

Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 17 NOVEMBER 2022

OXFORD – BLANDFORD AVENUE, DAVENANT ROAD & SUNDERLAND AVENUE (SOUTH): PROPOSED ACCESS RESTRICTION & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED:
 - a) Not to approve the proposed prohibition of entry from the A40 to the easternmost access of Sunderland Avenue (south side) and Blandford Avenue.
 - b) To approve in principle the traffic calming measures in Davenant Road as advertised subject to a further local consultation on the detailed design when resources are found to carry out the required design work.

Executive summary

2. This report presents the responses to a consultation on proposed measures seeking to address concerns of local residents over the volume and speed of traffic using Blandford Avenue, Davenant Road and Sunderland Avenue (south side) to avoid delays on the A40, A4144 Woodstock Road and A4165 Banbury Road in north Oxford. The specific measures consulted on comprise firstly a proposed prohibition of vehicles turning from the A40 into the eastern access to Sunderland Avenue (south) and Blandford Avenue, and secondly traffic calming measures on Davenant Road. These measures are seen as complementary mindful of local concerns that if the proposal for the A40 junction alone was implemented, this might further increase traffic pressures on Davenant Road.
3. The concerns of residents of Blandford Avenue, Davenant Road and Sunderland Avenue over non-local traffic using these roads to 'rat-run' has been long standing – and in the case of Sunderland Avenue has applied to both sides of the A40. However, the implementation of the major improvement scheme to the A40 Cutteslowe and Wolvercote roundabouts completed in October 2016 especially heightened local concerns on the roads south of the A40 on this issue; in part this may have reflected that during the construction period the northern end of Blandford Avenue was closed for several months as part of the traffic management arrangements, leading to Blandford Avenue experiencing very limited traffic.

4. In 2019 the then local member agreed to allocate part of their Council Priority Fund allocation to the preparation of preliminary designs for suitable measures and a consultation on them, but with no funding being identified for their implementation should they be approved. Oxford Direct Services were commissioned to carry out the preliminary design, but it was only in 2022 that following liaison with local residents' proposals were sufficiently developed to be taken to consultation; this regrettable delay is primarily accounted for by the coronavirus pandemic and the associated furloughing of staff at ODS but also by the subsequent need to progress a number of high priority funded projects with very limited staff resources.

Financial Implications

5. Funding for the preliminary design of the proposals and a consultation on them has been provided from the Councillor Priority Fund. Currently no funding is identified for their implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would facilitate walking and cycling.

Consultation

8. Formal consultation was carried out between 29 September and 28 October 2022. A notice was published in the Oxford Times newspaper 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, Oxford City Council, the local City Cllrs, and the local County Councillor representing the Wolvercote & Summertown division. Letters were also sent to approximately 265 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
9. 188 responses were received via the online consultation survey during the course of the formal consultation are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Prohibition of entry Blandford Avenue	90 (35)	15 (11)	81 (63)	2 (2)	188
All responses/ (local responses)					
Davenant Road traffic calming	62 (13)	21 (17)	79 (70)	26 (16)	188
All responses/ (local responses)					

10. Additionally, 19 emails were received (including non-objections from Thames Valley Police, Oxford Bus Company, and Stagecoach) raising a combination of objections, concerns & support – these are summarised below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Prohibition of entry Blandford Avenue	4	2	2	3	11
Davenant Road traffic calming	1	6	3	3	13

11. The responses are shown in **Annex 7**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

Prohibition of entry Blandford Avenue

12. Thames Valley Police expressed no objection but noted that their expectation would be that enforcement of the restriction as required would be carried out by the County Council exercising the new powers to enforce such restrictions by ANPR equipment.

13. The local bus companies expressed no objection.

14. The remaining responses were from members of the public, around 65% of whom were residents of Blandford Avenue, Davenant Road and Sunderland Avenue (south side). A total of 90 objections and 15 concerns were received, citing the lack of need, inconvenience and safety concerns about the alternative means of accessing the road.

15. While mindful that a majority of local residents expressed support (66 compared with 50 expressing an objection or concern) it is unclear if there is a sufficient mandate for recommending approval for this proposal, and officers consider that it may be preferable to explore the provision of traffic calming measures on Blandford Avenue and Sunderland Avenue (to include also the

north side) should funding be identified to take this forward, noting also that the cost of construction of the current proposal including the provision and maintenance of ANPR equipment might well be similar to that required for providing traffic calming measures.

Davenant Road traffic calming

16. Thames Valley Police and the local bus operators expressed no objection.
17. The remaining responses were from members of the public and showed strong overall support from local residents, and it is recommended that the measures are approved in principle with a further local consultation being carried out when funding can be found to carry out a detailed design and costing.

Identification of funding opportunities for progressing measures

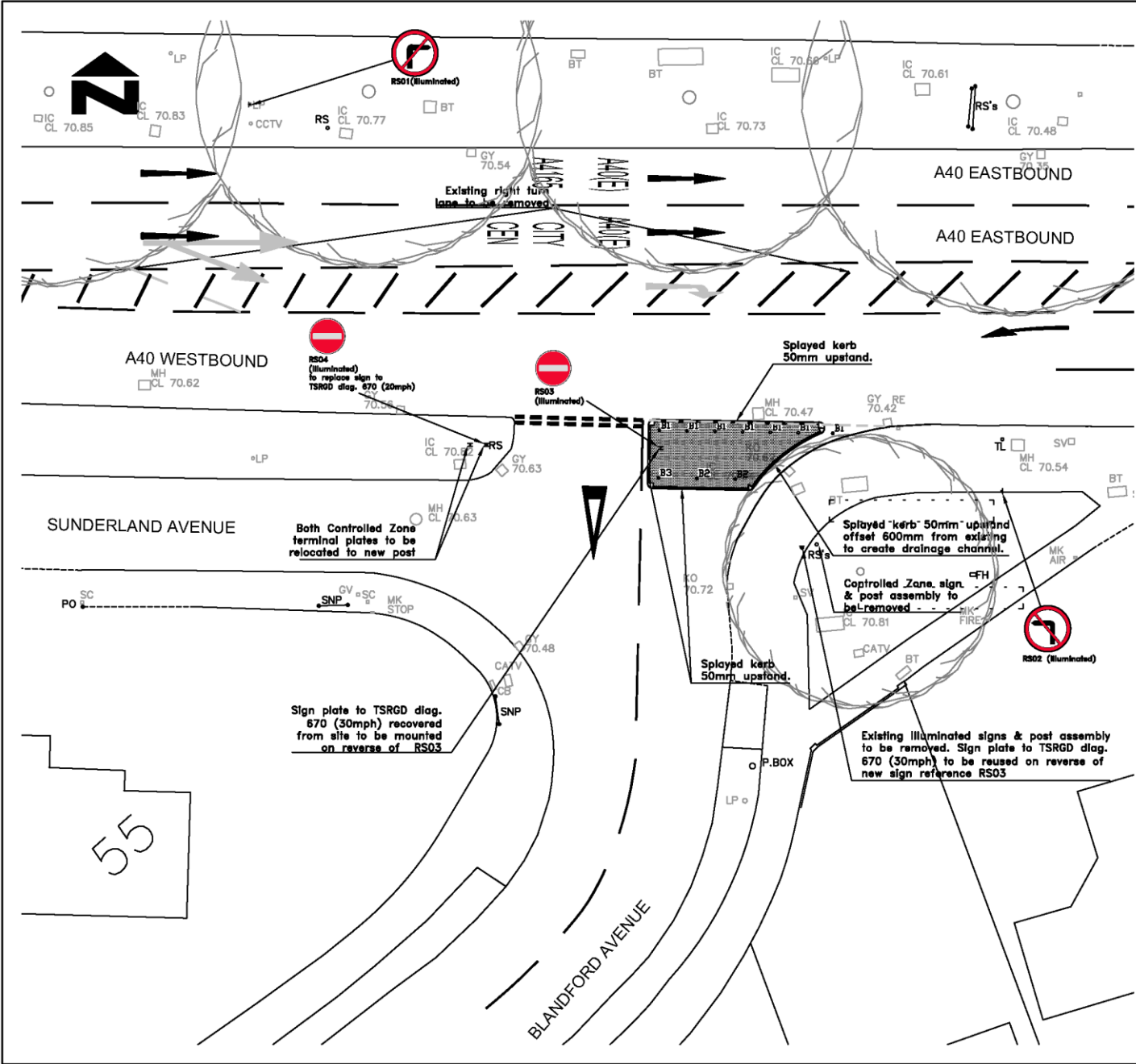
18. Officers will explore options and opportunities for funding of measures here taking account of wider development proposals in the area and also taking account of other potentially related schemes seeking to address traffic pressures and encourage active travel within Oxford but noting that the traffic issues are common to a large number of residential roads both in Oxford and in other towns and villages within the county, and that thankfully the reported traffic collisions in this area do not suggest a major issue in respect of traffic safety.
19. However at the time of writing this report, no specific funding is confirmed to take forward proposals in these roads, and while there have been some local examples of traffic calming schemes part funded by local communities, it is recognised that their design and implementation costs may well exceed that which would make this a realistic or viable option, noting also that funding would need to be found to carry out the further design work to enable a quotation for the implementation of the measures to be obtained.

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation plan for A40 junction with Blandford Avenue/Sunderland Avenue (South)
Annexes 2-6 : Consultation plan for Davenant Road
Annex 7: Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

November 2022



- Notes**
- New surfacing at existing footway level constructed to allow occasional over-running in emergencies.
 - .B1 New Bollards (Glasdon Neapolitan 150) in white reboundable material to have Red/White reflectors.
 - .B2 New Bollards (Glasdon Neapolitan 150) in white reboundable material to have White reflectors.
 - .B3 New Bollards (Glasdon Socketed Ensign) in white with yellow retroreflective sleeve. Sign face to be TSRGD Diag 610, pointing down to left on southern face only.
1. Exact location of Traffic Signs to be agreed on site.
 2. Sign face, post and foundation details to be shown in sign schedules together with mounting heights at detailed design stage..
 3. Minimum offset from kerb to sign face and edge of bollards to be 500mm
 4. Road Marking details to be shown on a separate drawing.

Do not scale this drawing

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Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client

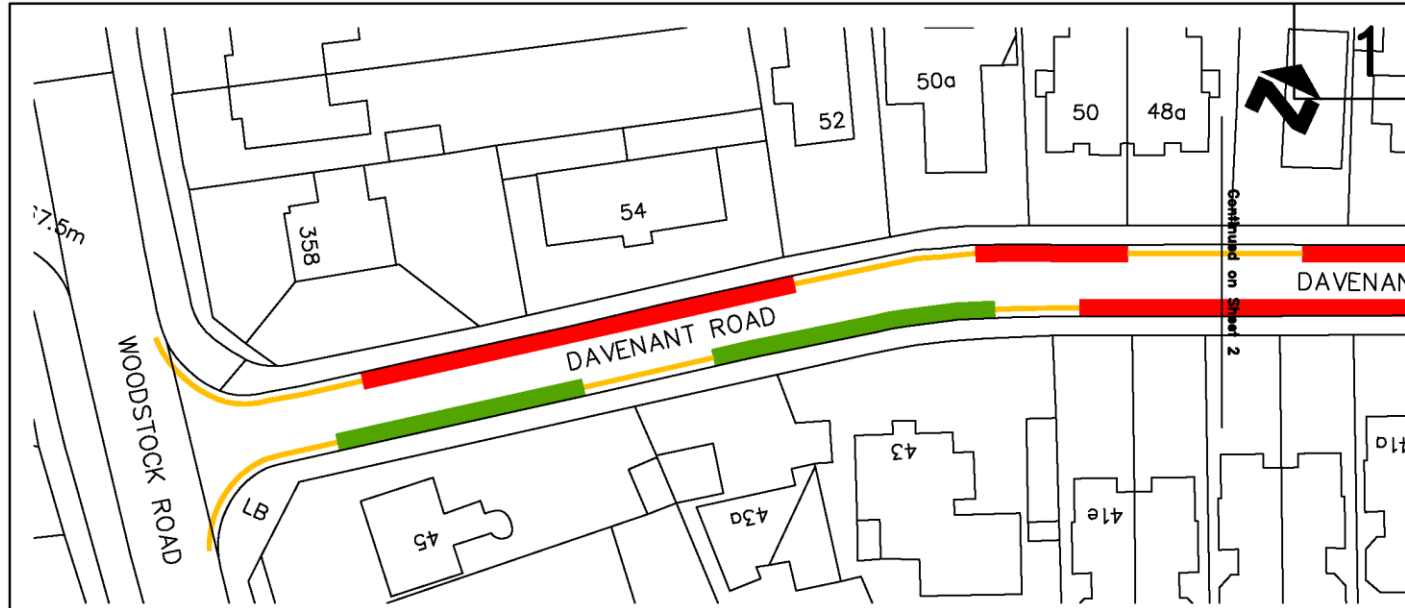
Project

**Oxford: Sunderland Avenue
Southern Service Road
Access Restrictions
2021**

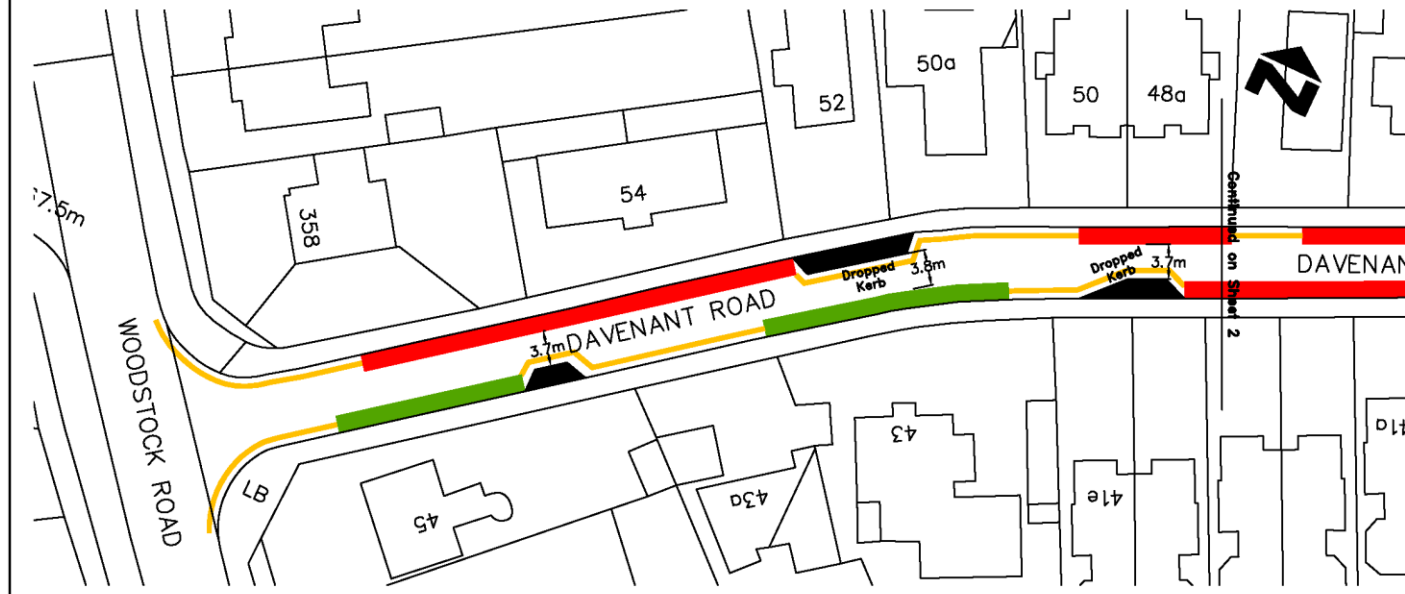
Title

**General Layout
(Preliminary Design)**

Scale	1:200	Drawn By	SMA	Checked By		Approved By	
Drawing Number	0002/A3/00161			Date	17.12.20	Date	
Rev							



Existing Layout



Proposed Layout

- Notes
- No Waiting at any time.
 - Permit Holders Only Parking Mon-Fri 9am-5pm
 - 2 hour Parking, Permit Holders exempt from time limit Mon-Fri 8am-6.30pm
 - 3 hour Parking, Permit Holders exempt from time limit Mon-Fri 8am-6.30pm
 - Existing Buildout
 - Proposed Buildout to receive 2no bollards at corners nearest the carriageway

Do not scale this drawing

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Client

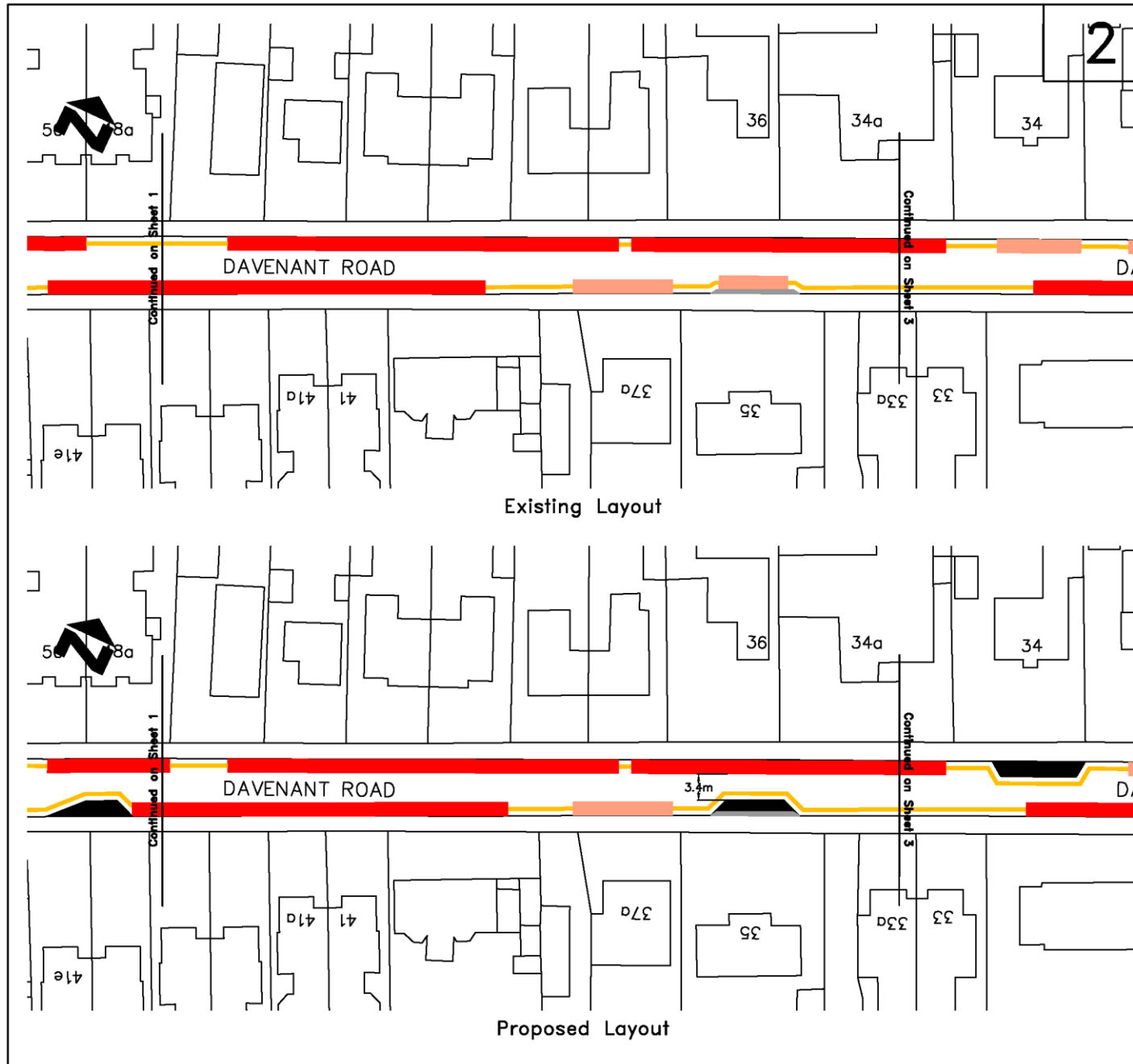
Project

**Oxford:Davenant Road
 Enhancement of Tree Pits
 2021**

Title

**Layout of Build-outs
 & Amendments to Parking Controls**

Scale	1:500	Drawn By	SMA	Checked By		Approved By		
Drawing Number	0022/A3/00146						Rev	D



- Notes
- No Waiting at any time.
 - Permit Holders Only Parking Mon-Fri 9am-5pm
 - 2 hour Parking, Permit Holders exempt from time limit Mon-Fri 8am-6.30pm
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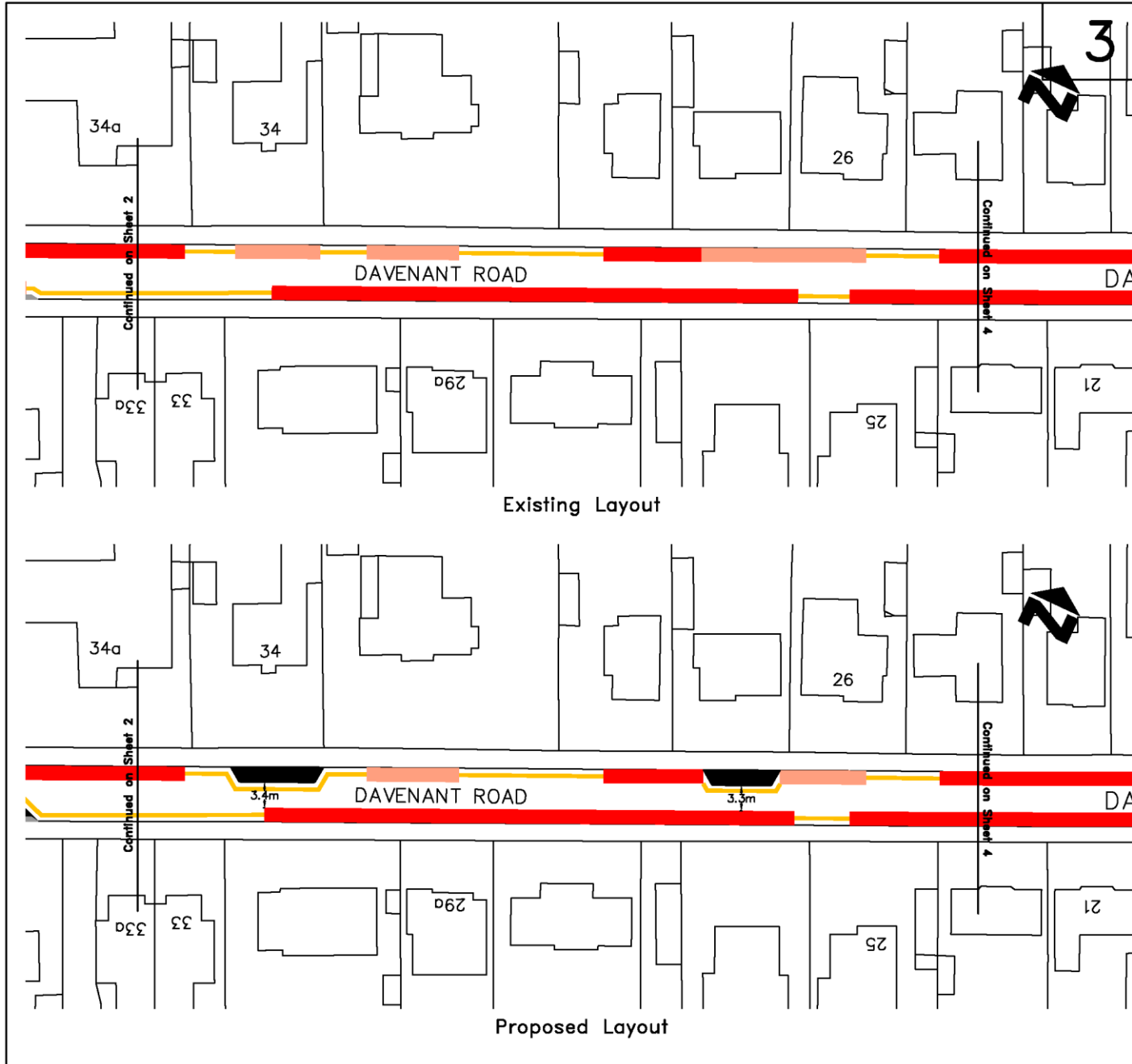
Project

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 Enhancement of Tree Pits
 2021**

Title

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 & Amendments to Parking Controls**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 19.07.19	Date	Date
Drawing Number 0022/A3/00147			Rev B



- Notes
- No Waiting at any time.
 - Permit Holders Only Parking Mon-Fri 9am-5pm
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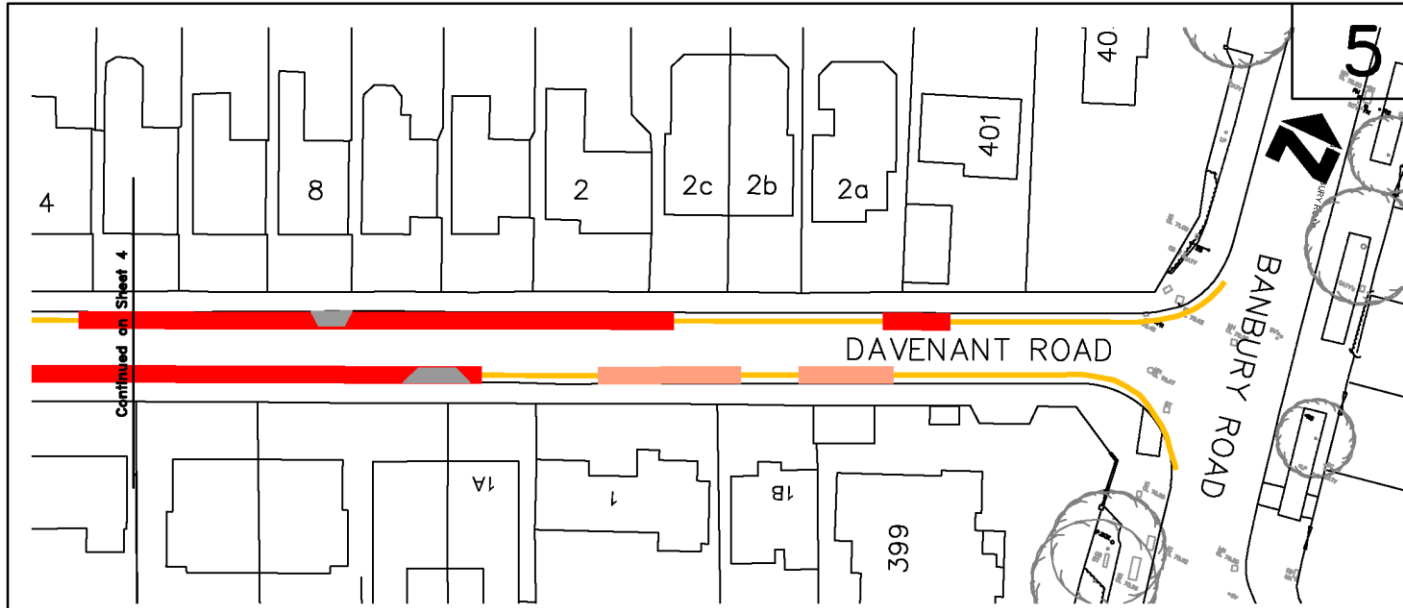
Project

**Oxford:Davenant Road
 Enhancement of Tree Pits
 2021**

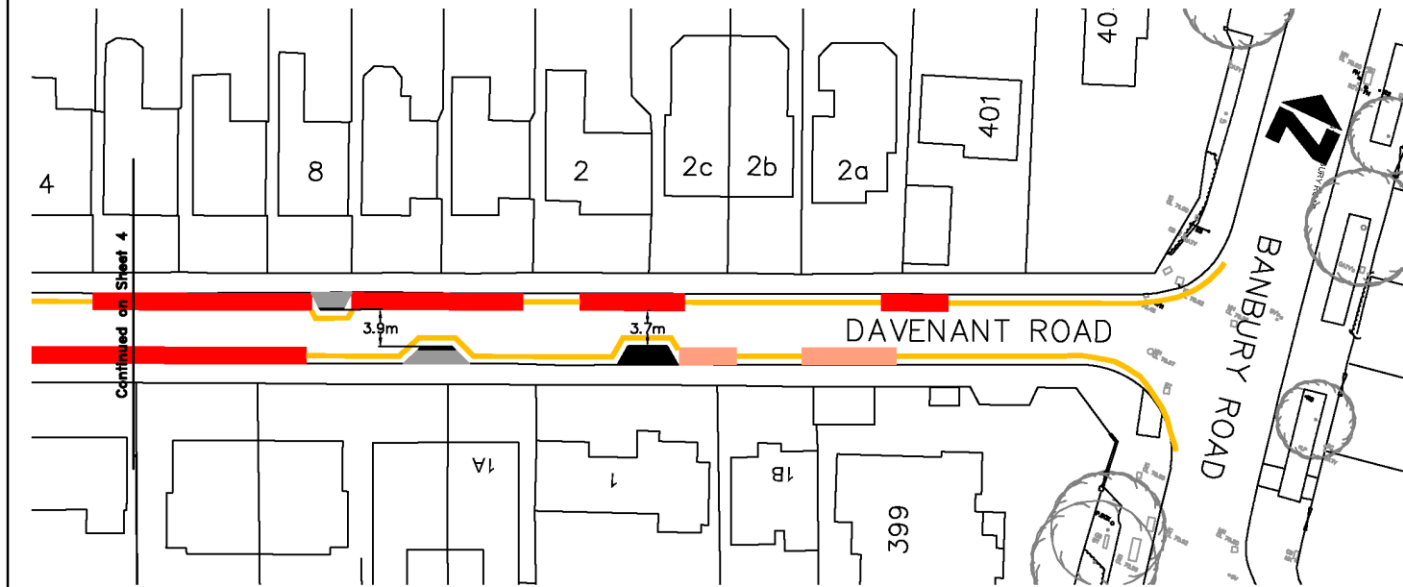
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**Layout of Build-outs
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Scale 1:500	Drawn By SMA	Checked By	Approved By
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Project

**Oxford:Davenant Road
 Enhancement of Tree Pits
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**Layout of Build-outs
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Scale 1:500	Drawn By SMA	Checked By	Approved By
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Drawing Number 0022/A3/00150			Rev B

RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	<p>No objection – In principle I am not objecting to these proposals and welcome the inclusion of engineering to support compliance.</p> <p>There is one point I would like to raise in relation to Blandford Avenue junction. The drawing shows a splayed kerb upstand which suggests can be run over for Emergency access.</p> <p>If Emergency Vehicles can do this so will the public. The feature also does nothing to encourage the Left Turn on to the A40 or discourage the Right turn out. It needs better design to achieve self-compliance at all times.</p> <p>The junction with Elsfield Way and Jackson Road has had a similar restrictions for many years ,and does include engineering, but is still subject of constant abuse during peak times when the A40 is heavily congested.</p> <p>There must be no expectation placed on the Police in terms of any enforcement.</p> <p>Should this Restriction proceed I expect the Highway Authority to exercise its own enforcement powers under TM Act.</p>
(2) Oxford Bus Company, (Interim Managing Director)	<p>No objection – no issue with this from our side.</p>
(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p>No objection – Stagecoach has examined these Orders and the supporting material and is satisfied that it presents no material issues to the safe and efficient operation of bus services sufficient to present grounds for objection.</p> <p>We recognise the rationale set out in the Statement of Reasons and agree that these proposals represent a rational and proportionate response.</p>

	We therefore offer no objection to the proposals.
(4) Member of public, (Oxford, Sunderland ave)	<p>Blandford Avenue – Object The access to Sunderland Ave at the proposed 'no entry' is the safest entry to the houses. Closing the safest access is a disproportionate response to a small problem. Ways to slow rather than ban traffic is more appropriate.</p> <p>Davenant Road – Object There are too many blocked roads, backing up cars and making main roads too busy</p>
(5) Member of public, (oxford, davenant road)	<p>Blandford Avenue – Object This is a really quiet road - Davenant road is far busier - have you done any traffic surveys on both as it seems completely ludicrous and not based on any information gathering?</p> <p>Davenant Road – Object This doesn't go far enough or tackle the root problem. How are a few adaptations of the pavement really going to help? If you really want to make a difference you need to be looking at a congestion charge eg for all the people driving their children to school but keep keyworkers such as the nhs staff and teachers exempt from paying - and reduce bus fares for everyone</p>
(6) Member of public, (Oxford, Hayward Road)	<p>Blandford Avenue – Object I do not observe excessive speed on this road. I live nearby and often elk and drive down it. The main problem with the traffic flow at present is the amount of work being done by householders, which is resulting in many skips and lorries being parked along the road. Cars are having to queue and speed up to pass around obstructions.</p> <p>Davenant Road – Object There are already traffic calming measures in place on this street.</p>
(7) Member of public, (Oxford, Banbury Road)	Blandford Avenue – Object

	<p>These are my local roads which my taxes pay for and I am entitled to drive on them, your proposals infringe on my freedom of movement and should be illegal.</p> <p>Davenant Road – Object These will be expensive changes which are entirely unnecessary and will only restrict movement on the road for locals.</p>
(8) Member of public, (Oxford, Woodstock)	<p>Blandford Avenue – Object I am local resident and know that these proposals will make traffic around the area even worse specifically around the Wilvercote roundabout</p> <p>Davenant Road – Object There is no need for it</p>
(9) Member of public, (Oxford, Hayfield road)	<p>Blandford Avenue – Object Objecting on the grounds that the changes are meaningless</p> <p>Davenant Road – Object Pointless rules amounting to more congestion at wolvercote roundabout</p>
(10) Member of public, (Kidlington, Banbury Road)	<p>Blandford Avenue – Object Having visited friends in this road it would seem that 90% of residents are against this so why waste money on something that will only antagonise residents rather than help them.</p> <p>Davenant Road – Object Similar to the last response as most residents in the area do not see the point of the bollards as it only restricts their own access to Banbury and Woodstock roads. It will add pollution to those roads as more traffic will use them</p>
(11) Member of public, (Cumnor, Seven Sisters Way)	<p>Blandford Avenue – Object</p>

	<p>The proposal will cause traffic to increase on the ring road. There is already enough pollution and congestion in the city of Oxford. Why make matters worse? The LTNs in East Oxford have already demonstrated the futility of doing this. Please will councillors listen to what people say, and even better, visit the areas and see for yourselves. John Temple</p> <p>Davenant Road – Object Oxford already has traffic problems. All the evidence including that of local people indicates that all these so called LTNs simply make matters worse.</p>
<p>(12) Member of public, (Oxford, ROAD nearby)</p>	<p>Blandford Avenue – Object The Cowely Road Experience reveals that those living on the street may be in support but then the greater good is adversely affected especially key services like the Post Office, Parcel delivery and trades. As well traffic calming often gets put in then not maintained. How about cameras and the Police actually benefit from the fines?</p> <p>Davenant Road – Object see previous comment</p>
<p>(13) Member of public, (Drayton, Hilliat fields)</p>	<p>Blandford Avenue – Object It negatively impacts businesses and traffic and access in Oxford is already difficult and slow</p> <p>Davenant Road – Object Same as previous</p>
<p>(14) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object I believe there are other options available to restrict entrance instead of a complete entrance block from A40. I also believe that any traffic via Banbury Road to Blandford Avenue will go now through Davenant Road irrespective of the road measures to avoid congestion on Sunderland Avenue to Wolvercote Roundabout.</p> <p>Davenant Road – Object Measures in Blandford Avenue will affect residents in Davenent Road negatively</p>

(15) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object People who live close to the proposed “No entry” sign turning point will have difficulties turning into Blandford Avenue. The only convenient way to turn will be from Woodstock road then which means that every car coming from A40, Cuttleslowe or Banbury road has to drive to Wolvercote roundabout via Sutherland Avenue increasing its traffic, traffic on Woodstock road (both are heavily busy in rush hours) and travel time to get home. Speed humps are enough to discourage “rat-runners”.</p> <p>Davenant Road – Object Speed humps will help to control speed on the common road in the residential area.</p>
(16) Member of public, (Oxfords, Davenent road)	<p>Blandford Avenue – Object I spend 3 days a week on Blandford Avenue, and never experience any problems with it being a ‘rat run’. There is no problem to solve. It will cause residents to drive extra distance to access from Woodstock road when coming from the west which is NOT environmentally friendly. Please take into consideration the views of the people who live and visit family here.</p> <p>Davenant Road – Object Unnecessary</p>
(17) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Object This will likely divert traffic onto Davenant Avenue which is already used as a 'rat run' including by heavy lorries, with traffic travelling well above the 20 mph speed limit.</p> <p>Davenant Road – Object Davenant Road is a residential street used as a 'rat run' by traffic (including by heavy lorries) avoiding the ring road along Sunderland Avenue, regularly travelling well above the 20 mph speed limit.</p>
(18) Member of public, (Oxford, Sunderland Avenue)	<p>Blandford Avenue – Object</p>

	<p>Blandford Avenue is helpful to us and insignificant in terms of traffic. The elephant in the room is the A40 and the fact that the council have failed to create an Oxford bypass</p> <p>Davenant Road – Object We use Blandford Avenue and the traffic for is insignificant in the great scheme of things. The elephant in the room is the councils failure to create a bypass and remove non-Oxford traffic travelling along the A40 in central Oxford</p>
(19) Member of public, (Oxford, Why?)	<p>Blandford Avenue – Object Enough is enough.</p> <p>Davenant Road – Object You just want all traffic always to use the main roads.</p>
(20) Member of public, (Oxford, Bladon close)	<p>Blandford Avenue – Object It seems this is trying to stop a non existent problem. Very few vehicles turn left into Davenant from the A44 and by preventing all from doing so just moves the traffic elsewhere. It will inconvenience more than it helps.</p> <p>Davenant Road – Object See previous comments</p>
(21) Member of public, (Oxford, Woodstock Road)	<p>Blandford Avenue – Object No real need</p> <p>Davenant Road – Object No real need. This is a quiet road with little traffic. Why restrict access?</p>
(22) Member of public, (Oxford, Banbury road)	<p>Blandford Avenue – Object Not required. Waste of money and energy. There is no issue there</p> <p>Davenant Road – Object</p>

	Not required
(23) Member of public, (Oxford, Victoria Road)	<p>Blandford Avenue – Object There isn't a current problem, so changes are unnecessary.</p> <p>Davenant Road – Object No current problem, so unnecessary</p>
(24) Member of public, (Sunnymead, Wolsey road)	<p>Blandford Avenue – Object This proposal will further create congestion and redirect traffic on the roundabout. The traffic is already appalling and it will make it difficult for some of us with young children to get our kids to school and then off to work.</p> <p>Davenant Road – Object It will create additional traffic and take much longer to bring children to school</p>
(25) Member of public, (Oxford, Salisbury Crescent)	<p>Blandford Avenue – Object I have never found either roads to be congested or in need of traffic calming - people go slowly 20 mph and there is relatively little traffic on these roads - it seems a huge expense for not a problem !</p> <p>Davenant Road – Object See above</p>
(26) Member of public, (N Oxford, Sunderland Avenue)	<p>Blandford Avenue – Object Will restrict access to my property</p> <p>Davenant Road – Object The overspill of cars onto the main road will be problematic</p>

<p>(27) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object I am totally opposed to this plan. It simply has not been thought through and will have severe impact for other local residents. It has to be stopped.</p> <ol style="list-style-type: none"> 1. Is Blandford Avenue a quiet road? Yes 2. Does Blandford Avenue suffer from excessive traffic levels? No 3. Will this plan result in increased traffic levels in the surrounding area with residents having to take longer routes to get to their houses? Yes 4. Are there any other residential roads that will be impacted by increased traffic levels as a result of Blandford Avenue residents and visitors having to take longer routes to get to properties? Yes eg Davenant Rd and Sunderland Avenue south service road 5. Is it fair for residents of those impacted roads? No 6. Will this plan result in increased pollution levels in the local area? Yes 7. Is it true that those living at the Woodstock Road end, eg No 1 Blandford Ave, will be far far less inconvenienced than say those living at the other end eg No 57? Yes 8. Are they trying to fix a problem that simply does not exist? Yes 9. Is there any justification for this plan? Not at all 10. Would it be acceptable to install speed bumps or other speed restrictions as a viable alternative to the proposed plan? Yes, absolutely <p>Davenant Road – Object I think speed bumps would be better than chicanes. Less intrusive on the visual appearance of the road and more effective in slowing traffic.</p>
<p>(28) Member of public, (Kidlington, Churchill Road)</p>	<p>Blandford Avenue – Object It isn't necessary as it will cause more traffic on other local roads</p> <p>Davenant Road – Object Unnecessary</p>
<p>(29) Member of public, (Summertown, Harpes rd)</p>	<p>Blandford Avenue – Object</p>

	<p>I don't think this is an actual issue for most people. And yet again more traffic will be forced onto the A40 when the A40 can't cope as it is. Oxford is becoming gridlocked around the periphery. This is going to negatively impact on residents, tourists and businesses in Oxford. Who will want to come here when the traffic is so bad. We need a ring road around the ring road!</p> <p>Davenant Road – Object Same as previous section</p>
<p>(30) Member of public, (Horspath, Colcutt Close)</p>	<p>Blandford Avenue – Object Oxfordshire City Council do not care what local residents want.</p> <p>Davenant Road – Object Oxfordshire City Council do not care what local residents want</p>
<p>(31) Member of public, (Oxford, Linkside Avenue)</p>	<p>Blandford Avenue – Object Blandford Avenue is not used as a rat run to the extent that has been reported. A lot of the HGV traffic is generated by the developers knocking down the houses to put up new ones! If the entrance to Blandford is blocked, the residents will enter through the middle access point half way along the southern slip road of Sunderland Avenue, only to double back to gain access into Blandford, this will cause a risk of accident as they slow down to turn left, will hold up the flow of traffic westbound and generate more pollution on Sunderland Avenue. I recall the residents of five mile drive (used much more of a rat run with faster speeds despite the 20 MPH limit than Blandford) wanted to shut that road of after the work on the Cutteslow and wolvecote roundabouts was completed some years ago. That request was turned down.</p> <p>Davenant Road – Object Davenant road doesn't have a problem at the moment. The restrictions will waste money on a problem that has been created due to the closure of Blandford!</p>
<p>(32) Member of public, (Oxford, Woodstock road)</p>	<p>Blandford Avenue – Object No need for this</p>

	<p>Davenant Road – Object Will make traffic in arterials heavier</p>
<p>(33) Member of public, (Oxford, Lakeside)</p>	<p>Blandford Avenue – Object At the moment the roads that provide a less congested route between two main roads - Woodstock Road and Banbury Road or from the ring-road to either Woodstock or Banbury Roads - are used by drivers wanting to save themselves time. If any of the present routes are blocked, without other measures to alleviate traffic on the main roads put in place, will result in the other connecting roads becoming more popular to through traffic. This just moves the problem and increases the burden on the other cut-throughs that are not covered in the present proposals.</p> <p>Davenant Road – Object At the moment the roads that provide a less congested route between two main roads - Woodstock Road and Banbury Road or from the ring-road to either Woodstock or Banbury Roads - are used by drivers wanting to save themselves time. If any of the present routes are blocked, without other measures to alleviate traffic on the main roads put in place, will result in the other connecting roads becoming more popular to through traffic. This just moves the problem and increases the burden on the other cut-throughs that are not covered in the present proposals.</p>
<p>(34) Member of public, (Oxford, Lakeside)</p>	<p>Blandford Avenue – Object The proposal will increase the volume of traffic and make life difficult for residents</p> <p>Davenant Road – Object Where will the traffic go. Making it difficult doesn't make a problem go away</p>
<p>(35) Member of public, (Summertown, Oxford, Hawkswell Gardens)</p>	<p>Blandford Avenue – Object Pointless, disruptive, unnecessary, distressing to local people and confusing to the (few) visitors.</p> <p>Davenant Road – Object Pointless, unnecessary, disruptive to residents and any other users.</p>

<p>(36) Member of public, (Summertown, ferry pool road)</p>	<p>Blandford Avenue – Object volume of traffic does not require the restriction</p> <p>Davenant Road – Object situation does not require this restriction</p>
<p>(37) Member of public, (Marston, Borrowmead road)</p>	<p>Blandford Avenue – Object This will hinder more than this will help. This is a waste of money and I believe all LTN's should be abolished, I regularly see emergency vehicles stuck in queues of traffic not being able to move anywhere. This is not okay. This proposed "access restriction" is not needed in an area that does not suffer with "heavy use."</p> <p>Davenant Road – Object</p> <ol style="list-style-type: none"> 1. It's a waste of money 2. Ltns are causing more problems 3. Ltns are in fact more harmful to the environment by causing long queues on other roads <p>The list is endless and I wholeheartedly object to all LTNS</p>
<p>(38) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object The houses on Sunderland Avenue 1 to 11 would have no access to GP or chemists in Summertown without being blocked in Sunderland Road traffic. Your scheme would steal out rights.</p> <p>Davenant Road – Object It is not a cut through Road and so is a bureaucratic interference</p>
<p>(39) Member of public, (Oxford, Boswell Road)</p>	<p>Blandford Avenue – Object Trying to solve a so called traffic issue that simply does not exist</p> <p>Davenant Road – Object Trying to solve a so called traffic issue that simply does not exist</p>

<p>(40) Member of public, (Oxford, Ridgemont Close)</p>	<p>Blandford Avenue – Object Necessary connection to Banbury road from Woodstock road and vice versa without having to go on a heavy traffic road. It's never that busy. I can't see what the problem is. Otherwise Squitchey lane will have more use, creating another problem. It's fine as it is.</p> <p>Davenant Road – Object Concern that a necessary road connection is going to become unavailable</p>
<p>(41) Member of public, (Oxford, Grove Street)</p>	<p>Blandford Avenue – Object Not needed and will just cause so such unnecessary traffic</p> <p>Davenant Road – Object Not needed and a total waste of money</p>
<p>(42) Member of public, (Kidlington, Church Street)</p>	<p>Blandford Avenue – Object This is unnecessary and in fact will cause cars to have to drive further.</p> <p>Davenant Road – Object This is unnecessary, and will cause cars to drive further.</p>
<p>(43) Member of public, (Oxford, Elsfield Way)</p>	<p>Blandford Avenue – Object It is not necessary and causes more congestion elsewhere. On an area I live in</p> <p>Davenant Road – Object As I said it is causing not reducing a traffic problem</p>
<p>(44) Member of public, (Oxford city, Leckford road)</p>	<p>Blandford Avenue – Object This will lead to more traffic using Sunderland avenue and Woodstock road and therefore producing more pollution</p>

	<p>Davenant Road – Object These really seem to be unnecessary</p>
<p>(45) Rather not say, (North Oxford, North Oxford)</p>	<p>Blandford Avenue – Object This is action trying to solve a problem which does not exist. It will require funding which would be better used elsewhere. This will not benefit anyone and is a waste of resources. Please focus manpower and resources on things that will benefit the public.</p> <p>Davenant Road – Object An unnecessary waste of money.</p>
<p>(46) Member of public, (OXFORD, Harbord rd)</p>	<p>Blandford Avenue – Object I am objecting to the proposals as the cost and means of the project do not justify the need, which is very minor and will not resolve or improve traffic movement in the area.</p> <p>Davenant Road – Object I am objecting to the proposals as the cost and means of the project do not justify the need, which is very minor and will not resolve or improve traffic movement in the area.</p>
<p>(47) Member of public, (oxford, oxford)</p>	<p>Blandford Avenue – Object not necessary as the traffic is not a problem in this area</p> <p>Davenant Road – Object will cause additional problems for local residents</p>
<p>(48) Member of public, (Oxford, Staverton)</p>	<p>Blandford Avenue – Object Don't understand what benefit this is to anyone, it isn't an issue at the moment.</p> <p>Davenant Road – Object Reading locals views they don't want it</p>

<p>(49) Member of public, (Oxford, Iffley Road)</p>	<p>Blandford Avenue – Object There is no problem at the moment and changes will make journeys longer and more inefficient and bad for the environment.</p> <p>Davenant Road – Object There is no need for change here and a change will not be good for residents and the environment</p>
<p>(50) Member of public, (Summertown, Lonsdale Road)</p>	<p>Blandford Avenue – Object I have read the comments from residents and none of them want these measures. This is driven by the Council, not by people who live there. It is a total waste of time, effort and money - at a time when budgets are tight.</p> <p>Davenant Road – Object See response to Question 3.</p>
<p>(51) Member of public, (Wolvercote, Godstow)</p>	<p>Blandford Avenue – Object Local knowledge allows local people to move more quickly through the north Oxford traffic chaos. There is no reason to change the existing arrangement in these streets</p> <p>Davenant Road – Object Unnecessary waste of resources ; the additional restrictions are unnecessary and without merit for the neighbourhood. Particularly since delivery vans are now so critical in all our lives and this will add to delay and congestion.</p>
<p>(52) Member of public, (wolvercote, dovehouse close)</p>	<p>Blandford Avenue – Object It seems unnecessary and likely to be counter-productive</p> <p>Davenant Road – Object I can't see any need for them and I believe they will make matters worse in neighbouring roads</p>

<p>(53) Member of public, (Oxford, Otters Reach)</p>	<p>Blandford Avenue – Object There is no requirement or justification to put such measures in place in these areas.</p> <p>Davenant Road – Object Again there is no requirement or justification to put such measures in place in this road.</p>
<p>(54) Member of public, (Wheatley, Old Road)</p>	<p>Blandford Avenue – Object As a former resident of Blandford Avenue, I think this represents a quite unnecessary restriction on people's car journeys for no good reason. It would have stopped me from returning directly to my home after each day's work. When I visit the road now, there is virtually no traffic and few cars parked on the road. It can only further increase congestion on the A40.</p> <p>Davenant Road – Object Same as for Blandford Avenue. We need to stop restricting traffic movements in Oxford.</p>
<p>(55) Member of public, (Oxford, Plantation Road)</p>	<p>Blandford Avenue – Object It is a quiet road that doesn't require restrictions. Restrictions will inconvenience residents</p> <p>Davenant Road – Object It is a quiet road that doesn't require restrictions. Restrictions will inconvenience residents</p>
<p>(56) Member of public, (Kidlington, Chorefields)</p>	<p>Blandford Avenue – Object Traffic between Oxford and Kidlington and traffic from the bypass from headington is already terrible during rush hours, this will undoubtedly make this worse.</p> <p>Davenant Road – Object increase in traffic jams in all directions!</p>
<p>(57) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object Unnecessary - low traffic volume, and residents do not want this.</p>

	<p>Davenant Road – Object Unnecessary measures - residents do not want them.</p>
<p>(58) Member of public, (Oxford, Frenchay Road)</p>	<p>Blandford Avenue – Object Will increase traffic chaos on ring road</p> <p>Davenant Road – Object Will divert traffic unnecessarily and cause more congestion.</p>
<p>(59) Member of public, (Kidlington, White Way)</p>	<p>Blandford Avenue – Object Object to proposals</p> <p>Davenant Road – Object No need for extra restrictions to traffic coming into Oxford from the north.</p>
<p>(60) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object I need to turn left into Blandford Avenue when going out for important errands in Oxford. This proposal would severely curtail my activities.</p> <p>Davenant Road – Object It seems an unnecessary restriction. There are no issues for Davenant Road so why is the Council wasting valuable resources on something that isn't necessary.</p>
<p>(61) Member of public, (Oxford, Stone Meadow)</p>	<p>Blandford Avenue – Object Reducing access will result in more traffic on the surrounding roads. This will be compounded even further if the restrictions on hours of use are implemented on Marston Ferry Road next year</p> <p>Davenant Road – Object Reducing access will result in more traffic on the surrounding roads. This will be compounded even further if the restrictions on hours of use are implemented on Marston Ferry Road next year</p>

<p>(62) Member of public, (Oxford City, St Clements Oxford)</p>	<p>Blandford Avenue – Object Too much interference with access to roads.</p> <p>Davenant Road – Object Has been demonstrated that these measures have a negative effect on the road in question and the surrounding areas.</p>
<p>(63) Member of public, (Kidlington, The Moors)</p>	<p>Blandford Avenue – Object I support the aims but think this is too poor an implementation. I am concerned that OCC is missing an opportunity and isn't being efficient in its spending. The works on the Blandford A40 exit/entrance should be used to improve the provision for walking and cycling especially the cycling route from Sunderland and Blandford to the Cutteslow roundabout. This opportunity should also be used to improve the street scene and safety. I can't see on the drawing how the right turn onto the cycle path towards the roundabout is going to be improved for children and adults commuting to schools and work by bike. The current situation is confusing and although traffic calming will make this better, it makes sense to improve the layout while works are being done. The whole junction should be raised to allow for a better and safer connection for pedestrians and cyclists travelling east-west. Moreover, traffic calming should involve narrowing the road to less than 3.4m.</p> <p>Davenant Road – Concerns I would like to see a traffic filter in the middle of Davenant road. ANPR would stop through-traffic from any apart from emergency services and blue badge holders. The entrance/exit to Banbury rd is a dangerous and inconvenient point for pedestrians and cyclists. Everything works happen on an Oxford road, the exit and entrance of a minor road to a through road should be made into a continuous footpath and cycle path. that applies here too. See examples of this Dutch-style continuous footpath applied successfully on Coventry's Coundon cycleway (eg https://twitter.com/adamtranter/status/1364652973071216640?lang=en-GB)</p>
<p>(64) Member of public, (Oxford, Cowley)</p>	<p>Blandford Avenue – Object</p>

	<p>There are too many roads being closed to cars in Oxford which is pushing the traffic onto ring road causing more traffic jams on the ring road and A40.</p> <p>Davenant Road – Concerns I support the traffic calming measures, but no new cpz parking restrictions and no new road closure.</p>
<p>(65) Member of public, (Abingdon, Warwick Close)</p>	<p>Blandford Avenue – Object As a former resident of the area (Sunderland Ave and Rothafeld Rd) I know how useful access from Sunderland Ave (A40) into Blandford Ave is, both for residents of that road and for other local residents. Traffic down Blandford Ave is light; traffic calming measures would answer any speeding problems.</p> <p>Davenant Road – Concerns There are already traffic calming measures in Davenant Road (side restrictions), so I don't really see the need for others, but am not too concerned if these are introduced in addition.</p>
<p>(66) Member of public, (Oxford, Woodstock road)</p>	<p>Blandford Avenue – Object There is already so much traffic on the A40 and people trying to access the ring road. The restrictions will further increase traffic on the alternative routes. My house is very nearby and I use this route to cut across the A40 to Woodstock road. Houses nearby have limited parking so sometimes people eg visitors for local residents park on these roads and I don't think it should be restricted</p> <p>Davenant Road – Concerns See above Limited parking for locals and their visitors due to limited front gardens and parking space for residents on Banbury road, Woodstock road and roads traversing this. Lots of older people and those with health issues who need their cars and cannot cycle</p>
<p>(67) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object I am a resident of Sunderland Avenue and I oppose the proposal as it will cause more traffic congestion and delay to access my flat in Sunderland Avenue if access from A40 to the slip road is closed .</p> <p>Davenant Road – Concerns</p>

	<p>All traffic will get diverted to A40 leading to even more traffic congestion on the roundabout , delays and noise pollution .</p>
<p>(68) Member of public, (Summertown, Sunderland Avenue)</p>	<p>Blandford Avenue – Object I live with my family on the corner of Sunderland/Blandford and this so called problem that this restricted access is trying to address, really isn't a problem. There really aren't the number of cars cutting through plus i don't understand because all of the houses on Blandford are set back off the road - so I've no idea how they hear traffic or are inconvenienced! Honestly, how do the other roads running between banbury/woodstock/rotherfield/five mile drive feel - perhaps they would all like to privately fund closure and that said maybe we too would on Sunderland. The most sensible approach is to restrict lorries and put in speed bumps. This proposal will add to the traffic on an already congested and polluted Sunderland Avenue and surrounding roads.</p> <p>Davenant Road – Concerns This should be separate to the other proposals for Blandford Avenue and if so would support the traffic calming measures on Davenant road</p>
<p>(69) Member of public, (Summertown, Sunderland Avenue)</p>	<p>Blandford Avenue – Object Totally unnecessary and entitled residents with their own agendas. There should be a holistic approach to all of the travel not just to favour one or two affluent supporters - 70 or more households. There are more worthy projects!</p> <p>Davenant Road – Concerns Needs to be not linked to blandford proposal</p>
<p>(70) Member of public, (OXFORD, Bladon Close)</p>	<p>Blandford Avenue – Object I think the measures are unnecessary, especially for Blandford Avenue, and they would cause further tailbacks, congestion and pollution on the Northern Ring Road - not a desirable outcome given the likely increase in congestion that will be caused by extra traffic reaching the Oxford North development.</p> <p>Davenant Road – Concerns</p>

	Traffic along Davenant Road is already quite slow and limited.
(71) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object I live at the end of Blandford Avenue and it is a quiet and safe road. The restrictions proposed will only make life more difficult for us all. Not to mention the worsening of traffic once it will make us take a long and unnecessary detour on Woodstock road.</p> <p>Davenant Road – Concerns .</p>
(72) Member of public, (Oxford, Blenheim Drive)	<p>Blandford Avenue – Object This is a quiet street; there is no need for restrictions. Altering the normal traffic flow creates bottle necks elsewhere.</p> <p>Davenant Road – Concerns Traffic calming is fine. Prohibiting access is unnecessary and will cause bottlenecks elsewhere.</p>
(73) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Object The measures will result in people taking longer routes, with more vehicle miles which is bad for the environment. I do not think the burden of through traffic sufficient to justify this.</p> <p>Davenant Road – Concerns The measures will result in people taking longer routes with more vehicle miles which is bad for the environment.</p>
(74) Member of public, (Jericho, Combe Rd)	<p>Blandford Avenue – Object It is against the interests of local people.</p> <p>Davenant Road – Concerns I support local residents</p>

<p>(75) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object All service and residential traffic for Blandford Avenue and Sunderland Avenue south side service road will be channeled all the way through Blandford Avenue. This will lead to an increased traffic for Blandford Avenue in total but on average especially houses 1 to 30ish. Residents will need to drive higher mileages and residential traffic stays longer on A40. Moreover it will block especially traffic that comes from A44 then needing to use the round about to Woodstock Avenue to get to Blandford Avenue. During rush hour this roundabout junction to Woodstock Avenue blocks an entire lane on A44. The amount of vehicles using Blandford Avenue as a diversion seems to be small nevertheless the speed of those using it as a diversion is of concern which is east or west bound and a blocked entry west bound will not address this.</p> <p>Davenant Road – No opinion not a resident of Davenant Road</p>
<p>(76) Member of public, (North Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object It will add around 10-15 minutes on my already long (1 hour) journey to and from work</p> <p>Davenant Road – No opinion We rarely use davenant road</p>
<p>(77) Member of public, (Oxford (live on Blandford Avenue), Blandford Avenue)</p>	<p>Blandford Avenue – Object We live on Blandford Avenue. No real issue with volume of through traffic. Restriction of access to all traffic Inc residents will cause significant inconvenience to busy working families who live on the street. We would be happy to consider steps to limit access to residents only or vehicles under a certain size/width.</p> <p>Davenant Road – No opinion</p>
<p>(78) Member of public, (Oxford, Sunderland Ave)</p>	<p>Blandford Avenue – Object For those living on the west side of Sunderland Ave this would dramatically reduce access, requiring one to queue along with the roundabout traffic simply to get home. The idea of looping around Blandford to Woodstock Rd is senseless as it would increase traffic if anything.</p>

	<p>No entry on the plans should be replaced with residents only. It would also be nice if the service road could be repaired because currently it is a hazard for cyclists (separate topic I know).</p> <p>Davenant Road – No opinion Not relevant to me</p>
<p>(79) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object I find the problem currently is speed of traffic not volume and would prefer speed calming measures (speed bumps or alternative). My main concern is the extra time it would take returning home by car each evening by being unable to turn left into blandford avenue and ending up in gridlocked traffic which is likely to worsen over coming months / years</p> <p>Davenant Road – No opinion No opinion</p>
<p>(80) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object As a resident of Blandford Avenue it is ridiculous to suggest that the road is used as a major rat run. Some non-resident traffic does come through but it causes no major problems with either traffic volumes or noise pollution. Living in the middle of the road, I will probably have more traffic coming past my house as the residents at the Sunderland Avenue end will only be able to access their homes by passing mine when coming back into the road and also if they wish to head eastbound on the A40. The amount of extra traffic that will build up on Sunderland Avenue especially at rush hour will cause even greater tailbacks up to the Woodstock Road roundabout and the Banbury Road roundabout than now and will add extra journey time for all residents of the road.</p> <p>With the amount of building work that goes on in the road together with large vehicles delivering purchases to residents I can see there being huge problems with these vehicles trying to gain access. It will also reduce access options is there is an accident or roadworks on nearby busy roads and create further traffic build-up. Residents who wish to live in a road with little traffic should not have purchased a house on a through road. I have lived here for over 40 years and even back then it was not a quiet road where children could play or ride bicycles.</p> <p>This seems like a gross waste of money for something that isn't an issue in the first place and will inconvenience residents and I will certainly not be prepared to make any financial contribution to the scheme.</p>

	<p>Davenant Road – No opinion Doesn't affect me</p>
<p>(81) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object It is pointless: very few people use Blandford Avenue as a rat run, and closing its NE end will make it hard for people who live in Blandford Avenue to enter the street when coming from the north or east - they will have to make a detour which will use more unnecessary fuel which causes extra pollution. From my own point of view, as one who lives in Sunderland Avenue before the Blandford Avenue turn, I will have to join the pollution-forming traffic queues all the way to the Wolvercote roundabout every time I need to drive down the Woodstock Road, instead of gently picking my way down Blandford Avenue at 20mph.</p> <p>Davenant Road – Support Good idea</p>
<p>(82) Member of public, (Oxford, Davenant Rd)</p>	<p>Blandford Avenue – Object The access restriction will displace a lot of traffic onto Davenant Rd (which already has a huge amount of traffic) from residents of Wolvercote who currently use Blandford Avenue to avoid the ring road. Davenant Rd also has a lot of city centre/Jericho residents diverting down it</p> <p>Davenant Road – Support Davenant Rd has a huge amount of traffic from residents of Wolvercote, Jericho and central Oxford who use it as a cut through to avoid the ring road. A lot of this traffic travels very fast well over the speed limit, which makes the road dangerous at busy times. The proposed calming will slow down this traffic and also make it less convenient to use Davenant Rd as a cut through.</p>
<p>(83) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object The proposed closure of the entry to Blandford Avenue from the Sunderland Avenue end will make journey times worse for all residents of Blandford Avenue, Sunderland Avenue and Davenant Road, and increase traffic congestion in the area for all residents and road users. If entry is only possible from the Woodstock Road, all Blandford Avenue residents will have to exit and enter from Woodstock Road, which I estimate will at least double the traffic past my house which is near the Woodstock Road. It will add very significantly to</p>

	<p>travel times for me on my most frequent car journeys which are to and from Parkway Station, Thornhill Park and Ride, Kidlington and London, and for all other residents of Blandford and Sunderland Avenues. It will also add to the existing significant congestion on the A40 between the Banbury Road and Woodstock Road roundabouts and the congestion on the Woodstock Road heading north towards the roundabout.</p> <p>I believe the proposed solution is worse than the existing very minor problem on Blandford Avenue. I have not noticed many non-resident vehicles using Blandford Avenue as a cut-through to the Woodstock Road. The only issue I occasionally notice is lorries using Blandford Avenue to avoid the Woodstock Road roundabout when turning south towards Oxford, but I have only seen perhaps one lorry a day doing so. This could be prevented with a width restriction at the Sunderland Avenue entrance that still allowed cars to enter and exit. A width restriction would also deter many non-resident cars from using the road as a cut-through. In addition to a width restriction, speed calming measures could be introduced. Both of these solutions would allow residents to continue to use the most efficient means of entry and exit to our own road for our journeys while significantly reducing cut-through traffic and the speed at which all vehicles travel. Speed calming measures would also improve safety generally, and could even enhance the attractiveness of the road and improve the environment if for instance large planters or street trees were added to create road chicanes. This could replace some of the greenery lost through the development activities that have destroyed multiple mature front gardens on the street and replaced them with paved private parking.</p> <p>Davenant Road – Support This seems a sensible way to slow down traffic and recognise the increasing availability of front garden parking. I would support similar measures in Blandford Avenue, which seem a much more proportionate response to the issues that does not significantly inconvenience local residents.</p>
<p>(84) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object The closing of access to Blandford Avenue is unnecessary and disproportionate and would mean that residents could only access the street from Woodstock Road, which is frequently congested. The problem of lorries using Blandford Avenue as a shortcut could be solved with a width restriction, and normal traffic calming measures as used elsewhere in Oxford would prevent speeding. This would achieve all the benefits without harming residents.</p> <p>Davenant Road – Support Sensible and proportionate solution to the actual problem. Something similar is needed for Blandford Road.</p>

(85) Member of public,
(Wolvercote, Oxford,
Sunderland Avenue)

Blandford Avenue – Object

I am deeply concerned about the proposed closure of Blandford Avenue at the Sunderland Avenue end. Those behind this have claimed that Blandford Avenue suffers “significant nuisance traffic that has no business to be on residential roads”. Working from home and looking out onto Blandford Avenue for a number of years, I know that this absolutely not the case. This is a quiet road that does not suffer from excessive traffic levels so I believe the proposal is entirely un-necessary and without justification.

The implication of shutting this road off is that it will increase the traffic and pollution in the surrounding area. It will even affect the 70+ residents of the road and all their visitors including delivery drivers who will then have 3 options to get to their houses if travelling from the Banbury Road roundabout:

- 1) Drive to the end of Sunderland Avenue, turn left at the traffic lights onto Woodstock Road and then left again into Blandford Avenue.
- 2) Drive two thirds of the way down Sunderland Avenue and then turn left into the service road and then double back towards the Blandford Avenue entrance where it meets Sunderland Avenue
- 3) Drive down Davenant Road, turn right onto Woodstock Road and then right again onto Blandford Avenue.

I'm not sure the residents of Davenant Road or the Sunderland Avenue service road would want this additional traffic travelling past their houses – this seems totally at odds with the proposed traffic calming plans for those roads. I would be very surprised if this is the intention but it is clearly an impact that may have been overlooked.

It is worth noting that there has been a lot of redevelopments of the houses in Blandford Avenue over the last couple of years or so (11 at my last count) and that these each generate lorry and HGV traffic on a temporary basis as they need to access the sites. However, it is clearly apparent that many of these deliveries, go onto make further deliveries at other sites such as those in Davenant Road. These are therefore not drivers taking a short cut, but simply going about their lawful business as they continue their rounds in the local area.

In light of this, I would question the validity of any previous surveys that have led to this initiative and advise that any meaningful survey should be:

- a) Independently conducted (ie not by those driving this initiative)
- b) Carried out in such a way so as to take account of the observations around delivery drivers as stated above.

From what I have been told, some local residents championing this TRO Project either live at the Woodstock Road end of Blandford Avenue or they don't have a car and don't drive at all. It is therefore felt that the benefits to those living on the road will only be enjoyed by a select few who would not be inconvenienced as much as say those living in the middle or at the other end who will have to undertake longer vehicle journeys to access their properties. In doing so, this will create additional unnecessary traffic and associated pollution in the surrounding roads. This is just not acceptable.

	<p>It is also noted that the road contains a significant number of rental properties and having spoken to a couple of these, it is clear that there is less 'incentive' to complete this survey so please take this into account. I do accept that some further traffic calming measures could be implemented on Blandford Avenue to address any speeding issues. This could be in the form of speed bumps or chicanes as per the Davenant Road plan.</p> <p>Finally, I have conducted a simple survey via local social media, which at time of writing has resulted in 76% of people being against the Blandford Avenue closure plan. This is also accompanied by an overwhelming majority of comments objecting to it and even residents of Blandford Avenue itself stating publicly that there is "not an exceptional amount of traffic that cuts through". I would be happy to share these with you for reference.</p> <p>In summary, it seems they are trying to fix a problem that simply doesn't exist. Fundamentally, it is not a busy road, at all and I would encourage anyone involved in the decision making process to visit at any time, on any day and see for themselves just how low the traffic level is. There is no genuine justification for this plan which I believe benefits very few people with a personal agenda and actually inconveniences many, many more who either live on the road or in the surrounding area. It has to be prevented from going ahead.</p> <p>Davenant Road – Support Support this initiative but would recommend that the chicanes are aesthetically pleasing and don't significantly change the overall character of the road.</p>
<p>(86) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object</p> <p>The intention to calm traffic using Sunderland Avenue South sliproad is commendable. However the measures proposed are disruptive, expensive and unnecessary, and better alternatives are available. Firstly, there is already a 20mph limit in this section of road, yet people do not obey it. In other words, the problem isn't lack of restrictions, it's lack of enforcement. If the intention is to enforce the access restriction, then why not simply enforce the current speed limit and avoid the need for disruptive and costly roadworks? On the other hand, if the access restriction won't be enforced then it will be as pointless as the current speed restriction. Remodelling the junction and putting up a no entry sign won't on its own stop people any more than the speed limit does.</p> <p>Secondly, this measure disadvantages residents of Sunderland Avenue South sliproad approaching from the Cutteslowe roundabout. Why should they have to queue with copious traffic on the main road wanting to get to Wolvercote roundabout simply in order to access their own homes, rather than entering the slip road at the Blandford Avenue junction? The number of people needlessly penalised by this measure will greatly exceed</p>

	<p>the number of law-breakers who flout the speed limit. A more effective method would be to use chicanes and/or speed humps so that people who need to access the street because they live there can do so but it becomes unattractive to use the road as a rat run. That alternative solution would achieve the intended effect but without penalising law-abiding residents.</p> <p>Thirdly, forcing residents into the main road when they want to access their homes on the slip road will increase traffic and pollution, going against what the Council is trying to achieve through other policies and measures. This is topsy-turvy.</p> <p>I am also deeply concerned that a self-appointed group of residents of the area are pressurising neighbours, e.g. via repeated email campaigns, to vote in favour of this measure. They have sent me newsletters claiming that there was a consultation among local residents some years ago and the 'consensus' was in favour of the measures. But despite repeated requests, they have not provided any evidence: when was this 'consultation' undertaken, what questions were asked, how many responses were received and what were they? I don't believe any consensus exists. All individual opinions should carry the same weight and it is corrupt for any group to claim to represent a consensus or a wider body of opinion than the handful of individuals in the group. Similarly, it would be highly corrupt if the Council were to give any self-appointed group special consideration as if it were representative.</p> <p>Davenant Road – Support</p> <p>The measures won't harm local people. Most dwellings in the relevant road have off-street parking so decreasing the on-street parking won't cause great hardship. The traffic-calming measures will still allow access rather than blocking it off -- it will simply be necessary to drive more carefully, which is to be welcomed. This strikes a good balance between the need to prevent reckless and dangerous rat-running and the need to keep Davenant Road usable for residents and other local people. Finally, to the extent that build-outs will be planted, they will contribute towards environmental protection and the reduction of pollution in line with the Council's other objectives.</p>
<p>(87) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Object</p> <p>As a local resident we don't believe there are issues with traffic in Blandford Avenue. By restricting access to Blandford Avenue this will only compound the issue in neighbouring roads including Davenant Road.</p> <p>Davenant Road – Support</p> <p>We are in favour of this proposal</p>

<p>(88) Member of public, (Oxford, Davenant road)</p>	<p>Blandford Avenue – Object Avoid driving traffic into Davenant road</p> <p>Davenant Road – Support Vibration damage to my house from lorries</p>
<p>(89) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Object Currently no real traffic issues, an inconvenience to only be able to enter Blandford Avenue from Woodstock Road, this will cause more congestion</p> <p>Davenant Road – No opinion Unaware of full data</p>
<p>(90) Member of public, (Oxford, Beech Croft Road)</p>	<p>Blandford Avenue – Object Blandford Avenue is a very quiet road with almost no traffic on it at any time and any traffic that does use it travels at a low speed. It is not used as a rat run and I can see no reason whatsoever to restrict access. Restricted access will, however, severely inconvenience residents and people visiting them many of whom will have to drive much further and potentially through heavy traffic on the nearby main roads if they can't use the road as it is intended to be used. More mileage equals more pollution, more damage to the environment. This seems to be an attempt to solve a problem that doesn't exist and if the plan goes ahead there will be both a financial cost in setting it up and a completely unnecessary curtailment of residents freedoms. If the council wants to gain Oxford residents' support for making improvements to our roads it should avoid upsetting people and making their lives difficult for no apparent reason. I would not, however, object to traffic calming measures such as road narrowing etc so long as Blandford Avenue was still open to drive down.</p> <p>Davenant Road – No opinion I do not object to traffic calming measures in side roads but I do object to closing roads altogether.</p>
<p>(91) Member of public, (Kidlington, Green Road)</p>	<p>Blandford Avenue – Object We need more access, no more restrictions</p>

	<p>Davenant Road – No opinion Calming is fine, restricting access is not</p>
<p>(92) Member of public, (Oxford, Home Close)</p>	<p>Blandford Avenue – Object Blandford Ave is a quiet road. Most residents do not wish this to take place. If the objections are to cars using the road as an alternative to using Sunderland Ave then place and police 20mph. Or use speed calming measures. There is no moral ground for restricting use that will impeded residents and make the Woodstock road end congested and increase journey time, congestion and pollution- three counter objectives to the city wide proposals.</p> <p>Davenant Road – No opinion Traffic calming measures will restrict speed- and there are already restrictions for parking. As long as residents have parking rights I do not object.</p>
<p>(93) Member of public, (Kidlington, Court Close)</p>	<p>Blandford Avenue – Object This is a quiet road so the proposed changes are not required. The proposal possibly to part-fund through resident contributions seems unfair given the lack of need for the scheme.</p> <p>Davenant Road – No opinion N/a</p>
<p>(e2) Member of public, (Oxford, Blandford Avenue)</p>	<p>Object – I observe that traffic problems on Blandford Avenue are limited to a handful of lorries per day, mainly between 6-8am. It may be possible to address this problem by imposing a suitable weight limit. The lorries are medium-sized and seem likely to be heading for deliveries to commercial premises in the Jericho area.</p> <p>I first moved to Blandford Avenue in 2010 and I have not noticed a particular increase in traffic in that interval.</p> <p>I have two objections to the proposed changes to Blandford Avenue:</p>

	<p>1. On a personal level, the amount of vehicular traffic driving past my house at number 2 is likely to double. Residents currently returning home via the eastern end of the road and all our deliveries, etc. will be diverted past my door. This outcome cannot be avoided or mitigated and so the proposal will inevitably have a very undesirable outcome for me.</p> <p>2. On a societal level, all the diverted traffic will add to the already considerable congestion, noise and pollution on Sunderland Avenue and Woodstock Road south of the roundabout. With the Northern Gateway development, traffic at that roundabout is likely to increase still further. Even now, at peak times, traffic can be queueing down both Banbury Road and Woodstock Road as far back as St Giles' (where I work) indicating considerable delays at the A40 intersections.</p> <p>At the very least, residents at the eastern end of the road will be faced with an additional one mile on their journey.</p> <p>I have seen drivers making an illegal left turn from the A40 into Jackson Road, where there is a similar arrangement to this proposal. This manoeuvre would be far more dangerous than the minor disruption of an occasional lorry rattling past the houses of the very small number of residents behind this proposal.</p> <p>I hope that you will judge that this scheme is both an excessive response to a small problem and that it has the potential to create much worse problems than it claims to solve.</p>
<p>(e11) Member of public, (Oxford, Davenport Road)</p>	<p>Object – Your letter states that the proposed measures would “help reduce the volume and speed of traffic in the above roads”. No qualification is added. Therefore, with no qualification added this means the Council’s position is that closing Blandford Avenue to through traffic would reduce the volume of traffic on Davenport Road.</p> <p>Where is the Council’s evidence to support this position? I imagine there is none.</p> <p>Instead, I suspect the Council has, at best, made a misleading assertion about the proposed changes bringing about a reduction in the volume of traffic on Davenport Road.</p> <p>In reality, closing Blandford Avenue to through traffic is likely to increase the volume of westbound traffic on Davenport Road. This would be for two reasons:</p>

- an increase in the volume of through traffic on Davenant Road travelling westbound from the Banbury Road to Woodstock Road (traffic using this route to avoid Sunderland Avenue congestion – the previously well aired “rat run” point); and
- an increase in volume of traffic on Davenant Road travelling from the Banbury Road to reach Blandford Avenue itself (again, to avoid Sunderland Avenue congestion).

In other words, Davenant Road would be a “double loser” and suffer an increased volume of traffic because of the proposed closure of Blandford Avenue to through traffic.

In this circumstance, on what basis is the proposal fair to residents of Davenant Road?
Furthermore, where is the specific evidence that Blandford Avenue merits being closed?

Whilst my position about evidence might be perceived as “riding on the back” of the recent public allegation about evidence relating to the East Oxford LTNs, it is not.

On the contrary, my stance on the proposals relating to Blandford Avenue and Davenant Road has remained consistent. Furthermore, my view is one previously shared in person with Cllr. Gant, now the Cabinet for Highway Management (and before that in 2018 presented in writing and shared with local residents and elected members).

My position is a simple one. The volume of traffic in this neighbourhood will do nothing other than increase because of new development at Oxford North, and maybe in due course development close to Oxford Parkway. Consequently, what the neighbourhood urgently needs is a comprehensive traffic management plan which covers the entire area comprising:

- Five Mile Drive at its northern boundary;
- Oxford North;
- Cutteslowe and Wolvercote roundabouts;
- Banbury and Woodstock Roads;
- all residential roads adjoining Banbury and Woodstock Roads including First Turn and Godstow Road; and
- Squitchey Lane at its southern boundary.

The Council should not be undertaking piecemeal changes, such as that proposed in closing Blandford Avenue. This conclusion would seem to make eminent common sense for a variety of reasons, reasons which I submit are difficult to refute reasonably.

	<p>Returning to the point about evidence, however, and whilst in no way being an expert on the law, if there is no substantive evidence to support a single road closure, nor positive evidence about the effect of that closure on the volume of traffic on nearby roads, then I envisage it is likely the Council's decision could be challenged successfully on a legal basis.</p> <p>In summary, on the basis presented by the Council, the closure of Blandford Avenue should not take place. If the Council could sustain a legitimate case, however, then the closure of Blandford Avenue should not proceed without the Council having first delivered in full all the proposed traffic calming measures on Davenant Road and monitored the success of those changes.</p> <p>Best of all, however, the Council should deliver a holistic plan of traffic management proposals covering the entire area described above (in tandem with a city-wide Congestion Charge). This may include comprehensive "LTN-type" restrictions on more roads, for example Blandford Avenue and Davenant Road. Of course, this would require a fresh approach. I submit, however, this would be better than the Council appearing to "favour" one road to the detriment of another unsupported by evidence of traffic volumes.</p>
<p>(e12) Member of public, (Oxford, Davenant Road)</p>	<p>Object – My comments are regarding the proposed changes to Blandford Avenue as a resident of the road.</p> <p>There is often early morning use of the road by heavy lorries who come past the house at quite some speed, presumably using it as a cut-through. Otherwise it is a fairly quiet road.</p> <p>The proposals to counteract this seem disproportionate and I have the following comments to make:</p> <ul style="list-style-type: none"> • There would be considerable disruption to legitimate traffic including delivery drivers - perhaps 8 minutes or more may be added to their delivery time if they are unable to turn into Blandford Avenue from Sunderland Avenue, especially when delivering to the properties at that end of the road • There would be increased congestion from diverted legitimate traffic to those residential roads already experiencing congestion - Woodstock Road and Sunderland Avenue. • There would be increased traffic passing the houses at the Woodstock Road end of Blandford Avenue, reducing any benefit of preventing through-traffic for those properties. • The frustration caused by increased legitimate journey times and congestion along Sunderland Avenue is likely to reduce compliance with the 20mph speed limit on Blandford Avenue. <p>As less disruptive alternatives:</p>

	<p>Please could there be an enforced weight limit on Blandford Avenue to stop large lorries using it as a cut-through? And could there be consideration to traffic-calming bumps to enforce the 20 mph speed limit?</p> <p>I do not think the current proposal is proportional to the problem or indeed helpful to all residents of the road and wider community. In consequence I object to it.</p>
<p>(e13) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Object – I am writing to object to the proposal to place a no entry sign at the entry to Sunderland Avenue south slip road at the junction with Blandford Avenue. This would have a devastating effect on cyclists.</p> <p>At the moment I frequently cycle home from school along the Banbury Road, using the cycle track on the pavement towards the Cutteslowe roundabout and turning left at that roundabout. I then continue home along Sunderland Avenue South slip road as directed by the cycle track.</p> <p>Under the proposals, anyone wishing to get from the Cutteslowe to the Wolvercote roundabout would have to cycle on the main road, which would be extremely unsafe. This flies in the face of national and local policies in favour of cycling -- particularly to and from school -- for health and environmental reasons.</p> <p>The proposal is poorly thought through and unnecessary. While there is a need to stop motor vehicles from speeding along Sunderland Avenue South slip road, this could be much more effectively achieved with speed bumps or chicanes that are cycle-friendly. Using traffic calming instead of access restrictions would also benefit residents of the slip road who use cars. Under the current proposals, they will be stuck in traffic on the main road while they wait to enter the slip road further west, rather than leaving the main road traffic jams in order to access their homes.</p>
<p>(e7) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Concerns – I am as convinced as anyone that something must be done to stop the large number of irresponsible drivers from using all three roads as rat-runs. The speed and frequency of the cars, vans and lorries along the southern slip road (of Sunderland Avenue) in particular will, at some point, lead to a death.</p> <p>I am not convinced, however, that the proposed scheme is the best or even the cheapest. From my understanding of your plans, direct access to Blandford Road from the main carriageway would be prevented and a whole swathe of residents along Sunderland Avenue seriously inconvenienced.</p>

	<p>The fundamental problem, of course, stems from the botched attempt to increase capacity along the ring road, between the two roundabouts (Woodstock Road and Cutteslowe). It has been exacerbated by the failure to prevent excessive speeding along the highway and, especially when queues build for west-bound traffic, along the slip road itself. Few drivers heed the 30 mile an hour limit on the carriageway and many ignore the 20 mile an hour limit on the slip road. It is clear that the relevant authorities do not see these problems as a priority. (The sporadic use of a police van, with camera, parked half way along on the eastbound grass border at the quietest times of day, shows lack of serious intent.)</p> <p>I believe that we should be focussing on traffic calming measures along the Sunderland Avenue slip road, in Blandford Avenue and in Davenant Road. Anything else will have hitherto unforeseen consequences. For example, to enter my frontage at 21 Sunderland Avenue I would have to take the following routes:</p> <ul style="list-style-type: none"> • West-bound: I currently use the Blandford turn into the slip road. <p>In the new scenario, I could join the traffic along Sunderland Avenue and turn left, opposite 27 Sunderland Avenue, and back on myself into my driveway. However, when the traffic builds up along the Avenue (which is increasingly frequent), I'd have to deviate from the Cutteslowe roundabout and take Davenant Road, join the Woodstock Road and turn right into Blandford Avenue.</p> <ul style="list-style-type: none"> • East-bound: I currently follow Sunderland Avenue, move across into the right hand lane and turn into the Blandford junction into the slip road. <p>In the new scenario, I would not be able to use any of the access routes to the slip road, unless the westbound traffic is exceptionally light. I would therefore only have the option to leave the Woodstock Road roundabout in the direction of the city and use Blandford Avenue to the end before turning into the Sunderland Avenue slip road.</p> <p>Both scenarios are likely to inconvenience other residents along the Sunderland Avenue slip road and add considerably to the through traffic in Blandford Avenue and possibly Davenant Road.</p> <p>It is for these reasons that I believe we should focus once again on the real causes of the problem and introduce traffic calming on all three roads. Beech Croft Road provides one such example. Another is the entrance to Waterperry Gardens. It also looks as if Five Mile Drive might be moving in this direction.</p>
<p>(e8) Member of public, (Oxford, Davenant Road)</p>	<p>Concerns (with support) – I am all in favour of the traffic calming measures and extra protection for the trees as in your proposals.</p>

	<p>ne thing does puzzle me, however. I refer to section 5 of the Davenant Road proposals, on the side of the ride facing houses 2a to 14. I notice that in front of our house (no4) in both the existing and proposed layout, there is an error. Our house is faced with a solid red block allowing permit holders parking, and so not guaranteeing us exit from our driveway. I notice this is the same for house 6, but that the proposed layout does give house 2 a little orange 'no waiting' space to guarantee them vehicular access.</p> <p>At present it can be difficult to get in and out of house 4 (and I am sure house 6 also) due to the existing tree build outs in front of houses 3 and 8. We are entirely in favour of these tree buildouts. I wish to request that you reconsider the markings in front of houses 4 and 6. The difficulty of getting out of house 4 is in part due to the occasional parking of trucks and vans our side of the buildout at number 8 which can make sight lines difficult. So, please consider extending the orange line in front of house 2 to include all or part of the fronts of houses 4 and 6.</p> <p>Many thanks for the opportunity to comment on what I think are, in general, excellent proposals. I would be grateful if you would give my request your consideration,</p>
<p>(e9) Member of public, (Oxford, Davenant Road)</p>	<p>Concerns (with support) – It seems that all visitors short term parking will be removed. 1 question is where workmen, delivery men, health visitors will be allowed to park.</p> <p>Preventing vehicles from turning S off Sunderland Ave is unhelpful. I regularly use that access since I live near Woodstock road and turn S from Blandford Ave.</p> <p>I am strongly in favour of traffic calming in Davenant Road. There is much traffic using the road as an alternative to the ring road. However sufficient parking must be available for those who require it.</p>
<p>(e10) Member of public, (Oxford, Davenant Road)</p>	<p>Concerns – My comments and proposals are as follows:</p> <p>1 The impact of the changes already made, particularly in respect of number 34 is that on-street parking has already been much reduced through the development at 34A,B,C. The further removal of existing on-street parking outside no. 34 will through the implementation of a buildout reduce further the availability of on-street parking</p>

	<p>2 The implementation of a 2nd buildout opposite no.34, and adjacent to number 35 will also further reduce on-street parking</p> <p>3 I would propose that the buildout proposed adjacent to number 35 is quite sufficient for the overall purposes of traffic calming. If that was not sufficient, then please note that as part of the development of 34A,B and C, a new tree was planted. A small buildout positioned there would more than likely fulfill the objectives of traffic calming measures in the location if the measures outside number 35 were insufficient</p> <p>Given the above points I would urge the Traffic and Road Safety teams to re-assess the plans proposed for Davenant Road. There is a definite need for street parking, as there may be for street calming measures. However I believe both needs must be adequately assessed and the proposals balanced. In view that the drawings on which the proposals are based are out of date, I would ask that the process is re-started, the needs re-assessed and any updated plans re-submitted for comments before any decisions are made.</p>
<p>(e14) Member of public, (Oxford, Blandford Avenue)</p>	<p>Concerns – In respect of these proposed traffic measures I would much prefer to see these roads as access only on the eastern sides and monitored by cameras to prevent (or fine) through traffic. This will avoid the need for residents to sit in polluting traffic congestion for longer to access their homes especially as the situation on the ring road will become even worse following the completion of the proposed developments in the area and the restrictions in the City which will force a lot more traffic onto the ring road increasing pollution in this area.</p> <p>Camera control will be necessary in any event as otherwise the restriction is likely to be widely ignored in the same way as the 20mph speed limit is utterly pointless as never enforced.</p> <p>This approach would also benefit Davenant Road as it is questionable whether the proposed measures will be sufficient to prevent through traffic including that diverted from Blandford Avenue.</p> <p>I would also question why the Council won't pay for these measures when they are spending so much on the rest of the City and the roads around the ring-road will be detrimentally impacted by their proposals?</p>
<p>(e15) Member of public, (Oxford, Davenant Road)</p>	<p>Concerns – The problem of through traffic on Davenant Road is serious and will get worse. Many vehicles use the road as a rat-run and most travel much faster than the 20 mph speed limit which is signed. Heavy</p>

	<p>vehicles, including coaches, use the road especially during the rush hours and are notably cavalier about the speed limits.</p> <p>These proposals to reduce the volume and speed of traffic are therefore timely and generally to be welcomed. However, they are unlikely to be sufficient. They would leave long stretches of the road where there were no buildouts and where traffic could continue to drive fast. On other long stretches, the successive buildouts are on the same side of the road, also allowing traffic to speed up.</p> <p>Therefore, the proposals should please be revised and extra buildouts planned so that traffic is really forced to slow down by having to zig-zag and to stop for oncoming vehicles. There is no need to limit the construction of buildouts to the spots where there are existing mature trees. The objective must be to make it extremely inconvenient for vehicles, especially large ones, to cut through Davenant Road. The present proposals do not go far enough.</p>
<p>(e16) Member of public, (Oxford, Davenant Road)</p>	<p>Concerns – I both support and have concerns about the proposal, it did NOT allow me to give my comments about my concerns.</p> <p>The proposal is to put "build-outs" onto Davenant Road in order to slow vehicular traffic. The location of the "build-outs" has not been thoroughly thought through. On the straight stretch of the road between house numbers 1A and 35 there are 6 "build-outs" on the north side of the road and NONE on the south side. This appears to be an oversight. There should be several on the south side so as to create chicanes in order to slow traffic.</p>
<p>(94) Member of public, (Oxford, Squitchey Lane)</p>	<p>Blandford Avenue – Concerns Concern about the impact on neighboring roads, specifically Squitchey Lane.</p> <p>Davenant Road – Concerns Concern about the impact on neighboring roads, specifically Squitchey Lane.</p>
<p>(95) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Concerns * Sunderland Avenue (south) service road endures reckless speeding vehicles every day 7 days of the week. Some of these cut in from the A40, some are from Blandford Avenue.</p>

* The proposed partial closure should discourage the A40 speeders, but will increase the traffic from Blandford Avenue.

There are presently no 20mph limit signs at the (East) entrance to the service road, only a very small sign some distance down which is very difficult to see.

* Clear 20mph entry signs are needed. 20mph are provided for most nearby residential roads including Blandford Avenue. Without clear signage some drivers seem to think there is no speed limit.

* A "residents access only" sign is needed at the (east) entrance to the Sunderland Avenue service road as well as clear and larger 20mph signs.

* 'Sleeping policemen' or other methods are urgently needed to slow the traffic down.

Local residents have had to endure years of demolition and rebuilding in this area. Many family houses have been demolished and replaced with 2 houses or blocks of flats. * The construction work and new residents have greatly increased the volume of traffic along the service road.

* The building work has damaged the road surface along the service road, in places the double yellow lines are dug up, obscured or worn away which leads to illegal and obstructive parking - a particular problem is the central access point halfway along Sunderland Avenue.

* What is the CIL money collected from all these local developments being used for? This money should be used to improve the safety and amenity of the local roads - including the neglected Sunderland Avenue service roads.

* As a local resident I strongly object to the suggestion made by a Blandford Avenue action group, that residents including Sunderland Avenue should pay for necessary infrastructure improvements. Road traffic measures in the rest of the city are not financed from the pockets of local residents why is an exception suggested in this area?

* The junction between Blandford Avenue and Sunderland Avenue service road is a blind bend with restricted visibility. Vehicles career around this bend sometimes on the wrong side of the road. It is already hazardous for cyclists and pedestrians and this problem is likely to get worse with the proposed partial closure of traffic from Sunderland Avenue.

* Traffic calming or planting boxes etc. are needed to slow the traffic down around this dangerous corner as has been implemented in other parts of the city.

In summary, the proposed access restriction does not go far enough and fails to address the problem of reckless speeding down the Sunderland Avenue south service road. The closure will reduce speeding 'rat-runners' from the A40, but not other traffic. Please can something urgently be done about this?

NOTE: photographs can be provided by email which illustrate the problems highlighted above on request.

Davenant Road – **Concerns**

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<p>(96) Member of public, (Oxford, Davenant)</p>	<p>Blandford Avenue – Concerns I support the restriction to prevent potential use of Blandford avenue as a rat run, however I am concerned that the measures proposed in Davenant Rd will not be sufficient to prevent it being used as an alternative route for traffic on the A40 wanting to get to Woodstock Rd. The changes to Blandford Ave should not be made without additional measures on Davenant Rd to prevent it being used as a cut-through.</p> <p>Davenant Road – Concerns I am concerned that these measures will not be sufficient to prevent Davenant Rd being used as an alternative route for traffic on the A40 wanting to get to Woodstock Rd. There needs to be a 'no right turn' onto Davenant Rd for traffic going south on Banbury Rd. If this is not possible there should be a 'no left turn' from Davenant Rd onto Woodstock Rd. In addition the proposed build-outs are not adequate as traffic calming measures. They are unlikely to have much effect in slowing traffic because of their position (several on the same side of the road) and their small size relative to the width of the road.</p>
<p>(97) Member of public, (Oxford, Blandford avenue)</p>	<p>Blandford Avenue – Concerns I'm a resident of Blandford avenue moved here not long ago. I wouldn't like either of the road to become a through road for the A40 traffic. It is noisy enough in our house from one side(A40) and wouldn't like it to be noisy from both sides. Also, I have children using their bikes for school and wouldn't like to put them in danger when using tgeir bikes taken the road is narrow with cars parked both sides of Blandford avenue. Therefore would kindly insist on putting entrance restrictions for the cars avoiding A40 for both Davenant Rd and Blandford avenue.</p> <p>Davenant Road – Concerns None of the residential roads in Summertown should become ways through</p>
<p>(98) Member of public, (Oxford, Squitchey lane)</p>	<p>Blandford Avenue – Concerns As a resident of Squitchey lane we are concerned that the changes north of us will lead to even greater traffic in our road. We already suffer from people cutting through from woodstock to Banbury roads as a way of avoiding congestion on the ring road, plus we have heavy rush hour traffic due to the private school children being delivered . Despite some speed bumps , still people come through at speed clearly using it</p>

	<p>as a "rat run" , evidenced by the number of people who hit the bumps, and number of cars passing through the street .</p> <p>Davenant Road – Concerns as noted above the possible increase in traffic through Squitchey lane as one of the only other roads bridging Banbury and woodstock roads</p>
<p>(99) Member of public, (Oxford, Squitchey Lane)</p>	<p>Blandford Avenue – Concerns Squitchey Lane has large amounts of traffic during rush hour/school delivery-collection & often cars don't observe speed limit. The Blandford Avenue measures are Ok, but traffic volume in Squitchey will increase markedly. i.e. the plan must be more holistic / take impact on traffic flow in other streets into account. Squitchey's sleeping policemen don't deter /slow traffic. Squitchey, not just Blandford also needs build-outs.</p> <p>Davenant Road – Concerns I live in Squitchey Lane, which has large amounts of traffic during rush hour/school delivery and collection times. Many cars do not observe the speed limit. The measures proposed for Blandford Avenue are Ok, but full consideration needs to be made of the impact of traffic volume on Squitchey, which they will cause to increase markedly. i.e. the plan must be more holistic / take the traffic flow in the area more generally into account. Squitchey 's sleeping policemen don't deter /slow traffic. If there are to be build-outs in/restrictions on entering Blandford Avenue, there need to be build-outs in Squitchey.</p>
<p>(100) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Concerns Restricted access to Sunderland Avenue (service road) causing problems for large vehicles/deliveries. Building work is often in progress and large lorries, etc already block accesses and drive up on the grass causing damage.</p> <p>Davenant Road – No opinion No opinion.</p>
<p>(101) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Concerns</p>

	<p>I fully agree that heavy goods vehicles must be restricted and the 20pm speed limit needs to be enforced. However I disagree with the solution of there being No entry from the A40 as it's too inconvenient to the homeowners at the A 40 end of Blandford Ave</p> <p>Davenant Road – No opinion Do not live on Davenant</p>
<p>(102) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Concerns I have concerns that the measures proposed are overelaborate and therefore will cost an extortionate amount. I would be keen supporter of measures that took a similar approach and met the needs of residents and were not so outrageously expensive.</p> <p>Davenant Road – No opinion I make no comment on these proposals which a are not in the road I live in.</p>
<p>(103) Member of public, (Wolvercote, Meadow Prospect)</p>	<p>Blandford Avenue – Concerns Difficult to go to work by car if this is the only option for some people</p> <p>Davenant Road – Object Difficult to get to places if only option is car for some people</p>
<p>(104) Member of public, (Oxford, Five Mile Drive)</p>	<p>Blandford Avenue – Concerns Whenever I go along Blandford Avenue it is quiet so I don't see why traffic calming is needed. Blocking the road will increase pollution and traffic on Sunderland Avenue by making cars travel much further in already congested traffic. It's not easy turning right onto the Woodstock Road as it is and Blocking the Sunderland Avenue end will mean more people have to do this.</p> <p>Davenant Road – Object Whenever I go along Blandford Avenue it is quiet so I don't see why traffic calming is needed. Blocking the road will increase pollution and traffic on Sunderland Avenue by making cars travel much further in already congested traffic. It's not easy turning right onto the Woodstock Road as it is and Blocking the Sunderland Avenue end will mean more people have to do this.</p>

<p>(105) Member of public, (Oxford, Sunderland Avenue - south side)</p>	<p>Blandford Avenue – Concerns This proposal does not go far enough. This route is well used by cyclists, commuters and school children to Cutteslowe and Wolvercote Primaries and to Cherwell schools along the OXC cycle route; as such we must take this opportunity to upgrade this critical junction to the benefit of active travel. Additional give way signs are needed at the Blandford Avenue before Sunderland Avenue and continuous and straight raised table across Blandford Avenue to get cyclists easily to Sunderland Avenue. PS I am resident of this side of Sunderland Avenue and have nearly been killed by a speeding rat runner!!!</p> <p>Davenant Road – Support I support any measure to prevent rat running and encourage active travel</p>
<p>(106) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Concerns My concern is that as a Davenant Road resident, there are currently a couple of options of through road around the ring road. Blandford is one option, as is Sunderland Avenue. So if you close off two of the four options (FMD & Davenant Road are the other two), will this just drive traffic through these remaining two options and significantly increase traffic through residential roads. If you believe that traffic calming measures work, why not implement them consistently across all four roads (or 3 that are being considered)?</p> <p>Davenant Road – Support The speeding of cars in this road has got to a ridiculous level - I would say the average speed is in excess of 30mph. Building out calming measures will have an impact, but cars approach too quickly from both ends of the road, so there needs to be a solution at the ends of the road also. Cars turning left into Davenant Road from the Banbury Road whizz around the corner There is a school bus that drops off there and the speed is such a hazard, so I think the corner being built out would help. There is also not enough signage on the road - you have to look really hard for the 20mph signs and I think an improvement in signage (as in St Bernards Road) would help in addition to the scheme planned.</p>
<p>(107) Member of public, (North Oxford, Davenant Road)</p>	<p>Blandford Avenue – Concerns</p>

	<p>Whilst we support the principle of this scheme to provide access restriction for the Blandford residents, we are very concerned that the proposal will push yet further traffic into Davenant Road which is already being used as a short-cut 'rat run' to avoid the traffic lights at the Woodstock and Banbury Road traffic lights.</p> <p>Davenant Road – Support We live in Davenant Road and fully support the proposal to reduce the speed of cars using Davenant Road. Since the introduction of the traffic lights at the Woodstock and Banbury Road roundabouts, Davenant Road has been increasingly used as a short cut to avoid waiting at these lights. But the number of cars using the road to gain access to other roads and schools has proliferated to the point that the road is now a major thoroughfare (rat-run) for cars and for delivery vans, coaches and lorries. The air quality is very poor and the noise levels have increased. Drivers are also doing excessive speeds (way over 20 mph) and do not obey the 20 mph signs (which are small) and easily missed when concentrating on turning into Davenant Road from both ends. These signs should be increased in size so as to make them more noticeable. Davenant Road is a very long and very straight road and consequently this encourages excessive speeding. The introduction of additional 'build-outs' should ensure drivers will reduce their speed. Sadly though, it is unlikely to address the road being used as a rat-run and the number vehicles using the road as a short cut.</p>
<p>(108) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Concerns I don't think we have the right to restrict traffic - we live in a city and the traffic won't disappear. We will just force the problem elsewhere. Other traffic calming measures may be better - signage and speed bumps.</p> <p>Davenant Road – Support A better idea than restriction.</p>
<p>(109) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – No opinion I leave it to residents of Blandford Avenue to comment.</p> <p>Davenant Road – Concerns These proposals to reduce the volume and speed of traffic are timely and generally to be welcomed. However, they are unlikely to be sufficient. They would leave long stretches of the road where there were no buildouts and where traffic could continue to drive fast. On other long stretches, the successive buildouts are on the same side of the road, also allowing traffic to speed up.</p>

	<p>Therefore, the proposals should please be revised and extra buildouts planned so that traffic is really forced to slow down by having to zig-zag and to stop for oncoming vehicles. The objective must be to make it extremely inconvenient for vehicles, especially large ones, to cut through Davenant Road. The present proposals do not go far enough.</p>
<p>(110) Member of public, (Oxford OX2, Davenant Road)</p>	<p>Blandford Avenue – No opinion I do not live in Blandford Avenue so have no opinion</p> <p>Davenant Road – Object I object because the drawings on which the proposals are based are out of date compared to the current layout of the road ie: since the drawings were made in 2019, new houses have been built at number 34A and this has changed the parking availability. Due to this, the proposals need to be re-assessed, and re-proposed</p>
<p>(111) Member of public, (Oxford summertown, Davenant Road)</p>	<p>Blandford Avenue – Support Too much traffic cutting through Blandford using it as a short cut to avoid the round about etc for A40</p> <p>Davenant Road – Concerns Generally I think the proposals are excellent as you will slow traffic down in a residential street as well as further protect some trees along the route which is vital. However</p> <ol style="list-style-type: none"> 1. You have mislabelled your plan. Number 4 on the plan is NOT number 4! Number 4 is next to House number 2. I believe your plan refers to flats which are further up the road beyond number 10 etc. This may cause confusion when others comment on the plan! 2. The resident parking permit runs on the proposed plan runs along the side of the road with 2, 4, 6,8 houses. We live at number 4. We would prefer the section between Number 2 and 4 to say no waiting at any time as we find that large lorries park overnight in this space. It then makes it hard to get in and out of our drive early in the morning or at night as this is blocked and the outbuild on the other side of the road (which we support) makes it more difficult too. 3. I assume that there will be clear road markings to stop the blocking of driveways along between houses 2, 4,6 and 8 etc so as to ensure we can access our properties easily. <p>Thank you</p>

(112) Member of public, (OXFORD, Howard)	<p>Blandford Avenue – Support This is not a street that should be carrying through traffic</p> <p>Davenant Road – Concerns If high volumes of traffic persist (perhaps displaced from Blandford) the road narrowings risk producing the same effect as in Rymer's Lane (East Oxford) pre-LTN - creating a kind of "mincing machine" for people cycling. (A modal filter would be cheaper and reduce traffic more, though there might be problems with turning on either side of it.)</p>
(113) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support I live in Davenant Road and would welcome a reduction in traffic using it as a short cut.</p> <p>Davenant Road – Support I live in Savenant Road and would welcome a reduction in traffic using it as a short cut</p>
(114) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support To reduce traffic in local streets.</p> <p>Davenant Road – Support To reduce its use as a rat run.</p>
(115) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support Safety is key as is inhibiting traffic</p> <p>Davenant Road – Support The dangerous speeding of cars especially rat running plus overweight vehicles travelling at up to 50mph and completely ignoring 20mph limit must be addressed</p>

<p>(116) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Support Traffic cutting through to avoid A40 has become a serious problem</p> <p>Davenant Road – Support Significant use of the road as a cut through by cars, trucks and buses, often at excessive speed needs to be discouraged</p>
<p>(117) Member of public, (Oxford, Blandford Av)</p>	<p>Blandford Avenue – Support Helpful to traffic calming</p> <p>Davenant Road – Support Helpful to traffic calming</p>
<p>(118) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Support This road is a dangerous rat run with no policing or traffic calming measures - it is a danger to pedestrians and cyclists.</p> <p>Davenant Road – Support All ratruns must be stopped.</p>
<p>(119) Member of public, (Oxford, Davenant)</p>	<p>Blandford Avenue – Support Traffic in this road is getting worse</p> <p>Davenant Road – Support For years we have been plagued by speeding traffic in this road, being used as a cut through to Woodstock & Banbury road. We also have a huge number of over sized vehicles using the road which shakes these houses and causes the break up of the road and paths making it even more dangerous for pedestrians & cyclists.</p>
<p>(120) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Support</p>

	<p>To reduce cars speeding down this road and using as a cut through</p> <p>Davenant Road – Support Too many speeding cars, vans, coaches using it at a cut through</p>
<p>(121) Member of public, (Oxford, Oatlands Road)</p>	<p>Blandford Avenue – Support As a cyclist I strongly support this restriction on "rat-running" motorists.</p> <p>Davenant Road – Support As a cyclist I strongly support this restriction on rat-running motorists.</p>
<p>(122) Member of public, (Oxford, Blandford Ave)</p>	<p>Blandford Avenue – Support resident on Blandford Ave - extent, speed and size of through traffic is becoming increasingly bad</p> <p>Davenant Road – Support Both roads need calming measures - to do one only will increase the impact on the other</p>
<p>(123) Member of public, (Oxford, Sunderland Av)</p>	<p>Blandford Avenue – Support Rat running traffic along Sunderland Avenue slip road - often doing 50 mph plus</p> <p>Davenant Road – Support Needs to prevent increase in traffic arising from closure of Blandford road access.</p>
<p>(124) Member of public, (OXFORD, Blandford Avenue)</p>	<p>Blandford Avenue – Support I support the traffic restrictions in Blandford Avenue primarily for the safety of the children who live in the road. I have personally observed a couple of near misses with cars driving at high speed not noticing the children cycling on the road. Non resident road users should not have access or limited access to ensure that there is a safe environment</p> <p>Davenant Road – Support I support the restrictions for the safety of children and families</p>

(125) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support There are occasional rat-runners and HGVs. Some drive at high speed. I support the measures but additional signage etc needed to remind drivers.</p> <p>Davenant Road – Support Speed reductions important here.</p>
(126) Member of public, (Oxford, Blandford ave)	<p>Blandford Avenue – Support Vital to limit and slow down traffic for safety reasons.</p> <p>Davenant Road – Support stop a rat run</p>
(127) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Blandford Avenue is currently used as a cut through and angry motorists who have been stuck in traffic, speed down our road, putting children and pets at risk. The councils proposal for filters in the city would probably increase this issue as well where Woodstock and Banbury road become the main arterial roads causing more congestion in this area.</p> <p>Davenant Road – Support Again, Davenant suffers from people using it as a cut through so I support the proposal</p>
(128) Member of public, (Oxford - North Summertown, Davenant Road)	<p>Blandford Avenue – Support Reducing rat-running is important. But that you also need to reduce congestion on the Ring Road. Reviving the "tin hat" project from many years back could be worth consideration.</p> <p>Davenant Road – Support I live in Davenant Road and have experience of periods of excessive traffic, some of at travelling at much more than 20 mph. Reducing congestion on the Ring Road would tend to reduce this rat-running.</p>

(129) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Serious rat-running from East to West along Blandford Avenue, particularly of lorries. This seems to be driven by the new lights on the Woodstock Road roundabout and for lorries tips their satnav to take them down Blandford (to avoid the delay on the roundabout) for destinations on the Woodstock Road.</p> <p>Davenant Road – Support Rat-running needs to be addressed simultaneously on both roads.</p>
(130) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Blandford Avenue is frequently used as a short cut and vehicles are often speeding and of unsuitable size for the road</p> <p>Davenant Road – Support Don't live on Davenant Road, but it is also used as a shortcut and a combined response to the problems here and Blandford Avenue is required</p>
(131) Member of public, (OXFORD, Davenant Road)	<p>Blandford Avenue – Support Proposals will help calm traffic and help stop the avenue being used as a short cut</p> <p>Davenant Road – Support Excellent proposals, there are too many cars using Davenant Road as a short cut, very often at speed. The proposals will help slow down those that use the road, and should also reduce the number of users.</p>
(132) Member of public, (OXFORD, BLANDFORD AVENUE)	<p>Blandford Avenue – Support Traffic enters from Sunderland Av, use it as a cut through, and very often speed down Blandford Ave at sometimes ridiculous speeds - completely ignoring the 20mph limit. Furthermore very heavy trucks use Blandford as a short-cut. If cars are parked on either side, the trucks have limited space and it's very dangerous. As the Wolvercote and Woodstock road roundabout get more and more and more congested, (ie</p>

	<p>with Northern Gate volumes) this will only become worse. There are now many small children live in the road and the volume, speed and size of the traffic is dangerous</p> <p>Davenant Road – Support It is recognised that there is a strong link between the traffic flows and congestion in Davenant and Blandford, so ideally we need a scheme which does not just send the traffic from one street to another, and that Davenant and Blandford should be tackled conjointly , which this proposal does</p>
<p>(133) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Reduce traffic on the road</p> <p>Davenant Road – Support Ease the noise and traffic on the road</p>
<p>(134) Member of public, (Oxford, Blandford Ave)</p>	<p>Blandford Avenue – Support I live on Blandford Ave and observed very high volume of traffic using the road.</p> <p>Davenant Road – Support High volume of traffic using the road.</p>
<p>(135) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Blandford Avenue is a residential street which suffers from commercial traffic such as coaches, very large lorries and vans as well as large numbers of private cars. These vehicles often break the speed limit, endangering cyclists, especially children and their carers travelling to and from Wolvercote School. Cycling and walking should of course be strongly encouraged for a wide variety of reasons, and the council should do everything possible to promote this and make it as safe as possible. Heavy traffic adversely affects air quality and spoils the residential character of the street. Whilst most of my local journeys are by bike, I do use the car for trips to other parts of the city and beyond. I strongly support the access restriction although it means that on occasion I will have to drive slightly further to reach my home.</p> <p>Davenant Road – Support</p>

	New buildouts will assist traffic calming and help to protect street trees
(136) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support I live in this area and know how badly these roads suffer from rat runners including HGVs yet there are no systems in place to control use and typically high speeds</p> <p>Davenant Road – Support Many of the cross roads between Woodstock and Banbury roads have some form of traffic calming measures yet these roads near the top of Woodstock road have been neglected in spite of the volume of traffic using them as rat runs</p>
(137) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support As a resident of Blandford Avenue, I regularly observe vehicles exceeding the 20 mph speed limit when travelling from the A40 towards Woodstock Rd. The proposed measures would prevent this, and also protect the many children passing through the area on the way to school.</p> <p>Davenant Road – Support These measures would help enforce the existing speed limit.</p>
(138) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Supporting the need for traffic calming measures in an area hit very badly by increasing numbers of speeding rat runners including HGVs that endanger people including young children going local schools</p> <p>Davenant Road – Support There is increasing pressure on these highly vulnerable roads yet they have so far been given no protection against rat runners in spite of the relatively high speeds seen in this area</p>
(139) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support The proposed traffic restriction will help ensure speed and weight restrictions are adhered to on a residential road. Currently, there are many times of day (ranging from very early morning to late at night) when these roads are used by ring road traffic to rat run down. This traffic includes car commuters, taxis and more</p>

	<p>worryingly, large and small heavy goods vehicles and even coaches. This traffic is often going faster than 20mph, resulting in noise, heavy vibrations and even damage to trees. Blandford Avenue is a road regularly used by children and families as part of a walking or cycling school route. Rat runner traffic is sent down here by traffic apps to save time by avoiding the traffic lights at wolvercote roundabout turning onto the Woodstock road.</p> <p>Davenant Road – Support I support this measure as these roads are affected by the same issue and so need to be dealt with together. The problem would just be pushed onto them if otherwise.</p>
<p>(140) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Resident on Blandford Avenue and want to minimise through traffic</p> <p>Davenant Road – Support Generally in favour of reducing rat runs between Banbury and Woodstock roads</p>
<p>(141) Member of public, (Oxford, Blandford Ave)</p>	<p>Blandford Avenue – Support I am resident in Blandford Ave. With the proposed restrictions planned all around the city, the flow of traffic along the ring road is certain to lead to gridlock. If Blandford Ave does not become restricted access, then the traffic will 100% push through our Avenue and increase the risk of serious injury or death to the large number of elderly and young people living on this Ave, my 4 children included. Secondly the pollutant resulting from the traffic will exacerbate our asthma and general health issues. Thirdly, the current use of the Avenue as a fast short cut for inconsiderate drivers is a nuisance with noise and danger to children. Lorries continue to use it at unsociable hours late at night and very early in the morning. I am certain that restrictions will be beneficial to all the residents of the Avenue with regards to this point. My only reservation is that Residents will not be able to access from the A40 which, when the other city proposed restrictions come into force, means we will have no means to exit the gridlock into our Avenue without sitting in the traffic along with those heading for the A34...</p> <p>Davenant Road – Support To minimise the impact on residents of Davenant Road of drivers using it as a cut through between Banbury and Woodstock Road, which will become much more prevalent once future restrictions on car movement in the city are enforced.</p>

(142) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Rat running by heavy lorries into Blandford Avenue following the reconfiguration of the two Sunderland Avenue roundabouts is very dangerous to property and people, they routinely speed, damage the round surface and houses when they brake, and must not continue. · Based on data from traffic surveys, polls of residents' preferences and discussions with the County Council over several years, consensus has emerged for a solution to limit nuisance traffic. It is based on a combination of measures to prohibit access (by westbound traffic to Blandford/Sunderland Ave) or to discourage access (by traffic in both directions in Davenant Rd), using chicanes.</p> <p>Davenant Road – Support To ensure speed is observed, and rat running discouraged.</p>
(143) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Essential to stop dangerous rat running by heavy lorries which are unacceptable and unnecessary. Long overdue.</p> <p>Davenant Road – Support To complement the Blandford Avenue changes.</p>
(144) Member of public, (Oxford, Davenant Road)	<p>Blandford Avenue – Support The traffic has been increasingly using these streets as a rat run and I am concerned it will get worse as the local developments increase.</p> <p>Davenant Road – Support It is essential to slow the traffic which increasingly uses the road as a rat run and does not obey the speed limits</p>
(145) Member of public, (Oxford, blandford avenue)	<p>Blandford Avenue – Support reduce traffic / people bypassing</p>

	<p>Davenant Road – Support slow down the traffic</p>
<p>(146) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support To reduce traffic flows through Blandford Avenue</p> <p>Davenant Road – Support To slow down traffic and discourage it</p>
<p>(147) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Reduce flow of southwest bound traffic through Blandford Avenue,</p> <p>Davenant Road – Support Reduce flow of traffic</p>
<p>(148) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support The use of the road by people cutting through is too high, and I believe likely to increase</p> <p>Davenant Road – Support The speed on the road is too high</p>
<p>(149) Member of public, (Oxford, Sunderland avenue)</p>	<p>Blandford Avenue – Support I live in the area and see cars driving very fast to beat the A40 traffic They do not obey the 20mm h speed limit and it's dangerous for pedestrians and children walking to school in particular</p> <p>Davenant Road – Support I would like motorists to stop using these roads to avoid m40 traffic</p>

<p>(150) Member of public, (OXFORD, Blandford Avenue)</p>	<p>Blandford Avenue – Support I support the access restriction as this is causing lot of noise, air pollution effecting the healths of the families living in this areas.</p> <p>Davenant Road – Support I support the traffic calming and prking amendments as the traffic is causing the noise and air pollution which is creating health issues to all living in this areas.</p>
<p>(151) Member of public, (Summertown, Davenant Road)</p>	<p>Blandford Avenue – Support A local resident who supports traffic calming measures on residential streets</p> <p>Davenant Road – Support I am a local resident who supports traffic calming measures on residential streets. Davenant road in particular has become over-run with through traffic which do not obey the speed limit on this residential road and where the excess of traffic is unsustainable for a residential street. This traffic should be kept/localized onto the normal through roads of Woodstock and Banbury road and also onto the ring road. With the closure of of the Left Hand turn from the A40 onto Blandford road there is the concern that even more traffic will be funnelled down Davenant Road so this should be monitored.</p>
<p>(152) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support The very heavy vehicles - many from the construction industry - that use Blandford Avenue as a rat Run go so fast and are so heavy that i have always worried that a child crossing the road or playing in the are may be killed by one of them.</p> <p>Davenant Road – Support They have the same problems we do in Blandford Avenue</p>
<p>(153) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support As a family living here for many years now, we have seen a change in the road usage in more recent years. There has been a significant rise in traffic using this road to cut off the A40 and the Wolvercote roundabout to</p>

	<p>access the Woodstock Road (and other roads beyond). It would appear to be time dependent and direction biased. It seems:</p> <ol style="list-style-type: none"> 1. Nearly all vehicles use a Google Maps based navigation system to favours using Blandford Ave to access the Woodstock Road rather than the Wolvercote roundabout route - note the more people that use this route, the more the system recommends it, so it is an increasing trend. 2. There are noticeable number of HGVs that use the road, and nearly always entering from the A40 to access the Woodstock Road. They will nearly always exceed 30mph. 3. During the mornings there are a significant number of private cars again using the road as in point 2 above. 4. It would be a fair statement to say that vehicles using the road as a cut-through are saving time, and will almost never stay near the speed limit, in fact normally exceeding 30mph and even 40mph. <p>Having dogs and children, the road no longer feels safe for pedestrians, and we have concerns when using the road, it really is primarily due to the traffic using the road as a short-cut. As they do not live on the road they are not thinking about residents or pedestrians while they use it, but are focused on saving time. We strongly support the closure of the entrance access on the A40 end of the road, as this will restrict the majority of the vehicles using the road to reduce their journey time by a very small amount.</p> <p>Davenant Road – Support We walk down this road daily when we walk our dogs, and it is easy to see people using this road as a quick cut-through from the Banbury Road to the Woodstock Road, and vice-versa, and many do seem to be completely ignoring the speed limit or taking account of the narrow nature of the road with parked cars.</p>
<p>(154) Member of public, (North Oxford, Sunderland Ave on the south side)</p>	<p>Blandford Avenue – Support I live on the south side of Sunderland Ave. and do not like the slip road being a rat run of cars trying to "beat" the traffic in front of them and driving too fast along the slip road.</p> <p>Davenant Road – Support It is not helpful to have Davenant as a rat run.</p>
<p>(155) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Because of the large number of vehicles using Blandford Avenue as a "rat run" to avoid traffic queues on the A40 Sunderland Avenue westbound. Not only HGVs, but also private cars travelling along what should be a quiet residential street at over 30mph.</p>

	<p>Davenant Road – Support Because if the Blandford / Sunderland proposals are accepted, and the Davenant proposals are not, then Davenant will also become a rat run.</p>
<p>(156) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Blandford Avenue used as a rat run, cars turn in and drive at speed along residential street. Not safe for children and elderly residents especially during busy times. Coaches and lorries also use Blandford Avenue as a rat run and occasionally as a coach park</p> <p>Davenant Road – Support If the traffic calming measures were applied to Blandford Avenue but not Davenant Road it would tend to divert more rat run traffic onto Davenant Road</p>
<p>(157) Member of public, (North Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support I find the traffic inappropriate for a residential road</p> <p>Davenant Road – Support Traffic too fast and heavy</p>
<p>(158) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support I live at 5 Blandford Avenue - every morning from 6am or earlier we are woken up by at least one huge noisy lorry (often the same ones) using our road as a short cut; during the day lorries continue to use Blandford Avenue as a short cut as well as other traffic - usually exceeding the speed limit of 20 mph. There was a period before lockdown when the road was closed at the top for some road works - it made such a difference - children could even play on the road.</p> <p>Davenant Road – Support I do not live on Davenant Road, but I imagine they have similar problems to us in that people use it as a short cut between Banbury and Woodstock Road.</p>

<p>(159) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support Blandford Avenue has become a frequently-used through-route for HGVs, commercial vans, and cars, mainly in the east-west direction as a cut-through between the Banbury Road roundabout and Woodstock Road. It is a residential road with a large number of families and children of all ages and is entirely unsuited to that sort of traffic, which constitutes a considerable nuisance in terms of noise, exhaust pollution, and unsightliness, and also poses dangers to residents, because many of the vehicles are extremely large and very often exceed the speed limit. There has been a noticeable deterioration in the road surface, and this creates both nuisance and dangers, as residents find themselves forced to negotiate the hazards.</p> <p>Davenant Road – Support Davenant Road suffers to some extent as a rat-run between Woodstock and Banbury Roads, and the problem is likely to get worse as levels of traffic and development of residential and commercial property in the area increases. This is a residential road and unsuitable for through traffic. It needs some sort of traffic calming and protection from speeding drivers .</p>
<p>(160) Member of public, (Oxford, Blandford avenue)</p>	<p>Blandford Avenue – Support I have lived on Blandford Avenue for over 20 years and am increasingly concerned by the increased use of the road as a way to bypass traffic. The speed with which drivers approach Blandford Avenue from Sunderland Avenue is often dangerous. (My own dog was knocked down by one driver). The demographic of the Avenue has changed and has many more families and young children. My primary concern is safety.</p> <p>Davenant Road – Support Reduction of unacceptable speed.</p>
<p>(161) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support There are currently too many 'rat run' cars/vans/lorries that speed dangerously along Blandford Avenue in order to try and 'cut out' traffic. We live on Blandford Avenue and I am worried about the dangers that these speeding cars/vans/lorries pose to the safety of my two young children.</p> <p>Davenant Road – Support There are currently too many 'rat run' cars/vans/lorries that speed dangerously along Davenant Avenue in order to try and 'cut out' traffic.</p>

<p>(162) Member of public, (Oxford, Richards Lane)</p>	<p>Blandford Avenue – Support I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Davenant Road – Support I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>
<p>(163) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support To stop the high level of heavy lorries using it as a shortcut.</p> <p>Davenant Road – Support To slow cars down</p>
<p>(164) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support I strongly support this access restriction. Blandford Avenue has become increasingly dangerous because vans/cars/lorries try and 'rat run' away from traffic and speed dangerously down the road. I have 2 young children and am very concerned about number of wreckless/speeding drivers that drive dangerously on Blandford Avenue.</p> <p>Davenant Road – Support I support this proposal ONLY IF the access restriction on Blandford is approved. It will reduce the number of reckless 'rat run' drivers that speed along these two streets.</p>
<p>(165) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support I am a resident of Blandford Avenue and am suffering from excessive traffic using our road at speed to avoid the Woodstock Road roundabout.</p> <p>Davenant Road – Support This road is suffering from excessive traffic cutting through and very often travelling at high speed.</p>

<p>(166) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support It will prevent the road being used as a rat run and speed limit breaches. At the moment cars drive way over the 20mph limit.</p> <p>Davenant Road – Support Prevent road being used as rat run. If blandford avenue limits access then Davenant will be used instead. Both roads should have calming measures</p>
<p>(167) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Support To stop Blandford Avenue being used as a rat run for traffice using the ring road.</p> <p>Davenant Road – Support To stop Davenant Road being used as a rat run for traffic using the ring road. And to stop all traffic, especially heavy vehicles, driving dangerously fast.</p>
<p>(168) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Blandford Avenue – Support The proposal creates a safer streets in Blandford Avenue and Sunderland Avenue, both of which can become cut-throughs, Blandford Ave at an time and Sunderland Ave when the A40 North Way is congested. Sunderland Avenue is an important part of an East-West cycle route (OXC in the Oxford LCWIP). It is used by local residents and children going to/from the local schools. The plans should be developed slightly to allow continuous cycling between Sunderland Avenue and the cycle path on North Way to the east. Creating safer, quieter streets will support the Council's LTCP policy of prioritising walking and cycling, and increasing the share of these modes relative to private cars.</p> <p>Davenant Road – Support The traffic calming looks proportionate, increasing the number of build-outs to make the 20mph speed limit a 'speed by design' rather than 'by sign only'. Davenant Road is at less risk of becoming a cut-through, but there is a potential risk as it links Banbury Road with Woodstock Road. Occasional monitoring would be useful to assess if this is a problem. We support the minor adjustments to the parking controls, which seem essentially those necessary to accommodate the build-outs.</p>

<p>(169) Member of public, (Oxford, Argyle Street)</p>	<p>Blandford Avenue – Support Cycling and walking are safer and easier with the LTNs. It is great to have reduced numbers of cars on the road. As a parent of a young child it has made me feel much safer.</p> <p>Davenant Road – Support Cycling and walking are safer and easier with the LTNs. It is great to have reduced numbers of cars on the road. As a parent of a young child it has made me feel much safer.</p>
<p>(170) Member of public, (Wolvercote, Godstow Road)</p>	<p>Blandford Avenue – Support To prevent the road being used as rat run when the A40 gets busy</p> <p>Davenant Road – Support This road is often used as a cut through (I say this as someone who often uses it by bike). This should be discouraged, and if people still do it, traffic needs calming as it is a residential street</p>
<p>(171) Member of public, (Oxford, Marston Road)</p>	<p>Blandford Avenue – Support I support the proposal as I feel reducing traffic on Blandford Avenue would make it a safer place to live.</p> <p>Davenant Road – Support The houses along Blandford Avenue have plenty of space for multiple vehicle off road parking.</p>
<p>(172) Member of public, (Oxford, Donnington Bridge Road)</p>	<p>Blandford Avenue – Support his will improve to environment for the residents and reduce pollution.</p> <p>Davenant Road – Support this will improve the environment for the residents and reduce pollotion.</p>
<p>(173) Member of public, (Oxford, Davenant Road)</p>	<p>Blandford Avenue – Support Safety. Cars drive too fast along Blandford Avenue and Davenant road</p>

	<p>Davenant Road – Support Traffic drives much too fast. Traffic calming is needed. The road is dangerous because of speed. Calming needed to protect lives</p>
<p>(174) Member of public, (Oxford, Hernes Road)</p>	<p>Blandford Avenue – Support More bikes fewer cars</p> <p>Davenant Road – Support Less pollution, better health outcomes</p>
<p>(175) Member of public, (Oxford, Norreys Avenue)</p>	<p>Blandford Avenue – Support I used to live in Summertown (now New Hinksey) and had noticed the use of Blandford Avenue as a cut through. This seems a good solution.</p> <p>Davenant Road – Support As before</p>
<p>(176) Member of public, (Headington, North Way)</p>	<p>Blandford Avenue – Support I support any restrictions which make driving harder. It has been too easy to just jump in the car and drive 1 mile to pop to the shops/get a takeaway/etc. We all know the shortcuts and how to cut through different residential areas to shorten the journey or avoid traffic. Too many people are using their car for short journeys which could be done by walking/cycling/bus. I support this for the future of my children.</p> <p>Davenant Road – Support I support any restrictions which make driving harder. It has been too easy to just jump in the car and drive 1 mile to pop to the shops/get a takeaway/etc. We all know the shortcuts and how to cut through different residential areas to shorten the journey or avoid traffic. Too many people are using their car for short journeys which could be done by walking/cycling/bus. I support this for the future of my children.</p>

<p>(177) Member of public, (Oxford, Southfield Park)</p>	<p>Blandford Avenue – Support This is a modest and sensible measure in line with the County Council's general policy of preventing motorists from using residential streets as rat runs.</p> <p>Davenant Road – Support As above</p>
<p>(178) Member of public, (oxford, monmouth road)</p>	<p>Blandford Avenue – Support This looks like it'll remove a rat run for motor vehicles.</p> <p>Davenant Road – Support Reducing traffic speeds is generally good.</p>
<p>(179) Member of public, (Oxford, James St)</p>	<p>Blandford Avenue – Support To keep the road safer, quieter and less polluted for the residents</p> <p>Davenant Road – Support To keep the speed of the traffic down so that the road is safer for the residents</p>
<p>(180) Member of public, (Oxford, City Council)</p>	<p>Blandford Avenue – Support Current arrangements are dangerous, especially vehicles accessing Blandford Avenue and using Sunderland Avenue as a cut through</p> <p>Davenant Road – No opinion nobe</p>
<p>(181) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support I live on the south side of Sunderland Avenue and wish to stop the road being used as a rat run by non-residents.</p>

	<p>Davenant Road – No opinion I do not use this road.</p>
<p>(182) Member of public, (Wolvercote, Home Close)</p>	<p>Blandford Avenue – Support I support because Sunderland Avenue service road is used by vehicles avoiding the queue on Sunderland Avenue. They are often driven dangerously & aggressively, and my bike has been forced off the road by oncoming vehicles.</p> <p>Davenant Road – No opinion no opinion</p>
<p>(183) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support I live on Sunderland Avenue and find it fast passing cars concerning and dangerous. There are lots of cyclist (including children) on the service road and it is the only place to walk along the motorway. Houses are heavily hedged along the road, because of noise and pollution from the motorway. Each time I try to get out of my parking space behind a high hedge of the neighbour I feel at risk. Thank you for considering the application. I am strongly in support of it.</p> <p>Davenant Road – No opinion I understand this is part of our application, but I don</p>
<p>(184) Member of public, (Oxford, Blandford Avenue)</p>	<p>Blandford Avenue – Support There are vehicles, especially trucks, driving over the limit (Weight and speed) at all times of night.</p> <p>Davenant Road – No opinion Its for the residents to decide, I have no issues.</p>
<p>(185) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support I have lived on Sunderland Avenue for 26 years and in that time have witnessed much dangerous driving along what is a neighbourhood access road, mostly it is cars trying to outrun the traffic on the big centre road and in the process endangering children, cyclists, and neighbourhood drivers. I know an elderly man who</p>

	<p>was knocked off his bike. I myself have been forced off the road more than once when on a bike in front of an impatient motorist.</p> <p>Davenant Road – No opinion none, rarely go onto Davenant</p>
(186) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support To prevent very large vehicles from using Blandford Avenue (which is a residential street) as a rat-run</p> <p>Davenant Road – No opinion I cannot comment on the situation in Davenant Road</p>
(187) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support I live on Blandford Avenue and witness HGVs and coaches on a daily basis using the road as a rat run, often at speed. The road isn't suitable for this traffic.</p> <p>Davenant Road – No opinion I don't use Davenant avenue so I have no opinion.</p>
(188) Member of public, (Oxford, BLANDFORD AVENUE)	<p>Blandford Avenue – Support This is a screen with many families and small children, yet we often have cars speeding down the road to avoid the congestion on the Sunderland avenue. These cars often move very fast (30 mph or over) and this is unsafe for families.</p> <p>Davenant Road – No opinion I do not have a strong opinion on this, as I do not live on Davenant road and am not much affected by the traffic going through it.</p>
(189) Member of public, (Oxford, Blandford Avenue)	<p>Blandford Avenue – Support Too many cars and vans at times and speed limits are not observed.</p>

	<p>Davenant Road – No opinion I do not frequently pass through davenant Road</p>
<p>(190) Member of public, (Oxford, Hill Top Road)</p>	<p>Blandford Avenue – Support I use the A40 and am annoyed and frustrated by the misuse of adjoining service roads by queue jumping vehicles.</p> <p>Davenant Road – No opinion I do not use Davenant Road so have no opinion.</p>
<p>(191) As part of a group/organisation, (Oxford, Sunderland Avenue)</p>	<p>Blandford Avenue – Support As a resident of Sunderland Avenue, the proposed measures should help to limit access to our service road being used as a short cut by through traffic from A40</p> <p>Davenant Road – No opinion no comment</p>
<p>(e1) Member of public, (Oxford, Davenant Road)</p>	<p>Support – as long-term residents here that we are wholly supportive of the measures.</p> <p>We have had a number of near misses with our children and fast cars using Davenant Road as a cut through to avoid the A40. Speeding is frequent and has made the road unsafe. We wholly support traffic calming measures as detailed in the proposal.</p>
<p>(e3) Member of public, (Oxford, Davenant Road)</p>	<p>Support – I know people tend to write when they have objections so for balance my husband and I wanted to express our support for the proposed traffic calming measures. We live near the middle of Davenant Road and having raised three children from babies to teenagers here I can confirm that people get to a significant speed, likely 40mph + past our front door. This makes the toddler on a scooter or skipping child on the pavement a nervous walk to school.</p> <p>Thank you for overseeing these changes, keeping our children safer and making our neighbourhoods quieter and less polluted.</p>

(e4) Member of public, (Oxford, Blandford Avenue)	<p>Support – I have witnessed the increased traffic and dangerous driving on all 3 roads. I support any measures that could improve the situation in each road. Though I feel that less costly solutions should be possible.</p> <p>In Blandford Avenue I see the problem as mainly due to drivers totally ignoring the speed limit and often reaching as high a speed as they can to cut through. Much larger and clearer 20 mph signs might help as would sign that tells you current speed. How much these signs are obeyed I wouldn't know but I suspect that as with most rules people are increasingly inclined to break them when it suits them and when they don't expect to be caught.</p> <p>More effective enforcement is probably the only real answer . With the technology that is now available to enforce charging zones etc., It should be possible to have permanent speed traps , residents only streets, etc which could be self financing. I hope that politicians will not be afraid to bring such measures in when it is possible.</p>
(e5) Member of public, (Email response)	<p>Support – Most of my journeys are by bicycle but if I am driving I am more likely to enter Blandford Avenue from Sunderland Avenue than Woodstock Rd. None the less I support the proposed restrictions to enter this way as it is frequently used as a cut-through by lorries, vans, coaches and no doubt cars.</p>
(e6) Member of public, (Oxford, Davenant Road)	<p>Support – I thoroughly approve of the proposed traffic calming measures. Rat running along the road is a serious problem that endangers cyclists (like myself) and degrades the environment. My only comment is that a simple alternative would be to block one end of the road or the other.</p> <p>Interestingly, I would contrast these proposals with the ridiculous "traffic filter" proposals to block six main highways in Oxford. The latter scheme will simply make journeys much longer and more polluting, and will do nothing to help neighbourhoods</p> <p>.</p>