is a problem at those times, I am concerned that it will increase the problem in St Swithuns Rd. We already have parking problems as the road is quite narrow. Large vehicles; buses and lorries, have to mount the verge to pass cars parked on the roadside. This becomes a problem when cars are already parked on the grass verges, which parents on the school run will do if parking on The Avenue is restricted. Incidentally the verges have to be maintained by the residents, which is why you find so many of them put stones on them to prevent parking.</p>

	<p>Zebra crossing – Object This will just increase the parking problems in the road and is unnecessary in my view.</p>
<p>(33) Local resident, (Sunningwell, Sunningwell Road)</p>	<p>30mph speed limit – Support Not applicable</p> <p>40mph speed limit – No objection Not applicable</p> <p>SYL parking restrictions – Partially support Should be for longer period as the road is very busy with cyclists as well as cars</p> <p>Zebra crossing – No objection Not applicable</p>
<p>(34) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – Support Is too fast and slightly dangerous</p> <p>40mph speed limit – Object Should be 30 miles the road is very narrow and usually cars park at Bagley woods and near the bridge. Additional speed calming measures should be introduced near small world pre school it is already dangerous currently walking your child to school. Speed camera and other measures to be installed otherwise I am certain it is a matter of time until a bad accident happens there.</p> <p>SYL parking restrictions – No objection Ok</p> <p>Zebra crossing – Support Ok</p>

<p>(35) Local resident, (Kennington, Simpsons Way)</p>	<p>30mph speed limit – Support Difficult lane as it has many bends so increased risk of accident if driving fast</p> <p>40mph speed limit – Object Small children are around at the nursery as are walkers and footpath not visible so road has to be used this increases risk of an accident</p> <p>SYL parking restrictions – Object This will just push the cars out all parents have to get their children to school some come from miles away so need transport and if they have small children and infants this just makes life harder for them especially in the winter. Who will be there to enforce this?</p> <p>Zebra crossing – Support A lot of children cross this road to get to school so a zebra crossing will make it safer for them</p>
<p>(36) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – Support It is a narrow lane with no footpath and many blind bends</p> <p>40mph speed limit – Object this is the only decent route out of the village and this will make it even more difficult to get out</p> <p>SYL parking restrictions – Partially support this concerns me. we already have people parking dangerously down poplar grove during these times including close to the junction and all around the corner. this will exacerbate it. What I don't see in these proposals is any plan to tackle the existing issues caused by people parking on the double yellow lines in the village and blocking traffic because they are too lazy and selfish to walk a few yards to the coop from the car park. this regularly causes delays and will only get worse as you send more traffic through the village. Why on earth you didn't put the road infrastructure in place BEFORE building all these extra houses is beyond me.</p> <p>Zebra crossing – No objection it's already a 20mph zone, it won't make much difference</p>

<p>(37) Local resident, (Kennington, Bagley Wood Road)</p>	<p>30mph speed limit – Support The local councillor lives here, so they get what they want.</p> <p>40mph speed limit – Partially support Why make this one 40 whereas Sugworth lane becomes 30mph? As the gov't advice states: If someone is hit by a car at 40 mph they are 90% likely to be killed. If someone is hit by a car at 30 mph they are 50% likely to be killed. If someone is hit by a car at 20 mph they are 10% likely to be killed.</p> <p>SYL parking restrictions – Object Traffic will flow faster through the avenue at morning rush hour, making Kennington an even more attractive cut-through, especially given the new North-facing slip roads at Lodge Hill. People can jump off the A34, drive quickly through Kennington, and make it up onto the ring road, avoiding the purposefully-slowed Hinksey Hill / Hinksey Hill Roundabout. Since no one enforces the double yellow lines on The Avenue further up where there is a chemist and a CoOp shop, why paint lines at all? This will simply cause people to start to ignore it when they get away with it.</p> <p>Zebra crossing – Support Seems fine.</p>
<p>(38) Local resident, (Kennington, Bagley Wood Road)</p>	<p>30mph speed limit – Support Speed limits should be lower</p> <p>40mph speed limit – Partially support Keeping the speed limit higher on Bagley Wood will make this road the rat run leading to more cars not following the 20mph on the section closer to the village. This section also has extremely high foot traffic during school times.</p> <p>SYL parking restrictions – Support Traffic in Kennington is heavy</p> <p>Zebra crossing – Support This road has both heavy foot and car traffic and the crossing where the proposed crosswalk is going is not well respected by drivers</p>

<p>(39) Local resident, (Kennington, St Swithuns Road)</p>	<p>30mph speed limit – Support To help save our wildlife I am happy for this speedlimit reduction to take place</p> <p>40mph speed limit – Partially support To help save our wildlife I am happy for this speedlimit reduction to take place, However I would be happier if it went down to 30MPH Drivers go far too fast in both this part of Bagley Wood road and also (even though it's now been reduced to 20MPH) in St Swithuns Road - boy racers, motorcycles and other drivers do this on an almost daily occurrence - I live in St Swithuns Road and hear the noise from these road users far too often. I am also worried about this route being used as a Rat Run, every time the A34 gets blocked by traffic heading towards Oxford.</p> <p>SYL parking restrictions – Support Too many drivers park along this part of The Avenue to drop children off for school, that causes blockages in The Avenue that come up Saint Swithuns Road all the way upto and into Bagley Wood Road.</p> <p>Zebra crossing – Support I am happy with the addition of a zebra crossing to St Swithuns Rd. As I often see school children crossing the Road outside my home in St Swithuns Rd with or without adults and it can be hit and miss as to how safe it is for them. Also the nursery school in Bagley Wood Road need to cross a large amount of children twice a day in term time, then also for the holiday clubs that run in all school holidays.</p>
<p>(40) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – Support This is a narrow twisty road with blind bends. A 30 mph speed limit would improve road safety.</p> <p>40mph speed limit – Support Again a narrow road that would benefit from a speed restriction. Perhaps 30 mph would be more suitable.</p> <p>SYL parking restrictions – No objection This is a built up road, parking at school opening and closing times causes problems.</p>

	<p>Zebra crossing – Support An improvement to road safety.</p>
<p>(41) Local resident, (Kennington, St Swithuns Road)</p>	<p>30mph speed limit – Support It is a windy road with residential housing.</p> <p>40mph speed limit – Support We live in st Swithuns Road and I don't feel cars slow down quick enough from the national speed limit. Also, Bagley Wood Road is too narrow for a national speed limit</p> <p>SYL parking restrictions – Object This is ridiculous. A high proportion of st Swithuns students are from out of the area and consequently parents will drive. Unfortunately these cars need to park somewhere so will filter to the quieter roads such as st Swithuns. This road already ends up bumper to bumper in the morning, especially in the cooler months. Cars won't physically be able to pass one another if there are additional parked cars, making the traffic worse.</p> <p>Zebra crossing – Object There is no suitable place to position the zebra crossing. Most children walking to school cross at the end of the road and will not add an additional 30m to their journey to cross on the crossing. Equally it would be dangerous to put it at the end of the road.</p>
<p>(42) Local resident, (Kennington, St Swithuns Road)</p>	<p>30mph speed limit – Support Its a dangerous road, so a speed reduction would be sensible</p> <p>40mph speed limit – Support Its a dangerous road, so a speed reduction would be sensible. We live on the bend of St Swithuns Road and cars come racing past, at times going in excess of 50mph.</p> <p>SYL parking restrictions – Object This will only displace the traffic to neighbouring roads. Cars are already double park along half of St Swithuns road during this time which makes the road dangerous. By not allowing vehicles to park on the avenue will just mean cars</p>

	<p>park further along St Swithuns road which means they will be parked on the bend of Kirk Close, this bend is tight on a clear road.</p> <p>Zebra crossing – Object In principle its a good idea but this road will be very busy with the knock on impact of no stopping on the avenue. Also, the suggestion of 15 metres down St Swithuns Road will mean people in a rush will not use it. Parents with children will not walk an additional 30 metres to cross a road when they are rushing. This will create two crossing points, the unofficial one where parents and students cross at the moment (on the junction) and also the zebra crossing</p>
<p>(43) Local resident, (Kennington, Kirk Close)</p>	<p>30mph speed limit – Support The speed limit is sensible for the road which has blind bends and public footpath running across it.</p> <p>40mph speed limit – Support The speed limit is sensible for the road which has a busy mid section at Bagley wood entrance with many walkers and dog walkers parking on both side of the road and crossing frequently crossing. I would support a speed calming measure at the bottom of Bagley wood Road as it becomes St Swithuns Road. This could be either speed bumps or a chicane.</p> <p>SYL parking restrictions – Partially support Although I am in support of this proposal I do have concerns that it will move the current parking outside the school at these times around the corner to St Swithuns and Kirk Close.</p> <p>Zebra crossing – No objection I generally have no problem crossing St Swithuns Road but I do not have to cross it at the school start and end times, and I'm aware that rush hour traffic on St Swithuns Road is heavy.</p>
<p>(44) Local resident, (Kennington, Forest Side)</p>	<p>30mph speed limit – Support I because this should encourage people trying to cut through Kennington from the A34 not to use it as a rat run.</p> <p>40mph speed limit – Support I because this should encourage people trying to cut through Kennington from the A34 not to use it as a rat run.</p>

	<p>SYL parking restrictions – Partially support This will help with congestion along the road but the two concerns I have is one how and if this restriction will be informed as I have never seen a traffic warden in Kennington ever. And my second concern is if the road is freed up won't this make it easier for people to use Kennington as a rat run from the a34 as a cut through. Understand it's a balance as if high traffic and cars are parked up it causes even more congestion.</p> <p>Zebra crossing – Partially support Don't really understand the need for this apart from if you are thinking that traffic will increase due to a34.</p>
(45) Local resident, (Kennington, Kirk Close)	<p>30mph speed limit – Support It's appropriate for the road and volume of traffic.</p> <p>40mph speed limit – Support As well as the reduced speed limit on bagley wood road, the road narrows particularly at one bend and oncoming cars often stray across the centre of the road. To make matters worse the granite kerb edges are unforgiving (I punctured a tyre avoiding an oncoming car). Therefore, I would also suggest centreline markings are applied along the entire length of the road as I'm assuming widening in the narrowed section is not feasible? It would also be good to repair the subsidence occurring on the left hand side of the road as you approach Kennington.</p> <p>SYL parking restrictions – Partially support Whilst I support this editable it will push people to park on the local side streets, Kirk Close being one of them where I live. It would be nice if you could paint a single yellow line up our road as it's very narrow and does not allow sufficient access for larger vehicles bin lorries etc) when cars are parked up the close.</p> <p>Zebra crossing – Support Safety</p>
(46) Local resident, (Kennington, Poplar Grove)	<p>30mph speed limit – Support Couple of dangerous corners.</p> <p>40mph speed limit – Support Makes sense with the drop to 20mph at St Swithuns Rd.</p>

	<p>SYL parking restrictions – Partially support Will it be enforced? Currently the double yellow lines outside co-op are completely ignored leading to lots of parked vehicles blocking/narrowing the road.</p> <p>Zebra crossing – Support Great idea, will make crossing safer and more organised.</p>
<p>(47) Local resident, (Kennington, Simpsons Way)</p>	<p>30mph speed limit – Support Hopefully will deter people from speeding , although would need a speed camera to enforce it.</p> <p>40mph speed limit – Support People often speed down this road so I agree with the 40mph limit</p> <p>SYL parking restrictions – Partially support I support the no waiting to help traffic flow better along the main road but am concerned parents doing school drop off and pick up will just park on side roads creating another problem, particularly in St Swithuns Road, Simpsons way, Poplar Grove and Grundy Crescent. Where are parents coming from outside the village advised to park - as it is they park in the bus stop anyway! How will the no waiting be enforced?</p> <p>Zebra crossing – Support I very strongly support this. A zebra crossing has been needed here for years as this is a dangerous road to cross at school drop off and pick up. It's a shame it is coming too late for my children but hope it can be built quickly and before school starts in September 2024.</p>
<p>(48) Local resident, (Kennington, Fairways)</p>	<p>30mph speed limit – Support Narrow road whose use will increase significantly.</p> <p>40mph speed limit – Support As reasons for Sugworth Lane. Is it possible to put traffic calming in these areas as well as speed restrictions</p> <p>SYL parking restrictions – Support This road is already difficult to negotiate at certain times. Buses have a difficult time coming through the village. Parking is not always done as a necessity along this road but for ease of residents. Drives are large in this area</p>

	<p>Zebra crossing – No objection As traffic will increase along this road a new zebra crossing will increase safety</p>
(49) Local resident, (Kennington)	<p>30mph speed limit – Support Sugworth lane narrow and bendy Potential rat run use. Therefore make safer for all road users</p> <p>40mph speed limit – Support As for Sugworth Lane</p> <p>SYL parking restrictions – Support School run traffic blocks non school traffic, buses etc. potentially makes road more dangerous But 1. no point unless enforced, double yellow lines - outside Co- op not at present enforced. 2. This is a stick to discourage school run parking. What about some carrots, eg school buses, off road drop off /pick up facilities. All we ever seem to get are sticks. Eg Oxford bus gates etc. what about some carrots eg better, regular, predictable public Transport etc.</p> <p>Zebra crossing – Partially support Only use is protect school users. Whereas Avenue Zebra C of use to bus user etc to protect</p>
(50) Local resident, (Kennington)	<p>SYL parking restrictions – Object I am NOT in agreement with the single yellow lines proposed for The Avenue as this is at times when carers drop off their children for school. Many families have several children and it will make it extremely difficult for them to find a space and get all the children out and walk to school in wet weather it will be really difficult for them.</p> <p>It is a short time that cars are parked on the main road and I feel you are penalising family's. All that will happen is they will either ignore the lines as no one is a there to enforce this restriction and push the problem out and then will the other areas also ask for yellow lines?</p> <p>Zebra crossing –support</p>

	<p>I am strongly in approval of the zebra crossing in St Swithun's road as it is a road used by many as a 'rat run' and as many young school children cross the road I have always had concerns that a child would be hurt so thank you for this.</p>
<p>(51) Local resident, (Kennington, Fairways)</p>	<p>30mph speed limit – Support The extension of the 30 mph zone gives additional protection to cyclists and pedestrians to the "newer" properties that do not have the benefit of the pavement.</p> <p>40mph speed limit – Support With the development of Lodge Hill the expected increase in traffic will increase the risks for those living off Bagley Wood Road and those making use of Bagley wood, traffic calming by reducing the limit will manage this risk.</p> <p>SYL parking restrictions – Support The increase in traffic expected with the development of Lodge Hill will make the roadabout much busier, the single yellow lines will keep the approaches clear and improve visibility for all traffic.</p> <p>Zebra crossing – Support This zebra crossing was already needed and with increased traffic from the Lodge Hill development will make this crossing essential for safe access to the nearby primary school.</p>
<p>(52) Local resident, (Kennington, Kennington Road)</p>	<p>30mph speed limit – Support I live in Kennington and travel around on foot, in my car, on the buses, on my bike. There's no need for narrow bendy roads to be a national speed limit, it's incredibly dangerous!</p> <p>40mph speed limit – Support I live in Kennington and travel around on foot, in my car, on the buses, on my bike. There's no need for narrow bendy roads to be a national speed limit, it's incredibly dangerous! Many people walk to and from Bagley Wood via this road and will cross the A34 bridge to resume a walk. With cars flying around at 60+mph it makes the crossover really unnerving!</p> <p>SYL parking restrictions – Support I support this but proper enforcement is needed</p>

	<p>Zebra crossing – Support The more opportunities for safe crossings the better!</p>
<p>(53) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – Support Because I think it's important for the supporters to respond as well as the grumblers.</p> <p>40mph speed limit – Support The transition from 60 to 20 is horrible, plus the bridge over the A34 has plenty of scope for accidents at that speed.</p> <p>SYL parking restrictions – Support Local resident (Poplar Grove) - this area is terrible at this time. However it is likely to make Poplar Grove much worse at that time as a result.</p> <p>Zebra crossing – Support This is a much used route for walking to school. I think it's a very good idea.</p>
<p>(54) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – Support The road is narrow, with sharp bends and often has pedestrians and has no walkway - a lower speed limit is appropriate</p> <p>40mph speed limit – Support The road narrows in places and has unsighted bends - driving to the current speed limit is dangerous.</p> <p>SYL parking restrictions – Support In the past few years parking and pavement parking at school drop off and pick up times has become very common. In particular people park on the pavement blocking pedestrians and also leave their engines running. The haphazard parking also is a safety hazard when children are crossing the road or trying to cycle to school. The road is often blocked by aggressive drivers facing off when parked cars make the road into a single lane. It will be very important to make sure these new restrictions are strictly enforced.</p> <p>Zebra crossing – Support The new zebra crossing will calm traffic exiting St Swithun's road and will provide additional safety for children coming from that quarter of Kennington, who have no other safe crossing provision</p>

(55) Local resident, (Kennington, The Avenue)	<p>30mph speed limit – Support The extension of the 30mph limit would be safer for residents exiting the park homes site.</p> <p>40mph speed limit – Support I consider the current national speed limit along this *narrow* road to be dangerous. The proposed 40mph would be safer.</p> <p>SYL parking restrictions – Support At school drop-off and pickup times, cars often park along that stretch of the Avenue causing traffic congestion along this main road. Some cars also partially park on the pavement to the extent that they block the pavement for wheelchair users and parents/carers with buggies. Also, occasionally, car drivers park their cars on the zebra's zig-zag lines obstructing the full view of the zebra for other road. This contravenes the Highway Code and poses a danger to pedestrians using the zebra crossing. The proposed single yellow lines will help re-enforce to drivers that they should not park there.</p> <p>Zebra crossing – Support Currently there is a Keep Clear road marking on St. Swithun's Road near to the junction with The Avenue. However, at school drop-off and pickup times, cars often park on the northside of St, Swithun's Road right up to the Keep Clear road marking. The length of this road marking is short and its position (too close to the junction) is such that it does not offer any protection to pedestrians, especially school children. In this scenario, pedestrians crossing St. Swithun's road (southbound) do not have a clear view of cars travelling eastbound on that road, and likewise, those drivers do not have a clear view of pedestrians crossing the road. The introduction of the proposed zebra crossing will make it significantly safer for pedestrians crossing St. Swithun's Road.</p>
(56) Local resident, (Kennington, Manor Grove)	<p>30mph speed limit – Support Safer</p> <p>40mph speed limit – Support Safer</p>

	<p>SYL parking restrictions – Support Drop off and pick up for the schools is a major problem.</p> <p>Zebra crossing – Support Good safety measure.</p>
(57) Local resident, (Kennington, Otters Reach)	<p>30mph speed limit – Support It's used by bicycles too.</p> <p>40mph speed limit – Support It's used by bicycles too.</p> <p>SYL parking restrictions – Support Road parking causes narrowing of the carriageway and consequent delays and dangerous overtaking/filtering through</p> <p>Zebra crossing – Support It will help with Pedestrian safety</p>
(58) Local resident, (Kennington, Otters Reach)	<p>30mph speed limit – Support Positive change for road safety</p> <p>40mph speed limit – Support Positive change for road safety</p> <p>SYL parking restrictions – Support Positive change for road safety, especially regarding school drop-off and pick-up although it will probably move a lot of it to Poplar Grove</p> <p>Zebra crossing – Support Positive change for road safety</p>

<p>(59) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – Support Appropriate speed</p> <p>40mph speed limit – Support Appropriate speed</p> <p>SYL parking restrictions – Support School traffic is insane and it is really dangerous for the children with all the cars parked up there</p> <p>Zebra crossing – Support Cars are often very fast there and the road is often parked up making it difficult to see approaching cars</p>
<p>(60) Member of public, (Radley, Kennington Road)</p>	<p>30mph speed limit – Support Sugworth Lane is narrow and speeds in excess of 30 MPH are dangerous</p> <p>40mph speed limit – Support I support the proposal as it will deter people from speeding through a residential area</p> <p>SYL parking restrictions – Support The proposed parking restrictions would make the road safer for the children that have to use the road to go to and from school</p> <p>Zebra crossing – Support Would give the children that go to and return from St Swithens school a safe option to cross the road</p>
<p>(61) Local resident, (Radley, Kennington Road)</p>	<p>30mph speed limit – Support Road is narrow and in poor condition with increased volume of traffic from new developments.</p> <p>40mph speed limit – Support Road is narrow and in poor condition. Nursery school and turnings off and to bigs transition to 20mph limit by nursery.</p> <p>SYL parking restrictions – Support</p>

	<p>Excessive parking and hazards to children and wheelchairs crossing road. Cars parked on roads pavements</p> <p>Zebra crossing – Support Busy road often blocked by cars - no safe place for children and wheelchairs to cross</p>
<p>(62) Local resident, (Radley, New Road)</p>	<p>30mph speed limit – Support Cars use sugworth lane as a rat run to avoid sitting in traffic on a34 from lodge hill to get to ring road via Kennington and drive well over 30mph</p> <p>40mph speed limit – Support Same as above</p> <p>SYL parking restrictions – Support Driving to work from radley to Cowley negotiating parents dumped/badly parked cars parked outside the school right up to the zebra and beyond is a pain I've changed my working hrs to now miss the school run chaos</p> <p>Zebra crossing – Support More zebra crossings are needed to help slow traffic</p>
<p>(63) Local resident, (Radley, Pebble Hill)</p>	<p>30mph speed limit – Support It is quite scary when cars are driving round the bends at high speed towards you</p> <p>40mph speed limit – Support Agree with proposal</p> <p>SYL parking restrictions – Support Support</p> <p>Zebra crossing – Support Ease of crossing road when cars don't stick to the speed limit</p>

<p>(64) Member of public, (Radley, Sugworth Cresent)</p>	<p>30mph speed limit – Support It is dangerous to all other road users to exceed 30 mph because of the corners and width of the highway .</p> <p>40mph speed limit – Support This road is a very busy highway which is narrow with restricted vision in places consequently 40 mph should be the maximum speed for vehicles if conditions allow.</p> <p>SYL parking restrictions – Support At these times the road becomes very busy with a large number of children and parking introduces another hazard.</p> <p>Zebra crossing – Support This is a really good idea long over due it is a very dangerous area with the high number of vehicles using the highway. At times the traffic is at a severe level making it very difficult to cross the road both for adults and especially for children. St Swithuns school is only a very short distance away with children aged 4 to 11 years plus a nursery attached consequently this part of the highway is very busy at school times Co in siding with vehicle traffic at high levels With the roundabout close by and restricted visibility it is extremely difficult to cross I have witnessed a lot of near misses. The parking of cars is an additional hazard with little or no enforcement increasing the danger to pedestrians. A pedestrian crossing is just what is needed please introduce it as soon as possible to reduce the high risk to pedestrians at this very busy junction and crossing.</p>
<p>(65) Local resident, (Kennington, St Swithuns Road)</p>	<p>SYL parking restrictions – Support Zebra crossing – Support</p> <p>We are very much in favour of the No Waiting restrictions on both sides of the Avenue and the Zebra crossing for St Swithuns Road, but strongly request consideration that the No Waiting restrictions are extended to include St Swithuns Road also.</p> <p>Parking along this road is already concerning at school drop off/collection times, which causes blockages as vehicles are unable to pass each other (see photo attached) and it is inevitable that more cars will park along this road if the measures outlined are introduced on the Avenue.</p>

	<p>St Swithuns Road is a busy road and unfortunately is used as a rat run towards Oxford, especially if there are any incidents/traffic jams on the A34/Hinksey Hill. We have often struggled to leave our driveway some mornings, as traffic queues back up Bagley Wood road.</p> <p>Given it is the prime route for many children to walk along to attend the local primary school, including many who attend the Small World nursery morning/after school clubs, it is very worrying that more cars might park along the road, as this would without doubt, cause chaos.</p>
<p>(66) Local resident, (Kennington, St Swithuns Road)</p>	<p>30mph speed limit – Support 40mph speed limit – Support SYL parking restrictions – Support Zebra crossing – Support</p> <p>Firstly, I would say that the measures proposed are very positive and very much welcomed. However, I would say that they in fact shouldn't be seen as just in support of the proposed Lodge Hill development. For me, I see them as just fundamental to keep the village safer especially around school times but that the Lodge Hill development is then absolutely fundamental to decreasing the amount of traffic through the village which has grown in volume substantially over the years I have lived here. Kennington has become a rat run for commuters going to and from Oxford and out to the A34 and ring roads. I have looked out of my window at times in the mornings and the queue of traffic all the way through the village has reached our house from Redbridge. Just in general, more cars seem to go through the village year on year. This never used to happen. The village is a popular place to live and the school has expanded, therefore meaning more traffic. Also the amount of construction traffic going through the village in support of recent housing developments has been noticeable even though they have been instructed not to. So I think the Lodge Hill junction is of paramount importance to the volume of traffic, given the numerous housing developments into Radley and Abingdon at the moment. The road in the area you specify is also now riddled with large potholes as a result of all this, it was resurfaced many years ago but is now in a shocking state again, though I understand there is a plan to resurface it yet this summer.</p> <p>Secondly, I feel that OCC could go even further with other measures in the specific area and village generally. Given some of the examples of bad driving I have seen in the village, a 20 mph limit would not be out of place in my humble opinion if indeed LTN's can have them and potentially the use of cameras. I have seen cars rocketing over the zebra crossing outside the school and my house at speeds well over 30mph, not slowing or braking. I have seen many cars not even see pedestrians waiting to cross and narrowly avoid accidents, people overtaking at speed and over speed humps on other parts of the village roads. Parking outside the school has been an issue for years and I have had</p>

	<p>many conversations with school parents where I have politely suggested they don't park near the zebra crossing and other illegal areas, because of the danger it introduces for parents and children crossing including their own, only to be met with abuse, including one threat to smash my windows! The school have never really shown any interest so I don't even bother challenging bad parking now but I always feel someday something tragic is going to happen on this patch of road.</p> <p>So that leads me to my third point, enforcement. "No Waiting" on both sides of the Avenue and double yellow lines sounds great, but I do not see how that will stop people from continuing to park in these places, unless there are cameras, PCSO's or other ways to ensure it doesn't happen and enforce it, same with the speed limits on Bagley Wood Road and Sugworth Lane. In fact, at school time in particular, the traffic and parking will inevitably be pushed into other small streets beyond the new proposed double yellow areas and people will likely try interesting new illegal ways of parking and then other residents will probably be up in arms. I have doubts that it will change some drivers behaviour through the village, so I feel how it it might be enforced is almost the most important aspect of this.</p> <p>I appreciate that if feasibility studies and surveys have been carried out, that much of this may have already been considered but I would be very interested to know your thoughts on my points and whether implementation of further measures and enforcement have been considered.</p>
<p>(67) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – Support 40mph speed limit – Support</p> <p>We agree with what is proposed as far as they go but unless they are enforced, they will have minimal impact. More use needs to be made of speed limit reminder signs activated by the speed of an approaching vehicle together (unfortunately) with traffic calming measures. Of particular concern is the speed with which traffic enters Kennington from the west along Bagley Wood Road on the downhill stretch past Small World Montessori Nursery. Here the road is relatively narrow, deeply shaded by the trees and there is a bend at the bottom of the hill. The speed limit on this section has recently been changed to 20 mph and is widely ignored as it was when it was originally 30 mph. We feel a chicane giving priority to uphill traffic would be effective in reducing the speed down this hill.</p> <p>Whilst on the subject of speed limits, we also consider that the introduction of a 20 mph zone along The Avenue and past the primary school would be appropriate and are surprised that it was not introduced when the 20 mph zones were imposed recently in the rest of Kennington.</p> <p>SYL parking restrictions – No objection</p>

	<p>presume the use of SINGLE yellow lines will allow PAUSING long enough to let down children and their belongings, but not for the driver to leave the car. This is still not optimal because children let down from cars coming from the north (Oxford direction) would still have to cross the road without parental guidance unless adult supervision is arranged at the zebra crossing. Is this provision being provided? Alternatively, would it be possible to consider conversion of the service road in front of house numbers 44-50 on the west side of The Avenue as a "drop off lane", akin to that used at airports? It may mean sacrificing some of the existing grass verge but this may have to be considered in the interests of improved safety for the children.</p> <p>Zebra crossing – No objection</p> <p>For a zebra crossing, this will require the installation of beacons with associated electrical supplies and cost. Having just returned from France, where we saw crossings designated by 3D road markings (very effective!) and the figure of a person each side on the pavement edge, would this not perhaps be cheaper and have greater impact?</p> <p>Finally, when considering any changes to Bagley Wood Road, please consider providing a designated pavement on the left hand side (heading west) of Bagley Wood Road between Montessori Nursery and St Swithun's Road so that children from this school have safer access to Kennington village. The existing track on the grass verge provides inadequate protection when parents are taking children to and from the school and when parties of school children from the school are being taken to and from Kennington village.</p>
<p>(68) Local resident, (Kennington, St Swithuns Road)</p>	<p>I am very concerned overall about the impact of the A34 Lodge Hill Interchange scheme on Bagley Wood Rd. and St.Swithuns Rd. Motorists leaving the new A34 interchange will choose to use Bagley and St.Swithuns Roads as a shortcut and will always choose these roads in preference to the long winding Sugworth Lane. I fear the introduction of speed bumps (if that is the right. term) will be too expensive but a lower speed limit might help and be safer for the residents on both roads. I would suggest 20 mph all the way along both roads.</p> <p>Possibly money could be found for a few high speed bumps placed strategically placed along these roads. Cars come with some speed driving from Bagley Wood Rd. into St.Swithuns Rd. so a raised area of the road (again not sure of the right term but might be a 'speed table') might slow cars down.</p> <p>Finally it is vital that the relevant authorities ensure these new measures are being enforced, particularly with the speeding along Bagley Wood and St,Swithuns Roads and the inconsiderate parking outside our houses from 8.30-9.30 am & 3-4pm</p> <p>SYL parking restrictions – Support</p>

	<p>I support the introduction of no waiting restrictions on the Avenue but fear the parents dropping off/picking up children (from St.Swithuns School) will now park even more on St.Swithuns Rd. and potentially on both sides creating great difficulties for other drivers on this road. I have no easy solutions to this problem apart from the introduction of yellow lines on St.Swithuns Rd.</p> <p>Zebra crossing – Support I fully support the installation of a zebra crossing at the end of St.Swithuns Rd. This will ensure a safe crossing point for all on such a busy road.</p>
<p>(69) Local resident, (Kennington, St Swithuns Road)</p>	<p>40mph speed limit – Support SYL parking restrictions – Partially support Zebra crossing – Support</p> <p>Yes, I agree that parking on The Avenue outside the school needs to be restricted at those times as it causes chaos when trying to negotiate your way past it all. However, this will probably mean that cars will then park in other roads, mainly St Swithun’s Road. Some cars already do park down here, so it will likely spread down the length of the road. Add in the frequent use of the proposed zebra crossing (which I am not opposed to) at the beginning and end of the school day and it is possible that you could end up with a queue of cars backed up along St Swithun’s Road trying to overtake stationary vehicles and queues of traffic trying to turn into St Swithun’s Road from the Avenue in both directions. So rather than solving a problem you are just moving it along the road a bit. I hope that I am proved wrong, but time will tell. Ideally the school needs a drop-off and collection point and I do appreciate that there is probably no land available for that. I don’t suppose the unused land behind the bus stop next to the school could be used in some way to help?</p> <p>Following the collapse of Oxford Road a few years ago Bagley Wood Road and St Swithun’s Road then became the cut through to the Oxford ring road down at Redbridge which obviously increased the volume of traffic. Since the Oxford Road was repaired the amount of traffic coming down here has not improved, if anything it has got worse. A couple of times recently when setting out for work at just before 7.30am going up Bagley Wood Road to the Oxford Road, no fewer than 26 cars passed me going in the opposite direction. St Swithun’s Road is quite often at a standstill by 8.30am. And it’s not just traffic coming from the Abingdon direction. I talked to someone recently who comes over Boar’s Hill and in order to avoid the traffic jam down Hinksey Hill he turns right onto the Oxford Road and then down Bagley Wood Road and St Swithun’s Road, adding about 4-5 miles to his journey to reach the ring road at Redbridge. So I assume he’s not the only one coming from that direction. Once you add to this – when the new interchange is built - traffic coming off the A34 at Lodge Hill and coming down here to avoid the Hinksey Hill</p>

	<p>interchange the amount of traffic will increase again. As an indication of the effects of the amounts of traffic in this road, the dust my mother gets off her bedroom windowsill which is at the front of the house is now black.</p> <p>I am glad that you are introducing a 40mph speed limit in Bagley Wood Road due to its narrowness, but how effective it will be remains to be seen. The 20mph speed limit signs in St Swithun's Road are a complete waste of money – they are mostly ignored. Apart from the times when 5mph would seem like an achievement (mainly between 8am and 9am Tuesday – Thursday during term time), along with Bagley Wood Road it is still used as a racetrack by some people doing around 50mph. What we really need are speed humps – one at the 20mph sign at the top of the hill on Bagley Wood Road, one at the bottom of the hill where Bagley Wood Road swings round into St Swithun's Road and another one on what is a dangerous right-angled bend on the corner of St Swithun's Road and Kirk Close. Vehicles going in the direction of Bagley Wood Road generally have to come to a stop when meeting vehicles coming in the opposite direction on that bend due to the narrowness of the road and the sharpness of the bend. To be honest with you, I can see a lot of emergency stops being performed at the proposed zebra crossing as things stand at the moment. Also the children and parents walking to and from the Small World nursery at the top of the hill on Bagley Wood Road do not have a pavement to walk on – it is just a muddy track worn onto the grass verge. I'm sure they would appreciate a proper pavement and traffic calming measures, especially when the ground is wet and slippery.</p> <p>I am sorry that my observations are probably not what you want to hear and that my possible solutions are probably too costly for you to contemplate.</p>
<p>(70) Local resident, (Kennington)</p>	<p>Support – I fully agree with your proposal 100% however I am concerned that the parking in Grundy Crescent would be horrendous.</p> <p>The parking on pavements and grass verge start at 8.30am and again 11.30am again at 2.30pm and 4.30pm. I would appreciate if it would be possible to put bollards on the pavement and some of the verges, or any suggestions would be grateful.</p> <p>When they park opposite the houses it is very awkward for some of the residents cars to back out. Cars are larger now and it is just possible to pass cars parked in the Crescent.</p>
<p>(71) Local resident, (Kennington, St Swithuns Road)</p>	<p>No objection – I have been living in St Swithuns Road for many years and I have seen a large increase in traffic on the road.</p>

	<p>St Swithuns Road is used as a rat run to get to Oxford. In my view St Swithuns is not designed for a lot of traffic, it has small verges and paths, it's a narrow road, has an extremely tight corner and has many children passing and crossing the road due to the proximity to the school.</p> <p>Many cars also park in St Swithuns during the school pick up and drop off times, which also causes a lot of congestion.</p> <p>Even though I'm for the new A34 Lodge Hill interchange, the smaller surrounding residential roads need to be policed correctly.</p> <p>The highways need to defer traffic using Bagley Wood Road and St Swithuns as a method to get into Oxford City or to the Park and Ride (Rat Run).</p> <p>Sleeping policemen, further signage, parking restrictions and childrens crossing may be necessary to protect all concerned.</p>
<p>(72) Local resident, (Kennington, St Swithuns Road)</p>	<p>No objection – Driving through Kennington between 8 and 9 am on weekdays and 3 and 4 pm is very snarled and extremely frustrating. Thankfully I do not have use this road on a regular basis during these times but when I do, I find myself wondering how on earth the Oxford Bus Company still offers a service through Kennington due to all of the parked cars.</p> <p>I appreciate the 'no waiting' between the hours above signs will be erected but I do not believe this will make a difference. Without proper repercussions for ignoring these signs, people will just carry on as normal and ignore all of the yellow lines (whether single or double) and do what they want.</p> <p>If people do follow these signs, I am afraid all of The Avenue traffic will be pushed down St Swithuns Road which is a main road and all it takes is one parked car during rush hour (and school pick-ups) to stop the flow of traffic. It could potentially end up like a car park which then pushes traffic up past Small World nursery and further up Bagley Wood Road.</p> <p>I believe St Swithuns Church is an option for school drop-offs but I am not sure how popular this is.</p> <p>The speed limit on St Swithuns Road, having been reduced to 20mph, is also ignored and most traffic speeds past my house at 30 or above.</p>

	<p>Anyway, I simply wanted to highlight what could happen and how I see things from a resident's point of view.</p>
<p>(73) Local resident, (Kennington, Sugworth Lane)</p>	<p>30mph speed limit – Partially support</p> <p>As a resident of Sugworth Lane, I have written several times in the past about the incongruity of a 60 mph limit on the lane when other nearby roads, which are wider and in better condition and with greater visibility, have been lowered. I have been involved in many near misses on the lane over the years due to excessive speed of other drivers.</p> <p>In addition, it is frequented by walkers and there is no pavement on either side to use when a vehicle is approaching. I also do not understand why the 30mph limit has not been extended on the western end of the lane. I can see the logic of doing so on the eastern end as the road passes Bigwood residences, but equally on the western end there are residences, of which mine is one, that remain within the 60mph limit even though we are situated on a blind bend, one where I have witnessed accidents and very close-misses.</p>