



## ***Delegated Decisions by Cabinet Member for Highway Management***

***Thursday, 28 April 2022 at 10.00 am***

***Council Chamber - County Hall, New Road, Oxford OX1 1ND***

If you wish to view proceedings online, please click on this [Live Stream Link](#).

In line with current Government advice, those attending the meeting are asked to consider wearing a face-covering.

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday, 6 May 2022 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

A handwritten signature in black ink that reads "Stephen Chandler".

Stephen Chandler  
Interim Chief Executive

April 2022

**Committee Officer: Cameron MacLean**  
**Tel: 07526 985 978; E-Mail:**  
**cameron.maclean@oxfordshire.gov.uk**

*Note: Date of next meeting: 26 May 2022*

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

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

For hybrid meetings:

*Members of the public who wish to speak at this meeting can attend the meeting in person or "virtually" through an online connection. In line with current Government advice, those attending the meeting in person are asked to consider wearing a face-covering.*

*Normally requests to speak at this public meeting are required by 9.00 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate "hybrid" meetings we are asking that requests to speak are submitted by no later than 9.00 am four working days before the meeting i.e., 9.00 am on Friday, 22 April 2022. Requests to speak should be sent to: [cameron.macleam@oxfordshire.gov.uk](mailto:cameron.macleam@oxfordshire.gov.uk)*

*If you are speaking "virtually", you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be considered. A written copy of your statement can be provided no later than 9.00 am two working days before the meeting. Written submissions should be no longer than 1 A4 sheet.*

### 4. Warneford Lane: proposed waiting restrictions (Pages 1 - 26)

**Report by Corporate Director, Environment and Place**

**Executive Summary**

At the Cabinet Member for Highway Management Decisions meeting on 27, January 2022 approval was given for the introduction of no waiting at any time restrictions on the full length of both sides of Warneford Lane in conjunction with enhanced provision for pedal cyclists as part of the wider Quickways programme.

However, it was subsequently noted that the consultation documents were incomplete in respect of these specific proposals, requiring a further consultation on the proposals as shown in Annex 1.

#### **Recommendation**

The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed waiting restrictions at Warneford Lane.

### **5. Eynsham: proposed introduction of 20mph, 30mph & 40mph speed limits (Pages 27 - 56)**

#### **Report by Corporate Director, Environment and Place**

This report presents responses received to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits at Eynsham.

#### **Recommendation**

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph, 30mph and 40mph speed limits as advertised.

### **6. Banbury: introduction of a 20mph speed limit on the A422 Stratford Road at Banbury (Pages 57 - 64)**

#### **Report by Corporate Director, Environment and Place**

This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit on the A422 Stratford Road at Banbury as shown in Annex 1.

#### **Recommendation**

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limit as advertised.

### **7. Ambrosden: A41 & Ploughley Road Junction - Turning Prohibitions at Junction and P Bus Stop Clearway (Pages 65 - 72)**

#### **Report by Corporate Director, Environment and Place**

#### **Executive summary**

This report presents responses received to a statutory consultation on a proposal to introduce turning restrictions at the A41 junction with Ploughley Road in conjunction with the signalisation of the junction, and also a bus stop clearway as shown in Annex 2, as a result of the development of adjacent land. It should be noted that that additionally a proposal to introduce a 40mph speed as shown in Annex 1 which is complementary to these proposals was approved at the Cabinet Member for Highway Management decisions meeting on 24 March as part of a package of speed limit changes in the Bicester area.

#### **Recommendation**

The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed 40mph speed limit on the Ploughley Road and the prohibitions of turning movements at the A41 junction with Ploughley Road.

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Divisions affected: *Churchill and Lye Valley; St Clements and Cowley Marsh*

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 28 APRIL 2022**

### **OXFORD: WARNEFORD LANE – PROPOSED WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed waiting restrictions at Warneford Lane.

#### **Executive summary**

2. At the Cabinet Member for Highway Management decisions meeting on 27 January 2022 approval was given for the introduction of no waiting at any time restrictions on the full length of both sides of Warneford Lane in conjunction with enhanced provision for pedal cyclists as part of the wider Quickways programme. However, it was subsequently noted that the consultation documents were incomplete in respect of these specific proposals, requiring a further consultation on the proposals as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation on the proposals and their implementation if approved has been provided from the Active Travel Tranche 2 programme.

#### **Equality and Inclusion Implications**

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

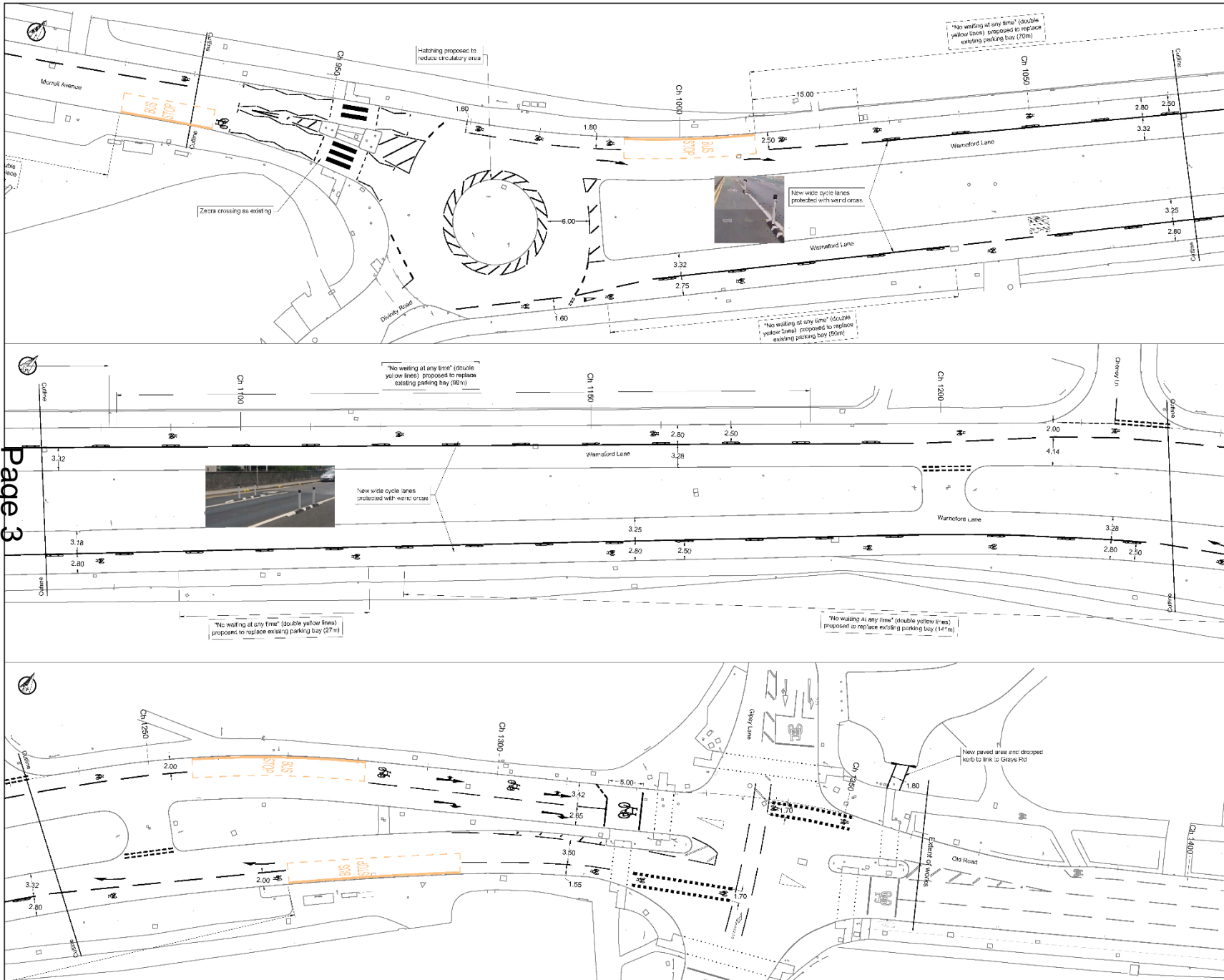
#### **Sustainability Implications**

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

#### **Consultation**

6. The Formal consultation was carried out between 10 February and 11 March 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, Oxford City Council,

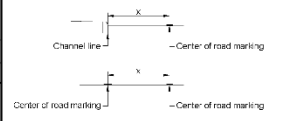




- Notes
- For clarity, the existing and proposed no-waiting restrictions (double yellow lines) have not been shown on this drawing.
  - All dimensions are taken to the center of the road marking, see setting out method below.
  - Do not scale from this drawing.
  - Show verify all dimensions prior to construction.
  - Report all discrepancies to the Drawing Originator immediately.
  - This drawing is to be read in conjunction with all relevant documents and drawings.

Key  
 Proposed road markings

SETTING OUT METHOD



PO1	29.07.21	Warnford Lane Road PM	MD	EA	EA
PO2	11.06.21	Final Issue	VA	US	EA
Rev	Ent	04/07/20	Rev	Chris	Asst



A part of **McGraw Hill** Services  
 Woodlands Drive, Bicester Road, Bicester, Oxfordshire, OX25 2SF  
 Drawing Title: Preliminary Design  
 Project Name: Emergency Active Travel Tranche 2 - Oxford Quickways

The **Morrell Avenue** General Arrangement Layout Sheet 3 of 3

Drawing No.	Scale	Drawn by	Checked by	Authorised by
A1	1:250	VA	MCBC	EA
		Drawn Date: 04/07/21	Checked Date: 10/08/21	Approved Date: 10/08/21

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Page 3

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I do not object but do raise concerns the impact this scheme might have on displacement parking in the local neighbourhood.</p> <p>It's evident that at least 40+ private motor vehicles use the parking bays on both sides of this road which I assume belong to commuters.</p> <p>Removing these valuable bays may lead to a serious displacement in the area, and also increase traffic speed by creating 2 lanes of traffic. The latter could be detrimental to the vulnerable user.</p>
(2) Oxford University, (Planning & Estates)	<p><b>Support</b> – The University supports the removal of the unrestricted on-street parking on Warneford Lane as the cycle lanes in this location are very narrow, placing our staff and students at risk of being hit by car doors. The University looks forward to the delivery of traffic-segregated routes on these corridors in the future but accepts that on-road cycle lanes are an acceptable interim measure.</p> <p>I also attach our response to the original Quickways consultation dated 19 Oct, in which the University articulates strong support the Quickways as a whole.</p>
(3) As an individual, (Headington, Downside Road)	<p><b>Object</b> - There are more dangerous areas in Oxford for parked cars than this place, that are ignored. A clear campaign using social media from persons who are riding larger than normal bikes (Bakfiets) and E-Bikes, has swayed Oxfordshire County Council into this action, when existing infrastructure is not being maintained to standard. e.g., Headington Hill, overgrowth into Cycleway. Sandhills to Wheatley Cycle path. Don't allow the expansion of Old Road, Brookes site if parking is not needed. Where will these vehicles end up if not here? Unreliable bus service is not the answer.</p>
(4) As an individual, (Headington, Kennett Road)	<p><b>Object</b> - Some of the Parking on Warneford Lane could be removed as it is currently unrestricted and often used by Brookes Uni students for long term parking. Removing all parking would be detrimental to those wanting convenient</p>



	<p>access for the top gate of South Park and who need to bring small children, and items like picnics, large sports equipment etc.</p> <p>On the southern side of Warneford Lane people visiting or working at the Warneford Hospital use those spaces and they should be retained to help those doing vital healthcare work.</p> <p>In Morrell Avenue removing on-street parking will just mean that more gardens are paved over resulting in degradation of habitat/green space and adversely affecting the overall street appearance.</p> <p>I cycle up and down this route (Warneford Lane and Morrell Avenue) every day (and have for years) and have never experienced issues with car doors being opened in my path or motorists honking to get past me. Indeed, the 20mph limit roadway feels safer for me as a cyclist because of the parked cars which help slow car and bus traffic down.</p> <p>A road nearby to where I live (Windmill Road, Headington) was largely stripped of on-street parking and is now more hazardous for cyclists because of increased vehicle speeds as cars and buses do not encounter the chicanes that parking created.</p> <p>We only have a limited amount of space on our roads in Oxford and this space should not be allocated to one group above another - it should be shared between all road users and vehicle types.</p> <p>If you want people to use public transport over cars then I would suggest a good place to start would be more frequent buses that, don't just go into the centre of Oxford and that are priced low. It is too expensive to use buses in Oxford - way above London bus prices.</p>
(5) As an individual, (Headington, Lime Walk)	<p><b>Object</b> - Why</p>
(6) As an individual, (Headington, Lime Walk)	<p><b>Object</b> - These are very useful parking spaces for families using South Parks or visiting the Warneford or going into town. As a cyclist myself the road is perfectly fine for cycling along. It doesn't need an extra lane.</p>
(7) As an individual, (Headington, Old Road)	<p><b>Object</b> - I frequently use Warneford Lane as a cyclist and pedestrian, and less frequently as a car driver, and have done so for over 30 years, passing through for reasons of leisure and work. I have never had an accident there and never felt there to be any danger or meaningful holdup. Other roads have proved to be much more dangerous, including Old Rd from Churchill Drive to the junction with Gipsy Lane.</p> <p>Banning parking may well not have the desired effect. Where will the 80 displaced cars go? Among them will be Warneford and Brookes staff. It is a non-tarter to suggest that these are all student cars; the area remains quite densely parked even out of semester time. People can be very ingenious if feeling their rights have been eroded, and they will park on verges and across drive gates.</p>

	<p>The vast sum needed to re-fashion Warneford Lane would be better spent on 'safety' measures that would have a real benefit on people's safety e.g. repainting worn out white lines, or finally making Old Rd safer from Churchill Drive to Gipsy Lane; I am aware of 4 accidents along that stretch in 4 months, one of them a fatality. I myself had an accident and was concussed on that same stretch- Reason? a car executing an unorthodox manoeuvre. Please improve dangerous stretches of road. The Warneford Rd 'improvement' is perceived by many to be no more than a vanity project, and a claim that the Council is at the forefront of Europe in creating dedicated cycle routes.</p>
<p>(8) As an individual, (Headington, St Annes Road)</p>	<p><b>Object</b> - Firstly this proposal only makes sense if viewed with other LTNs etc. E.g., notes say some parking would be available on side roads but Divinity Rd is a proposed LTN so only residents would be able to park. Having a clearway only makes sense for cyclists if you also ban all parking in Morrell Av. I agree with the City Council that all clearways, LTNs etc should be assessed as a whole. I am unclear about what is happening in the surrounding roads. Clearways and LTNs should only be approved when taken as a whole with all Oxford proposals.</p> <p>Secondly, I take an elderly neighbour and my elderly dog to that park by car. Neither would be able to walk to the park.</p> <p>Thirdly what happens when there are events in the park? These are not only large events such as fireworks and food exhibition but also keep fit classes etc. Favouring cycling (up a steep hill) favours what will always be a minority of mostly young fit cyclists over elderly or disabled. South Parks is a well-known tourist attraction that will then be closed to many Oxford residents. Buses are being cancelled so the only access is for the fit and time rich residents living nearby.</p> <p>Lastly how does this affect parking for staff, visitors and patients at the Warneford hospital. Have they been consulted?</p>
<p>(9) As an individual, (Headington, Warneford Lane)</p>	<p><b>Object</b> - It is possible to create a bicycle lane without removing all the parking on both sides of the road. I am pro bike and recognise there is competition for space. Repairing the tarmac and creating a safe, pothole free bike lane would go a long way to improving safety.</p>
<p>(10) As an individual, (Headington, Windmill Road)</p>	<p><b>Object</b> - Following removal of parking on Windmill Road and very little cyclists using the dedicated track I feel this is very restrictive. The playground in South Parks is well used by grandparents and children who need transport. This</p>

	will be problematic. Money should be spent wisely. Oxford City Centre is a disgrace. Oxford is no longer an inclusive city, nor does it promote communities. The Council is hell bent on division often decisions made by councillors who don't live within the ring road
(11) As an individual, (Marston, Ouseley Close)	<b>Object</b> - It is a road that is well used by South Park and Warneford Lane hospital visitors. The proposal does not make sense because there is an alternative route (Cheney Lane) that is much better for cycling just a few yards away, that will not disrupt vehicular access to either the park or hospital. Unlike Warneford Lane, Cheney Lane is quiet, dead end (but not to bikes) and bus free. The planned removal of car parking in Warneford Lane is therefore irrational bordering on spiteful behaviour by the council. I would suggest your impact assessment specifically evaluates its impact on disability park access, and mental health impact on access to the Warneford Hospital.
(12) As an individual, (Oxford, Ambleside Drive)	<b>Object</b> - My husband and I often walk our dog in South Park on a weekend. We are elderly and disabled but don't have a blue badge. Double yellow lines put here would effectively ban us from using South Park for recreation and exercise. Please consider alternatives - e.g., a Monday to Friday ban. This would allow traffic at weekends and when the park is used for events.
(13) As an individual, (Oxford, Brook Street)	<b>Object</b> - Patients and visitors to the Warneford need parking. Also, staff which don't qualify for a staff permit.
(14) As an individual, (Oxford, Calcot Close)	<b>Object</b> - These spaces are needed for people who are visiting the hospital, schools and university, as well as residents. The loss of so many spaces is really not acceptable.
(15) As an individual, (Oxford, Chestnut Avenue)	<b>Object</b> - I feel this would remove vital parking from the area & make the already congested residential streets around even more congested for the residents. I also feel that a lot of people use the 2-hour parking in order to access & use South Park but will be unable to do so-this would then deprive particularly the less mobile people i.e., elderly from accessing the park to walk dogs etc. I also do not feel there would be sufficient cycle traffic to warrant such restrictions & would be more supportive of timed restrictions i.e. during the rush hour & in the most used direction (probably into town in the mornings & out in the evenings).

<p>(16) As an individual, (Oxford, Hill Top Road)</p>	<p><b>Object</b> - Removal of parking would reduce access to the park for sports groups, older residents with limited mobility, dog walkers with elderly/infirm dogs, families not in the immediate vicinity of the park who might wish to use it. Parking is also used for hospital appointments. There is already cycle lane provision on Warneford Lane, the biggest hazard to cycling there is not parked cars but Cheney School parents dropping off on double yellows/the bus stop and the way the cycle lane disappears at the junction with gypsy lane.</p>
<p>(17) As an individual, (Oxford, Kennett Road)</p>	<p><b>Object</b> - Parking is needed for users of South Park, especially parents with small children, for people wishing to access Oxford Brookes and for many residents of nearby streets who do not have any driveway parking. I object to the Council's all out ideological war on car users and I am afraid that front gardens in Morrell Avenue in particular will be concreted over to provide parking. Not everyone can live without the use of a car and for older people and those with mobility issues it is often essential.</p>
<p>(18) As an individual, (Oxford, Morrell Avenue)</p>	<p><b>Object</b> - The park is well used, often by people and dogs with low mobility. Many park in Warneford Lane and the time restriction is fine as they want a walk in a public park with beautiful views over Oxford, especially good from the Warneford lane end of South Park. There is room for parked cars. I have ridden a bicycle along it many times and have felt safe. My children have been brought up near it and cycle along it regularly. We can cycle in the middle of the road (see new Highway Code too) if there is any danger. Eliminating the parking seems discriminatory to me, especially against those less able to walk or cycle and against dog walkers. These are what the park is for.</p>
<p>(19) As an individual, (Oxford, Morrell Avenue)</p>	<p><b>Object</b> - I object to the removal of parking for the park which will be the only park in Oxford not to have anywhere for users to park. Cycling and public transport is not an alternative for many. Some park users bring sports equipment, etc. others, dogs for exercise. The lack of parking for Brookes will force parking onto neighbouring streets which will not be able to accommodate it. Alternative facilities for the park, Brookes and hospitals need to be provided before removing parking.</p>
<p>(20) As an individual, (Oxford, Morrell Avenue)</p>	<p><b>Object</b> - I object to the proposals to remove all parking from Warneford Lane.</p> <p>While I am keen to promote safer cycling, there are better ways to achieve this goal on Warneford Lane, while simultaneously continuing to provide parking provision for local residents, Cheney school parents and, very importantly, visitors who wish to enjoy the health benefits of South Park. Forsaking the latter is a particularly shameful</p>

	<p>move, especially in the name of striving for a healthier Oxford.</p> <p>Among the many superior possibilities, I implore the County Council to consider making this area more residential, rather than more of a city artery as is currently the plan.</p> <p>In particular, I strongly suggest closing the Morrell Avenue/Divinity Road end of Warneford Lane to traffic (other than cycles, buses and emergency vehicles, of course). This would achieve all the stated aims of the scheme without any of the awful consequences of the current proposals.</p> <p>In addition to this alternative, many others are possible:</p> <ol style="list-style-type: none"> <li>1. Shift parking to the centre of Warneford Lane next to the very generous central reservation.</li> <li>2. Remove parking down just one side and use it for two-way cycle traffic.</li> <li>3. Put a cycle road through Warneford Meadow.</li> <li>4. Put a cycle road through the grounds of Churchill Hospital (there is already the makings of it there).</li> <li>5. Dedicated cycle lanes down Cheney Lane.</li> <li>6. Dedicated cycle lanes down Gypsy Lane.</li> <li>7. Close off Warneford Lane as a through road at the roundabout with a "bus gate".</li> </ol> <p>Please can we have an evidenced-based, data driven process, where there is at least some dialogue with the residents whose streets are being made less safe in all this?</p>
(21) As an individual, (Oxford, Morrell Avenue)	<p><b>Object</b> - Warneford Lane is adjacent to South Park, where many people enjoy exercising, walking dogs, etc - all activities promoted by the County Council. If there is no parking in Warneford Lane, Morrell Avenue or nearby roads, people will be forced to drive elsewhere, (a) leaving the park for the enjoyment only of those who can access it on foot or by bus and (b) thus causing more mayhem and pollution on Oxford's roads.</p>
(22) As an individual, (Oxford, Osler Road)	<p><b>Object</b> - Loss of parking for vehicles without compensating increase elsewhere.</p>
(23) As an individual, (Oxford)	<p><b>Object</b> - The parking provision on this road is useful and well used and should not be removed</p>

(24) As an individual, (Oxford)	<b>Object</b> - This an unnecessary restriction on the limited number of parking spaces available on this short stretch of road. It will displace potential parkers to nearby streets while affording little gain either to cyclists or, still less, to buses.
(25) As an individual, (Oxford, Warneford Lane)	<b>Object</b> - These parking spaces are used by many community mental health workers based at Warneford Hospital, who need to drive to patients. There are multiple community teams based at Warneford, serving patients across Oxford city and county. Who needs their cars on hand all the times? Not all of them have a parking space inside hospital and many park outside too.
(26) As an individual, (Oxford, Cricket Road)	<b>Object</b> - South Park the only park with parking directly outside. It will make the park inaccessible for people with disabled or elderly family members, very young or elderly dogs. Removing parking here would severely restrict access to green spaces for many less mobile people in the city.
(27) As an individual, (Oxford, Reliance Way)	<b>Object</b> - There are not many places in Oxford that you can drive to walk dogs. You g dogs, and dogs with disabilities particularly benefit, along with older and disabled people. Outside of term time there is always plenty of parking. However, with more students driving (often to class) around oxford I understand that parking is a real problem. But it seems to me that dog walkers will be punished for the behaviour of students with cars.
(28) As an individual, (Oxford, St Anne's Road)	<b>Object</b> - It will make problems for the school and the hospital staff who live long distance away and people who are elderly.
(29) As an individual, (Oxford, Weldon Road)	<b>Object</b> - South Park is a public amenity used by people of all ages, and mobility; removing the ability for many of those to park will deny them the opportunity to use the Park. The government, local councils, and health authorities are encouraging everyone to get out into open spaces to exercise, to wander, to engage with green places, allow children to play and run around and breathe fresh air.  * How will those who NEED a vehicle to transport young children, disabled people, and the elderly get there? * How will those setting up sports activities, those meeting and setting up family/ group picnics get equipment to the Park? * There is no easy car park to use.....Union Street car park behind Tesco on the Cowley Road is not useful for Park

	<p>users.</p> <ul style="list-style-type: none"> <li>* The car park is at the bottom of the Park, the children’s playground at the top. The hill is steep.</li> <li>* The nearest entrance to the Park, the bottom entrance, on Morrell Avenue, and opposite Cross Street, is under water/ muddy, a quagmire for at least 5 months of the year. The unusable state of access from this entrance is recognised by the council.</li> <li>* In drier months when the entrance can be used, won’t drivers park on the green verges at the bottom of Morrell Avenue?</li> </ul> <p>Please consider all of these points before a decision is made; South Park is a natural “green lung” everyone needs to be able to use it for the purpose it was created.</p>
<p>(30) As an individual, (Headington, St Annes Road)</p>	<p><b>Concerns</b> - I cycle along Warneford Lane most days and support the idea of improving cycle routes. However, the implementation of cycle tracks to date is very poor, and hopeless along Old road to the east of Warneford Lane. I often have to cycle outside the queuing traffic up Old Road because cars and vans block the cycle track. This is a much worse problem than on Warneford Lane. Having said that, the current cycle track on the north side disappears outside Cheney school to the East of the bus stop, and similar problems appear to be likely in the current plan as traffic queues at the lights. There is often no way to cycle up to the advanced cycle space at the traffic light. The junction with Gipsy Road is where traffic emerges from the Churchill site and is always very busy in the late afternoons, with queuing traffic up Old Road. This is a direct consequence of over development on the site and the one-way exit.</p> <p>There is no mention of what will happen to the displaced parking. I suggest that you introduce timed parking spots on Cheney Lane to provide parking for families who want to use the park or the play area. Are you going to repair the road surface?</p> <p>My main concern is that once again, you plan to change the cycle route where it easy, but do not seem to plan to do anything about the places that need improvement most.</p>
<p>(31) As an individual, (Oxford, Hill Top Road)</p>	<p><b>Concerns</b> - Removing the ability for park patrons and children to visit South Park, who may live beyond walking distance from South Park, have an elderly of ill dog that needs transportation or to be carried to the park. I’ve never been able as a disabled driver of a WAV to park in Warneford lane, as there are no dropped kerbs and I access my van from the rear, so if a vehicle parked behind me I’d be stuck no able to access my vehicle. My wheelchair battery</p>

	<p>wouldn't have got from Hill Top Road to South Park, I had a Canine Partner Assistance dog to exercise in South Park and I needed groceries from the nearest shop the Coop on Oxford Brookes estate, I had to drive in my WAV to get outside home to do both, I have no garden, there were no deliveries for 3 weeks. I'm aware just how important it is to have available parking close to South Park. There are events including Starr Circus for disabled children, who cannot walk or cycle to South Park. People who need to walk their dog before work, which requires driving to that work. Brookes University students when I was on my course at Oxford Brookes, colleagues were coming in from the countryside no buses and from even Milton Keynes by car having no parking on arrival was very stressful meant very early mornings. Now Oxford Bus Company is ending the Park and Ride scheme even that option has gone. At last are 20 months we have accessible buses on the No 15 Wood Farm route and so the Churchill hospital has a bus service, fantastic I'm told it's less frequent. Morrell Avenue parking is for residents only. The pavements are dangerous still for wheelchair users the tree roots flip my chair into the road it's so unsafe, in places the path is still up no crossing possible.</p> <p>Until we had a crossing at the top of Morrell Avenue which I campaign for, there was no means to return on the bus from Oxford and get home to Hill Top Road as there were no dropped crossing the entire length had to push to old road lights and back with your shopping in all weathers, usually rain, ice wind snow or extreme heat on a wonky pavement of Warneford lane. This part of Oxford is really inaccessible yet on the steepest hill about. Taking away parking where it is level in Warneford Lane, thus safe to get in out of your WAV with your chair, is unfair it's so thoughtless. You can only park at the end of a row to prevent people parking behind you blocking access to open and get into your van up the ramp.</p>
(32) As an individual, (Oxford, New High Street)	<p><b>Concerns</b> - By removing this existing facility you will force those parking there to seek alternatives in other roads in Headington creating further congestion in an area where existing restrictions are already ignored by drivers. The roads in central Headington are now one huge shopper's car park and wardens are scarce. Please leave the Warneford parking there but make it a Pay and Display. You can then afford to employ more wardens to implement the existing restrictions which would benefit the whole area. While you're at it remove all 2-hour parking in Headington and make it P&amp;D (or permit) as well. This will do us all a favour and reduce pollution at the same time.</p>
(33) As an individual, (Oxford, Princes Street)	<p><b>Concerns</b> - Will it mean other roads will be more overloaded with parking</p>



(34) As an individual, (Oxford, Shirelake Close)	<b>Concerns</b> - I cycle along there at least once a month and consider that it is OK as it is. Most of the parking will be for the school or Oxford Brookes. Therefore, it should at least be 4-hour parking and free after 6.30pm.
(35) As an individual, (Oxford, Union Street)	<b>Concerns</b> - With LTN,'s due in East Oxford and proposed bus gates at London Place/St Clements and at the Warneford lane how are residents in all the side and main streets from the plain to the top of Morrell Avenue going to exit the area in motor vehicle / motor bike to get out of Oxford or visit the JR, doctors, vets, family out of town shops etc. Maybe I am confusing the locations of the bus gates and there is an entry and exit strategy, but I can assure you that it is not clear to myself and many other residents that I have spoken to.
(36) As an individual, (Oxford, Otmoor Lane)	<b>Support</b> - Because I regularly cycle down Warneford Lane and I had an extremely scary close pass by a car while I was on my cargo bike with kids. The lane current lane design leaves cyclists vulnerable to being 'doored' and close passes.
(37) As an individual, (Moreton-in-Marsh, New Road)	<b>Concerns</b> - People who live in Oxford and visitors to the beautiful park, and school, need parking, as do disabled people and contractors. Whilst the current arrangement of narrow cycle lanes running past cars is not ideal, there are many other ways to solve this without closing down the parking on Warneford Road. * There could be dedicated cycle lanes down Cheney Lane or Gypsy Lane. * The parking could be removed down one side of the road, and this used for 2-way cycle traffic. * A cycle road could be built through Warneford Meadow. * The grounds of Churchill Hospital could be used for a cycle road.
(38) As an individual, (Oxford, Hill Top Road)	<b>Support</b> - I support safer and quieter lanes for cycling and walking. I am concerned about there not being any or enough parking for people who cannot cycle or walk to South Park.
(39) As an individual, (Headington, Bickerton Road)	<b>Support</b> - I support these proposals. I've found Warneford Road one of the unnerving parts of my circle route thanks to the combination of narrow carriageway and cars parked to my left

<p>(40) As an individual, (Headington, Bickerton Road)</p>	<p><b>Support</b> - I was nearly killed by an HGV when cycling down Warneford Lane recently. We desperately need the removal of parking spaces to make space for safe, segregated cycle paths. This is the only link between Headington and East Oxford but it is currently too dangerous to cycle on, necessitating huge detours. For the adjacent East Oxford LTN trials to enable the intended shift to active travel modes, it is vital that this link is made safe for cyclists to use.</p>
<p>(41) As an individual, (Headington, Gladstone Road)</p>	<p><b>Support</b> - I don't like cycling down Warneford Lane. I deliberately cycle on the outer edge of the cycle lane to reduce the risk of being hit by the opening door of a parked car. It means at points I'm blocking other faster traffic. I try and cycle quickly to minimise the impact of it but sometimes have cars get close or beep to try and make me move aside. A segregated/safe cycle path would be a great improvement for all road users. Further my daughter goes to Cheney School and I would support any measures in that area that would make children arriving and leaving school safer.</p>
<p>(42) As an individual, (Headington, Headington Road)</p>	<p><b>Support</b> - Warneford Lane is currently dangerous and unpleasant for people riding bikes as they are sandwiched between parked cars on the left and close-passing motor vehicles on the right, and too often encounter harassment, dangerous driving and verbal abuse from impatient drivers, particularly if they ride outside of the cycle lane markings to avoid the dooring risk. And anecdotally this abuse seems to be disproportionality aimed at women and parents cycling with children. The lack of safe cycling space coupled with routine parking in the currently unprotected cycle lanes by Cheney School parents has a particular impact on the safety of children travelling to Cheney School and parents cycling to work with young children. This is a key route between Headington and East Oxford and is unavoidable due to the lack of any viable alternative bike-accessible, traffic-light routes. It seems that most of the parking on Warneford Lane comprises long-term storage of Brookes students' cars, so the current situation prioritises the free storage of private property for wealthy students on a publicly funded road over the safe movement of vulnerable bike users: this is not a morally acceptable situation. Obviously, when the Divinity Road area LTN is implemented, this will not only make the onward journey along Divinity Road/Hill Top Road/Southfield Road much safer for people on bikes but will also make the roundabout much safer for cyclists, particularly for cyclists continuing around the roundabout to Morrell Avenue, as the number of motor vehicles using the Divinity Road exit will drastically reduce.</p>
<p>(43) As an individual, (Headington, Lime Walk)</p>	<p><b>Support</b> - Warneford Lane can be a difficult road to cycle on, along a narrow bike lane sandwiched between parked cars and cars, lorries and buses passing or attempting to pass. There is no room to cycle a safe distance from the parked cars, and any opening car doors, without preventing cars from passing. The road has a 20mph speed limit</p>

	<p>which is widely disregarded, as it is along Old Road and Morrell Avenue. The proposed solution should address these concerns, however the 20-mph speed limit along Warneford Lane and roads leading to it must be enforced to improve cyclist and pedestrian safety and encourage more cycling through Headington and into the city centre.</p>
<p>(44) As an individual, (Headington, Mark Road)</p>	<p><b>Support</b> - I cycle along there regularly both ways, to get into town and back. I am always scared of being doored. I try to cycle in the road but it is very intimidating with cars behind getting annoyed so quite often I end up in the worst of all worlds with being stuck out a bit from the parked cars but probably not far enough not to be doored and yet the car behind squeezes by on the right anyway and so I am caught by their draft as they don't seem to slow down when they do that. The bicycle lane markings make people think bikes have to stay in those lanes. The bike lane markings should be removed with signs saying, do not overtake cyclists, even before this consultation takes place so that cyclists are safer in the meantime.</p>
<p>(45) As an individual, (Headington, Old High Street)</p>	<p><b>Support</b> - I'm a driver and a cyclist - it will be inconvenient for drivers, but it will be safer for cyclists and will help to encourage more people to cycle. Drivers (including me) NEED to be inconvenienced to move us to other forms of transport.</p>
<p>(46) As an individual, (Headington, Old Road)</p>	<p><b>Support</b> - I regularly cycle on this stretch from my home on Old Road, sometimes with young children. The current design is highly dangerous and leads to unnecessary stress and tension for cyclists and drivers.</p>
<p>(47) As an individual, (Headington, Old Road)</p>	<p><b>Support</b> - But I also have concerns. My main concern is the name given to these general proposals. "Quickways" is a really bad choice. They should be called SAFEWAYS. Safety is what we cyclists want, not speed. The second concern is that these proposals do not address the main cycling issue around here, which is Old Road. Most of Old Road is very unsafe for cyclists. You have plans for dealing with it, they were part of "Access to Headington", but they never get implemented. The County Council seems to refuse to get on with it, and just divert their energy to good, but less important, things.</p>
<p>(48) As an individual, (Headington, St Annes Road)</p>	<p><b>Support</b> - As a cyclist who often uses Old Road / Morrell Avenue to get into Oxford city centre I often use Warneford Lane and find that this major route used by cyclists is important and that buses often have to wait behind and that cars can pass close. The removal of some car parking on Warneford Lane travelling east is the most needed.</p>

(49) As an individual, (Headington, St Anne's Road)	<b>Support</b> - The parking here means the road is very narrow for cyclists. If you want cyclists to be and feel safe, they need more space. A sloping pavement edge like on the Slade is better than a raised one as it means cyclists can get on and off easily when it is safe to do so.
(50) As an individual, (Headington, Staunton Road)	<b>Support</b> - The existing parking arrangements are too dangerous for cyclists. There is a real danger of 'dooring' and riding far enough out to avoid this upsets those drivers who are too impatient. Replacing the parking spaces with dedicated cycle lanes will eliminate this problem and by making the road safer will encourage more people to cycle, as County and City policies both wish to encourage.
(51) As an individual, (Headington, Windmill Road)	<b>Support</b> - I support the proposal to significantly limit the road space used for parked cars in order for it to be used for cyclists. It is currently extremely unsafe to cycle along this route with motorists attempting to overtake despite limited space.
(52) As an individual, (Headington, Dunstan Road)	<b>Support</b> - I cycle along Warneford Lane several times a week. In order to avoid being hit by opening car doors from the cars parked there, I have to cycle in the middle of the road- the painted cycle lane leaves cyclists too vulnerable to being hit by car doors. This inevitably slows down vehicles behind me so be of whom get aggressive very occasionally. The removal of all parking will make cycling along there safer and less stressful.
(53) As an individual, (Headington, Old Road)	<b>Support</b> - I cycle along Warneford Lane and Morrell Avenue most days. Warneford Lane currently feels very unsafe. On each side of the road the risk of dooring makes the cycle lane unusable. If cycling a door's width from the parked vehicles, vehicles overtake leaving minimal space. I do not have the nerve to cycle in the centre of the lane which is the only safe way to cycle along Warneford Lane as it is currently.
(54) As part of a group/organisation, (Headington, Quarry High Street)	<b>Support</b> - Removing parking on Warneford Lane is necessary to have safe and accessible cycle lanes here, current cycle lanes are not safe in my experience (several close passes, verbal abuse by drivers when trying to hold primary position and know of friends experiencing near miss serious collisions). This is a crucial active travel route between Headington and the city centre and Headington and East Oxford and we need cycle infrastructure to enable this.

(55) As an individual, (Headington, St Leonard's Road)	<b>Support</b> - I'm a cyclist and I feel that they would improve safety.
(56) As an individual, (Headington, Valentia Road)	<b>Support</b> - This parking is unnecessary and removing it will improve safety for cyclists and pedestrians. I have a child who attends Cheney school and am both a driver and a cyclist. The road is very scary to cycle on and I no longer use it because of too many incidents with drivers passing too close or car doors being opened into the cycle 'lane'. As a driver I always feel harassed by other drivers when giving cyclists the space they actually need here, and as a parent, our children will be safer with less vehicle movement so close to the school site. Again, I have witnessed many near misses involving young people stepping out from between parked cars. Finally, most of the cars parked here seem to be students, who should not be driving here in the first place.
(57) As an individual, (Headington, Staunton Road)	<b>Support</b> - We need safer cycling in Oxford. Parking of cars on this road is hazardous due to passing traffic including buses on one side. The parking serves only a few whereas the new scheme would provide safer cycling for many more.
(58) As an individual, (Littlemore, David Nicholls Close)	<b>Support</b> - 'This is a key route for cyclists to get to and from Headington and the parking on both sides of the road make this dangerous to do so - danger of dooring - no room to safely overtake, causing some drivers to force an unsafe overtake or be aggressive to cyclists taking the lane
(59) As an individual, (Oxford, Argyle Street)	<b>Support</b> - Need to remove parking in Order for it to be safe to travel by bike especially with young children.
(60) As an individual, (Oxford, Bartlemas Road)	<b>Support</b> - I support the proposals to remove the parking provision on Warneford Rd as it is not safe for cyclists. I have had many close calls cycling to and from the John Radcliffe on too many occasions either due to vehicles overtaking me, or parked vehicles opening doors into oncoming traffic.
(61) As an individual, (Oxford, Barton Fields Road)	<b>Support</b> - I regularly use other painted, advisory-only cycle routes (Windmill Road, Abingdon Road), and unfortunately, despite the double yellows, cars still frequently stop and even park there, which represents not only a

	<p>nuisance but potentially a risk to cyclists. Therefore, anything but a full restriction on stopping and parking in the proposed changes to Warneford Lane will present an increased risk for cyclists. However, these restrictions need to be enforced, as otherwise, people will keep stopping and parking.</p>
(62) As an individual, (Oxford, Bickerton Road)	<p><b>Support</b> - Removal of parking imperative to create safe environment for anybody not using a motor vehicle to use this road, especially trying to access local school. Current lack of parking restrictions proven to be being abused.</p>
(63) As an individual, (Oxford, Bullingdon Road)	<p><b>Support</b> - Warneford Lane is currently very dangerous for cyclists. The existing cycle lane is too narrow and too close to the parked cars. Cyclists in the bike lane are at risk of being "car doored".</p> <p>Warneford lane is currently too narrow for a car to overtake a cyclist safely.</p> <p>Cyclists that cycle in the main carriage way to avoid being close to the parked cars are subject to abuse from some motorists who feel that cyclists should stay in the bike lane.</p> <p>Warneford lane is a major artery linking East Oxford and Central Oxford to Headington including Cheney School and all 4 major hospitals.</p>
(64) As an individual, (Oxford, Bullingdon Road)	<p><b>Support</b> - As a parent, I use Warneford Lane to travel by cargo-bike to and from my daughter's nursery with my children. The existing infrastructure on Warneford Lane is not fit for purpose for safe cycling and so using it comes with a significant safety risk to me and my children. For example, if I cycle a safe distance away from the parked cars on Warneford Lane, I have to cycle in the middle of the narrow carriageway. As a result, we face hostile behaviour from motorists who regularly get too close, toot their horns and attempt to push the me into the advisory cycle lane, which is in the car door opening zone. If I move into the unsafe advisory cycle lane, cars then 'close pass' me, getting within centimetres of me and my children in the bike. Often the motorists toot, swear and exhibit hostile behaviour toward me and my children in the process. I often am left feeling shaken and in tears and questioning whether I should be putting my children and I at risk. This is just on the very short nursery run within a mile of my home. The proposals set out to remove the parking on Warneford lane will make this route safer for cycling for people of all ages and also encourage less confident cyclists including children in the local neighbourhood and those going to the nearby schools to also cycle this route.</p>

(65) As an individual, (Oxford, Church Cowley Road)	<b>Support</b> - The current cycle lane there is worse than useless. It does not give enough room for full-sized motor vehicles to pass cyclists safely and directs riders to remain fully inside the "door zone" -- the Dutch Reach technique only appeared in the latest Highway Code and many drivers are still unaware of it. Most of the cars parked there are simply using it as free long-term vehicle storage; the Warneford has its own car park.
(66) As an individual, (Oxford, Crescent Road)	<b>Support</b> - I bike along Warneford Lane at least 4 times a week at present but do not feel safe.
(67) As an individual, (Oxford, Divinity Road)	<b>Support</b> - Concerned local resident desperate for improvements to cycling safety and general reduction of automobile traffic in the area.
(68) As an individual, (Oxford, Divinity Road)	<p><b>Support</b> - Warneford Lane is currently extremely unpleasant to cycle along. The current cycle lane is dangerous and unfit for purpose due to parked cars and risk of dooring; cyclists keeping away from the parked cars often encounter intimidation and aggression from drivers (even if cycling close to the speed limit). Removing the parking is essential to creating a safe cycle route (the principal route connecting East Oxford and Headington and access to Cheney School).</p> <p>For those who may need to park in the area for shorter periods, more short stay parking places could be created by reducing some of the unrestricted parking in Cheney Lane.</p>
(69) As an individual, (Oxford, Florence Park Road)	<b>Support</b> - This is a fantastic idea and long overdue!
(70) As an individual, (Oxford, Florence Park Road)	<b>Support</b> - Safety improvements
(71) As an individual, (Oxford, Glanville Road)	<b>Support</b> - Removing parking here is absolutely necessary for creating an active travel corridor. Without this, an unacceptable gap would remain.

(72) As an individual, (Oxford, Howard Street)	<b>Support</b> - Removing the parking is necessary to put in safe and accessible cycle tracks. Warneford Lane is pretty much unavoidable for anyone cycling between East Oxford and Headington, so making cycling here accessible and safe is absolutely critical to enabling active transport in Oxford.
(73) As an individual, (Oxford, Lime Walk)	<b>Support</b> - Cycling here is currently very dangerous
(74) As an individual, (Oxford, Lime Walk)	<b>Support</b> - I support the proposed changes for the following reasons. Cycling along Warneford Lane is intimidating due to the narrow cycle provision and the hazard of opening car doors. The parking tends to be dominated by Brookes students as long-term parking. Cars delivering and collecting pupils from Cheney School create a chaotic and unsafe environment for both cyclist and pupils. The current conditions are not conducive in encouraging pupils, students and commuters to take up cycling as their mode of transport.
(75) As an individual, (Oxford, Lime Walk)	<b>Support</b> - The current arrangement is dangerous - the road is too narrow for cyclists to use the cycle lane (due to the risk of an opening door from a parked car, or a parked vehicle moving out) and therefore it is only safe if cycling in the middle of the traffic lane. Unfortunately, this often leads to aggressive behaviour from drivers who are not prepared to slow down for this very short stretch. I often have my children in a bike trailer which makes the current cycle lane even more unsuitable.
(76) As an individual, (Oxford, Maidcroft Road)	<b>Support</b> - Safer cycling
(77) As an individual, (Oxford, Minster Road)	<b>Support</b> - As I cyclist going to and from Headington and Shotover frequently the removal of parking would make it safer for cyclists and better for traffic to pass me more safely.
(78) As an individual, (Oxford, Minster Road)	<b>Support</b> - It is difficult to avoid this road when cycling to the Headington shops and the parking makes it scary, particularly when motorists open car doors suddenly in front of you
(79) As an individual, (Oxford, Monmouth Road)	<b>Support</b> - Warneford Lane is a major cycling route between Cowley Road and Headington and is used by lots of schoolchildren travelling to Cheney School, as well as by people working at the Churchill Hospital, Brookes University,



	<p>and the Oxford University Old Road Campus. A safe cycle route here would help a great many people.</p> <p>The current situation with cars parked on both sides with a cycle lane tight against them, in the door zone (what cyclists often refer to as a "murder strip"), is extremely dangerous. In the cycle lane, one runs the risk of being knocked off by a car door. Because of this I always take the main lane, but this puts me in conflict with motorists, who often hoot their horns, rev aggressively, tailgate, and try to squeeze past. The current road markings encourage drivers to believe that cyclists should be in the door zone. Warneford Lane is often said to be the worst piece of cycle infrastructure in Oxford.</p> <p>Additionally, it's worth noting that much of the unrestricted parking here is currently used for long term storage of cars which never move. Very little usable short-term parking would be lost under the quickway proposal. The CPZ parking is underused by residents, as it is not near any of their front doors.</p> <p>Please remove the car parking from both sides of Warneford Lane and replace it with a safe, segregated cycle lane.</p>
(80) As an individual, (Oxford, Monmouth road)	<b>Support</b> - It is a dangerous road to cycle on and if this proposal is carried out, I would let my kids cycle down the road themselves
(81) As an individual, (Oxford, Rymers Lane)	<b>Support</b> - Warneford Lane is a corridor for anyone cycling between East Oxford and Headington. Removing parking is the only option to create space for cycling infrastructure, which needs to be joined up to allow safe cycling routes connecting different parts of Oxford.
(82) As an individual, (Oxford, Rymers Lane)	<b>Support</b> - This is an essential corridor for safe cycling.
(83) As an individual, (Oxford, Sandfield Road)	<b>Support</b> - Cars parked on Warneford Lane are a considerable hazard for cyclists and the parking spaces should be removed before a bad accident happens
(84) As an individual, (Oxford, Sandfield Road)	<b>Support</b> - I STRONGLY support these proposals, which are long overdue. The current on-road cycle lanes are positively dangerous, being positioned right in the door opening zone of parked cars (this is an issue which I have raised with councillors over many years). If the council is serious about reducing car use, and giving priority to active travel and public transport, then reducing the amount of space devoted to cars (both parked and travelling) is a necessary part of the approach.

	<p>Some of those using the parking spaces may claim they need them for operational purposes; however, if companies such as Pedal and Post and OxWash can run successful businesses using cargo bikes then the likes of British Military Fitness should be able to as well (at the same time as getting rid of the nonsense of encouraging people to drive to take part in keep-fit sessions in a public park).</p> <p>There may well be a case for a very few blue badge parking spaces, which might be best located in Cheney Lane (which would also benefit from the removal of parking).</p>
(85) As an individual, (Oxford, Sandfield Road)	<p><b>Support</b> - I cycle along Warneford Rd most weeks, and every time feels risky. Cycling along you are faced with two choices; either</p> <ol style="list-style-type: none"> <li>1. cycle in the marked lanes (right next to the parked vehicles), at risk of being taken out by a car door opening or a vehicle trying to squeeze past outside you.</li> <li>2. cycle in the middle of the carriageway, a safe distance from the parked cars, but impatient drivers sometimes get dangerously close behind you.</li> </ol> <p>I normally opt for 2, but it can feel rather uncomfortable. Having a dedicated cycle lane there would improve the experience considerably.</p>
(86) As an individual, (Oxford, Southfield Park)	<p><b>Support</b> - Warneford Lane is dangerous for cycling because the marked cycle lane is between parked cars and moving cars. It is essential that the parking is removed to provide protected cycle infrastructure, especially for children travelling to Cheney School.</p>
(87) As an individual, (Oxford, Southfield Road)	<p><b>Support</b> - Warneford Lane is at present quite scary for cyclists</p>
(88) As an individual, (Oxford, Southfield Road)	<p><b>Support</b> - Removing the parking is necessary to put in safe and accessible cycle tracks. Warneford Lane is pretty much unavoidable for anyone cycling between East Oxford and Headington, so making cycling here accessible and safe is absolutely critical to enabling active transport in Oxford.</p>
(89) As an individual, (Oxford, Southfield Road)	<p><b>Support</b> - I am a keen cyclist who finds Warneford Lane dangerous for cyclists. The cycle lane runs next to the drivers' doors of parked cars which means that cyclists using the cycle lane are vulnerable to being knocked off their bikes and into the car lane by drivers exiting their cars. The removal of these car spaces will provide an incentive for</p>

	drivers to leave their car behind and walk, cycle or take public transport.
(90) As an individual, (Oxford, St Leonards Road)	<p><b>Support</b> - This road is terrible for cyclists and during my 6 years of using the road for bicycle commuting I have seen 5 cyclists sitting in the road after being doored by a parked car. I have also been harassed and subjected to road rage for cycling outside of the 'door zone'.</p> <p>The majority of the parking appears to be long term student vehicle parking, with the majority of cars not moving for many days. I totally support the removal of parking on this road to make cycling safer.</p>
(91) As an individual, (Oxford, Stanley Road)	<p><b>Support</b> - It's a vital cycling route, and not doing it would massively harm the Quickways scheme. If we ever want oxford to have a cohesive and comprehensive cycle network, we have to get rid of that parking.</p> <p>I used to work at the NOC and cycle that route daily to and from work and now where I live has changed, I still cycle it semi regularly whenever I need to head up the hill to Headington for work or other reasons. It's not pleasant. Cars one side very close (and if it's not a busy time often speeding) and parked cars the other mean no one worried about their safety while cycling will use that stretch of road</p> <p>But also because cyclist protected parking is of no benefit to anyone and the council should be seeking to get rid of it everywhere it exists in Oxford and remark it all. It actually makes cycling those stretches of roads more actively dangerous as the risk of being car doored is serious. Another thing I've experienced there is the risk of aggressive drivers doing dangerous passes, attempts at intimidation etc because they are annoyed that you aren't in the painted cycle lane because you don't want to be killed by a car door opening.</p> <p>Also this consultation is pointless, you shouldn't need to re-open a closed consultation because there was a minor error. There are literally no residents on that stretch of road to even consult. The overwhelming support for the Quickways from Oxford residents in general should have been enough to cover this.</p>
(92) As an individual, (Oxford, Sunderland Avenue)	<p><b>Support</b> - It is a good example of the joined-up thinking needed if we are to improve local environment, safety and address global warming.</p>

(93) As an individual, (Oxford, Swinburne Road)	<b>Support</b> - STRONGLY SUPPORT the removal of parking on Warneford Lane and the addition of wands to protect a cycle lane. Currently cyclists on this road have the grim choice of either risking their lives in the 'door zone' (aka 'murder strip!') or coming into conflict with motorists who can't stand to remain behind a cyclist for 10 seconds. Nearly every time I cycle on Warneford Lane I get aggressive beeping, revving, tailgating, and shouted abuse from drivers -- I find it depressing and upsetting even as a confident and fairly speedy cyclist; many people I know just avoid that road altogether when cycling because it's just too dangerous; and there's currently no way I'd let my daughter cycle along there on her route to Cheney School. This change can't come soon enough for us!
(94) As part of a group/organisation, (Oxford, Tidmarsh Lane)	<b>Support</b> - The University supports the removal of the unrestricted on-street parking on Warneford Lane as the cycle lanes in this location are very narrow, placing our staff and students at risk of being hit by car doors. The University looks forward to the delivery of traffic-segregated routes on these corridors in the future but accepts that on-road cycle lanes are an acceptable interim measure.
(95) As an individual, (Oxford, York Road)	<b>Support</b> - I support these proposals as someone who cycles to Oxford Brookes daily with a young child from Headington, the parked cars on Warneford Lane are dangerous as its impossible to know whether someone might open a door in a parked vehicle. Cars travelling behind always try to push past despite lack of safe passing space. Having a separate cycle lane will make active travel so much safer for all.
(96) As an individual, (Oxford, York Road)	<b>Support</b> - I think it is essential to make cycling safer and this proposal will achieve this
(97) As an individual, (Oxford, Kennett Road)	<b>Support</b> - I understand it's necessary to remove the parking in order that safe and accessible cycle tracks can be created. I am in support of active transport in Oxford, so this is why I support the removal of car parking on Warneford Lane to accommodate this initiative.
(98) Local or County Cllr, (Oxford, Rawlinson Road)	<b>Support</b> - I often cycle there and it would be much safer with no parking. Removing the parking would also reduce congestion and pollution in Oxford and encourage people to use active travel or buses. The streets would also look more beautiful., rather than looking like a car park.

(99) As an individual,  
(Sandhills, Delbush  
Avenue)

**Support** - That road is used by cyclists and pedestrians and the parked cars make it a dangerous road. Most of the cars belong to Oxford Brookes students anyway and so shouldn't be there.

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Divisions affected: Eynsham

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 28 APRIL 2022**

### **EYNSHAM VILLAGE: PROPOSED 20MPH, 30MPH & 40MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph, 30mph and 40mph speed limits as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits at Eynsham as shown in **Annex 1**

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by Eynsham PC implementation from 20mph Programme (North) 2022-23

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling within Eynsham and the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 03 March and 01 April 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including: Thames Valley Police, the Fire & Rescue

Service, Ambulance service, Bus operators, West Oxfordshire District Council, Eynsham Parish Council, and the local County Councillor covering the Eynsham division.

7. Eighty-four responses were received during the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion</b>	<b>Total</b>
20mph speed limit	17 (20%)	6 (7%)	61 (73%)	-	84
30mph speed limit (Cassington Road)	14 (17%)	5 (6%)	60 (71%)	5 (6%)	84
40mph speed limits	21 (25%)	12 (14%)	44 (52%)	7 (8%)	84

8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## **Response to objections and other comments**

9. Thames Valley Police objected to the proposals.

10. The following notes are referenced where appropriate in annex 2.

**Note 1.**

The aim of reducing speed limits is to change the mindset of drivers to make speeding socially unacceptable and to encourage more environmentally friendly modes of transport more attractive i.e. walking and cycling thereby reducing the Counties carbon footprint and improving road safety for all users.

**Note 2.**

Signing will be kept to a minimum and applied sympathetically but still provide an appropriate reminder.

**Note 3.**

Thames Valley Police will continue to carry out enforcement on a priority need basis where there is a demonstrable problem

**Note 4.**

Monitoring and follow up surveys may be conducted in due course.

Bill Cotton  
Corporate Director, Environment and Place

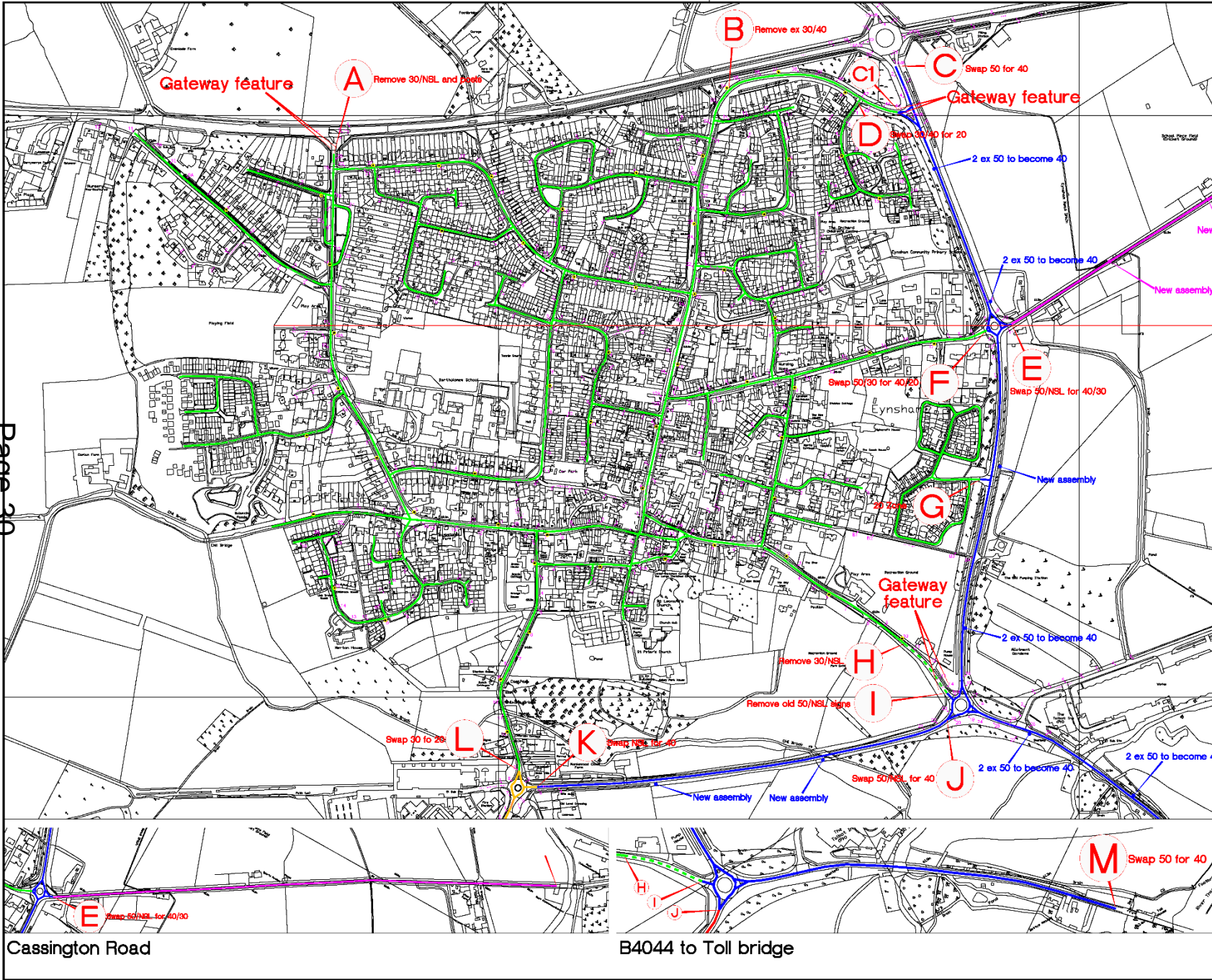
Annexes  
Annex 1: Consultation Plan  
Annex 2: Consultation responses



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- Existing 50
- Existing 40
- Proposed 20
- - - Proposed 20
- Proposed 30
- Proposed 40
- ▲ Terminal point

Rev.	Date	Purpose of revision	Drawn	Checked/Approved

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Project title  
**Eynsham**

Drawing title  
**Proposed speed limit amendments**

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RESPONDENT	COMMENTS
<p>(1) Thames Valley Police, (Traffic Management Officer)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. If the mean speed is over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>Speed data has been received for both the proposed 20 and 40 limits which does not support such a lowering on some roads namely:</p> <p>Hanborough road Oxford road Witney road Station road B4449 between Station road and Oxford road (40 limit)</p>

	<p>No speed data has been received for Cassington Road lowering to 30 mph . This is a rural No Through road with little roadside frontage . It has no previous collision history and unlikely to be respected by the motor vehicle user if lowered from 60 to 30. Unless other engineering is being considered for these locations the Police object.</p> <p>Note 1. The aim of reducing speed limits is to change the mindset of drivers to make speeding socially unacceptable and to encourage move environmentally friendly modes of transport more attractive i.e. walking and cycling thereby reducing the Counties carbon footprint and improving road safety for all users.</p>
( ) Local Resident, (Eynsham, Quarterman Way)	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Concerns</b> 40mph speed limits - <b>Object</b></p> <p>Reducing the speed limits are unnecessary as numbers of pedestrian collisions with vehicles are so low / non-existent. If there is no accident data now, it will be impossible to prove the new limits are effective. A 20 mph limit will festoon Eynsham with unsightly repeater signs and road markings, and will have no provable effect on road safety.</p> <p>See note 1.</p> <p>Note 2. Signing will be kept to a minimum and applied sympathetically but still provide an appropriate reminder.</p>
( ) Local Resident, (Eynsham, Marlborough Place)	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>No opinion</b> 40mph speed limits - <b>No opinion</b></p>

	<p>I see no reason why speed limits on roads in Eynsham should differ from national standard speed limits or from the speed limits in any of the surrounding villages. Eynsham's roads are no worse than those in surrounding villages and having lived here for 8 years I have never seen any significant evidence of anyone using them for speeding to justify this restriction. I see this proposed change as just one more bit of unnecessary local bureaucracy.</p> <p>See note 1.</p>
<p>( ) As an individual, (Didcot, GWP)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>No opinion</b> 40mph speed limits - <b>Object</b></p> <p>We should not be restricting our artery roads, that is any A-B road, it will have serious negative effects, delivery costs will rise as times take longer to deliver and vehicles sat in traffic for longer will be producing more CO2 at 20mph at choke points. I can understand 20mph side roads in built up areas, but these roads no! they were designed with this speed for a good reason, you use safe crossing points keep pedestrian's away from the road and on the pavements, Encouraging people just to step in front of traffic in built up areas! Just why! was someone paid by Russia to come up with this, as its suicidal. I remember Stop Look and Listen for good reason and yes, I have never been knocked down! Cars have got safer with less pollution produced, but we should not be mixing cyclist with cars or trucks and certainly not reducing the speed on our road network unless in pedestrian zones. I can see it now, something else will happen and there be a slogan KEEP BRITIAN MOVING! as were come to a complete grinding stop, No! Just No!</p> <p>See note 1.</p>
<p>( ) As a business, (Eynsham, Abbey Street)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>No opinion</b> 40mph speed limits - <b>Object</b></p> <p>the speed limits that are currently in place are more than adequate for the village</p> <p>See note 1.</p>

<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Object</b>  30mph speed limit - <b>Object</b>  40mph speed limits - <b>Concerns</b></p> <p>Needless</p>
<p>() As an individual, (Essex)</p>	<p>20mph speed limit - <b>Object</b>  30mph speed limit - <b>Object</b>  40mph speed limits - <b>Object</b></p> <p>20mph &amp; 40mph limits will not make it safer, it could even make matters worse. This has been shown in some studies in other areas.</p>
<p>() Local Resident, (Eynsham, Evans Road)</p>	<p>20mph speed limit - <b>Object</b>  30mph speed limit - <b>Object</b>  40mph speed limits - <b>Object</b></p> <p>The problem isn't the speed limit, it's the people who break the speed limit and they will do so regardless of what signage is put up.  All reducing these limits will do is slow down those who stick to the speed limits while those who break them will still continue to do so. Waste of time and money!!  There hasn't been any increase in accidents in these areas, so why fix what isn't broken?</p> <p>If you want to do something to slow traffic or make crossing the road safer, put a traffic light pedestrian crossing in place. Don't penalise safe drivers because of a few speeding idiots and pedestrians who can't look up from their phones to cross the road safely.</p> <p>See note 1.</p>

<p>() Local Resident, (Eynsham, Falstaff Close)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>I don't consider that speeding is problem in Eynsham. Most people adhere to the speed limit or blow, and those that don't are extremely unlikely to observe a lower speed limit. There is little evidence to support that by reducing the speed limit the number of accidents (which are extremely low) will be reduced further. If a speed restriction is introduced it will need to have enforcement. I haven't seen any proposals on how this will be implemented.</p> <p>See note 1.</p>
<p>() Local Resident, (Eynsham, Merton Court)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>It doesn't need it, It won't be adhered to, It won't be monitored The money would be better spent on filling the pot holed that appear on a daily basis Banning lorries over a certain weight unless unloading deliveries</p>
<p>() Local Resident, (Eynsham, Old Witney Road)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>Based on Speed Survey 2016 where in the majority of cases speed limits were observed on all roads in Eynsham. Also virtually no serious accidents in the village for years. Due to the increase in traffic within the village speeds have significantly reduced not increased. 30mph limit not enforced so extremely unlikely for a 20mph limit to be enforced.</p>

<p>() Local Resident, (Eynsham, Orchard Close)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>Liberty should not be curtailed unless the evidence shows that significant harm will be prevented. The proposal fails to demonstrate that Eynsham is a special case, so, if there is a discussion to be had, it should be about the law of the land. The data provided is generic and facile, hence far from compelling.</p> <p>See note 1.</p>
<p>() Local Resident, (Eynsham, Spareacre Lane)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>Not necessary. People speed in excess of 30mph already so instead of making the speed limit lower, it would be better to put in speed prevention measures such as bumps/chicanes/cameras to deter people.</p> <p>See note 1.</p>
<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>According to traffic surveys, only a minority breaks the speed limit. Traffic police which has almost disappeared over the years must be reinstated and police current speed limits.</p> <p>See note 3. Thames Valley Police will continue to carry out enforcement on a priority need basis where there is a demonstrable problem.</p>



<p>() As an individual, (Oxford, Rymers Lane)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>The proposed changes are unnecessary and the statement of reasons does not provide any convincing evidence that they changes are needed. The notion that many people will choose to 'actively travel' to Oxford, Witney or anywhere else verges on comical.</p> <p>See note 1.</p>
<p>() Local Resident, (Eynsham, Clover Place)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Object</b></p> <p>I do not believe that the proposed new limits will achieve the desired results, as it is very unlikely that those who are currently driving badly through the village will cease to do so in future just because of the new limits. However, I have no particular concerns about the proposed limits on most residential roads; it is difficult if not impossible to exceed 24mph on them anyway.</p> <p>Where I do have serious objections to the scheme relates to the main access roads into the village, most of which are relatively wide, straight and with all houses well back from the road. 20mph limits are simply not needed on these roads, and will lead to a lot of frustration for drivers. I foresee a lot of tailgating and even dangerous overtaking by those who come up behind drivers who are complying, but who don't want to be delayed themselves. More accidents, not less, could ensue.</p> <p>I therefore strongly suggest that the 30mph limits should be retained as follows:</p> <ol style="list-style-type: none"> <li>1. Witney Road; from the A40 south to just south of the junction with Old Witney Road.</li> <li>2. Hanborough Road; from the B4044 to just north of Spareacre Lane.</li> <li>3. Station Road; from the roundabout to just south of Abbey Farm Barns.</li> </ol> <p>I also cannot see any justification for lowering the speed limit on the southern section of the bypass B4044) from 50mph to 40mph. This is a clear stretch of road with no access to premises and very few pedestrians. A footpath does cross it south of the playing fields, but I cross there quite frequently, and visibility is very good, so I have never</p>

	<p>experienced a problem. The footpath south of the road here is unsuitable for anyone who is not fully mobile or for pushchairs, so the question of the less able being able to cross safely does not arise.</p>
<p>() Local Resident, (Eynsham, Wytham View)</p>	<p>20mph speed limit - <b>Object</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>30mph is an acceptable speed if drivers keep to that speed and do not exceed it. Where there are 20mph limits in Oxford e.g. The speeds are uniformly broken.</p> <p>See note 1.</p>
<p>() Local Resident, (Eynsham, Newland Close)</p>	<p>20mph speed limit - <b>Concerns</b> 30mph speed limit - <b>Concerns</b> 40mph speed limits - <b>Concerns</b></p> <p>Anything that improves road safety should be supported. I do have concerns though with regards to how will these limits be enforced? So I do support the reductions in speed limits, with concerns.</p> <p>See note 3.</p>
<p>() Local Resident, (Email response)</p>	<p>20mph speed limit - <b>Concerns</b> 30mph speed limit - <b>Concerns</b> 40mph speed limits - <b>Concerns</b></p> <p>I have concerns over the proposed reduction in Speed Limits and other traffic schemes that have been introduced and are proposed for our village.</p> <p>With respect to the proposed 20mph limits I understand that some of the justification for such is based on a traffic/speed survey conducted in 2016 (eight years ago). This survey shows that in the vast majority of cases the average speeds were below the existing limits. Also as it is obvious that traffic volume has certainly increased in the last 8 years, the effect of which in the main reduces traffic speeds. I therefore cannot understand how this survey can</p>

	<p>be used to justify changing the limits. I have asked our local CC councillor these questions and he quoted me saying that 30mph limits tend to lead to speeds averaging in the upper 40's ?, this does not seem to be born out by the data in the survey. Also there does not seem to be any reference to the level of accidents on these roads.</p> <p>I fully appreciate that our local EPC have put these proposals to the village and the CC are now allowing people to complete a survey/consultancy stating if they agree with these proposals or not as the case maybe. Not being fully aware of the consultancy procedure could you be so kind as to let me know if say for example the small minority of village residents that complete the survey are in favour then the limits will be introduced. The thing I don't understand is that it is obvious that only a very small minority of residents (compared to the population) will respond to the survey so is this what will decide whether the scheme is introduced or not. Also irrespective of the result of the consultancy does the CC have the authority to enforce the reduction in limits anyway.</p> <p>One other question I would like to know the answer to is regarding road safety in the village. I have always understood (from the Highway Code) that parking is not allowed within (I believe 10 Metres) of a junction or opposite a junction.. In our village parking/loading bays have been introduced within these limits making negotiation of these junctions extremely dangerous. Can the CC override the Highway code rule to enable this and if so what is the justification for doing so?</p>
() Local Resident, (Eynsham, Merton Court)	<p>20mph speed limit - <b>Concerns</b>  30mph speed limit - <b>Object</b>  40mph speed limits - <b>No opinion</b></p> <p>People will still speed regardless of the limit</p>
() Local Resident, (Eynsham, Acre End Street)	<p>20mph speed limit - <b>Concerns</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Concerns</b></p> <p>I would like 20 mph on all routes into Eynsham.</p>
() Local Resident, (Eynsham, Beech Road)	<p>20mph speed limit - <b>Concerns</b>  30mph speed limit - <b>Support</b></p>

	<p>40mph speed limits - <b>Support</b></p> <p>In general support, but don't feel some of the roads that are covered require the limit to be reduced from 30 mph</p>
<p>() Local Resident, (Eynsham, Shakespeare Road)</p>	<p>20mph speed limit - <b>Concerns</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Who is going to monitor the new speed restrictions?</p> <p>Note 4. Monitoring and follow up surveys may be conducted in due course.</p>
<p>() Local Resident, (Eynsham, Eynsham Road )</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>20mph should be enforced everywhere</p> <p>See note 3.</p>
<p>() Local Resident, (Eynsham, Old Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Object</b> 40mph speed limits - <b>Object</b></p> <p>Safety concerns</p>
<p>() Local Resident, (Cassington, St Peters Close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Object</b></p>

	People need to drive more carefully to prevent accidents
() Local Resident, (Eynsham, Old Witney Road)	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Object</b></p> <p>An increase in traffic in Eynsham has been significant since the new house influx in the area. More cars have resulted in roads used as a 'fast' thoroughfare. As a parent it is a huge concern allowing our children to walk in the village unaccompanied.</p>
() Local Resident, (Eynsham, Tilgarsley Road)	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Object</b></p> <p>the village should be having slower speed limits to increase safety and the overall atmosphere of the village, and further prevents "speed runs" through the village which is again, unsafe.</p>
() Local Resident, (Eynsham, Evans Road )	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Object</b></p> <p>Speeding drivers in all parts of Eynsham is a major problem and very dangerous.</p>
() Local Resident, (Eynsham, Old Witney Road )	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Object</b></p> <p>It is evident that there is too much speeding within the village and these speed limits need to be urgently introduced.</p>

<p>() Local Resident, (Eynsham, Evans Road )</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Concerns</b> 40mph speed limits - <b>Concerns</b></p> <p>B5. I support the 20mph limit in the built up parts of Eynsham as set out.</p> <p>B6. Given the active travel policies designated by OCC, WODC and the Eynsham Neighbourhood Plan, I am very concerned about the 30mph limit on Cassington Road on the Western section if that means from the stretch from the bridge over the River Evenlode going west to the roundabout with the B44449. I, amongst many other walkers (often with children, baby buggies and dogs) use that stretch of Cassington Road for daily exercise, access to the countryside and dog walking. Residents from Cassington also use it to walk to the shops in Eynsham and cyclists use it for their commutes further afield. Currently traffic going at 30mph is too fast for these conditions and certainly for electric cars as their approach is so silent.</p> <p>B7. a) I also have concerns with the 40mile speed limit on the B4449 from the A40 junction to the roundabout connecting with Cassington Road. It is very difficult for the many walkers referred to above to cross the road from the Eynsham allotments footpath to the footpath past Hazeldeane and into Eynsham. It is really dangerous crossing the road here unless you are prepared to run across!</p> <p>b) The same danger occurs for pedestrians crossing the B4449 as it goes south and west to Station Road. This is at the point where walkers cross from the very south east corner of the Eynsham playing fields to foot paths going to Pinkhill and the river Thames. Whilst 40 mph is OK for the rest of the B4449, there should be warning 'slow down' signs at these two pedestrian B4449 crossing points.</p>
<p>() Local Resident, (Eynsham, Thornbury Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Concerns</b> 40mph speed limits - <b>Support</b></p> <p>Support lower speeds for safety, emissions, noise reasons. This will encourage people to walk, cycle more in the village as it will feel safer, more pleasant etc. Suggest Cassington Road would perhaps be better as a 30mph given its use for recreation?</p>

<p>() Local Resident, (Cassington, Elms Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Concerns</b></p> <p>I don't think the 40mph limits will be kept to</p>
<p>() Local Resident, (Cassington, Orchard close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Concerns</b></p> <p>Children at school</p>
<p>() Local Resident, (Eynsham, Mill Street)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Concerns</b></p> <p>Aware of speed of vehicles in Mill Street. Far too fast for the centre of the village. Also danger in entering Mill Street from Millers Cottages despite extended white line to enable vision. People block entrance to use Snax bar without any consideration. Bus services are great but clash with other traffic is often chaotic. Not sure how this can be improved?</p>
<p>() Local Resident, (Eynsham, Newland Street)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Concerns</b></p> <p>I feel that all roads in Eynsham should be limited to 20mph and speed humps need to be installed on Newland street, Oxford road and Witney road to slow down drivers who have just left the A40. We also need pedestrian crossings at the Oxford road park and the footpath from Bitterell crossing the B4044 to Eynsham allotments. It is only a matter of time before someone is seriously hurt due to reckless driving in Eynsham.</p>
<p>() Local Resident, (Eynsham, Willows Edge)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b></p>

	<p>40mph speed limits - <b>Concerns</b></p> <p>The safety of children in the village needs to be protected</p>
<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Concerns</b></p> <p>I do support the 20 mph limit in Eynsham for safety, environmental and noise reduction reasons. There is speeding on Witney rd as drivers come out of the speed bumps on Acre End St. this is unsafe with a school and nursery on this road. I don't really understand the 30 and 40 areas proposed- a simple map with the proposed areas on would have helped . I don't understand the reasoning for these proposed limits. Don't think they were simply and well explained. We don't have time to read long documents.</p>
<p>() Local Resident, (Eynsham, Old Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>No opinion</b> 40mph speed limits - <b>Concerns</b></p> <p>Through the middle of the village and the sub roads it makes sense to reduce the speed to 20mph to reduce the number and severity of any accidents without largely impacting on someone's time.</p>
<p>() Local Resident, (Eynsham, High Street)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>No opinion</b> 40mph speed limits - <b>Support</b></p> <p>Current speeds from traffic is dangerous and unpleasant</p>
<p>() Local Resident, (Cassington, Lynton Lane)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p>



	<p>I have children who go to school in Eynsham and would like to cycle but at the moment cars are going way too fast. The reduction in speed is an important step forward.</p>
<p>() Local Resident, (Cassington, St. Peter's Close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>As the volume of traffic continues to increase in Eynsham and surrounding roads we definitely need to reduce speed limits where we can. This will benefit vulnerable road users (particularly children) and make active transport such as cycling marginally less life-threatening!</p>
<p>() As an individual, (Eynsham, Dovehouse close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>The traffic in Eynsham and surrounding roads are much busier than they ever were, so anything that encourages the slowing down of vehicles.</p>
<p>() Local Resident, (Eynsham, Acre End Street)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Safety and amenable public spaces. I raised this subject with the Eynsham Parish Council in 2013 and they subsequently pursued it with OCC. Maybe OCC could be more forward looking about these matters - taking the initiative, setting a positive example, etc?</p>
<p>() Local Resident, (Eynsham, Dovehouse Close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Especially for Dovehouse Close, as the 40mph limit past the close is too fast.</p>

<p>() Local Resident, (Eynsham, Hanborough Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Lower speed limits creates a better environment for pedestrians, cyclists and other road users without inconveniencing motorists too greatly. It reduces the risk of serious injury and death from accidents and reduces engine emissions and increases fuel efficiency by driving at lower speeds all of which have environmental; benefits. It also rebalances village life with regard active transport</p>
<p>() Local Resident, (Eynsham, Hazeldene )</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>I really feel 20mph is important in residential areas allowing children to play and to help prevent unsociable use of motorbikes and cars speeding and revving.</p>
<p>() Local Resident, (Eynsham, Hazeldene Close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>I have been arguing for reduced speed limits for some time. Our road particularly is the kind where children play in the street so you can understand why I want it; but we also go straight out from our estate onto a road which is 50mph at the moment and that too needs to be slowed down.</p>
<p>() Local Resident, (Eynsham, High Street)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p>

	<p>Proposed 20-mph speed limit: The overriding reason I support the 20-mph speed limit is the finding of the Royal Society for the Prevention of Accidents (RoSPA) that the fatality risk is significantly less in a 20-mph area as compared with a 30-mph area. RoSPA's overall conclusion was:</p> <p>“RoSPA supports and encourages the wider use of 20mph limits. They have been shown to reduce traffic speed, although not as much as 20mph zones with traffic calming. However, they are considerably less expensive to implement, which means that wider areas can be covered. They also provide additional benefits, such as encouraging more physical activity, such as walking and cycling. They can also greatly improve the character of a residential area and quality of life of the residents.”</p> <p>These conclusions are relevant to Eynsham: It is a large and expanding village with thriving local amenities, including shops, cafes, public houses, primary and secondary schools, and a medical centre. Many of these are in the busy heart of the village and many residents, including young children, older residents and residents with disabilities walk to the shops and other amenities. As the village expands we should be encouraging and supporting people who wish to walk and cycle to these amenities, and improve the quality of life for Eynsham residents. Reducing the speed limit to 20-mph will provide a useful reminder to drivers that they should respect pedestrians and cyclists whilst driving in the village, especially given the busy, narrow roads in the Village. Also, it will emphasize to drivers who do not know the Village that they are entering a busy residential area - something I welcome when I drive in areas I do not know.</p> <p>Proposed 30-mph speed limit on Cassington Road: I strongly support this since the road is used extensively by walkers, dog-walkers, runners and cyclists.</p> <p>Proposed 40-mph speed limit: I strongly support this since there a number of well used footpaths that cross these roads. Also, it will help to reduce traffic speed on the approach to the roundabouts.</p>
<p>() Local Resident, (Eynsham, High Street)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>As a resident of High Street Eynsham, I believe that a 20 MPH speed limit would benefit the village greatly. The village is almost entirely residential, with two schools, Nurseries, Mother and baby groups, OAP groups and shops. The street parking and speed of many of the vehicles passing through the village make it very tricky and even dangerous at times for pedestrians and cyclists. This is something that will only get worse as the village doubles in size in the near future. If residents need to feel safe walking around the village with their children or the elderly or</p>

	<p>less able residents, then a 20 MPH limit is essential. Cars should not always be put first when planning villages. A 30 MPH speed limit should be in place along the Cassington road. It is heavily used by dog walkers, cyclists and children. Being a single track road makes it dangerous when cars speed past walkers. We do not have many country lanes in this area to walk along safely due to the volume and speed of vehicles.</p> <p>The Eynsham by pass should have a 40 MPH speed limit as it is a heavily used road, both as a cut through and main route to many villages. There are several footpaths crossing the ring road. Also, the small roundabouts are ignored by many drivers, who shoot across assuming that only they have right of way. There have been many near misses and some accidents.</p>
( ) Local Resident, (Eynsham, Marlborough Place)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Slower roads mean more careful driving and less dangerous particularly for children going to school and near shops where it's often tricky to cross safely.</p>
( ) Local Resident, (Eynsham, Merton Close)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Far too much dangerous driving through the village and speed limits would improve this.</p>
( ) Local Resident, (Eynsham, Newland Street)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>There is too much traffic through the village and it gies too fast.. unsafe and unpleasant</p>
( ) Local Resident, (Eynsham, Old Witney Road)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p>

	I can't believe the 20 limit hasn't already been brought in - other towns and villages already have one.
() Local Resident, (Eynsham, Old Witney Road)	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Support</b></p> <p>This is a very busy village, with a large secondary school in a very central location on a road which is prone to speeding. In my opinion the 20mph limit will greatly improve the safety of our streets.</p>
() Local Resident, (Eynsham, Oxford Road)	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Support</b></p> <p>I think the reduction in speeds in and around Eynsham will be beneficial in terms of roads safety, noise and pollution. The lower traffic speeds will increase the amount of active travel in the village as people will feel safer to travel by foot or cycle</p>
() Local Resident, (Eynsham, Spareacre Lane)	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Support</b></p> <p>I support these proposals because I believe they will make Eynsham a safer place for people and wildlife. There is evidence of drivers speeding on local roads. I would like to see the 20 mile per hour speed limit in all residential roads and monitoring by traffic police.</p>
() Local Resident, (Eynsham, Station Road)	<p>20mph speed limit - <b>Support</b>  30mph speed limit - <b>Support</b>  40mph speed limits - <b>Support</b></p> <p>To make Eynsham a safer place for all.</p>

<p>() Local Resident, (Eynsham, Tilgarsley Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>I agree the speed limits within the village, it seems a sensible and reasonable proposal to making our village safer for all non-vehicular road users. Please could we add gated approaches to the access to station road off the B4449 and the access from B4449 onto Hanborough Road (before Dovehouse turn)?</p>
<p>() Local Resident, (Eynsham, Tilgarsley Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>The proposals are reasonable speed limits in a busy built up area to keep the community and others safe. And we need another gate - one at bottom of Station Road (at entrance to village off the Stanton Harcourt roundabout) as well. We need to deter the through traffic (non community) which is currently numerous and quite often speeding above 30 mph from Oxford and Stanton Harcourt road through village and out at Witney Road traffic lights (which they are doing to avoid the Eynsham bypass and A40 where there is stationary traffic at rush hours).</p>
<p>() Local Resident, (Eynsham, Willows Edge)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Lower speeds allow more people, especially younger and older residents, to enjoy the streets and footpaths in and around Eynsham. Calmer roads make shopping and socialising in the village more pleasant. The Cassington Rd is a very popular low traffic route between Cassington and Eynsham enjoyed throughout the year.</p>
<p>() Local Resident, (Eynsham, Willows Edge)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b></p>

	<p>40mph speed limits - <b>Support</b></p> <p>Have see and heard of several near miss accidents with pedestrians, cyclists and cars, especially Witney Rd</p>
<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Many cars driven too fast on Witney Road. Making the village safer in general for pedestrians and cyclists should be a priority.</p>
<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Regular speeding and Eynsham being used as a rat run on a daily basis. The ring road clearly does not work.</p>
<p>() Local Resident, (Eynsham, Clover Place)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>As a pedestrian it is reassuring to know speed limits will be introduced and as a passenger in cars I have seen a few near misses in and around the village due to speeding</p>
<p>() Local Resident, (Eynsham, Clover Place)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Safety and increased traffic</p>

<p>() Local Resident, (Eynsham, Evans Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Cars driving too fast on residential roads. And many more cars in Eynsham reduced visibility need double yellow lines as well</p>
<p>() Local Resident, (Eynsham, Hanborough )</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>A lot of speeding in the village. Roads near schools and parks need to be safer</p>
<p>() Local Resident, (Eynsham, Hazeldene Close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Improve the local environment Improve road safety Contribute to 'net zero'</p>
<p>() Local Resident, (Eynsham, Merton Close)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>I am a pedestrian who is concerned at the speed that people drive in and around Eynsham.</p>
<p>() Local Resident, (Eynsham, Merton Court)</p>	<p>20mph speed limit - Support 30mph speed limit - Support 40mph speed limits - Support</p>



	Cars drive too fast in Eynsham
() Local Resident, (Eynsham, Old Witney Road)	20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b>  Safer and quieter roads
() Local Resident, (Eynsham, Old Witney Road)	20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b>  This speed review in our village is well overdue. More cars travelling at higher speeds - we need this speed reduction to keep everyone safe. Particularly along Witney Road near the school where speeds are significant.
() Local Resident, (Eynsham, Shakespeare)	20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b>  Safety for road users and pedestrians
() Local Resident, (Eynsham, Wytham View)	20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b>  Slower traffic in villages is safer.
() Local Resident, (Eynsham, Church Lane)	20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b>

	<p>40mph speed limits - <b>Support</b></p> <p>My children regularly walk/cycle from Cassington to Eynsham. The speed of vehicles as they cross the outer ring roads of Eynsham is beyond shocking and extremely dangerous.</p>
( ) Local Resident, (Freeland, Wroslyn)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>I cycle a lot as do my children so I am keen to lower speed limits on grounds of safety.</p>
( ) Local Resident, (Sutton, New Road)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>Road safety</p>
( ) Local Resident, (Eynsham, Witney Road)	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>Support</b></p> <p>In summary, I agree strongly with all the proposals to reduce the speed limits in and around Eynsham. This would be the single measure that would improve the village, if it were complied with.</p> <p>In recent years, there is more traffic driving faster than I remember. In fact, I think there is a large minority of drivers that regularly drive at 40-50mph on Witney, Oxford and Station roads.</p> <p>There has also been an increase in anti social driving by some young people.</p> <p>Reducing speed limits will enable older people, the disabled, children, pedestrians and cyclists to travel around the village safely again. I am a driver, cyclist and a pedestrian.</p>

<p>() Local Resident, (Eynsham, Hazeldene Close)</p>	<p><b>20mph speed limit - Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>No opinion</b></p> <p>Supportive of reduced speed limits in the village</p>
<p>() Local Resident, (Eynsham, Old Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>No opinion</b></p> <p>I think there should be a 20 mph speed limit throughout Eynsham and it should be implemented as soon as possible before some awful accident happens. Speed bumps are also needed on Witney Road to enforce it near the school.</p>
<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>No opinion</b></p> <p>Cars travelling on Witney road travel far too fast. Most use as a cut through from the lights through towards Sutton during rush hour (and school times) it's only a matter of time before someone is killed. It would help if the current speed limit was enforced occasionally.</p>
<p>() Local Resident, (Eynsham, Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>No opinion</b></p> <p>in residential area 20 is plenty</p>
<p>() Local Resident, (Eynsham , Witney Road)</p>	<p>20mph speed limit - <b>Support</b> 30mph speed limit - <b>Support</b> 40mph speed limits - <b>No opinion</b></p>

	<p>There is too much speeding traffic on Witney road. Please ensure speed cameras support this proposal, some cars rev up to go down the road and get well over 40 by the school.</p>
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Divisions affected: *Banbury Hardwick; Banbury Ruscote*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 28 APRIL 2022**

### **BANBURY: A422 STRATFORD ROAD - PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limit as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit on the A422 Stratford Road at Banbury as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the 20mph Programme (North) 2022-23

#### **Equality and Inclusion Implications**

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

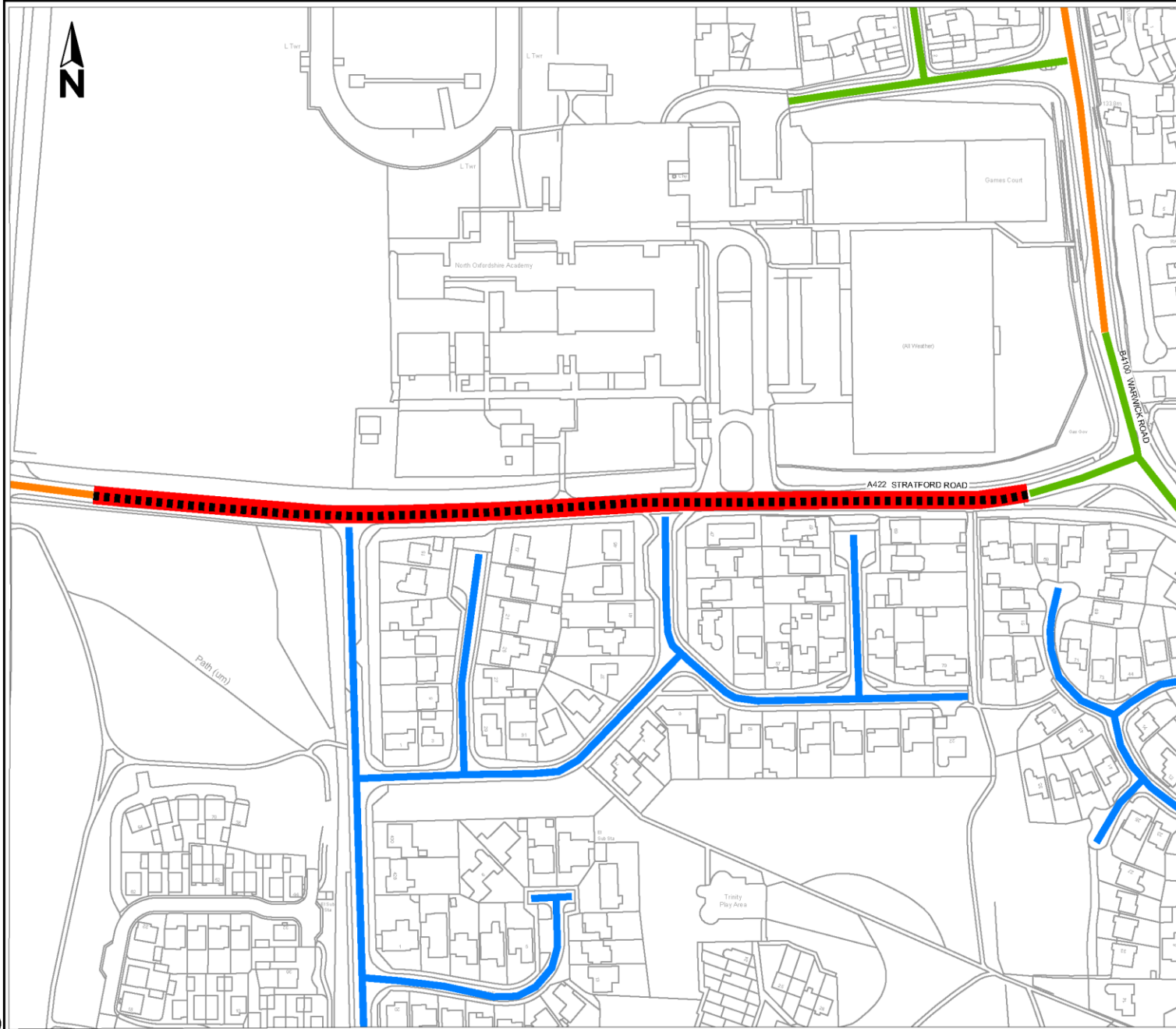
#### **Sustainability Implications**

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

#### **Consultation**

6. The Formal consultation was carried out between 03 February and 04 March 2022. A notice was published in the Banbury Guardian newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Banbury Town Council, Cherwell





Drawing No.		Revision	
		0	
<b>Key</b>			
	Proposed 20mph speed Limit in place of existing 30mph speed limit		
	Existing 20mph Zone to remain		
	Existing 30mph Speed Limit to remain		
	Existing 40mph Speed Limit to remain		
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677			
Project title			
A422 STRATFORD ROAD BANBURY			
Drawing title			
PROPOSED 20MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 01/22	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

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 01/22

RESPONDENT	COMMENTS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 60</p> <p>(1) Thames Valley Police, (Traffic Management Officer)</p>	<p><b>No objection</b> – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and driver's speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility. No speed data has been received in support of these proposals.</p> <p>I acknowledge the presence of a large School within this proposed limit but raise concern at the level of compliance that a signed only limit is likely to achieve. I strongly urge should this proposal go ahead it is monitored with a view to additional engineering measures going forward.</p> <p>Future complaints of poor compliance must be directed in the first instance to the Highway Authority. Having visited the location this week can I make you aware there are 30 repeater speed limit signs within a street lit area which is not permitted.</p>
<p>(2) Cherwell District Council</p>	<p><b>No objection</b></p>



<p>(3) Local County Cllr, (Banbury Ruscote division)</p>	<p><b>Support</b> – Can you note that I as local member for Banbury Ruscote fully endorse a 20MPH implementation after due process of consultation from Banbury rise junction to the traffic lights at Warwick road on the A422 Stratford road in the proximity of North Oxfordshire Academy School.</p>
<p>(4) As an individual, (Banbury, Bailey Road)</p>	<p><b>Object</b> - In practice 30mph is ok on this stretch - queues and pedestrians using the zebra naturally slow the traffic anyway at busy times. The real problem is the 40mph zone between Bretch Hill and Drayton which should be reduced to 30mph. It briefly encourages traffic to accelerate and then drivers are reluctant to slow down - that's the real danger.</p>
<p>(5) As an individual, (Banbury, George Parish Road)</p>	<p><b>Object</b> - This road is generally not that busy outside school drop off and pickup times when traffic is at stand still either because of the two crossing on this road or buses or cars trying to turn in to the school so speed reduction with the school in mind is pointless.</p> <p>The only issue with speed on this road is the vehicles who are exceeding the current speed limit of 30mph which is an issue on many others reducing the speed limit to 20mph will not stop those who are happy to exceed the current limit as proved on other 20mph road i.e Bretch hill road from the Stratford Road turning until the second chicane where some car accelerate to high speed some of the worst offenders must be doing 60mph by the time they have to brake. This road is a straight road with plenty of safe crossings on it so in my mind this idea make no logical sense.</p>
<p>(6) As an individual, (Banbury, Ironstones)</p>	<p><b>Object</b> - I object. There is only one turning onto the Bretch Hill estate on this road. Nothing has changed. This is unnecessarily complex Schoolchildren cross this road twice a day. Other schoolchildren get deposited and picked up by car twice a day. Traffic is very slow at these times. Otherwise, this is the main route to Stratford.</p>
<p>(7) Online response, (Banbury, Warwick Road)</p>	<p><b>Object</b> - Said road has already been changed several times. Makes no sense to go from 40mph to 20mph. Better to rezone as 30mph all way from Drayton village to junction of Warwick Road.</p>
<p>(8) As an individual, (Banbury, Warwick Road)</p>	<p><b>Object</b> - There is no need, there are no accidents, more often than not the traffic is too heavy to allow for fast speeds put your efforts into areas that need it</p>

(9) As an individual, (Oxford, Rymers Lane)	<b>Object</b> - This is a major 'A' road into Banbury from the West and such a low-speed limit is completely unreasonable.
(10) As an individual, (Banbury, Bath Road)	<p><b>Support</b> - More people are living, working and walking (and cycling) in this area, which also passes the front of a large secondary school (NOA). Many students cross the road here and many cars turn in and out. Slower speeds here are a very sensible measure to improve safety and also help to encourage more people to walk and cycle. I hope that signage will clearly show the new limit.</p> <p>I would also strongly support the extension of 20mph limits to all residential areas of Banbury for similar reasons to those stated above. Encouraging more active travel will also help to reduce pollution and otherwise improve peoples' health and fitness. Feeling safer on the road as a result of motor vehicles moving more slowly is an important intervention to encourage this.</p>
(11) As an individual, (Banbury, Bretch hill)	<b>Support</b> - It should calm traffic and make the area safer for surrounding schools and residents. However, consideration needs to be given to enforcement of the new speed limit.
(12) As an individual, (Banbury, Broughton Road)	<b>Support</b> - I believe that a reduced speed limit will help to reduce accidents involving vehicles, pedestrians & animals along this road although I have lived in Banbury for 10 years I regularly visit Coventry where numerous traffic calming methods have been introduced & these seem to be working well.
(13) As part of a group/organisation, (Banbury, Hillside Close)	<b>Support</b> - This road passes the North Oxfordshire Academy (NOA), and therefore there are many pedestrians and cyclists - including children -use that road on a daily basis. It would be much safer for them as well as for the people who live around that area if the speed limit was 20mph. It will also help build a safer and greener town in general, where people are prioritised over motor vehicles.
(14) As an individual, (Banbury, Longfellow Road)	<b>Support</b> - This junction is already busy and with the increased traffic from the Bloor homes Banbury Rise estate there is increased chance of a collision, so keeping it at 20 is good. Also, the Banbury Fringe Walk from the south exits onto the A422 at this point, so slower traffic will make it easier to cross the road on foot to continue the walk. However, the A422 will end up with a short stretch of 40mph between a 20mph section (Banbury Rise) and 30mph (Drayton

	village) which seems nonsensical. Why not make that section 30mph as well, to make it contiguous with the Drayton limit? As a driver I never accelerate into the 40 section because it is so short!
(15) As an individual, (Banbury, Nursery Drive)	<b>Support</b> - To make the space safer for pedestrians and cyclists
(16) As an individual, (Banbury, Osterley Grove)	<b>Support</b> - I'm a local delivery driver, and at busy times when the schoolchildren are using the paths and crossings, people need to slow down. This will hopefully avoid accidents. The current 30-40-30 into Drayton is pointless as it stands, as once you get to 40 you immediately have to slow down to 30 again. It should be 20 by the school and 30 through Drayton.
(17) As an individual, (Banbury, Townsend)	<b>Support</b> - This is a narrow road which I frequently cycle along. Cars and lorries often come up at speed behind me and are then forced to brake because it's not possible to pass, either because of oncoming traffic or because of poor visibility. A 20mph limit would make this road much safer for cyclists and pedestrians.
(18) As an individual, (Banbury, Warwick Road)	<b>Support</b> - We should be implementing 20mph limits across all Banbury residential streets, so I obviously support this small change. The road is outside a school and connected with existing 20mph limits
(19) As an individual, (Banbury, Winchester Close)	<b>Support</b> - I think all 30 mph roads in and around Banbury should be reduced to 20 mph and all other roads e.g. 40 and 50 should be reduced by at least a 10mph
(20) As an individual, (Banbury, Bismore Road)	<b>Support</b> - The level of traffic has increased dramatically. A serious look at reducing the speed levels throughout Banbury area needs to be implemented as a matter of urgency.  There are many new housing estates, that have been built, in Banbury and the surrounding villages. The residents are crossing roads without adequate safety measures such as reduced speed limits, adequate safe crossing places, adequate and safe signage warning drivers of pedestrians crossing or entering/exiting new housing estates off main roads. More speed traffic cameras should be used to police and enforce this. Not only would this be a great deterrent it would also fund the council through fines to be able to implement other road safety measures that are desperately needed.

(21) As an individual, (Banbury, Oxford Road)	<b>Support</b> - Supporting safer for cyclists and pedestrians
(22) Online response, (Banbury, Stratford Road)	<b>Support</b> - It's a blind turning making it extremely likely to accidents if not taking caution. Not only that but there's no predestinarian crossing, putting people at high risk.
(23) As an individual, (King's Sutton, Orchard Way)	<b>Support</b> - Lower speed limits encourage active transport options (cycling, walking) which are good for health and environment. Also, better for emissions, and safer for non-car users.
(24) As part of a group/organisation, (Banbury)	<b>No opinion</b>

Divisions affected: Otmoor

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 28 APRIL 2022**

### **AMBROSDEN: A41 & PLOUGHLEY ROAD JUNCTION –TURNING PROHIBITIONS AT JUNCTION AND PBUS STOP CLEARWAY**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed 40mph speed limit on the Ploughley Road and the prohibitions of turning movements at the A41 junction with Ploughley Road.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on a proposal to introduce turning restrictions at the A41 junction with Ploughley Road in conjunction with the signalisation of the junction, and also a bus stop clearway as shown in **Annex 2**, as a result of the development of adjacent land. It should be noted that that additionally a proposal to introduce a 40mph speed as shown in **Annex 1** which is complementary to these proposals was approved at the Cabinet Member for Highway Management decisions meeting on 24 March as part of a package of speed limit changes in the Bicester area.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

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

## Consultation

6. The Formal consultation was carried out between 17 February and 18 March 2022. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Bicester Town Council, Ambrosden Parish Council, Blackthorn Parish Council, Cherwell District Council, and the local County Councillors covering the Otmoor, and the Ploughley divisions.
7. Six responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion	Total
40mph speed limit on Ploughley Road	1	-	1	4	6
No Left Turn into Ploughley Rd	3	1	-	2	6
No Right Turn onto A41	1	2	-	3	6
A41 Bus-stop Clearway	1	-	1	4	6

8. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objections but did express concerns about the possibility of drivers making U turns on the A41 in order to minimise the additional time and distance that otherwise would be incurred by drivers currently making the turns that are proposed to be prohibited; additionally, the police asked for a rationale behind the proposed prohibition of the left turn from the A41 to Ploughley Road.
10. Ambrosden Parish Council expressed an objection to the proposed prohibition of the left turn from the A41 to Ploughley Road, and similar objections were received from two members of the public (one of whom objected to all the proposals other than the proposed bus stop clearway)
11. Noting the above, the proposed turning restrictions are intended to provide for the safe and efficient operation of the junction, with the new roundabout at the nearby Pioneer Road junction 500m to the west of the Ploughley Road junction providing an opportunity for vehicles currently making these turns to re-route with only a modest increase in journey length.

Bill Cotton  
Corporate Director, Environment and Place

Annexes  
Annex 1: Consultation Plan (Speed limit)  
Annex 2: Consultation Plan (Turn restrictions)  
Annex 3: Consultation responses

Contact Officers: Tim Shickle 07920 591545

April 2022

PROJECT

**PLOUGHLEY RD / A41 JUNCTION**  
OX26 6HQ

CLIENT



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Oxford, OX1 1ND  
Tel: 01865 762422  
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CONSULTANT

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St Albans, Herts AL1 3ER  
01773-559900 Ltd  
www.aecom.com

1. TOPO SURVEY INFORMATION BASED ON AECOM TOPO SURVEY FEBRUARY 2021.
2. DO NOT SCALE FROM THE DRAWING. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. EXACT LOCATIONS OF EXISTING TERMINAL SPEED LIMIT ROUNDELS ARE TO BE IDENTIFIED ON SITE DURING DETAILED DESIGN.
4. THE LENGTHS AND EXTENTS OF THE TPO PROVIDED ON THIS DRAWING ARE INDICATIVE. THE EXACT DIMENSIONS AND EXTENTS FOR THIS SHALL BE PROVIDED DURING THE DETAILED DESIGN STAGE.
5. JUNCTION UPDATE PROPOSED DUE TO THE INCREASED TRAFFIC DEMANDS FROM LOCAL DEVELOPMENT. MODELLING HAS INDICATED THAT TRAFFIC SIGNALS WITH THE PROPOSED BANDED MOVEMENTS PROVIDES AN ACCEPTABLE LEVEL OF CAPACITY AT THE JUNCTION. TOLLGAIN CROSSINGS WILL PROVIDE CROSSING FACILITIES. ALTERNATIVE ROUTES AVAILABLE FOR DISPLACED TRAFFIC VIA THE A41 AND D4011 JUNCTION.

KEY

- A41 ONLY PROPOSED 40mph SPEED LIMIT (PREVIOUSLY 50mph) 1432m IN LENGTH
- PLOUGHLEY ROAD ONLY PROPOSED 40mph SPEED LIMIT (PREVIOUSLY 60mph) 762m IN LENGTH
- PLOUGHLEY ROAD EXISTING 30mph SPEED LIMIT
- A41 EXISTING 60mph SPEED LIMIT
- A41 EXISTING 40mph SPEED LIMIT

KEY PLAN



ISSUE/REVISION

ISS	DATE	DESCRIPTION
03	20/10/2021	FINAL PRELIM DESIGN
02	26/07/2021	CHANGES AS PER CLIENT REQUEST
01	21/04/2021	FIRST ISSUE

DRAWING STATUS



PROJECT NUMBER

60651838

SHEET TITLE

PLOUGHLEY ROAD  
TRAFFIC REGULATION ORDER  
PROPOSED SPEED LIMITS

SHEET NUMBER

P 60651838-PLO-DWG-20-PD-TRO-02

Project Management Inhaber: Designers: RW Checked: SS Approved: MS ISO A1 684mm x 841mm

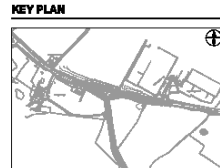
Last Printed: 20 October 2021 13:38:37  
Filename: C:\WORKING\AECOM\OX26\A41\JUNCTION\A41\A41\_TRO-02-DWG-20-PD-TRO-002.DWG  
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- NOTES**
1. THIS DRAWING IS BASED ON OS MAPPING AND TOPO SURVEY INFORMATION FROM AECOM TOPO SURVEY FEBRUARY 2021.
  2. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER PRELIMINARY DESIGN DRAWINGS.
  4. THE LOCATION OF THE PROPOSED BUS STOP IS AS PER OOC REQUEST TO REDUCE THE RISK OF AN ACCIDENT OCCURRING IN THE EVENT THAT A VEHICLE OVERTAKES A WAITING BUS STOP IN ITS EXISTING LOCATION, WITHOUT HAVING CLEAR VISIBILITY OF ONCOMING TRAFFIC.
  5. THE PROPOSED BUS STOP LOCATION IS 100m WEST OF THE EXISTING BUS STOP.

- KEY**
- HIGHWAY BOUNDARY
  - PROPOSED LAYOUT
  - PROPOSED ROAD MARKINGS
  - EXISTING BUS STOP LOCATION



**ISSUE/REVISION**

02	20/10/2021	FINAL PRELIM
01		NOT ISSUED
00		DATE DESCRIPTION

**DRAWING STATUS**

**PRELIMINARY**

**PROJECT NUMBER**

00051838

**SHEET TITLE**

PLOUGHLEY ROAD  
TRAFFIC REGULATION ORDER  
PROPOSED BUS STOP LOCATION

**SHEET NUMBER**

P 00051838-PL0-DWG-20-PD-TR0-04

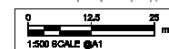
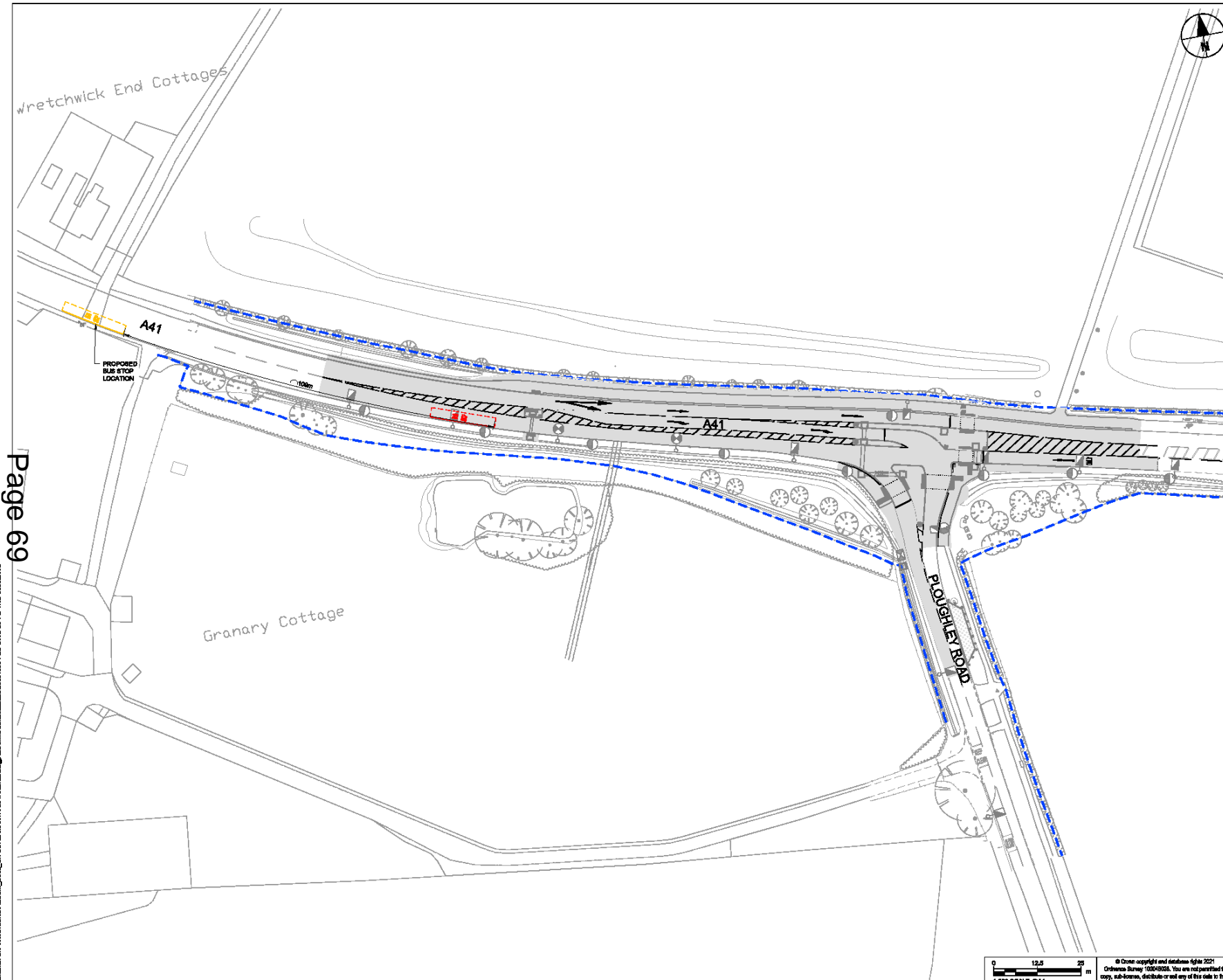
BD A1 (8/2011) 1:411m

Approved: MS

Checked: BS

Designed: RW

Project Management Initials:



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>40mph speed limit on Ploughley Road - <b>No objection</b>            No Left Turn onto Ploughley Road from A41 - <b>Concerns</b>            No Right Turn onto A41 from Ploughley Road – <b>Concerns</b>            A41 Bus-stop Clearway – <b>No objection</b></p> <p>In principle I do not object, but as you know I did raise concern during previous consultation with lowering the speed limit on the A41 in and around the Bicester corridor which connect on to these proposals. This current site is currently under severe road construction and it is difficult to imagine whether the new design will be sufficient to achieve good levels of compliance. I acknowledge roadside development is increasing, however there appears little roadside frontage at the moment.</p> <p>My next question relates to the Prohibited turn manoeuvres at the Ploughley road junction. Turning right out would appear to be engineered to achieve compliance however I raise slight concern at the expectation that drivers who might wish to turn right will be expected to travel to Graven Hill roundabout in order to then travel east. Could this lead to some motorists choosing to 'U' turn in the road compromising safety?</p> <p>The left turn into Ploughley road from the A41 is also prohibited but it is not explained why! An engineering solution to achieve good compliance is not evident on the drawing and my fear is this will receive constant poor compliance. These restrictions must not place any burden for enforcement on the Police.</p>
(2) Ambrosden Parish Council	<p>40mph speed limit on Ploughley Road - <b>Support</b>            No Left Turn onto Ploughley Road from A41 - <b>Object</b>            No Right Turn onto A41 from Ploughley Road – <b>No opinion</b>            A41 Bus-stop Clearway – <b>No opinion</b></p> <p>Ambrosden Parish Council broadly supports the proposed changes to the speed limits, but is opposed to closure of the left turn into Ambrosden from the A41. Ambrosden Parish Council would also support the extension of a 40mph limit on the A41 to incorporate the turning to Marsh Gibbon, just past railway bridge, on both sides</p>

(3) Ambrosden Parish Council	<b>Comments</b> - Would you take into consideration that the stretch of the A41 under review has had twelve accidents reported along the stretch from Mill House Farm and beyond, two of which resulted in serious injuries to local parishioners.
(4) Cherwell District Council	<b>No observations</b>
(5) An individual, (Yarnton, Spencer Avenue)	<p>40mph speed limit on Ploughley Road - <b>No opinion</b>  No Left Turn onto Ploughley Road from A41 - <b>Object</b>  No Right Turn onto A41 from Ploughley Road - <b>Concerns</b>  A41 Bus-stop Clearway - <b>Object</b></p> <p>I cycle in this area occasionally so am interested from that angle as the cycle path is in need of improvement, hence I use the road. My concern is the junction improvement works is to allow an increase in the volume of traffic, the works themselves, I suspect, will act to slow traffic down anyway.  Not sure if a bus clearway would be helpful. I haven't noticed a high level of bus traffic.  No Right Turn onto A41 from Ploughley Road- wont this just move the traffic to Blackthorn increasing the issues there?</p> <p>No Left Turn onto Ploughley Road from A41- this seems bizarre, again would move traffic to blackthorn. Appears nonsensical.</p>
(6) An individual, (Oxford, Rymers Lane)	<p>40mph speed limit on Ploughley Road - <b>Object</b>  No Left Turn onto Ploughley Road from A41 - <b>Object</b>  No Right Turn onto A41 from Ploughley Road - <b>Object</b>  A41 Bus-stop Clearway - <b>Support</b></p> <p>This road seems to have no special features which necessitate reductions in the speed limit. Moreover, visibility</p>

	seems clear and therefore I can't see why turn restrictions are required.
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