



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

Thursday, 10 May 2018 at 10.00 am

Committee Rooms 1 and 2, County Hall, New Road, Oxford

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports are attached. Decisions taken will become effective at the end of the working day on Friday 18 May 2018 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 "Peter G. Clark".

Peter G. Clark
Chief Executive

April 2018

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 7 June 2018

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

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

3. Petitions and Public Address

4. Bicester: Kingsmere Area - Proposed Waiting Restrictions (Pages 1 - 24)

Forward Plan Ref: 2018/042

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE4**).

The report presents responses received to a statutory consultation to introduce waiting restrictions comprising double yellow lines - 'no waiting at any time' – at Pioneer Way, Hexham Road and Whitelands Way in the Kingsmere development at Bicester. The proposals have been put forward at the request of the developers of Kingsmere residential and commercial development to address concerns over parked vehicles obstructing the spine roads and, in particular, restricting visibility at junctions and bends. The roads are due to be adopted as public highway following the completion of the development.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed double yellow lines (no waiting at any time) restrictions as advertised excepting the two lengths on Whitelands Way as shown in red in Annex 2 to the report, with a further review of waiting provision to be carried out on completion of the development to include an assessment of whether waiting can be permitted on the length of Pioneer Way shown in blue also in Annex 2.

5. Didcot: B4493 Wantage Road - Proposed Cycle Track Provision
(Pages 25 - 50)

Forward Plan Ref: 2018/033

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents responses received to a consultation on a proposal to provide cycle lanes on both sides of the B4493 Wantage Road put forward at the request of the developers of the Great Western Park development to provide a high standard cycle route between the development and the town centre.

The report sets out how the proposals will help facilitate the safe movement of traffic in support of LTP4 objectives.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed cycle provision on both sides of the B4493 Wantage Road as advertised.

6. A420 at Buckland - Proposed Bus Stop Clearway (Pages 51 - 60)

Forward Plan Ref: 2018/025

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE6**).

On 12 April 2018 the Leader of the Council (who was substituting for the Cabinet Member for Environment at that meeting) deferred a decision on proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station and put forward as part of a proposed development on the south side of the A420 at the Buckland Services site to allow further information to be obtained on the rationale behind the proposal in respect of encouraging customers and staff at the new development to change their travel patterns to the site taking account also of the planning consent issued by the Vale of the White Horse District Council. That information is set out in a revised report together with the original report to the April meeting.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as advertised.

7. Kencot: Proposed 20mph Speed Limit (Pages 61 - 66)

Forward Plan Ref: 2018/044

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation on a proposal to introduce a 20mph speed limit in place of the existing 30mph limit on the village roads south of the B4477 at Kencot put forward by Kencot Parish Meeting in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the village.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposal to introduce a 20mph speed limit in place of the existing 30mph limit on the village roads south of the B4477 at Kencot as advertised.

Division(s): Bicester West

CABINET MEMBER FOR ENVIRONMENT – 10 MAY 2018

BICESTER: KINGSMERE AREA – PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions comprising double yellow lines - 'no waiting at any time' – at Pioneer Way, Hexham Road and Whitelands Way in the Kingsmere development at Bicester.

Background

2. The proposals as shown at Annex 1 have been put forward at the request of the developers of Kingsmere residential and commercial development to address concerns over parked vehicles obstructing the spine roads and, in particular, restricting visibility at junctions and bends. The roads are due to be adopted as public highway following the completion of the development.

Consultation

3. Formal consultation on the proposal was carried out between 9 March and 6 April 2018. A public notice was placed in the Bicester Advertiser newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council and the local County Councillors. Street notices were placed near to the location of the proposed restrictions with letters also sent directly to approximately 500 properties in the immediate vicinity.
4. 88 responses were received. A breakdown of the results is shown in the table below with the content of the responses summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.

Proposal	Neither	Object	% Object	Support	% Support	Total
Pioneer Way	16	9	11%	57	70%	82
Whitelands Way	4	24	30%	54	66%	82
Hexham Road	27	14	17%	41	50%	82
General	-	-	-	6	-	6

Response to objections and other comments

5. Thames Valley Police did not object to the proposals but wanted to inform the County Council that parking enforcement is a low priority for the police and would urge them with the District and Town Councils to continue potential for de-criminalised orders and restrictions that can be enforced by those authorities as part of a special parking area where they do see this as a higher priority.
6. Bicester Town Council support the proposals.
7. The remaining responses were from members of the public who are residents of the Kingsmere development. For each road, the proportion of responses supporting the proposals significantly exceeded those objecting. Among those supporting the proposals, concerns were expressed over the obstruction of the road by parked vehicles (especially by larger vehicles such as vans) and in particular over the dangers caused by parking near junctions and bends obstructing visibility and also delays to buses and emergency vehicles.
8. The objections received were primarily on the grounds of the loss of parking for residents and their visitors and the resulting inconvenience. Several of these responses commented on what they considered an unreasonably low level of parking provision within the new development and, although it was understood that occupiers of the premises were aware of the formal agreements in place to limit the number of vehicles per property, comments were made that it was unrealistic in practice for many people to comply with these. Some respondents expressed a concern over the adverse impact of the proposals on property values.
9. Significant concerns were also expressed that the introduction of the proposed waiting restrictions would lead to parking being displaced onto side roads, some of which were already judged to suffer from significant parking pressures and that this, in turn, would inconvenience residents, delay emergency service and delivery vehicles and present a danger, in particular, to pedestrians including school children on their journeys to and from school.
10. Similarly, concerns were raised that traffic speed would increase, resulting in an increased risk of accidents, with some respondents noting that other forms of traffic calming were unlikely to be viable due to the buses using Whitelands Way.
11. Several of those objecting suggested that while some waiting restrictions were needed by junctions and bends, the proposals went too far. This was particularly the case for the proposals for Hexham Road where some respondents expressed the view that there were no problems and also that the proposal would limit the use of the recycling facilities sited there.
12. In response to the above comments, it is accepted that the allocated parking for residents and their visitors in the Kingsmere development is intentionally limited and that the design approach for the road layouts including the

relatively narrow carriageways and other features within the highway and public space such as planting results in any informal parking outside the designated parking areas creating significantly more issues than might apply in more traditional residential road layouts. However, all prospective residents will have been made aware of the restricted parking provision ahead of occupying a property and it is not considered feasible (or within the power of the County Council) to amend the road layout or otherwise increase the parking provision within the development. It should be noted that all the sales documents for premises that front Whitelands Way have a restriction saying that residents should not park on the road.

13. Specifically in respect of Hexham Road, the road will form the only access to the new Secondary School both when it is being built and when in use. The proposed restrictions here were included in the consultation at the request of the Oxfordshire County Council Schools Team.
14. Officers, however, have reviewed in the light of the objections whether some waiting could be permitted on Whitelands Way without presenting an undue obstruction and as shown in red at Annex 2. There are two such lengths where it is proposed that the waiting restrictions can be omitted should the wider proposals be approved. Also shown on this plan are lengths on both sides of Pioneer Way shown in blue which may potentially be suitable for waiting after the construction of the development is completed, but where the proposed waiting restrictions are still recommended at present.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

16. Funding for the proposed measures has been provided by the developers.

RECOMMENDATION

17. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed double yellow lines (no waiting at any time) restrictions as advertised excepting the two lengths on Whitelands Way as shown in red in Annex 2, with a further review of waiting provision to be carried out on completion of the development to include an assessment of whether waiting can be permitted on the length of Pioneer Way shown in blue in Annex 2.**

OWEN JENKINS
 Director for Infrastructure Delivery

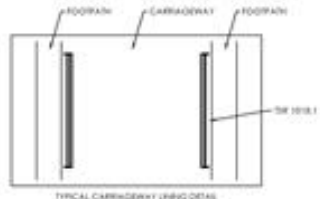
Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2018



GENERAL NOTES
 1. ALL ROAD MARKING LINES IN ALL DRAWINGS AND EXISTING ROAD MARKINGS SHALL BE PLACED BACK TO THEIR ORIGINAL POSITION AND GENERAL DIMENSIONS SHALL BE AS SHOWN.



- █ BOUNDARY OF PROPOSED PARKING RESTRICTION
- TR 1015.1 DOUBLE YELLOW LINE
- ♦♦ BOLLARDS TO BE DROPPED HERE

Create Consulting Engineers accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to. **CONFIDENTIAL & RESERVED**

REV	DATE	REVISIONS/REVISED	DESIGNER	APPROVED

PROJECT: PROPOSED PARKING RESTRICTIONS PHASE 1	DATE: 01/08/17	INFORMATION: DRAWN BY: EM CHECKED BY: EM SCALE: B7A DATE: 03/210 C	
CLIENT: COUNTRYSIDE PROPERTIES LTD	PROJECT NO: 03/210	DRAWN BY: EM	

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Bicester Town Council	Support - Following last night's Planning Committee Meeting, I can confirm that Bicester Town Council welcome the above proposal.
(3) Online Response, (Unknown)	<p><u>Pioneer Way</u> - Support - Most houses contain provision for parking and therefore it is best that streets are kept clear of parking. The areas near junctions should also have double yellow lines to prevent side streets becoming congested.</p> <p><u>Whitelands Way</u> - Support - This is long overdue. The road was not designed to be wide enough for parking and easy flow of traffic. Most house deeds contained restrictions on parking but without them being enforced. The parking also makes it difficult for buses to pass on what is their main route through Kingsmere.</p> <p>The areas near junctions should also have double yellow lines to prevent side streets becoming congested. This is especially true of Cartmel to prevent any danger to school children at peak times.</p> <p><u>Hexham Road</u> - Support - Most houses contain provision for parking and therefore it is best that streets are kept clear of parking. The areas near junctions should also have double yellow lines to prevent side streets becoming congested.</p>
(4) Local Resident, (Kempton Close, Bicester)	<p><u>Pioneer Way</u> - Support - None of these restrictions would be required if residents ensured that they and any visitors parked in a sensible way and in line with standard traffic orders, e.g. avoiding parking within 10 metres of a junction. It has been repeatedly proven that residents seem unable to ensure they were sensible and considerate with this issue, therefore these restrictions are now necessary.</p> <p><u>Whitelands Way</u> - Support – as above</p> <p><u>Hexham Road</u> - Neither – <i>no comment.</i></p>
(5) Local Resident, (Evenlode Close, Bicester)	<p><u>Pioneer Way</u> - Support - The roads need to be kept clear to ensure our children can get to and from the school safely.</p> <p><u>Whitelands Way</u> - Support - preventing cars from parking along the road would ensure it was safe to travel along and cross by pedestrians.</p> <p><u>Hexham Road</u> - Neither – <i>no comment.</i></p>

(6) Local Resident, (Hexham Road, Bicester)	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Neither - <i>no comment.</i></p> <p><u>Hexham Road</u> - Object - It is not clear how this decision was decided for Hexham Road-was there traffic flow measurement undertaken and how many complains of congestion have been registered from Hexham Road over the last 3 years and who were these from? Similarly, how many accidents have there been in the Hexham Road. How many vehicles will be displaced by these new restrictions and where do you intend those vehicles to be parked? Are there plans to move recycling bins as people stop by them to empty their recyclable waste which in future will mean braking the parking restrictions.Hexham Road has been construction site for secondary school at this moment with heavy transport traffic which has not obstructed traffic in any way and not caused any concerns. If Hexham Road is wide enough to hold heavy duty construction traffic to free flow, it is not foreseeable that any traffic flow problem should exist in the future.Alternative solutions such as "Residents Parking Permit" could be considered as valid option to avoid traffic building up.</p>
(7) Local Resident, (Vendee Drive, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i></p> <p><u>Hexham Road</u> - Support - The recycling bins currently located on Hexham Road will need to be relocated and accessible possibly at the community shops, before the yellow lines are painted on the road.</p>
(8) Local Resident, (Haydock Road, Bicester)	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Object - I object on the grounds that double parking restrictions on the main road will cause increased parking on the side-roads, including Haydock Road where I live.</p> <p><u>Hexham Road</u> - Neither – <i>no comment.</i></p>
(9) Local Resident, (Perth Road, Bicester)	<p><u>Pioneer Way</u> - Support - this must be done as the parking situation is not only dangerous but unfair to users on the development who comply with restrictions.</p> <p><u>Whitelands Way</u> - Support - It's the only way backed up with traffic wardens.</p> <p><u>Hexham Road</u> - Support - As above reasons.</p>
(10) Local Resident, (Cartmel, Chesterton)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i></p> <p><u>Hexham Road</u> - Support - <i>no comment.</i></p>
(11) Local Resident, (Huntingdon Road, Chesterton)	<p><u>Pioneer Way</u> - Support - This is absolutely necessary along this road. It is so close to the primary school, parking along here risks the lives of children walking to and from school.</p> <p><u>Whitelands Way</u> - Support - The parking down this road is just ridiculous. I've lost count of the number of times I've had a near miss while trying to navigate around cars parked on corners.All residents along this road will have been told not to park along Whitelands Way.</p> <p><u>Hexham Road</u> - Support - This is desperately needed towards the corner of Haydock road opposite the Premier Inn.</p>

<p>(12) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - As a homeowner on Whitelands Way I was advised when by my property that the road outside my front door was a restricted parking zone. Unfortunately, the blatant disregard of this by others has led to the corner of Whitelands Way and Haydock Road bring effectively turned into a blind bend -the only way to resolve this is now to enforce the no parking through double yellow lines. <u>Hexham Road</u> - Support – <i>no comment.</i></p>
<p>(13) Local Resident, (Ripon Close, Bicester)</p>	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i> <u>Whitelands Way</u> - Object I don't find that the parking interferes with my visibility at junctions and I don't find that it has an effect on safety as either a motorist or pedestrian or restrict traffic flow to any significant extent, - the on-street parking is an extremely valuable resource for both residents as well as their visitors. It is of great benefit to be able to have parking available to our visitors that is both readily available, and available without time limits. <u>Hexham Road</u> - Neither - <i>no comment.</i></p>
<p>(14) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Object - I am not aware of these issues despite living nearby. Suggest this is excessive. <u>Whitelands Way</u> - Object - Object. It is excessive and I don't feel it is the right solution (sledgehammer to crack a walnut).Double yellow lines should be added ON CORNERS ONLY Something should be done about widening the road to provide additional parking instead - Whitelands way was seemingly designed for photos not practicality.I know that there will be something in the terms and conditions about not parking on the street but that will be such for every street build in the last 20 years so I don't feel this is even relevant. I'm sure there is also something about commercial vehicles too but those that drive vans have to work and whilst it is an eyesore for those of us who do not have vans we must be reasonable and appreciate that people have to work. <u>Hexham Road</u> - Object - Completely unnecessary and restrictive - I haven't witnessed any issues here and drive past every day.</p>
<p>(15) Local Resident, (Fontwell Road, Bicester)</p>	<p><u>Pioneer Way</u> - Support - Due to parking on both sides of the road including very large trucks, this street is used as a lay-by very very often. It is dangerous as road is poorly lit and trucks take up more than half the road. In case of an emergency it will almost be impossible for emergency services to reach swiftly and promptly. <u>Whitelands Way</u> - Support - I have never really understood why cars are parked on the main whitelands way. . each of the resident has at least has 2 parking spaces and I think that is a fair amount. <u>Hexham Road</u> - Support – <i>no comment.</i></p>
<p>(16) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - I fully support double yellow lines on whitelands way as there are too many cars parking there as me and my family live on whitelands way. Also the bus stop needs to be moved as it's on a corner and is a hazard. Also there needs to be yellow lines or something down Cartmel as it's not safe to walk the kids to and from the school. <u>Hexham Road</u> - Support – <i>no comment.</i></p>

(17) Local Resident, (Pontefract Road, Bicester)	<u>Pioneer Way</u> - Support - <i>no comment</i> . <u>Whitelands Way</u> - Support - The current parking along Whitelands Way is dangerous and inconsiderate particularly near junctions and bends, i've had so many near misses that it is about time something is done, <u>Hexham Road</u> - Support – <i>no comment</i> .
(18) Local Resident, (Southwell Road, Bicester)	<u>Pioneer Way</u> - Support - I support the proposed parking restrictions, however I also believe with only doing the roads specified and not supplying visitors parking this will have a huge knock on effect down all the streets around the area. This is due to each house having one or 2 allocated parking spaces and the same number of cars in the household so if anyone comes to visit the residents living there they will then be forced to park down other streets. . <u>Whitelands Way</u> - Support - My comment will be the same as above I am in favour of the double yellows however you will need to provide parking elsewhere for visitors... <u>Hexham Road</u> - Neither - I am unsure as to why Hexham road is included in this so I do not have an opinion on the matter.
(19) Local Resident, (Fontwell Road, Bicester)	<u>Pioneer Way</u> - Support - This restriction is a must as the vehicles parked currently are causing major disruptions and potential accidents <u>Whitelands Way</u> - Support - There were near misses due to dangerously parked vehicles in whitelands way due to curves and poor visibility for drivers due to parked vehicles <u>Hexham Road</u> - Neither – <i>no comment</i> .
(20) Local Resident, (Sandown Road, Bicester)	<u>Pioneer Way</u> - Object - I cannot find any evidence that a solution in regards to where the affected residents are going to park has been proposed. Some may have only one allocated parking space which came with the property but own 2 cars. I am worried that this measure will push the affected residents to park on the very next side streets. Which means the cause of the problem is not addressed but only the effect. <u>Whitelands Way</u> - Object – <i>see above</i> . <u>Hexham Road</u> - Object – <i>see above</i> .
(21) Online Response, (Unknown)	<u>Pioneer Way</u> - Object - <i>no comment</i> . <u>Whitelands Way</u> - Support - <i>no comment</i> . <u>Hexham Road</u> - Object – <i>no comment</i> .
(22) Local Resident, (Plumpton Road, Bicester)	<u>Pioneer Way</u> - Support - <i>no comment</i> . <u>Whitelands Way</u> - Support - <i>no comment</i> . <u>Hexham Road</u> - Support – <i>no comment</i> .
(23) Local Resident, (Ripon Close, Bicester)	<u>Pioneer Way</u> - Support - <i>no comment</i> . <u>Whitelands Way</u> - Support - <i>no comment</i> . <u>Hexham Road</u> - Neither – <i>no comment</i> .

(24) Local Resident, (Plumpton Road, Bicester)	<p><u>Pioneer Way</u> - Support - Desperately needs double yellows to stop people parking before a serious accident happens.</p> <p><u>Whitelands Way</u> - Support - As above</p> <p><u>Hexham Road</u> - Support - As above</p>
(25) Online Response, (Unknown)	<p><u>Pioneer Way</u> - Support - School drop off is potentially an issue.</p> <p><u>Whitelands Way</u> - Support - Excellent idea. Difficult and dangerous to drive down Whitelands at times due to number of cars parked.</p> <p><u>Hexham Road</u> - Neither - I use the glass recycling facility on Hexham Road and would like to see consideration given to how this would be impacted.</p>
(26) Local Resident, (Pontefract Road, Bicester)	<p><u>Pioneer Way</u> - Support - The road is simply too narrow to allow cars and lorries to share this road. At school drop-off/pick-up times, parents park irresponsibly along the road outside the schools, endangering the safety of others, especially pedestrians. At night time, large HGVs park along Pioneer Road near the Premier Inn, nose to tail, turning this in to a single track road. The HGV drivers are asleep in their cabs.</p> <p><u>Whitelands Way</u> - Support - Whitelands Way is made incredibly dangerous because cars parked along it near to junctions with Haydock Road and Pontefract Road make it impossible to see oncoming traffic. The cars park nose to tail, making it impossible for cars to pull over to allow cars to pass in the opposite direction.</p> <p><u>Hexham Road</u> - Support – <i>no comment.</i></p>
(27) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Support - Speed restrictions are also required.</p> <p><u>Whitelands Way</u> - Support - Speed restrictions are also required.</p> <p><u>Hexham Road</u> - Object - There is inadequate parking for residents throughout the Kingsmere development but it is understood that double yellow lines are required on Whitelands way to ensure access for emergency services etc. There is absolutely no need to restrict parking in Hexham Road and this will impact on space for parking for Visitors without actually having any benefit to residents.</p>
(28) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Support - This is a security issue that needs the attention of our community.</p> <p><u>Whitelands Way</u> - Support - This is a security issue that needs the attention of our community.</p> <p><u>Hexham Road</u> - Support - This is a security issue that needs the attention of our community.</p>
(29) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Object - While I believe there should be some form of parking restriction, without the additional consideration of parking for visitors to residents on Whitelands way I must object to the current proposal.</p> <p><u>Hexham Road</u> - Object - There is a bottle collection bank here, and double yellow lines would prevent residents from stopping to dispose of bottles.</p>
(30) Local Resident, (Haydock Road, Chesterton)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i></p> <p><u>Hexham Road</u> - Support – <i>no comment.</i></p>

<p>(31) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i> <u>Whitelands Way</u> - Object - I don't know where guests are going to park when visiting, if they are not able to park outside my house on Whitelands Way.I agree that parking along Whitelands Way is unsafe so feel that a visitors parking area and/or permit parking is needed. <u>Hexham Road</u> - Neither – <i>no comment.</i></p>
<p>(32) Local Resident, (Cartmel, Chesterton)</p>	<p><u>Pioneer Way</u> - Support - I agree that no parking should take place on either side of the road where the front of the school is situated and the community centre. Therefore, I support this proposal. <u>Whitelands Way</u> - Object - I believe that by putting double yellow lines on the road on Whitelands Way, Residents will still not use their driveways to park but use the side roads off Whitelands Way. This is just going to push the problems to another road(s). <u>Hexham Road</u> - Neither -</p>
<p>(33) Local Resident, (Ripon Close, Bicester)</p>	<p><u>Pioneer Way</u> - Support - double yellow lines are a good idea, but more parking needs to be available around the community centre <u>Whitelands Way</u> - Support - perhaps a residents permit for the roads off of whitelands way who may currently park on the street, one maximum per household should do it. <u>Hexham Road</u> - Object - not sure this is relevant</p>
<p>(34) Online Response, (Unknown)</p>	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - <i>no comment.</i> <u>Hexham Road</u> - Support – <i>no comment.</i></p>
<p>(35) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Support - With the current level of development I Don't believe the parking restrictions are necessary however, with Bovis building along this road and with the community hub nearly complete, i can see how this road could become clogged with cars parking on the road.The parking restriction is least likely to impact residents on this road as the Linden homes parcel has ample parking to the rear of the properties on that mews.The potential for an increase in paring on this road along with the HGV wagons that use the road as a night/rest stop would cause more congestion rather than an unsafe situation. But I still feel would benefit from the proposed parking restrictions <u>Whitelands Way</u> - Support - I fully support the proposed parking restrictions from both a residents point of view, and from the point of view of being a former firefighter and understanding the need for having clear roads for fire appliance access.Whilst I fully welcome the parking restrictions, I would caveat that with wanting to see more traffic calming, as if anything and although not intended the cars parked on these roads act as traffic calming, slowing down what is generally very fast moving traffic. <u>Hexham Road</u> - Support - With the addition of the secondary school i would assume that the restrictions would be necessary,</p>

(36) Local Resident, (Redcar Road, Bicester)	<u>Pioneer Way</u> - Support - Dangerous for drivers especially on the bends, currently unsafe to drive. <u>Whitelands Way</u> - Support - Dangerous for drivers especially on the bends, currently unsafe to drive. <u>Hexham Road</u> - Support - same as above.
(37) Local Resident, (Whitelands Way, Bicester)	<u>Pioneer Way</u> - Object - I don't see anywhere visitors can park if double lines are used. <u>Whitelands Way</u> - Object - Speeding is a problem. If there were no vehicles on the road I fear the speed at which cars will travel. I don't see anywhere visitors can park if double lines are used. Additionally, I live on Whitelands Way and park on the street because my garage area is oddly arranged (closed in by brick wall) and I have badly scratched front and rear bumpers before I gave up trying to park back there. Lastly, on my road it seems like mostly everyone parks on the street and we are already competing for spaces, especially with model home visitors and service contractors. <u>Hexham Road</u> - Object - I don't see anywhere visitors can park if double lines are used.
(38) Local Resident, (Whitelands Way, Bicester)	<u>Pioneer Way</u> - Object - <i>no comment</i> . <u>Whitelands Way</u> - Object - I don't see how the considerate majority should be penalised for the inconsiderate minority. If we have guests that come to visit it is appropriate for them to be able to park at the front of the house on WW without causing obstruction or issue to anyone. The proposed measures will lead to all the parked cars moving down onto the smaller side roads. The current inconsiderate parking helps to act as a traffic calming measure - by putting the double yellow lines down you are effectively turning the road into a clear highway giving the bad drivers more reason to drive more dangerously. I'm very concerned about the impact these measures will have on house prices and saleability on Whitelands Way as I know living on a road with double yellow lines and speed cameras/bumps would put me off. A better solution would be to put localised yellow lines on the corners and across from the junctions to stop people parking dangerously.- Another option could be to continue some kind of planted barrier down the centre of the road such as that at the top end of the estate which would mean people couldnt park and double yellow lines would not be needed <u>Hexham Road</u> - Object - <i>no comment</i> .
(39) Local Resident, (Sandown Road, Bicester)	<u>Pioneer Way</u> - Support - We feel it is important to have adequate parking for the shops and drop off for the school. Perhaps parking time restrictions rather than double yellow lines. e.g. 30mins between certain - weekdays. We are generally concerned with the speed of traffic. Speed bumps or priority right of ways would be welcomed. <u>Whitelands Way</u> - Support - We mainly support the councils plans but are concerned that the side roads would then become more congested. We feel that the parked cars on Whitelands Way slow down traffic. We therefore be in favour of yellow lines along the bends rather than the whole of Whitelands Way. <u>Hexham Road</u> - Support - <i>no comment</i> .
(40) Local Resident, (Pontefract Road, Bicester)	<u>Pioneer Way</u> - Support - <i>no comment</i> . <u>Whitelands Way</u> - Support - This is a must. Parked cars on blind corners. Having to reverse back past 8 cars if you don't have right of way! Emergency's response has to come first and when they are blocked because parked cars

	haven't left enough room or it delays the response is just not on! <u>Hexham Road</u> - Support - <i>no comment</i> .
(41) Online Response, (Unknown)	<u>Pioneer Way</u> - Support - <i>no comment</i> . <u>Whitelands Way</u> - Support - I have witnessed numerous difficulties for drivers on this road. Several times, there have almost been accidents or collisions as a result of residents parking on Whitelands Way rather than using their parking spaces. <u>Hexham Road</u> - Support – <i>no comment</i> .
(42) Local Resident, (Cartmel, Bicster)	<u>Pioneer Way</u> - Support - Restrictions should be extended to side roads <u>Whitelands Way</u> - Support - The current parking situation, especially where cars are parked on corners and junctions is creating a significant risk of accidents. Consideration should be given to extending the proposed parking restrictions to side roads off Whitelands way to avoid the inconsiderate parking just moving. All houses have adequate parking. <u>Hexham Road</u> - Support – <i>no comment</i> .
(43) Local Resident, (Huntingdon Road, Bicester)	<u>Pioneer Way</u> - Support - <i>no comment</i> . <u>Whitelands Way</u> - Support - My concern is there is a house with multiple cars on Whitelands Way opposite Haydock Road whom park all along Whitelands Way. Will this not just shift the problem onto an already very congested Haydock Road and other closes such as Ripon, Cartmel etc <u>Hexham Road</u> - Support – <i>no comment</i> .
(44) Local Resident, (Whitelands Way, Bicester)	<u>Pioneer Way</u> - Support - Lorries block the view and passage of vehicles that are trying to get into the Kingsmere estate. This is not safe for drivers or pedestrians. <u>Whitelands Way</u> - Object - Without the obstruction of cars on the road, this will make it easier for drivers to use. Also, more dangerous as there will be no obstruction in the road for them to slow down. I also like to have visitors to my house. There is no car parking for them, only down opposite Linden Homes site. Where would my visitors park? However, I do feel that there is a need for double yellows on part of Whitelands Way on the bend opposite Haydock Road. This is very unsafe for drivers as it obstructs the view where people park on the bend. <u>Hexham Road</u> - Neither – <i>no comment</i> .
(45) Local Resident, (Whitelands Way, Bicester)	<u>Pioneer Way</u> - Object - Cars will only find parking elsewhere. Focus needs to be put on to the developer to ensure parking for the school is sufficient. <u>Whitelands Way</u> - Object - It is just totally unnecessary and the parking is just a very small issue apart from 2 hotspots (2 corners) that is ruining it for the whole road. I live on a straight bit of road within the proposed restrictions. A huge concern for me is if restrictions are put in place on whitelands way then the side roads (which have their own parking fiasco) are going to get a lot worse. There was an example of a fire engine not getting down the side streets <u>Hexham Road</u> - Object – <i>no comment</i> .

(46) Local Resident, (Ripon Close, Bicester)	<p><u>Pioneer Way</u> - Support - Parking provision will be required for parents to drop off and collect children from school if the parent school carpark is ever removed.</p> <p><u>Whitelands Way</u> - Object - Yellow lines will only push the parking problem to other roads. The side roads are not designed to deal with a high volume of traffic or excessive amounts of parked cars, hence the lack of raised curb along the pavement. Additional parked cars on the side roads will lead to safety concerns for pedestrians, especially children walking to the local school. Cartmel is already dangerous where cars park on the pavement pushing children to walk in the road to school. Parking bays on certain points along Whitelands Way are the only way to resolve the issue, doubled up with double yellow lines on the opposite side of the road. Currently the best place for this would be the road between Haydock and Cartmel on the left side heading out of Kingsmere towards the leisure centre. This is not directly outside someone's front door so will minimise offence.</p> <p><u>Hexham Road</u> - Neither – <i>no comment</i>.</p>
(47) Local Resident, (Pontefract Road, Bicester)	<p><u>Pioneer Way</u> - Support - Parking in this area is dangerous, blocking the traffic view.</p> <p><u>Whitelands Way</u> - Support - Parking in this area is dangerous, blocking the traffic view.</p> <p><u>Hexham Road</u> - Support - Parking in this area is dangerous, blocking the traffic view.</p>
(48) Local Resident, (Pontefract Road, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment</i>.</p> <p><u>Whitelands Way</u> - Support - parking in the Whiteland way is very dangerous. Twice I noticed near-miss traffic incidents.</p> <p><u>Hexham Road</u> - Support – <i>no comment</i>.</p>
(49) Local Resident, (Ascot Way, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment</i>.</p> <p><u>Whitelands Way</u> - Support - We have had many near misses due to parking on bends which restrict the view of on coming traffic. It is really dangerous and makes us very nervous to drive down the road. Sometimes the parking we have seen would stop emergency vehicles going through also.. as the trees or parking spaces to the centre of the road at the other end of whirlwinds way have not continued all the way along we feel the only option can be yellow lines to prevent inconsiderate and dangerous parking</p> <p><u>Hexham Road</u> - Support – <i>no comment</i>.</p>
(50) Local Resident, (Ripon Close, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment</i>.</p> <p><u>Whitelands Way</u> - Object - The double yellows may stop the parking but will cause it to become a rat run /speed zone through the estate and residents living in the closes/drives will have high volumes of cars especially outside the rear entrance to the school. Also the people that have brought their houses on whitelands way did not agree that this would happen and this would affect the equity of their property.</p> <p>I agree that the parking especially on bends, opposite closes and on narrow parts of the roads is an issue and this needs to be addressed but not with putting yellow lines down the whole street</p> <p><u>Hexham Road</u> - Neither – <i>no comment</i>.</p>

(51) Local Resident, (Pontefract Road, Bicester)	<p><u>Pioneer Way</u> - Support - hello i believe any parking restrictions will be really good along whitelands as it's so dangerous for all drivers and pedestrians and cyclists with the cars all the way, also can you look in to restrictions on the parks and paths around the parks as they are being used as a car park on pontefract road and others and it's so dangerous for the children having to walk on the road</p> <p><u>Whitelands Way</u> - Support – as above</p> <p><u>Hexham Road</u> - Support – as above</p>
(52) Local Resident, (Ascot Way, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i></p> <p><u>Hexham Road</u> - Support – <i>no comment.</i></p>
(53) Online Response, (Unknown)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i></p> <p><u>Hexham Road</u> - Support – <i>no comment.</i></p>
(54) Online Response, (Unknown)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i></p> <p><u>Hexham Road</u> - Support – <i>no comment.</i></p>
(55) Local Resident, (Wetherby Road, Bicester)	<p><u>Pioneer Way</u> - Support - Parking on Kingsmere is awful. People park inconsiderately on pavements and anything that helps this is a bonus!</p> <p><u>Whitelands Way</u> - Support – as above</p> <p><u>Hexham Road</u> - Support – as above</p>
(56) Local Resident, (Kempton Close, Bicester)	<p><u>Pioneer Way</u> - Support - Proposals not far reaching enough. The Kempton Close end of Whitelands Way has seen numerous accidents with a) speed of traffic, b) parking on kempton close obscuring view, c) poor layout of junction with Whitelands Way & lack of road markings.</p> <p><u>Whitelands Way</u> - Support – as above.</p> <p><u>Hexham Road</u> - Support – as above</p>
(57) Local Resident, (Huntingdon Road, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i></p> <p><u>Whitelands Way</u> - Support - The parking is incredibly dangerous. Whilst I believe the roads should have been made wider on this estate and we would have had far more options the fact of the matter is that the constant parking of cars causes many hazards through reduced visibility, parking on corners, risk of children being unseen. I for one do not want to see emergency services struggling to get to people because everyone is too lazy to use their own parking bays. I turn into Haydock road and the visibility is limited to seeing cars far too late. In addition, residents seem to permanently use the designated visitors bays which makes the parking ever more difficult. We need better visitor parking that is managed to ensure its not abused by residents.</p> <p><u>Hexham Road</u> - Neither - Don't know enough about this area.</p>

(58) Local Resident, (Ascot Way, Bicester)	<p><u>Pioneer Way</u> - Support - Highly necessary. Kingsmere parking is a disaster <u>Whitelands Way</u> - Support – as above <u>Hexham Road</u> - Support – as above</p>
(59) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i> <u>Whitelands Way</u> - Object - I am a resident of kingsmere and live on Whitelands Way. I believe that cars that park along the road do not cause and interference or restrictions with the visibility of junctions. The majority of cars that actually park along Whitelands Way do so on the straight part of the road which does not impede any visibility restrictions to corners or with buses that pass through the estate. <u>Hexham Road</u> - Neither – <i>no comment.</i></p>
(60) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Object - Houses on this estate almost all have limited parking. When purchasing these properties, the selling point was that a multiple car house would still be able to park even when only having one allocated space. This hugely impacts the appeal when selling and effects day to day life substantially of the residents here. I completely disagree. I think the bus route should be altered as the roads are not suitable for large vehicles. <u>Whitelands Way</u> - Object – as above <u>Hexham Road</u> - Object – as above.</p>
(61) Local Resident, (Wetherby Road, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - It would be great if you could consider having parking restrictions on Catterick Road, Ascot Way and Wetherby Road. Our neighbour had an accident on Catterick Road due to the re being so many cars parked and someone nipping round the corner at speed. It is also a huge problem on Wetherby Road with people parking their cars on corners or at the start of the roads so it is impossible for two cars to pass through. <u>Hexham Road</u> - Support – <i>no comment.</i></p>
(62) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - You cannot end these double yellow lines on whitelands way!! If you want to resolve these parking issues then you need to consider the side roads too as they are worse than the main roads! I was one of the first 10 residents on kingsmere 5 years ago and the problem has just got worse. I have personally witnessed an incident on Kempton close where an emergency vehicle could not get to where it was needed due to resident's vehicles blocking the road. Apart from the occasional bus or builder's vehicles, Whiteland's way is not the problem it is the side roads that are a lot worse, until you consider these roads then you will not resolve the issue! <u>Hexham Road</u> - Support – <i>no comment.</i></p>
(63) Local Resident, (Kempton Close, Bicester)	<p><u>Pioneer Way</u> - Support - The Current parking situation along this road and others is a accident waiting to happen. Cars are being irresponsibly parked: On Blind corners, On junctions forcing people turning off roads to go onto the incorrect side often with limited visibility With no room for people and emergency services to pass. <u>Whitelands Way</u> - Support - The Current parking situation along this road and others is a accident waiting to happen. Cars are being irresponsibly parked: On Blind corners, On junctions forcing people turning off roads to go onto the</p>

	<p>incorrect side often with limited visibility With no room for people and emergency services to pass. I feel addition steps need to be taken on all roads off whitelands way to prevent cars parking with within 30 feet of junctions as stated in rule 243 of the highway code <u>Hexham Road</u> - Support - The Current parking situation along this road and others is a accident waiting to happen. Cars are being irresponsibly parked: On Blind corners, On junctions forcing people turning off roads to go onto the incorrect side often with limited visibility With no room for people and emergency services to pass.</p>
(64) Local Resident, (Catterick Road, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - <i>no comment.</i> <u>Hexham Road</u> - Neither – <i>no comment.</i></p>
(65) Local Resident, (Plumpton Road, Bicester)	<p><u>Pioneer Way</u> - Support - <u>Whitelands Way</u> – Support <u>Hexham Road</u> - Support -</p>
(66) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Support - Housing is limited and it is outside a school, makes complete sense to double yellow and speed bump this stretch for visibility/ speed restriction around children. <u>Whitelands Way</u> - Object - I use this route every day as I live at the Sports Centre end of Whitelands Way, and I find the parked cars along Whitelands Way actually slow the traffic down, and would worry about the speed picking up/ WW becoming more of a rat run with a clear path through the estate. My preference/ recommendation would be to use the double yellows to keep parked cars away from junctions only where they are a genuine menace, and in any account ensure visitor parking is catered for in some way please, as we all have occasion to use the roadside every once in a while when the family visit, maybe residents permits or time limited parking Monday to Friday?Please move the bus stop on the corner of Pioneer Way too, it's on a blind bend and when the bus parks up there you are literally taking your life into your hands crawling round it on the opposite side of the road, and hoping no one is coming the other way at any speed! <u>Hexham Road</u> - Neither - I have no experience of issues on this road so would leave this for residents in that area to feedback on.</p>
(67) Local Resident, (Ascot Way, Bicester)	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i> <u>Whitelands Way</u> - Support - <i>no comment.</i> <u>Hexham Road</u> - Neither – <i>no comment.</i></p>
(68) Local Resident, (Whitelands Way, Bicester)	<p><u>Pioneer Way</u> - Neither - <i>no comment.</i> <u>Whitelands Way</u> - Object We don't have adequate parking on our property for two cars and the neighbour's cars, which means we have to park one of our cars on Whitelands Way. It was not easy to understand how small the parking at the back of our house would be from the plan when we bought the house.</p>

	<p>I can understand that the corners and junctions need double yellow lines as this does make it impossible to see what is coming the other way and dangerous, but it does not need to go the whole length of the road.. The side roads are already completely clogged up with cars parked on the road and pavements and are very hard to get down (walking or driving), they are only going to get much worse. This will cause extensive new problems with the side roads, especially with wider emergency vehicles not being able to get down them. Another reason I oppose this is the speed people drive down Whitelands Way. I think this proposal will make the road more dangerous, not safer. I think this will cause huge problems for the side roads.</p> <p><u>Hexham Road</u> - Neither – <i>no comment.</i></p>
(69) Local Resident, (Ascot Way, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - <i>no comment.</i> <u>Hexham Road</u> - Support – <i>no comment.</i></p>
(70) Local Resident, (Kempton Close, Bicester)	<p><u>Pioneer Way</u> - Support - Irresponsible parking is plaguing this development and the area around Pioneer Way/Whitelands Way interchange is particularly bad. On numerous occasions I have nearly collided with oncoming cars because one of us was forced to be on the wrong side of the road but couldn't see if there was oncoming traffic due to parked cars. All houses on this estate are furnished with private parking and most have garages; people need to use them. I fully support this proposal and indeed feel it should be extended eg to the area at the Kempton Close/Whitelands Way junction as just one example. If people can't voluntarily decide to act in a thoughtful way that respects others and complies with the Highway Code then official compunction eg double yellow lines become necessary.</p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i> <u>Hexham Road</u> - Support – <i>no comment.</i></p>
(71) Local Resident, (Wetherby Road, Bicester)	<p><u>Pioneer Way</u> - Support - Any parking currently near junctions creates a clear danger to road users and pedestrians, as there is often no space to move over. Especially with buses and construction traffic using the roads throughout kingsmere. If anything more traffic calming measures such as ramps should be installed to prevent speeding through the estate.</p> <p><u>Whitelands Way</u> - Support - <i>no comment.</i> <u>Hexham Road</u> - Support – <i>no comment.</i></p>
(72) Local Resident, (Ripon Close, Bicester)	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - I live on Ripon Close, everyday it is a nightmare turning left onto whitelands eat with oncoming cars on your side due to the parked cars. This definitely needs addressing but the biggest issue is parking on the blind bends and practically on top of junctions. My child has almost been run over crossing whitelands way due to poor visibility . There are no crossings and a fatal incident is just waiting to happen in my opinion. Also worthy of note is that although cars block traffic they actually slow it down so I'm concerned it will cause another big problem of speed even with repeater 20 signs. A few parking permit spaces along that stretch wouldn't harm as long as they were</p>

	<p>positioned well. <u>Hexham Road</u> - Neither - This area won't be an issue until the secondary school is functioning.</p>
<p>(73) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Object - There have been very few incidents to warrant yellow lines being installed. I do not understand why they would be warranted along the whole stretch of road. I can understand at choke points, like corners, schools etc. It's only small parts of each street where parking can be an issue, not all of it. The lines should be restricted to those areas, if at all. The result of this going ahead would be people parking in side streets and blocking them up further causing more problems for emergency services than there already is <u>Whitelands Way</u> - Object – as above. <u>Hexham Road</u> - Object – as above</p>
<p>(74) Local Resident, (Haydock Road, Bicester)</p>	<p><u>Pioneer Way</u> - Object - Double yellow lines should only be placed on blind corners, otherwise all of the cars that regularly park on this road will be pushed into the side streets, which are already very crowded with parked cars. <u>Whitelands Way</u> - Object – as above <u>Hexham Road</u> - Object – as above.</p>
<p>(75) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Neither - I cannot comment as I do not live along this road. <u>Whitelands Way</u> - Object -The straight parts of the road are not an issue to drive down - in fact I believe parked cars slows the traffic down in a positive way. I believe that if there is a blanket ban of parking along the road that Whitelands Way will become dangerous because the speed cars will go along (which is evident to me when cars are not parked along Whitelands Way often during the day). With a lot of young families in the area and a primary school this is a concern for me.Of note, as someone who lives on Whitelands Way, I have never once seen an significant issue with parking on the road where we live (at the Whitelands Farm Ground end of the road). The only issues I have seen have been when drivers have been coming too quickly or haven't looked - but this has resulted in a 'standoff' rather than an accident. Adjacent roads to Whitelands Way are already busy with parked cars (for where we live it is particularly Ripon Close and Haydock Road). My concern is that putting double yellows along Whitelands Way will force cars to park along these side roads. As a result, users of the pavements e.g. prams, children and people in wheelchairs are forced onto the road to go around the cars. <u>Hexham Road</u> - Neither - I cannot comment as I do not live along this road.</p>
<p>(76) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Neither - I rarely travel along this stretch of road and therefore do not feel best placed to pass a judgement with any value. <u>Whitelands Way</u> - Object – this would cause greater issues on side roads and for those residents who live adjacent to Whitelands Way. Removing parking abilities does nothing to solve the limited parking spaces; there are certain small sections along Whitelands Way that could benefit from some sort of restriction - namely on tight bends near Pontefract road. The parking slows traffic down and deters other non-residents as using the road as a cut through to other places.</p>

	<p>common sense should prevail, with restricted parking on bends. <u>Hexham Road</u> - Neither - I am not willing to pass comment on a road i do not live on or rarely frequent.</p>
<p>(77) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Pioneer Way</u> - Support - <i>no comment.</i> <u>Whitelands Way</u> - Support - I support double yellow lines on parts of the section of Whitelands Way, but not all for the following reasons:. I am a childminder and whilst most parents walk to drop their children off, a couple of parents live off the estate and drive to me, resulting in their cars being parked for approx 5 mins at each end of the day. We live on the straight stretch of Whitelands Way and are very mindful of traffic. I would support single yellow lines along the straight stretch. We don't park there but do find others do and this would only increase if particular sections were double-yellowed. There are 2 areas in particular where people park incredibly dangerously BUT it does slow traffic down. I am concerned that if the road were to become clear then Whitelands Way would become a rat run racetrack with the ensuing danger to pedestrians <u>Hexham Road</u> - Support – <i>no comment.</i></p>
<p>(78) Local Resident, (Kingsmere Estate)</p>	<p>Support - I fully support the imposition of restrictions; I drive along Whiteland/Pioneer daily and it is quite dangerous and only a matter of time before there is a serious collision. I live on a side road of Whitelands (Pontefract Road), so my question is do you plan similar restrictions on side roads? Our road for example is too narrow and there are already major issues with vehicles parked part way across the road, and also residents who do not use the parking areas behind their property. Our concern is that restrictions on Whitelands will force vehicles onto side roads, such as ours.</p>
<p>(79) Local Resident, (Kempton Close, Bicester)</p>	<p>Support - a regular user of Whitelands Way in particular I am writing to confirm my support for the Kingsmere Estate (Bicester) Proposed Parking Restrictions. Residents should be using their allocated parking or alternatives appropriately.</p>
<p>(80) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Whitelands Way</u> - Object - We have one parking space allocated to the house (in which we have managed to squeeze two cars) and a single garage (realistically who puts a car in the garage these days!). These are located in the residents parking area at the back of the property 5-minute walk from the house. There are no additional spaces in the parking area for visitors and all the spaces are occupied so there are no empty or spare ones. We therefore have to park one car on the road at all times -- Where would we park our car?- Where would our visitors park - these include elderly parents with mobility issues (walking any distance is painful and the use of a stick is required) - We have a visitor (parent) with a disabled blue badge which only allows parking on double yellow lines for up to 3 hours. This is therefore little use for a day visit or overnight stay for a grandparent to visit their grandchild. With a small baby, we often drive up to the house, pull up outside (or opposite) and load/unload We would like to put forward the suggestion that double yellow lines be used ONLY on the corners and at the junctions in question.</p>

	<p>By introducing double yellow lines, people will have to park in another street. This will therefore not solve the problem but move it somewhere else until those people complain and the cycle begins again. We recommend the removal of the inappropriate and unnecessary landscaping on Whitelands Way (there is plenty of green space in sensible places).</p>
<p>(81) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Whitelands Way</u> Object - I reside in a five bedroom property with four other adults, all holders of driving licenses, all with vehicles. We have four allocated parking spaces for a five bedroom property and the associated five car ownership. There is no other option but to use the Whitelands Way for parking. There is also no other option but to use the road for visitor parking. Another great concern is the speeding of vehicles along this heavily populated road that currently has no official speed restrictions (for example speed cameras and speed humps). The parked vehicles currently act as an informal speed restriction due to the slowing of traffic whilst drivers give way to the opposite traffic flow. The bus stop that has been placed on a bend causes immense restricted visibility and is surely a great safety concern. I would recommend that the council invest resource to re-locate this to another part of the bus route.</p>
<p>(82) Local Resident, (Fontwell Road, Bicester)</p>	<p>Support -, the proposed restrictions will greatly improve the movability and safety along Whiteland's Way and Pioneer Road. That said, the construction sites would need to ensure there is sufficient parking within their site compounds to prevent site workers from parking down side roads. In addition, the issue of parking on the estate also needs to be reviewed. Houses are built without sufficient parking for residents and visitors which leads to the issue that we currently find occurring on Whiteland's Way.</p>
<p>(83) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Whitelands Way</u> - Object - Speeding / traffic enforcement - With no traffic calming measures in place cars will be driving in excess of 30 MPH (you already see cars going well in excess of the speed limit at the moment at night) and this would be potentially very dangerous for the young children. Also a secondary school will be opening soon meaning that more children will be walking around the area increasing the risk of an accident. I understand that with buses driving down the road other methods of traffic calming are not possible, and so having a reasonable number of parked cars seems to be a good solution. There is not enough space for any visitor parking in the allocated spaces for each dwelling, therefore visitors to residents of Whitelands Way will not have any location to park their vehicles. This would include delivery services, trades people as well as refuse collection services as well. Side-streets (eg Ripon Close) will become being the natural overflow for the cars that currently park on the main road (including visitors per the above). Currently these side streets are already overflowing with cars, and with added pressure with the cars - I don't see how an emergency vehicle would be able to drive down these side roads should the need arise. Also, cars will end up parking on the pavement, meaning that people with disabilities or push chairs would have to walk on the road which is not safe. Please consider putting double yellow lines at strategic places on the key safety areas, or including parking bays.</p>

<p>(84) Local Resident, (Hexham Road, Bicester)</p>	<p><u>Hexham Road - Object</u> -. Hexham road is a short stretch of road serving 5 houses and is in effect a cul-de-sac , with the spur leading to south west to a junction with Whitelands Way and passing four bottle bank collectors. Hexham Road is used by the residents of the 5 houses and very few other people other than delivery drivers (for Amazon, Ocado, etc, local milkman and window cleaners) it is most unusual for any other traffic to pass down the road and it cannot be said that the vehicles parked on the road either interfere with visibility - they do not, nor do they interfere with traffic as there is little traffic to be interfered with. Placing traffic restrictions on this short stretch of road would, in effect render it otiose, to the inconvenience of residents, delivery drivers, window cleaners etc and to no public benefit., let alone to traffic safety. With regard to the spur running to the bottle bank, parking restrictions here would render the bank inoperable as the trucks which empty the banks would not be able to park any longer to do so thus removing a valuable public amenity which would have to be relocated. Placing parking parking restrictions on these roads will serve no public benefit at the expense of residents' convenience and indeed are highly likely to cause a public disservice with the probable removal of the bottle bank to a less convenient location.</p>
<p>(85) Local Resident, (Epsom Way, Bicester)</p>	<p>Support - I live on the Kingsmere estate (Epsom Way) and drive to work via Whitelands Way on a daily basis. The parked cars are not only inconvenient because they block the flow of traffic, but they are often parked on the bends, which is both inconsiderate and dangerous. They should be using their designated parking spaces provided. I very much welcome this proposal.</p>
<p>(86) Local Resident, (Whitelands Way, Bicester)</p>	<p><u>Whitelands Way – Support</u> - regarding the proposal to introduce double-yellow lines on sections of Pioneer Way, Whitelands Way and Hexham Road. We live on Whitelands Way and wanted to just drop you a quick email to say we think it is a great idea and much needed! It is currently so dangerous with people parking either side of the road and, as a regular user of the bus from Oxford (S5), I can only imagine how Stagecoach are in favour of this. How the drivers manage to get through most days is amazing, and more importantly, it's needed for emergency vehicles! Just trying to get out in the car is bad enough...</p>
<p>(87) Local Resident, Kingsmere Estate)</p>	<p>Support - I have found that vehicles being parked on whitelands way around the bends from Hexham Road all the way to Pioneer way have created many blindspots not just when driving along whitelands way but also when pulling out of the smaller side roads.It is only a matter of time before there is a fatality or serious accident. I hope the proposed restrictions can be introduced as soon as possible.</p>
<p>(88) Local Resident, (Huntingdon Road, Bicester)</p>	<p>Support - In our view the road has become extremely dangerous with traffic being unable to pass safely due to excessive parking. Residents do have sufficient parking to the rear of their properties especially in Whitelands Way. The worst affected and potentially the most dangerous spot is the jct. of Whitelands Way and Haydock Road where the corner is sharp and visibility reduced.</p>

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Division(s): Didcot West

CABINET MEMBER FOR ENVIRONMENT – 10 MAY 2018

DIDCOT: B4493 WANTAGE ROAD – PROPOSED CYCLE PROVISION

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a consultation on a proposal to provide cycle lanes on both sides of the B4493 Wantage Road which will be separated from the main carriageway by an over-runnable kerb, excepting at junctions and at the zebra crossing. To accommodate the proposed cycle lanes, the verge on the north side of the road will be removed or narrowed. There will also be, in places, some narrowing of the verge on the south side of the road. In the vicinity of Abingdon Crescent, part of the existing verge on both sides of the road will become cycle track

Background

2. The above proposals as shown at Annex 1 have been put forward at the request of the developers of the Great Western Park development to provide a high standard cycle route between the development and the town centre. This consultation follows the initial consultation on a scheme that comprised of converting an existing footway into shared-use to allow cyclists. This scheme was not supported following consultation. The scheme was therefore not reported to the Cabinet Member for Environment for a decision. Details can be found at:

<https://consultations.oxfordshire.gov.uk/consult/ti/B4493WantageRoadCrossingCycle/consultationHome>

3. Unlike the previous scheme, consulted on in May/June 2016, the existing footways will continue to be for pedestrian use only, rather than becoming a shared use footway & cycle path. The revised scheme has been developed in consultation with South Oxfordshire District Council and accords with the Garden Town principle of 'dedicated space for cyclists segregated from cars where possible' on the Cultural Spine on which the scheme sits.

Consultation

4. Formal consultation on the proposal was carried out between 8 March and 6 April 2018. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council and the local County

Councillors. Letters were sent directly to approximately 155 properties in the immediate vicinity.

5. 45 responses were received. 30 in support (67%), 11 objecting (26%) and 4 neither supporting nor objecting (7%), but raising concerns. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

6. The response of Thames Valley Police is noted.
7. The level of support for the scheme is welcomed. Some of those in support have suggested amendments to the scheme. If the scheme proceeds to detailed design then County officers will review the suggested changes, in consultation with stakeholders and amend the scheme as appropriate.
8. The objections received have been categorised and summarised as follows:

Footpath & Cycleway Width

9. Clarification was requested regarding the dimensions of certain sections in the proposed cycleway design. The width of the cycleway is 1.5m along the whole of the proposed scheme. This complies with Sustrans and Oxfordshire County Council's Cycling Design Standards to ensure a high quality and accessible route for cyclists is created.

Maintenance of Existing Paths

10. A number of respondents felt there was a need for maintenance and re-surfacing of the existing footpath as they felt it was currently in a poor state creating significant mobility and drainage issues. The funding available from development cannot be used for maintenance with additional funding only covering the current scheme cost. However, where possible and where footway widening is proposed, footway provision will be improved. This was supported amongst respondents.

Safety

11. Several respondents felt that the roundabout located at the Eastern end of the cycle lane was extremely dangerous for both cyclists and cars where they were forced to interact, often at speed. Changes to this junction are beyond the scope of this scheme and not part of the original planning agreement. Improvements to the roundabout will be considered in future as part of the wider Didcot Garden Town scheme. Officers are already considering how a 'Phase 2' scheme could be developed and funded in conjunction with the Garden Town Team.
12. Some respondents felt that providing cyclists the right of way across road junctions was similarly unsafe. It should be clarified that cyclists currently have the right of way across junctions on the carriageway. The introduction of

cycle tracks does not change this but simply provides segregation from vehicular traffic and pedestrians. The introduction of both lanes and signage makes it clearer and more obvious to both cyclists and drivers who has right of way. Providing priority across junctions for cyclists is best practice and accords with the latest Oxfordshire County Council Cycling Design Standards.

Access Roads

13. Clarification was sought as to whether the access road adjacent to house numbers 150 – 170 on Wantage Road across from Barleyfields will be used as part of the proposal as this road is frequently used by large vehicles (lorries and waste disposal vehicles). The access road is not as heavily trafficked as the B4493 Wantage Road and is considered appropriate for cyclists to use without any dedicated cycle infrastructure or changes to the access road.

Bus Stop Re-Location

14. Concern was raised regarding a bus stop relocation and potential impact on sightlines from side roads. To clarify, the proposed design does not include a re-location of any bus stops, which will remain in their current locations. Any changes to give way lines will be assessed through a standard road safety audit. The response was also concerned that the elderly would now have to cross a cycle lane to reach the bus stop at Abingdon Crescent, which could act as a significant barrier to their mobility. This will be reviewed as part of any potential detailed design process with mitigation as appropriate.

Parking

15. A number of respondents asked whether vehicle parking would be allowed in the cycle lanes and, if not, asked for clarification as to what would be done to prevent this. Others were concerned about the removal of parking. Where advisory cycle lanes are proposed parking will be allowed but should be avoided, if possible. The area where advisory lanes are proposed is limited in highway width which limits options. The mandatory stepped cycle lanes do not allow car parking. No double yellow lines are planned as part of the proposed design. The scheme, if implemented, will be monitored with appropriate action taken should parking issues arise. This could include formal parking restrictions, but any such restrictions will be subject to a separate further consultation.

Zebra Crossing

16. Retaining the current location of the zebra crossing was questioned by one respondent. The crossing in this location will be constantly monitored.

Aesthetic Impacts

17. The Assistant Tree Officer (South & Vale District Council) has raised a concern about a mature oak tree and potential for root damage. The design will take into account mature trees and root damage will be avoided by either

amending the scheme or using sensitive construction methods. The County Council will continue to liaise with the Tree Officer.

18. A concern was raised regarding the removal of grass verges on the roadside and the negative impact they felt this would have on the aesthetic character of Didcot. Where possible the removal of the grass verge will be minimised. An important aspect of the future of Didcot Garden Town Delivery Plan is the encouragement of active modes of travel such as cycling, which also provides important health benefits.

Alternative Proposals

19. A number of respondents expressed views that cyclists would not use the infrastructure, as with shared use paths, or that there were many alternative routes. An important element of cycling is to provide people with safe, direct and convenient routes. These proposals have the support of many cyclists that currently use the Wantage Road. The example used whereby cyclists do not use the infrastructure already provided is exactly because they do not provide a direct and/or convenient route. Cycleways that expect cyclists to give way at side road junctions and mix with pedestrians is not appropriate for many cyclists and cannot be considered convenient. These proposals provide for segregation from motorists and pedestrians whilst providing the priority across side-road junctions which is afforded to vehicles on the main carriageway.

Carriageway Width

20. Thames Travel Bus Company expressed an objection to the proposals due to the reduced width of the carriageway, which they felt would make it difficult for buses to pass each other without encroaching on the cycle lanes. The concern expressed was that this would force buses to slow down at the narrower points of the carriageway when they need to pass each other affecting journey times. As with many existing roads on the highway network, which are limited in width, a balanced approach is required due to their many different users. OCC must ensure a high level of accessibility for different modes of transport, including pedestrians, buses, general traffic and cycle users.
21. The scheme, therefore, proposes to widen the overall carriageway to better accommodate different modes. The width of the road for the most part will be 6m for general traffic. This is reduced to 5.5m at the advisory cycle lanes at Wantage Road shops. However, vehicles are permitted to enter advisory cycle lanes when necessary – so although the general traffic space reduces to 5.5m, as the advisory cycle lanes can be entered, the available space is actually 8.1m. This is not uncommon on existing roads and in fact occurs in Oxford where it could be argued that more buses/larger vehicles are likely to encounter each other as opposing traffic than on the Wantage Road. The use of cycle lanes to discourage parking will help the flow of traffic and benefit bus operation. Buses currently pass cyclists with care, by slowing down to manoeuvre around them. These proposals enhance this position by providing cyclists with their own space, reducing the extent needed for buses and other

vehicles to manoeuvre around them. The scheme is, therefore, not expected to impact on the journey time of buses.

How the Project supports LTP4 Objectives

22. The proposals would help facilitate the safe movement of traffic and supports:
- Policy 17 which seeks to supply infrastructure that promotes walking, cycling and public transport.
 - Policy 19 which seeks to encourage the use of modes of travel associated with healthy and active lifestyles.
 - Policy 20 which seeks to supply targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport.
 - Supports the stated transport aims in the Science Vale chapter of LTP4 by providing opportunities for sustainable travel across Science Vale and improved trips within Didcot to town centre facilities and amenities.
 - Supports the Science Vale and Oxfordshire Cycling Strategies by improving links new housing developments and to key employment sites (Harwell Campus).
 - Supports proposal SV 2.1 and SV 2.22 which seek to deliver cycle route upgrades and maintenance on the existing network and improve connections to Harwell Campus.

Financial and Staff Implications (including Revenue)

23. Funding for the proposed measures has been provided in part by the developers of Great Western Park in line with their original planning agreement. Further funds will be sought from existing sources which may include the Local Growth Fund allocated to cycle schemes in Science Vale, and S106 developer contributions.

RECOMMENDATION

24. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed cycle provision on both sides of the B4493 Wantage Road as advertised.**

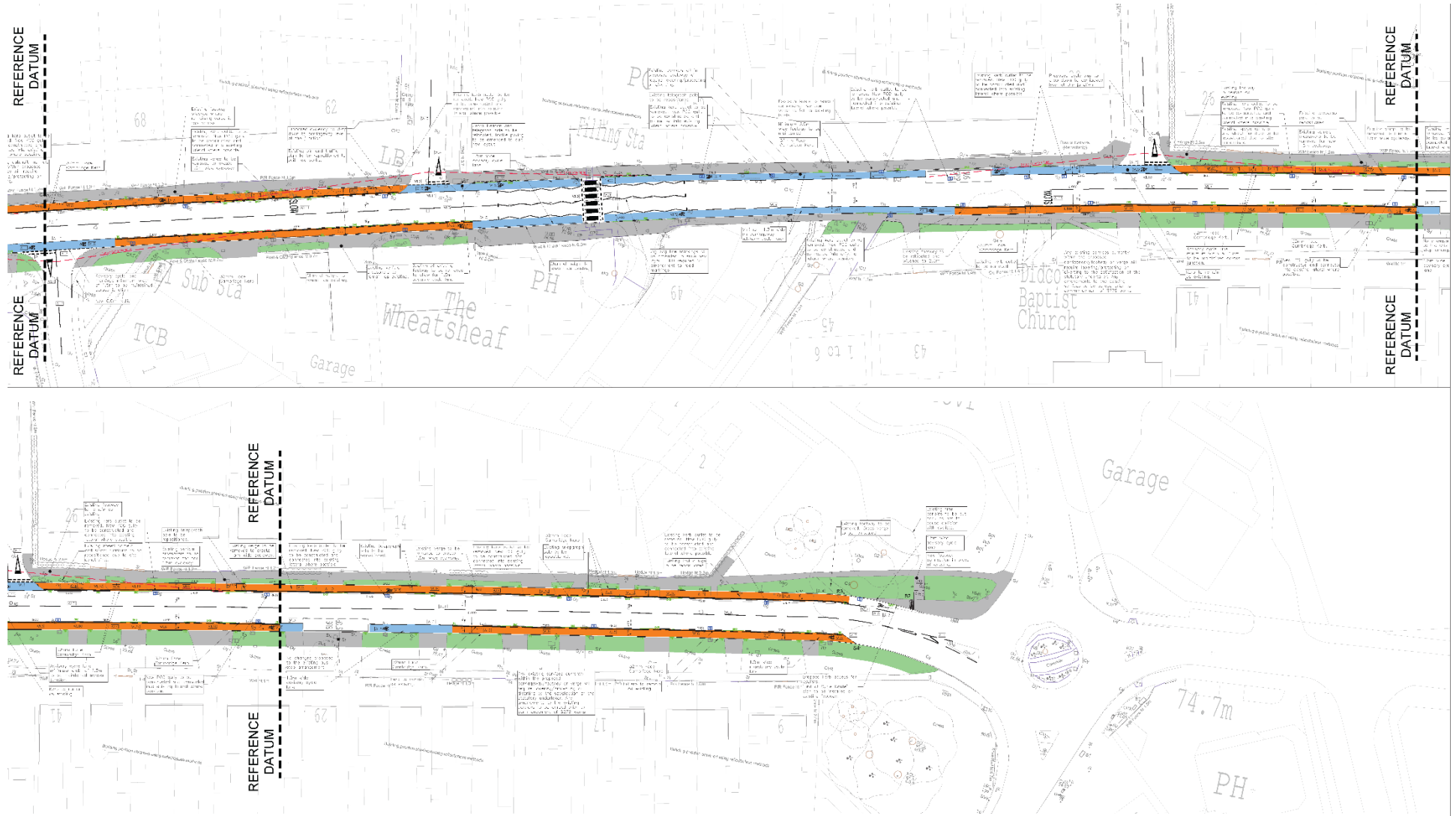
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2018



Notes:

1. All work to be done in accordance with the relevant standards and specifications.
2. All materials to be used shall be of the best quality and approved by the Engineer.
3. All work to be done in accordance with the relevant standards and specifications.
4. All work to be done in accordance with the relevant standards and specifications.
5. All work to be done in accordance with the relevant standards and specifications.
6. All work to be done in accordance with the relevant standards and specifications.
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10. All work to be done in accordance with the relevant standards and specifications.

Legend

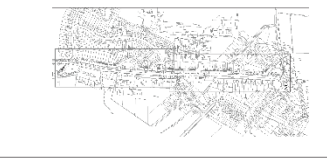
- Proposed Open Space
- Proposed Cycle Route
- Proposed Cycle Lane
- Proposed Cycle Path
- Proposed Cycle Way
- Proposed Cycle Track
- Proposed Cycle Bridge
- Proposed Cycle Tunnel
- Proposed Cycle Overpass
- Proposed Cycle Underpass

CYCLE ROUTE	
Stationing	Description
61+00	Start of Cycle Route
62+00	End of Cycle Route

CYCLE LANE	
Stationing	Description
62+00	Start of Cycle Lane
63+00	End of Cycle Lane

END OF ROUTE

CYCLISTS REJOIN CARRIAGEWAY



PRELIMINARY - FOR COMMENT ONLY

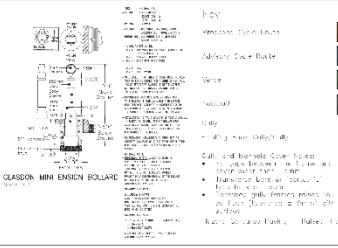
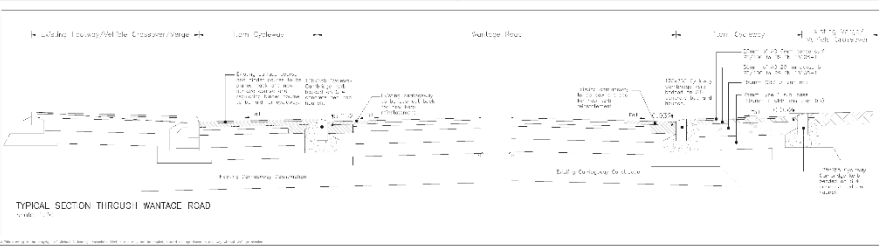
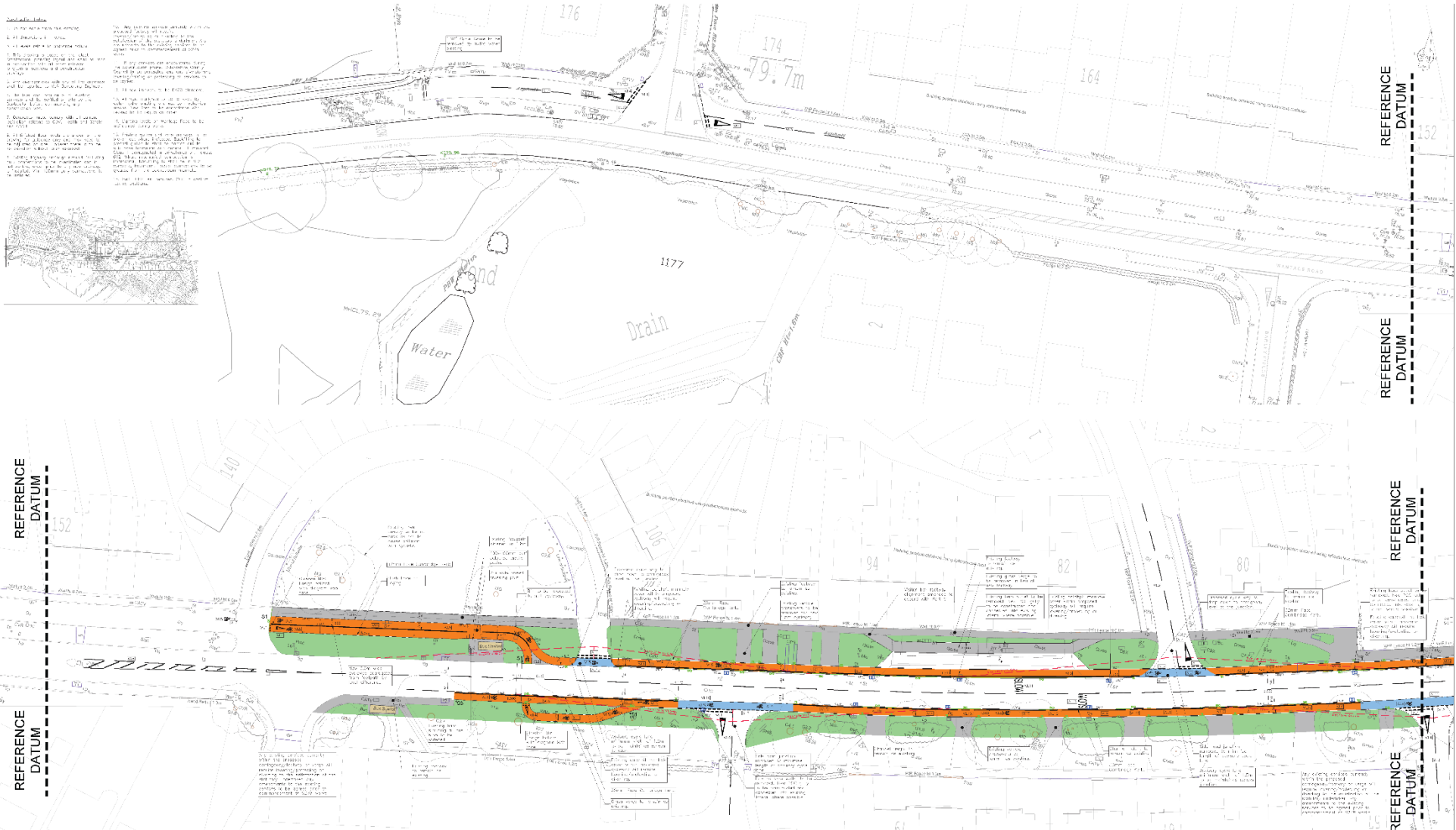
NO.	DESCRIPTION	DATE
01	Issue for Comment	20/10/2023
02	Revise in accordance with comments	25/10/2023
03	Issue for Comment	30/10/2023
04	Final Issue	05/11/2023

Taylor Wimpey **MJA CONSULTING**

100
200
300
400
500
600
700
800
900
1000

30/11/2023

- Notes:**
1. All dimensions are in meters.
 2. All dimensions are to centerline unless otherwise stated.
 3. All dimensions are to be maintained.
 4. All dimensions are to be maintained.
 5. All dimensions are to be maintained.
 6. All dimensions are to be maintained.
 7. All dimensions are to be maintained.
 8. All dimensions are to be maintained.
 9. All dimensions are to be maintained.
 10. All dimensions are to be maintained.



Symbol	Description
(Blue line)	Proposed Cyclist Rejoin Carriageway
(Green area)	Proposed Green Space
(Orange area)	Proposed Pavement
(Grey area)	Proposed Footpath
(Blue circle)	Proposed Manhole

Station	Chainage	Level	Notes
100+00	100.00	100.00	Start of section
100+10	100.10	100.10	
100+20	100.20	100.20	
100+30	100.30	100.30	
100+40	100.40	100.40	
100+50	100.50	100.50	
100+60	100.60	100.60	
100+70	100.70	100.70	
100+80	100.80	100.80	
100+90	100.90	100.90	
101+00	101.00	101.00	End of section

PRELIMINARY - FOR COMMENT ONLY

Taylor Wimpey

MJA CONSULTING

02/11/2024

02/11/2024

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Didcot Town Council	<p>Support - Didcot Town Council supports the provision of dedicated cycling paths on the B4493 Wantage Road as it will help to provide better cycling infrastructure for Didcot's residents.</p> <p>However, it does have concerns over the potential impact on parking for local residents and visitors to the hospital and requests that parking capacity is retained.</p>
(3) Thames Travel Bus Company	<p>Object - The B4493 is an all-purpose strategic B-road carrying significant amounts of traffic. The Didcot Garden Town Delivery Plan states that there are 21,000 peak time vehicle movements along the Wantage Road, and this is even before Great Western Park and Valley Park are built out. The X32 and 98 Thames Travel services use the B4493 and the X32 runs two buses per hour in each direction along the length of the B4493 to which the proposed cycle lane relates.</p> <p>This will rise to a minimum of six buses per hour in each direction to support the Great Western Park and Valley Park developments meaning that it is highly likely that buses will meet each other travelling in opposite directions. Given further development at Crab Hill (Wantage) and Harwell Campus there could be a further increase in bus services along the B4493.</p> <p>The proposal reduces the width of the carriageway to 6 metres adjacent to the mandatory raised cycle path and down to 5.5 metres adjacent to an advisory cycle route on the carriageway. 6 metres is wholly insufficient to enable two buses to pass without have to slow down and manoeuvre to avoid straddling the mandatory cycle lane. This will not only create an additional road safety hazard but it will affect the efficiency and reliability of the X32 service and ultimately the attractiveness of the bus service and patronage.</p> <p>The County Council's own road design guidance specifies that such a local distributor road should have a carriageway</p>

	<p>of 7.3 metres in width. 6.5 metres is the minimum carriageway width that OBC would seek.</p> <p>Housing and economic growth in Science Vale is predicated on high quality public transport links. High quality local bus provision is critical to enabling the movement of large numbers of people quickly and efficiently from Didcot Parkway, Didcot, Wantage, Oxford and Abingdon to the employment areas of Harwell Campus and Milton Park.</p> <p>The Didcot Garden Town Delivery Plan places great emphasis on moving travel patterns away from private cars to more sustainable alternatives and this is stated to be through increased investment in public transport and enhancing the cycling network, among other measures. Changes to the bus and cycle networks, such as those proposed through this consultation, should be complementary to one another rather than one hinder the other. OBC urge the County Council to strongly reconsider the width of the carriageway to prevent a hindrance to the high quality public transport provision which is core to the Local Transport Plan and the growth in Science Vale.</p>
(4) Assistant Tree Officer, (South & Vale District Council)	Neither - the proposed cycle route is within close proximity to a mature oak tree (shown as G3.0 on the plan) located to the south of the road. Currently the area around this tree is grass verge and therefore excavation this close to the tree is likely to lead to root damage to the tree. Therefore it is recommended that this part of the cycle route is amended to give greater clearance to the tree.
(5) Oxfordshire Cycling Network	Support - In summary, we strongly support this proposal. We include some ideas to enhance it further.
(6) Harwell Bicycle Users Group	Support - In summary HarBUG are very supportive of these proposals but would like a review of the section in front of the shops.
(7) Local Resident, (The Greenway, West Hendred)	Support - <i>No comment.</i>
(8) Local Resident, (Barrow Lane, Harwell)	<p>Support - Much better proposal than the previous version. I have a couple of concerns remaining:</p> <p>1) Parking in the cycle lane - there appear to be no plans for double yellows on the carriageway along the length of the cycle lane. If cars are going to park on it then you might as well not bother building the thing. Parking controls are essential and should be part of the scheme.</p>

	<p>2) The section around the zebra crossing where the road narrows has advisory lanes only, they can be driven in when required. As such there is no need at all to reduce the cycle lane width at this point to 1.3m as cars can simply encroach on the lane when no cyclists are present. Narrowing the cycle lane will only serve to encourage cars to pass cyclists at this point even though the carriageway is too narrow to maintain a safe distance. This lane width also contravenes the Oxfordshire cycle design guidance. 1.8m advisory lanes should be the standard through this section.</p> <p>3) The end of the stepped lane at the western edge should transition to a mandatory lane and then an advisory one before terminating. The current layout looks like a very short transition period.</p> <p>4) The Oxfordshire cycling design guidance recommends a cycle lane width of 1.8m (1.5m being the absolute minimum). Why is this recommendation ignored for this scheme? The road is wide and there is substantial space available along most of the route on the grass verge to provide the recommended width. The bulk of this route should be 1.8m wide. This scheme is supposed to encourage an increase in cycling and, with a huge number of new houses being built along the route, the design has to accommodate the increase in numbers expected.</p>
<p>(9) Local Resident, (Wantage Road, Didcot)</p>	<p>Object – 1,The end of the Cycle way makes it VERY Dangerous for all users(ROUND ABOUT) 2,You are giving the Cyclist RIGHT of WAY ACROSS Road junctions - This is Wrong and again VERY DANGEROUS. 3,THE PLAN you are using is OUT of DATE - MINI SUPERMARKET missing (with its direct ROAD ACCESS missing)- PUBLIC HOUSE has a wider access and well used CAR PARK (used by supermarket) -some trees missing - some TP's are in wrong location - 4,Is the CYCLE WAY 150mm OR 150cm wide 150mm makes the Cyclist vunerable to passing traffic (mainly vans and buses) 150cm more expense moving TP's - RENEWING DRAINAGE - (DIVERTED STREAM UNDER GRASS VERGE this is not mentioned or shown on plans)</p>
<p>(10) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - This is Ok but are you going to widen and re surface the existing footpath? it is to narrow and in an appalling state of repair, water sits in the path for hours after it rains, making it very difficult to walk upon and pass people coming in the opposite direction it is also full of mud, Maybe some drainage is required to.</p>

<p>(11) Local Resident, (Wanatge Road, Didcot)</p>	<p>Support - From the proposal, you are going to use the service road adjacent to 150's to 170's Wantage Road - is this safe? bearing in mind several cars are often parked along this service road and large lorries use it on a regular basis - in fact Biffa Waste also use the grass verge due to insufficient room to pass and have damaged the verge [as you can see]. Perhaps you could consider widening this service road the width of the proposed cycle way. As a walker, I welcome the widening of the footpath through Abingdon Terrace to 1.8M, a pity you are not going to widen [even to its correct width] the rest of the footpath further east to Georgetown Garage [this path being turned into a near "Canal" when it rains - not very pleasant for those who use primary transport - Walking] Never the less, I support the proposal, but I hope you can consider the additional options I have mentioned.</p>
<p>(12) Local Resident, (Wantage Rd, Didcot)</p>	<p>Object - no comment.</p>
<p>(13) Local Resident, (Wantage Road, Didcot)</p>	<p>Object - I as a councillor had the bus stop at Abingdon Terrace moved back away from the road for the reason, A. Make it safe for the elderly users. B. To allow cars a west (towards harwell) view when pulling out of the east junction exit of Abingdon Terrace (closer to Oxford Crescent). Traffic has increased significantly since this was done due to the entrances to GWP and will be worse with the opening of the harwell bypass road this will become an even busyer rat run.</p> <p>My objections are pushing the car giveaway further back on Abingdon Terrace reducing the visibility puts the whole situation back to what it was before the bus shelter was moved. It was very dangerous before and is still very difficult as the bus shelter has signage so you can't see through and very brightly luminated at night. Your plans make pulling out impossible as the real view will just be past the shelter and on a 30mph road will cause accidents and death due to the lack of visibility. Also the elderly who use this bus stop and the other reason I had it moved back would now would the have to cross a cycle dual lane to the path with cyclists moving at speed, this is also very dangerous. The same is true for Oxford crescent you can't currently see west (Harwell) because of the parked cars in the lay-by and the road curves more the your diagram shows so you have to pull out with the whole bonnet of your car in the road to see west. Again pushing the giveaway back further makes this impossible and a deaths waiting to happen.</p> <p>The only way this is possible, safe and not cause any accidents or deaths is to make the car giveways marking on the junctions (Abingdon Terrace and Oxford Cresent) level with the roads as they are now, and the cycle way having to stop and give way to the cars in the junctions. Otherwise you will not see and will end up pulling into the cycle ways, and further out to be able to see! Also your diagram clearly shows the view obstructed by the lay-by even worse than it currently is with the pulled back giveaway.</p>

	Why would you propose to make the view out of both the junctions and possibly the other junctions on your plan significantly worse than they are now on a very busy road which is to become even busier and risk car/car/cycle collisions?
(14) Local Resident, (Wantage Road, Didcot)	Neither - Consideration should be given to the two junctions of Abingdon Terrace onto Wantage Road, over which the cycle lane and pathway cross. Since the opening of the GWP housing estate and the college, almost every day when driving up to this junction I have to be careful of people walking and cycling across this junction; the walkers and cyclist seem to have no regard for the fact that it is an access road to our houses. There is no easy way to see whether anyone is coming due to other parked vehicles (who have a right to park). Please consider adding warning signs to pedestrians and cyclists as well as drivers coming out of Abingdon Terrace. It might even be worth considering adding either stop signs and marking on the road for either cyclists, pedestrians or drivers. I would hate for this to be ignored and someone get run over before anything is done. It is not only residents of Abingdon Terrace that are affected by this because people using Wantage Road itself use Abingdon Terrace to U-turn and also to park for the hospital opposite.
(15) Local Resident, (Park Road, Didcot)	Support - no comment.
(16) Local Resident, (Wantage Road, Didcot)	Support - Will vehicle parking be prohibited in the cycle lanes and if so what provision will be provided as an alternative? The verges and roadside are currently widely used by the residents and users of the shops/takeouts. The current zebra crossing has multiple minor accidents as many car users are joining or leaving the road around it (into the petrol station, sainsbury's car-park and adjacent roads). During school leaving times drivers are distracted by the heavy and complicated traffic flow and children are at risk (one of my children has been hit on the crossing and the other has had multiple near misses). Whilst doing the work would it make sense to relocate the crossing to a less cluttered part of the road?
(17) Local Resident, (Wantage Road, South Oxfordshire)	Support - What is the point in putting an advisory cycle lane in front of the shops on the north side of wantage road when there are always cars parked there.
(18) Online Response, (unknown)	Support - The proposal looks ok. More provision for cyclists is a good thing. It would be better if it didn't cross the road at the hospital, as this will discourage cyclists and make them stay on the road. This seems to be a policy thing though, that you prefer cycle paths randomly criss-crossing roads, and being on one side only, then both, and then ceasing

	<p>altogether at roundabouts, bus stops and busy junctions. If you want to encourage cycling, cyclists need to be supported and given priority over other vehicles.</p> <p>It is not clear how you're going to stop people parking on the cycle path for most of its length, as it seems to be cutting across the crossovers to people's drives, where cars are often parked - see for example the south side near the Park Road roundabout, and the north side along past Oxford Crescent.</p> <p>It is also not clear what is the status of the access road on the north side opposite Barleyfields. Will this be a road, an extended layby as at present, or a dedicated cycle path?</p> <p>When the work is done, attention needs to be paid to drainage along the footpath on the north side of the road (in the Abingdon Terrace - Oxford Crescent area), as this floods whenever it rains. It is lower than the carriageway and the green verge seems to drain onto the footpath, taking days to drain away. The path is also very narrow, with overgrown hedges in several places west of Oxford Crescent. You're widening the footway past Abingdon Terrace, but not the really narrow overgrown bit east along to Oxford Crescent.</p> <p>It is a similar story past the houses on the south side of the road between Sainsburys and the hospital - path is lower than the road, is covered with leaves and mud and rain doesn't drain away.</p> <p>Care must be taken not to damage any of the mature trees along Wantage Road (past the allotments and hospital).</p>
<p>(19) Local Resident, (Mount Street, Oxford)</p>	<p>Support - This is long overdue. The road from the station to Harwell and to the laboratory from the train station is dangerous. Drivers deliberately cut off cyclists who they resent going past them. I have been knocked off once and harassed regularly.</p>
<p>(20) Local Resident, (St Hildas Close, Dodcot)</p>	<p>Object - Unfortunately I have to object to this for the following reason</p> <ul style="list-style-type: none"> • With the instigation of this new cycle route scheme it will bring extra congestion to an already heavily congested road that is slowly increasing with traffic levels as it is. As more home are built and become occupied on the Great Park development in-between Harwell and Didcot this will increase the traffic levels on the Wantage road B4493. • In addition to the great park Development, when the new relief road is opened bypassing Harwell to come into Didcot this will also increase the Traffic levels on the Wantage Road B4493, due to the extra traffic that will be coming from the new Chilton junction of the A34 both North & Southbound as the current sign posting will direct traffic over

	<p>Hagbourne Hill then instead of going through the over congested West Hagbourne route the traffic is now be sent up to the new Harwell relief road as well that will then lead into the Wantage road once again increasing the traffic levels in addition to those of the Great Park Development.</p> <ul style="list-style-type: none"> • In addition to all this extra funding that will be spent to do this, the vast majority of cyclists will not use the infrastructure that is already there in the form of Route 544 that will take cyclists directly to the Harwell campus and keeps them safe and away from traffic for the vast majority of the route with them choosing in section to cycle on the main road instead practically on the Hagbourne Hill section mainly siting that the roads and cycle ways are too rough for their delicate bikes, it would be better and safer and more cost affective in the long run to improve these sections of cycle ways keeping the cyclists in a safer situation. • With the current new proposed planed it show cyclists being able to cycle clear of any traffic at the great park end of route, unfortunately in practice they ignore this part of the route in its current layout as they are required to stop to cross Holly Ln & Slade Road and as this is an inconvenience they chose to cycle on the main road instead slowing traffic down making this part of the proposed scheme a waste of money as it will not be used.
(21) Online Response, (unknown)	<p>Support - I am in favour of anything in favour of safe cycling in Oxfordshire so that the people choosing to commute by cycling don't risk their lives. A safe cycling network between Oxford and Harwell would be beneficial for many workers, as much as it would make of the Harwell campus a more attractive site to work in.</p>
(22) Online Response, (unknown)	<p>Support - no comment.</p>
(23) Online Response, (unknown)	<p>Support - no comment.</p>
(24) Local Resident, (Park Road, Didcot)	<p>Support - Cycling in Wantage Road is now dangerous. A pedal-cycle lane will allow me to commute to work (and bring my child to nursery) more safely.</p>
(25) Online Response, (unknown)	<p>Support - no comment.</p>

(26) Local Resident, (Sovereign Close, Didcot)	Support - This proposal is a big improvement to the current, basically non-practical solution.
(27) Local Resident, (Wantage Road, Didcot)	<p>Object - I strongly object to the proposed cycle way to Wantage Road. Opposite Didcot hospital, people park on the grass verge. If this was unavailable then people will park on the road. This will further increase traffic congestion and make it more difficult reversing out of my driveway, as it will be harder to see oncoming traffic with cars in the way.</p> <p>I reverse out of my driveway very slowly due to the fact that there is a pedestrian walkway just outside the gate. There are occasions where pedestrians are not paying attention, usually on their phone and are unaware of my presence. Given they are moving at walking pace and I am conscious of the footpath being there, the chance of accident is very slim.</p> <p>However when cyclists use the current footpath instead of the road, there have been numerous occasions when they have either not seen me or have been travelling too fast.</p> <p>Regardless of whether the cycle way is separated from the footpath, I believe this will still be an issue and will pose a risk to cyclists. They are far safer using the road. It is a 30 limit so cars should not be travelling above the limit. If the proposal for a cycle path is to ensure cyclists safety, then perhaps an additional speed camera would be better. It would come at considerable less cost to I, the taxpayer and earn the council some additional revenue.</p>
(28) Local Resident, (Blenheim Close, Didcot)	Support - It is a welcoming idea to have cycle path along Wantage Road, which will benefit may cyclists working at Harwell Campus.
(29) Online Response, (unknown)	Support - This scheme is a significant improvement on the previous version and sets a pleasing precedent for the area to safeguard cyclists by separating vehicles, cycles and pedestrians.
(30) Local Resident, (Manor Road, Didcot)	Support - It's a great idea and a start towards making cycling appeal to more people in Didcot.

<p>(31) Online Response, (unknown)</p>	<p>Object - As resident of Wantage Road (south side) for over 30 years, I have witnessed in recent years a dramatic increase in traffic, particularly with the addition of the Great Western development. Accessing the highway is often extremely hazardous, particularly at school times. The best option is to reverse into my drive from the main road for safer access when driving out, but this is not always possible due to congestion. Living close to the Georgetown roundabout, speeding cars do not allow for much leeway and more often than not it is difficult and dangerous to pull out into the flow of traffic. A cycle path would exacerbate the situation with the added difficulty of having to visually embrace the approach of cyclists separately, as well as the traffic in two directions. With a shared exit onto the highway for the semidetached houses, cyclists could potentially be going past a parked car on the tarmac from one house, while a car could be moving forwards or backwards from the attached house, with an obscured view. This would not provide a safer option for cyclists. The proposal to possibly remove all of the grass verge on the opposite side would give residents less space to pull out from their drive with the inclusion of a cycle path and vision up and down the road would be impaired. As well as the safety issues, in a designated garden town, it is counter intuitive to be removing green spaces which improve the aesthetics of an urban area. The Georgetown roundabout is busy from all directions and the the green spaces on either side of Wantage Road provide a clear vision on the approach and the trees soften the landscape.</p>
<p>(32) Local Resident, (Wantage Road, Didcot)</p>	<p>Neither - As Didcot trying to be a garden town more tarmac will not help, people are backing out of Sainsbury's shop next to the pub you have children coming and going to school I think it will make things worse not better try bringing the speed limit down to 20 MPH and PERHAPS MEND THE ROADS with the money.</p>
<p>(33) Local Resident, (Wantage Road, Didcot)</p>	<p>Object - I'm giving my opinion both as a cyclist and as a driver.</p> <p>I cycle to and from work in Milton Park</p> <ul style="list-style-type: none"> - Morning route, right turn on Wantage Rd to Eastbound (usually in heavy traffic), before turning left to go down Foxhall Road. - Evening route, approaching from the west instead on the road before making a right turn (holding up any overtaking traffic) across the opposing lane <p>My wife drives to and from work at the Harwell Campus</p>

	<p>- On Leaving:- usually turning right onto Wantage Rd to Eastbound (usually in heavy traffic), before heading south along Park Lane towards Hagbourne. This may change in favour of heading westbound towards the Harwell link road since that is now open.</p> <p>- On returning:- Either approaching driveway from the east, or if approaching from the west, a U-turn on the nearby roudnabout is needed to approach our driveway from a favourable position.</p> <p>Opinion as a cyclist:</p> <p>- For people cycling the length of Wantage Road, I think it will be greatly beneficial. The proposed lane is of a good width (unlike some I've seen which are so narrow, actually encourage drivers to pass closer and faster than when just cycling on the road). Having right of way over side-road traffic (unlike the previous plans) is the right decision. If a cycle path were constructed that had to give way to side-road traffic, I just wouldn't use it (likely to the chagrin of drivers).</p> <p>- I believe it will make my individual situation more dangerous. On approaching our driveway from the west, where as before I would just need to indicate right and (providing any following traffic gets the message and doesn't overtake) then move towards the right side of the lane, now I will need to move out of the cycle lane into a flow of traffic that no longer pays *any* heed to the presence of cyclists (thanks to the bicycle lane), before then indicating for the right turn. There are extra steps, and the speed differential between myself and the passing cars will be greater than before.</p> <p>Opinion as a driver:</p> <p>- Wantage Road is busy. Best practice dictates that we reverse into our driveway and leave it forwards. The road is usually so busy that to do anything else is risky and disruptive. As such, we always approach our driveway from the east.</p> <p>- To reverse into the driveway means pulling up at the side of the road, waiting for traffic to clear (or realise that you're trying to get out of their way) and then reversing into the driveway. If there is a cycle lane separating the road from the driveway then I'm not sure what we should do. Do we pull over obstructing the cycle lane while waiting to reverse in? Do we stop in the road leaving the cycle lane to the left clear? I'm not even sure this is a legal manoeuvre, which is a big problem for us.</p> <p>- Getting in and out of our own driveway is already a source of stress for us. We are honked at regularly and occasionally shouted at by people for reversing into our own driveway (despite there being no sane alternative) and anything which adds an additional layer of complexity or stress to this is a cause of concern to us.</p>
<p>(34) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - Great news - I am really pleased about it! It is a shame the cycle path cannot be continued further down Broadway into the centre of town as this would really encourage cycling. Also the Wantage road roundabout is dangerous with traffic and lots of speeding cars approaching in an Easterly direction, as we live proximal to this position. Any measures you can put into improve safety is paramount; for example having an active speed camera and</p>

	<p>sleeping policemen at crossing points. There are also multiple places along the road where cars are parked unnecessarily and restrict traffic movement. There needs to be yellow lines on the road and active enforcement of parking restrictions in my opinion as peoples behaviours do not change easily.</p>
<p>(35) Local Resident, (Windsor Crescent, Didcot)</p>	<p>Support - Hybrid cycle tracks are best practice in places like Copenhagen and the Netherlands, it is very good to see this being proposed for Didcot and is a very significant improvement on what was proposed previously. A successful scheme on Wantage Rd will provide a valuable case study of what form of cycle infrastructure should be provided in future schemes,</p> <p>I note that the plans seem to show carriageway widening next to the shops, where there is currently on street car parking, but that only an advisory cycle lane is proposed. I am concerned that this will be obstructed by parked cars. If street parking will continue to be permitted there, then either the cycle lane should be taken inside the parking zone, with sufficient separation to avoid car doors (as has been done in Royal College St, London), or outside the parking zone, using markings and potentially bollards or some form of light segregation to provide some protection for cyclists.</p> <p>On those sections of the scheme where there is not space to build the stepped track, then I would suggest that the opportunity is taken to trial light segregation (e.g. wands or zebra/ Armadillo etc separators) as has been done in several locations in London. This approach to creating space for cyclists has the benefit of lower cost and less requirement for space, and could potentially be considered for many locations in Didcot where full physical segregation is not practicable.</p> <p>I note that the drawings show tighter turning radii at one of the side roads (Drake Avenue), but there are at other locations where the lanes will cross vehicles turning into side roads it would be advisable to tighten the geometry, or even provide raised crossings, at those locations as well, in particular Oxford Crescent, Abingdon Terrace and the crossing of Slade Rd at the end of the proposed scheme. The latter is of particular concern as vehicles turning off Wantage Rd could come into conflict with cyclists crossing using the cycle route on the service road from Abingdon Terrace.</p> <p>As the westbound lane stops short of the turning into Barleyfields would it be possible to extend this section of route to provide a continuous route for those going to Barleyfields?</p> <p>I understand that the scheme does not include the roundabout at the Foxhall Rd junction at the eastern end; however this is a hazardous junction for cyclists. Cyclists exiting the cycle track need to be able to enter the traffic safely, with motorists aware that cyclists will be doing this, and cyclists will need to be able to move out and position themselves</p>

	<p>centrally in the lane for safe entry into the roundabout. It may be helpful to use markings on the road on the approach to the roundabout, together with some light or semi segregation towards the end of the cycle lane, so that cyclists will continue to have some protection but also have a means for filtering into the traffic lane when they wish to.</p> <p>The roundabout itself would benefit from tighter geometry to reduce vehicle speeds and create more direct sightlines between drivers and cyclists. This roundabout was used as a case study in a TRL study for DfT about 20 years ago (published in summary form as TAL 9/97, Cyclists at Roundabouts), so there is already some existing research that could be used in a future safety scheme if funding is made available.</p>
<p>(36) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - I welcome the revised plans. It is a bit unfortunate that the proposed cycle way stops at the (very busy) Foxhall Road roundabout when it could be relatively easily extended all the way to the Didcot Health Centre (Britwell Road) and thus allowing an easy route for cyclists to the centre of Didcot.</p>
<p>(37) Local Resident, (Blakes Field, Didcot)</p>	<p>Support - I think the plan is much improved from previous proposals. I support hybrid bicycle lanes, and I think it is important for bikes to be separated from both traffic and pedestrians. I commute along Wantage Road by bicycle every day, and I would make use of the cycle lanes as proposed here for both directions of my journey. I hope that any objections can be addressed sufficiently without changing the underlying philosophy of the scheme. I think it is important to link the proposed lanes into a wider cycle network throughout Didcot and each end of the current scheme should be designed with that in mind.</p>
<p>(38) Local Resident, (Abbey Brook, Didcot)</p>	<p>Object - Does not comply with Sustrans standards, or international modern precedents.</p> <p>Specifically, it appears that riders will be considerably delayed by extra interactions at junctions, and this is where collisions are most common. To quote the Sustrans handbook:</p> <p>Junctions and crossings for pedestrians and cyclists should provide convenient and comfortable connections with minimal delays. Junctions and crossings are an opportunity to provide accessibility and journey time advantages to cyclists and pedestrians compared to other road users.</p> <p>This can be achieved by giving priority to dominant cycle movements at priority junctions and minimising delays to cycle and pedestrian turning movements in traffic signal phasing. Cyclists should receive at least the level of priority afforded to motor vehicles.</p>

<p>(39) Local Resident, (Slade Road, Didcot)</p>	<p>Support - we are both in agreement and think it will make the road safer for the many cyclists who current use it. Although we are concerned about any loss of trees and trust any tree which has to be removed will be replaced. We have lived on Slade Road for over 30 years and, as you can imagine, seen the surrounding countryside alter beyond anything we could have dreamed of all those years ago, at one time we could walk across the fields to Harwell and not see another living soul. We could hear the owls early in the morning and the pheasants would stroll across from Pill Pond and peck away in our gardens quite happily – now – nothing !!!!</p>
<p>(40) Email Response, (unknown)</p>	<p>Object - I am writing to express my objections concerning this proposal. These are:</p> <ul style="list-style-type: none"> • Not enough cyclists use the B4493 at present. If they do, many cycle on the pavement as this is safer - the B4493 is a dangerous road and due to the amount of development (present and future) is only likely to become more dangerous for all road users and pedestrians. To illustrate this, there is a speed camera opposite my house as someone was killed crossing the road along this stretch of the road. • The cycle lane on the north side of Wantage Road at Great Western Park appears to be rarely used by cyclists; I've noticed that they prefer to cycle on the road, thus providing no justification for a cycle path. • The road and pavement on the majority of the north side and on stretches of the south side of Wantage Road are too narrow for both a pavement and a cycle lane. To illustrate, on the south side of the road near to the pelican crossing/BP garage/Wheatsheaf Public House/Sainsburys, the pavement narrows to less than the width of the pavement, there is a telegraph pole in the pavement, and house boundaries are immediately beside the pavement. The plan does not resolve this? • The pelican crossing is dangerous for pedestrians at present; a cycle path would only encourage cyclists to ignore the pelican crossing as some cyclists do already with traffic lights and therefore pedestrians would be more at risk. • Residents along the south side of the road would have to take even more care of pedestrians/cyclists/traffic when backing out of their drives as they would have two paths to check/negotiate before reaching the road. • Any narrowing of Wantage Road to accommodate a cycle path will cause more congestion problems to add to those currently. To illustrate, some residents prefer to park their vehicles on the road instead of in their drives, and have caused traffic accidents previously. • No accommodation has been made for moving the speed camera on the plan? • There does not appear to be any indication of where the telegraph pole on the north side of the road opposite to

	<p>number 33 Wantage Road will be going? Also, I notice that other telegraph poles along Wantage Road are marked for movement but no indication of where to?</p> <ul style="list-style-type: none"> • Perhaps, if the nearby new residential developments are to fund this scheme, they could use the roads leading off Wantage Road for cycle paths? For example, Brasenose road, Oxford Crescent, Lydalls Road, Manor Road etc as these areas are much quieter and provide safe and more suitable cycling opportunities into the centre of town than the main road through Didcot.
<p>(41) Local Resident, (Wantage Road, Didcot)</p>	<p>Object - in trying to make improvements for cyclists, this revised scheme could create more danger for motorists and there will still be potential danger for pedestrians too, especially the sections coloured dark blue on the plans, marked 'advisory cycle route', which I think could cause confusion. There are lengthy 'advisory' sections on both sides of the route and it is not clear how cyclists will leave and re-join the alternating stretches of cycle route and 'advisory' cycle route. This could cause a lot of confusion and dangerous cycling/driving situations.</p> <p>Even on the red 'proposed cycle route' section from Georgetown Roundabout to Manor Crescent, there will still be a danger to many school children walking this route to and from school every day.</p> <p>In the 'advisory' area outside the shopping parade from numbers 30 to 50 there will be the danger of kerbside parked cars (and a bus stop), with vehicle doors opening onto on-coming cyclists. There is also an entrance and exit to the BP petrol station, entrance/exit to a Sainsbury's store and many other businesses, together with busy road junctions to three entrances to Didcot Girls' School, all of which make this a very busy road.</p> <p>I think that the density of cars on this road, combined with the facts that this road is not a particularly wide road (even taking into consideration the proposed removal or narrowing of some of the grass verges and pavements) and the alternating section of cycle route and 'advisory' cycle route, will make the road more hazardous and will also cause confusion as to priorities for motor vehicles, pedal cycles and pedestrians. At least, at present, all users have clear and equal priorities.</p> <p>As a regular cyclist on Wantage Road it is my opinion that it is best for cyclists to continue to use the road in the usual manner. I know it is a busy road, but there are plenty of other busy roads in Didcot. In my opinion, Wantage Road does not lend itself to have cycle lanes because of the number of busy business premises and road junctions which open onto the road and the confusion and danger that I think will be caused by the 'advisory' sections of the proposed route.</p>

<p>(42) Local Resident, (Barbury Drive, Grove)</p>	<p>Support - I strongly support this proposal, and the fuller response from HarBUG. Anything we can do to encourage cycling is to the good. One day I dream of seeing similarly well-designed provisions around Wantage and Grove!</p>
<p>(43) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - This is a much improved scheme to the one proposed in 2016, and we are in favour of an appropriate cycle lane being installed, however we do have some comments:</p> <p>1 The proposal no longer includes a crossing. So many people cross Wantage Road between Drake Avenue and Oxford Crescent a crossing is really needed, particularly for the school children who find it particularly difficult at peak times. Traffic has certainly increased, as has its speed, since the new Sainsbury Express store opened which has made the situation worse. The zebra crossing between the Coop garage and The Wheatcroft Pub is in the wrong place for most people crossing the road and it is now far too dangerous to use as 90% of the time traffic doesn't stop, even when you are half way across. There is too much going on with the garage, the pub, a side road (Sherwood Road) and now the new Sainsbury has a front car park which has made the road busy and particularly hazardous for pedestrians and cyclists. It is doubtful that traffic would take heed of cyclists using a cycle lane in this area. Cars are also often parked across pavements in the vicinity of the new Sainsbury store and cars often block Wantage Road waiting to pull into the front car park of the store, meaning cyclists would have to negotiate jammed traffic.</p> <p>2 The camber of the road is very marked and the kerbs very low in the vicinity of our house, No 72. Our driveway is frequently subject to a stream of water running off the road whenever there is a heavy shower. When the flash floods happened just over a year ago (when the station was flooded), our garage was flooded by the run off from the road. When the cycle land is installed the drainage should be sorted out, so there is no danger to cyclists from pooling water and residents no longer suffer from flooded driveways. The water needs to be diverted to the drains.</p> <p>3 We note you are still proposing for the cycleway to be on the north side of Wantage Road, but there is a generally a much wider verge, with less pedestrian foot fall, on the south side, certainly from Oxford Crescent going towards town. It seems madness to take away what is really only a fairly narrow safety margin between pedestrians and traffic on the north side, especially given that so much of the footfall is children, both secondary age and primary age with their parents, often with pushchairs. Care needs to be taken that the pavement is sufficiently wide to allow pedestrians, with small children/dogs/pushchairs, to pass each other safely. Bin day will be particularly problematic, especially as the binmen never return bins to driveways even if that is where they have been left out.</p> <p>4 Taking away verges completely takes away some of the aesthetic of the area and makes it less attractive. This harms the image of the town, especially as Wantage Road is a major route in to the town centre.</p>

<p>(44) Email Response, (unknown)</p>	<p>Support – <i>no comments.</i></p>
<p>(45) Local Resident, (Drake Avenue, Didcot)</p>	<p>Support - I do totally agree with the need for active cycle paths around both the community and countrysides away from the roads however my concerns and worries are for the environmental impact this will have on my surrounding area and the ends of these cycle paths and the destruction of the current ambience of my immediate area.</p> <p>It has been shown over recent years the impact and disregard to the wildlife and birds, that the mass of instant housing has had on the environment and wildlife in the area.</p> <p>The area you describe in your letter is quite vague and does not address the old oak trees along the stretch of roadside area on the south side of Wantage Road between Drake Avenue and the Brasenose area. The area you plan to narrow.</p> <p>These trees have been the home to many bird species and of more recent concern was the migration of the rooks/crows from other housing developments in the area to these trees early in the year. These were mostly shown off by the red kites. I am not sure where they went after this.</p> <p>Replacing older trees with saplings does not serve the purpose of a home for species of animals and birds and has a great impact on our environment.</p> <p>Like other consultations over recent years I expect the trees and wildlife in the area will take a back seat. However, I would appreciate you to consider the impact the removal of these trees will have on other species and the ambience of the area I live in.</p>

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Division(s): Faringdon

CABINET MEMBER FOR ENVIRONMENT – 10 MAY 2018

A420 AT BUCKLAND – PROPOSED BUS STOP CLEARWAYS

Report by Director for Infrastructure Delivery

Introduction

1. A proposal to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as approved by the Vale of White Horse Council (it should be noted that the formal consultation was specifically in relation to the bus stop clearway) was considered by the Leader of the Council at the Cabinet Member for Environment Delegated Decision meeting on 12 April 2018. A copy of that report is attached at Annex 1. After considering the consultation responses and a representation made at the meeting by County Councillor Judith Heathcoat, the local member, he deferred a decision to allow further information to be obtained on the rationale behind the proposal in respect of encouraging customers and staff at the new development to change their travel patterns to the site taking account also of the planning consent issued by the Vale of the White Horse District Council.

Background

2. The proposal had been put forward as part of a proposed development on the south side of the A420 at the Buckland Services site and a plan showing the proposal is provided with the previous report at Annex 1.

Evaluation of the likely use of the bus stops and the feasibility of alternative provision for bus user and pedestrian access to the site.

3. Officers have examined the information submitted by the developer to the Vale of White Horse District Council in respect of the type and scale of the development specifically to assess the likely demand for bus travel to and from the site. The development comprises a motel with 61 rooms and a diner with 118 covers. Total staff numbers on site at any one time would be unlikely to exceed 20 and, on the assumption that only a relatively small proportion (perhaps no more than 20%) would be bus users and taking account of changes of staff during the day, the number of bus trips to and from the site would unlikely exceed 10 per day. There could also be a small demand for bus travel by customers of the motel (for example those wishing to make trips into Oxford).

4. Officers have also further reviewed the scope for providing a footway on the south side of the A420 between the existing bus stops/refuge at the Buckland crossroads as requested by Councillor Heathcoat and also as raised by Buckland Parish Council and Pusey Parish meeting. While there is sufficient highway land available to accommodate a footway of adequate width, the cost of such a scheme (noting its length - at just over 500 metres – and technical considerations due to the varying level of the verge, and the onerous construction traffic management requirements at this site) would be high, and it is not considered viable or proportionate to request this from the development taking account of the anticipated generation of bus or pedestrian trips. It should also be noted that this option would require bus users travelling to/from the development site to walk much further than is required by the current proposals and does not accord with what was approved at planning and secured within the Section 106 agreement.
5. The proposed bus stop provision including the pedestrian refuge is in line with other similar provision along the A420.
6. Taking account of the above, and that planning consent has been granted by the Vale of the White Horse District Council on the basis of the proposed scheme being delivered, it is recommended that the scheme be approved as advertised.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

8. Funding for the proposed bus stops, layby and refuge has been provided from the developers of land adjacent to the A420.

RECOMMENDATION

9. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed bus stop clearways
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
May 2018

Division(s): Faringdon

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

A420 AT BUCKLAND – PROPOSED BUS STOP CLEARWAYS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station.

Background

2. The above proposal has been put forward as part of a proposed development on the south side of the A420 at the Buckland Services site. A plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 01 February and 02 March 2018. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Buckland Parish Council, Pusey Parish Meeting, local County Councillors, as well as the main public transport operators
4. Five responses were received. Pusey Parish Meeting objected and concerns were raised by Thames Valley Police, the Local County Councillor and Buckland Parish Council. The Vale of White Horse District did not object. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

5. Thames Valley Police did not object to the proposal but raise some concerns and queries, which included the suggestion that providing a bus stop layby at the proposed stop on the north side of the road would be preferable (as is proposed for the new stop on the south side) and also that the proposed clearway within the layby (which is proposed to apply between 7am and 7pm) adequately catered for the anticipated use of the bus stop and would be of sufficient length to ensure that buses could pull back onto the A420 safely should a vehicle be parked in the layby in front of the bus stop.
6. The above concerns are noted although it is not considered viable to provide a bus stop layby on the north side of the road taking account of the costs and that land acquisition may well be required. It is, however, agreed that it would

be advisable to extend the hours of operation of the bus stop clearway to apply between 6am and midnight, and also to extend the clearway marking to the west to address the concern that buses may be impeded when exiting the layby by other vehicles parked to the west of the bus stop within the layby.

7. County Councillor Heathcoat, the local member, while not expressing an objection to the proposal, noted that the A420 had a poor accident record and with increasing traffic volumes, the introduction of further bus stops could lead to potentially more hazards. Her main concern, however, was that the proposals did not include the provision of a continuous footway between the development and Buckland village, noting that the development would likely provide an employment opportunity for local residents (in particular young people) and also that residents may wish to use the retail store within the development. A further concern was that the proposed new pedestrian refuge required a good standard of lighting to ensure road safety, but equally that that should be designed to minimise light pollution.
8. It is accepted that the new bus stops and refuge will introduce new potential conflicts but also it should be noted that the existing bus stops on the A420 thankfully have a very good safety record and there is no reason to expect that the safety performance of the proposed new stops will be any different. It is confirmed that lighting will be provided for the refuge and that equipment will be designed to provide adequate illumination while also minimising light pollution.
9. It is agreed that in principle the provision of a footway linking the development to the Buckland turn would be desirable for the reasons mentioned by Councillor Heathcoat but, unfortunately, it is not considered possible to require the developer to fund that provision given that planning consent was given on the basis of the current proposals. Opportunities for funding this provision will be explored but it is currently unclear as to whether there is a realistic prospect of this being progressed at least in the short to medium term.
10. The response of Buckland Parish Council noted that the proposed bus stop provision would, in particular, benefit staff employed at the development site, though also echoed Councillor Heathcoat's view of the strong desirability of a footway to link the site to the Buckland turn for the reasons mentioned above.
11. Pusey Parish Meeting objected to the proposals on the grounds of road safety and traffic delays, the likely limited use of the stops and the preference for a footway linking the site to Buckland and the existing bus stops at the Buckland turn.
12. While the above concerns are noted, provision of bus stops close to the development site is considered to be required to facilitate journeys by staff in particular to and from the development, given that the existing bus stops by the Buckland turn are around 500 metres to the east. As discussed above, the existing bus stops on the A420 operate with good levels of safety and without causing any appreciable delays to traffic and, while it is agreed that a footway

link would be desirable in principle, it is not considered viable to progress this in the context of the current development.

13. The Vale of the White Horse District Council did not object.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. Funding for the proposed bus stops, layby and refuge has been provided from the developers of land adjacent to the A420.

RECOMMENDATION

16. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed bus stop clearways
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018

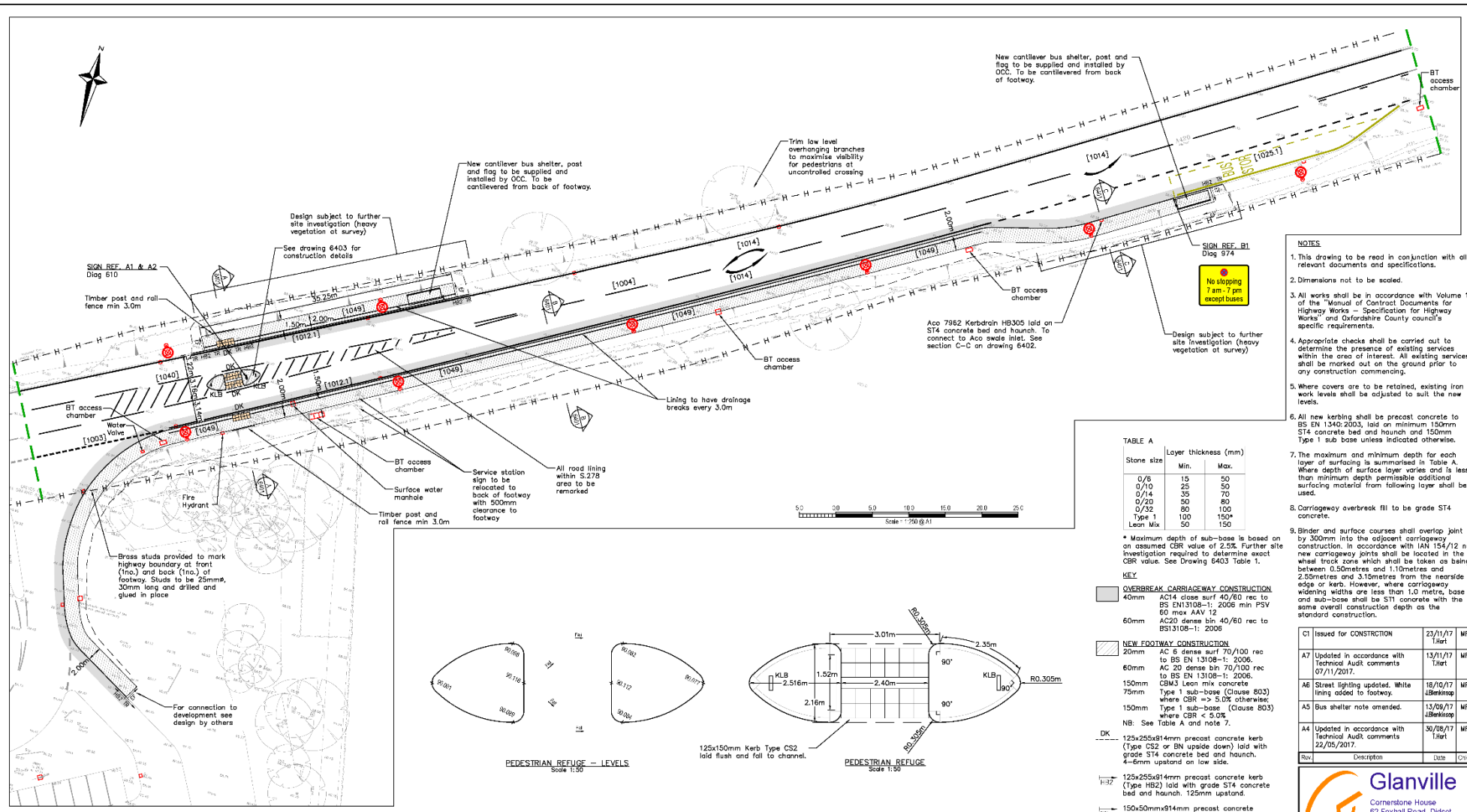


TABLE A

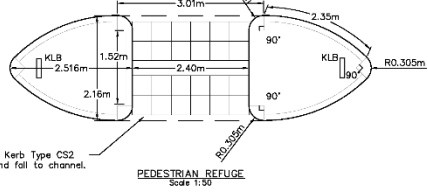
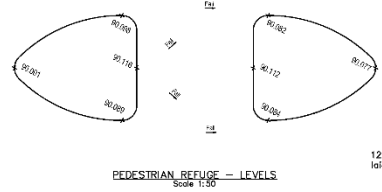
Stone size	Layer thickness (mm)	
	Min.	Max.
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	80	100
Type 1	100	150*
Lean Mix	50	150

- NOTES**
- This drawing to be read in conjunction with all relevant documents and specifications.
 - Dimensions not to be scaled.
 - All works shall be in accordance with Volume 1 of the "Manual of Contract Documents Highway Works - Specification for Highway Works" and Oxfordshire County Council's specific requirements.
 - Appropriate checks shall be carried out to determine the presence of existing services within the area of interest. All existing services shall be marked out on the ground prior to any construction commencing.
 - Where covers are to be retained, existing iron work levels shall be adjusted to suit the new levels.
 - All new kerbing shall be precast concrete to BS EN 1340:2003, laid on minimum 150mm ST4 concrete bed and haunch and 150mm Type 1 sub base unless indicated otherwise.
 - The maximum and minimum depth for each layer of surfacing is summarised in Table A. Where depth of surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
 - Carriageway overbreak fill to be grade ST4 concrete.
 - Blender and surface courses shall overlap joint by 300mm into the adjacent carriageway construction. In accordance with IAN 154/12 no new carriageway joints shall be located in the wheel track zone which shall be taken as being between 0.50metres and 1.10metres and 2.50metres and 3.10metres from the roadside edge or kerb. However, where carriageway widening widths are less than 1.0 metre, base and sub-base shall be ST1 concrete with the same overall construction depth as the standard construction.

* Maximum depth of sub-base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value. See Drawing 6403 Table 1.

- KEY**
- OVERBREAK CARRIAGEWAY CONSTRUCTION**
 - 40mm AC14 close surf 40/60 rec to BS EN13106-1; 2006 min PSV 60 max AA12
 - 60mm AC20 dense bin 40/60 rec to BS13108-1; 2006
 - NEW FOOTWAY CONSTRUCTION**
 - 20mm AC 6 dense surf 70/100 rec to BS EN 13108-1; 2006
 - 60mm AC 20 dense bin 70/100 rec to BS EN 13108-1; 2006
 - 150mm CBM3 Lean mix concrete
 - 75mm Type 1 sub-base (Clause 803) where CBR >= 5.0% otherwise;
 - 150mm Type 1 sub-base (Clause 803) where CBR < 5.0%
 - DK - 125x255x14mm precast concrete kerb (Type CS2 or BN upside down) laid with grade ST4 concrete bed and haunch. 4-6mm upstand on low side.
 - H97 - 125x255x14mm precast concrete kerb (Type HB2) laid with grade ST4 concrete bed and haunch. 125mm upstand.
 - U - 150x50mmx914mm precast concrete edging (Type E3) laid with grade ST4 concrete bed and haunch.
 - TR - 125x255x14mm precast concrete kerb (Type Transition) transition from splayed, BN to HB2 kerb with grade ST4 concrete bed and haunch.

Rev	Description	Date	Drawn
C1	Issued for CONSTRUCTION	23/11/17	MF
A7	Updated in accordance with Technical Audit comments 07/11/2017.	13/11/17	MF
A6	Street lighting updated. White lining added to footway.	18/10/17	MF
A5	Bus shelter note amended.	13/09/17	MF
A4	Updated in accordance with Technical Audit comments 22/05/2017.	30/08/17	MF



ROAD MARKING SCHEDULE

DIAGRAM NUMBER	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1003	Continuous	150	150
1004	4000	2000	100
1012.1	Continuous	150	150
1014	Deflection arrow		
1025.1	BUS STOP edge marking		
1040	4000	2000	100
1049	Continuous with breaks	150	150

SIGN SCHEDULE

Sign Reference	Diag. No. Ref. (TSRD 2002)	Description	Width (mm)	Depth (mm)	Reflect. Illum.	Clearance Horiz. (mm)	Vertical Number & Length	Post Details Size & Section	Plant Specifying	EAC	Lighting No. & Type	Wattage	Switch No. & Type	Height, No.	Length, Width, Depth (mm)	Foundation Details	Comments
A	1 to 2	Keep left	600x		RA2	500	2300 16x4000	89 TSP		NE				TBC	600x350x600		
B	1	Bus stop clearway			RA2	500	2300 16x4000	76 TSP		NE				TBC	600x350x600		

NOTES

- Schedule to be read in conjunction with all relevant drawings, documents and specifications.
- For extensively illuminated signs of posts shall be wide base type.
- All wide base posts to be Slabston or similar approved.
- Foundation bases shall be concrete mix design ST4 and comply with the Standard Concrete Mixes.
- All sign installations shall be in accordance with Oxfordshire County Council's specifications.
- Contractor to submit designs produced by signpost sub-contractor to Engineer for approval prior to ordering.
- Vertical clearance refers to lower edge of sign.
- Horizontal clearance to be minimum of 500mm from the edge of sign to kerbside where applicable.

KEY TO ABBREVIATIONS

- RA2 - General Case RA2
- IE - High energy absorption (Passive Safety Post)
- LE - Low energy absorption (Passive Safety Post)
- IL - Internally Illuminated
- TP - Tubular Steel Post
- BP - Bolt Down Type Post
- TS - To Be Confirmed
- Ref - Back of Footway
- IE - High energy absorption (Passive Safety Post)
- LE - Low energy absorption (Passive Safety Post)
- IL - Internally Illuminated
- TP - Tubular Steel Post
- BP - Bolt Down Type Post
- TS - To Be Confirmed
- Ref - Back of Footway

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Client: Soho House Group

Project: Former Little Chef and Adjoining Land A420, Buckland

Title: S278 Footway Links and Bus Stops Construction Plan

Prepared/Engineer: M. Ford
 Project Director: T. Fossil
 Status: CONSTRUCTION

Drawing No: 8140991/6401 Rev: C1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - It is impossible to agree this proposal in the absence of what is proposed for the north side of this road . Dependant on where the Bus Stop is proposed I fear conflict with the new crossing point. Might I suggest an off road lay - by is considered the safest option for the north side as well. The layby restriction is timed, does this coincide with future bus time table? Should large goods vehicles park forward of the new Bus Stop Clearway ,will a Bus still be able to exit safely.</p>
(2) Buckland Parish Council	<p>Neither - made its views known on the proposed bus stop provision as part of our consultation on the planning applications for this site. November 2015 Consultation extract - BPC is supportive of a sustainable use for this prominent site but is mindful of the impact of this site in the area and setting. We consider these amendments an improvement given the commitment to secure safe access to bus stops for staff and possibly customers. BPC considers that a footpath to the existing Buckland Turn bus stops would be a better solution than the introduction of 2 new stops so close to 2 sets of existing bus stops. December 2016 consultation extract - Footpath to existing Buckland Turn Bus Stops - the proposed additional rooms and correspondingly increased profitability of the development will make it viable for the developer to pay for a footpath along the south of the A420 to the existing Buckland Turn Bus Stops. This will negate the need for expenditure on 2 new bus stops, which BPC feels will see little use, and provide a secure pedestrian link from Buckland Village to the development as well as from the development and BP garage/M&S to the bus stops for staff and customers.</p>
(3) Local County Councillor, (Faringdon Division)	<p>Concerns - I wish to ensure that if these bus stops are to be installed that, as much consideration as possible is given to pedestrian safety and traffic safety – the A420 is notorious for its accident history especially in this area in my Division.</p> <ul style="list-style-type: none"> • Traffic is ever increasing travelling both east and west with the housing development taking place both in my Division and in the Swindon area. • Traffic weight is increasing too – commercial traffic/transporters all types of HGV’s and farm vehicles. For a bus to make an entry into this traffic flow is getting increasingly more difficult – I see and experience these difficulties travelling the A420 daily. Having an additional bus “pull-in” with cause further traffic difficulties. • There are of course already 4 bus stops servicing this area both on the eastward and the westward bound journey of the A420 – 2 situated at or near the Buckland/Gainfield junction and then further along at Pusey Furze. • I would like the footpath that is being proposed just by the 2 new bus stops to be extended up to the existing

	<p>bus stops at the Buckland junction on both sides of the road – this will ensure that those alighting from the bus are safe traversing to work from each of the bus stops to the travel lodge and equally, and most importantly the local community can walk to their employment from the village of Buckland in complete safety too. There will be local employment (young people from the village will be drawn to working at this development) and there will be pedestrian traffic to the M&S shop for groceries and the daily paper. Currently there is no safe way for people to undertake this route.</p> <ul style="list-style-type: none"> • The proposed new pedestrian safe haven MUST be well lighted to ensure safety to those crossing the road as traffic is travelling at a minimum speed of 50mph and many break the statutory speed on the A420. However, care must be taken to ensure there is no light pollution to the inhabitants of the village who have no street lighting. • If there is no way that the footpath can be extended as I would like then the preference for me is that with this development there must be benefit to the local community of Buckland and I would confirm that an extended footpath from the already existing bus stops at the Buckland/Gainfield junction are installed.
<p>(4) Vale of White Horse District Council</p>	<p>No objection.</p>
<p>(5) Pusey Parish Meeting</p>	<p>Object – In summary:</p> <ul style="list-style-type: none"> • Pusey will not benefit, and may even be disadvantaged (see below), by the new bus stops. • There is no Little Chef, so why is this being pursued. • There is no footpath to the stops, except from the site of the new motel. How will people get to and from the stops? And if they do go there for the buses, will they be able to park at the motel without using it? • Any bus stopping on the East going side will create a blockage on the A420, which can be congested anyway, and the pedestrian refuge is a further obstruction near a junction – is that sensible? • There are bus stops about 500m West, at the Buckland junction. These must remain, as the best site to serve Buckland. So will buses stop at the new ones as well? • A stop on the North side would encourage pedestrians to cross the road where there is no pavement or path to anywhere else, which is dangerous anyway. • There are footpaths that come to the A420 from Buckland and Pusey, 200 m West of the motel site. It would be far more sensible to make a safer crossing point there, and a pavement along the road between the Buckland crossroads and the motel/filling station, if there is money to be spent. <p>All in all, this appears to be a project that dates from a time when the Little Chef was there, and is now out of date. Why has it not taken account of the changed circumstances? Is it that there is money to be spent in the programme, and it has a momentum that cannot be stopped?</p> <p>Are the proposed bus stops to enable staff to get to and from the site? If so, this seems exceptional, and possibly unjustified. It would reinforce the view that a pavement from the existing Buckland stops along the South side of the</p>

	A420 would be a better solution.
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Division(s): Carterton South and West

CABINET MEMBER FOR ENVIRONMENT – 10 MAY 2018

KENCOT – PROPOSED 20MPH SPEED LIMIT

Report by Director for Infrastructure Delivery, Communities

Introduction

1. This report presents responses received to a statutory consultation on a proposal to introduce a 20mph speed limit in place of the existing 30mph limit on the village roads south of the B4477 at Kencot.

Background

2. The above proposals have been put forward by Kencot Parish Meeting in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the village; a plan showing the proposals is provided at Annex 1.
3. As part of the technical appraisal for the proposals, speed surveys were carried out which showed that current speeds on the village roads south of the B4477 were largely compliant with advice issued by the Department for Transport in respect of proposed 20mph speed limits.

Consultation

4. Formal consultation on the proposal was carried out between 28 March and 27 April 2018. A public notice was placed in the Witney & West Oxfordshire Gazette newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Kencot Parish meeting and the local County Councillor.
5. Three responses were received. 1 in support and 1 objecting. Thames Valley Police did not object. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

6. The response of Thames Valley Police expressing no objection is noted together with the expression of support from the Kencot Action for Road Safety (KARS) group.
7. One objection was received from a member of the public, who expressed concerns over the likely effectiveness of the scheme noting that the existing 30mph speed limit on the B4477 was poorly respected and also that a higher

priority for improving safety in the village would be to widen the road at a pinch point by Astrop Farm.

8. In response to the above, it is accepted that no supporting measures to encourage compliance with the 20mph limit are currently being proposed while noting that these roads do comply with Department for Transport guidance on the use of 20mph speed limits. The limit if approved should hopefully be seen as reasonable by the majority of motorists and, in turn, should help achieve good levels of compliance. Lower speeds will presumably also help address the concerns expressed over safety at the pinch point. The broader issue of whether the proposed 20mph limit is the best use of funding is a matter for Kencot Parish Meeting to determine.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for the proposed 20mph speed limit has been provided by Kencot Parish Meeting.

RECOMMENDATION

11. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal to introduce a 20mph speed limit in place of the existing 30mph limit on the village roads south of the B4477 at Kencot as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

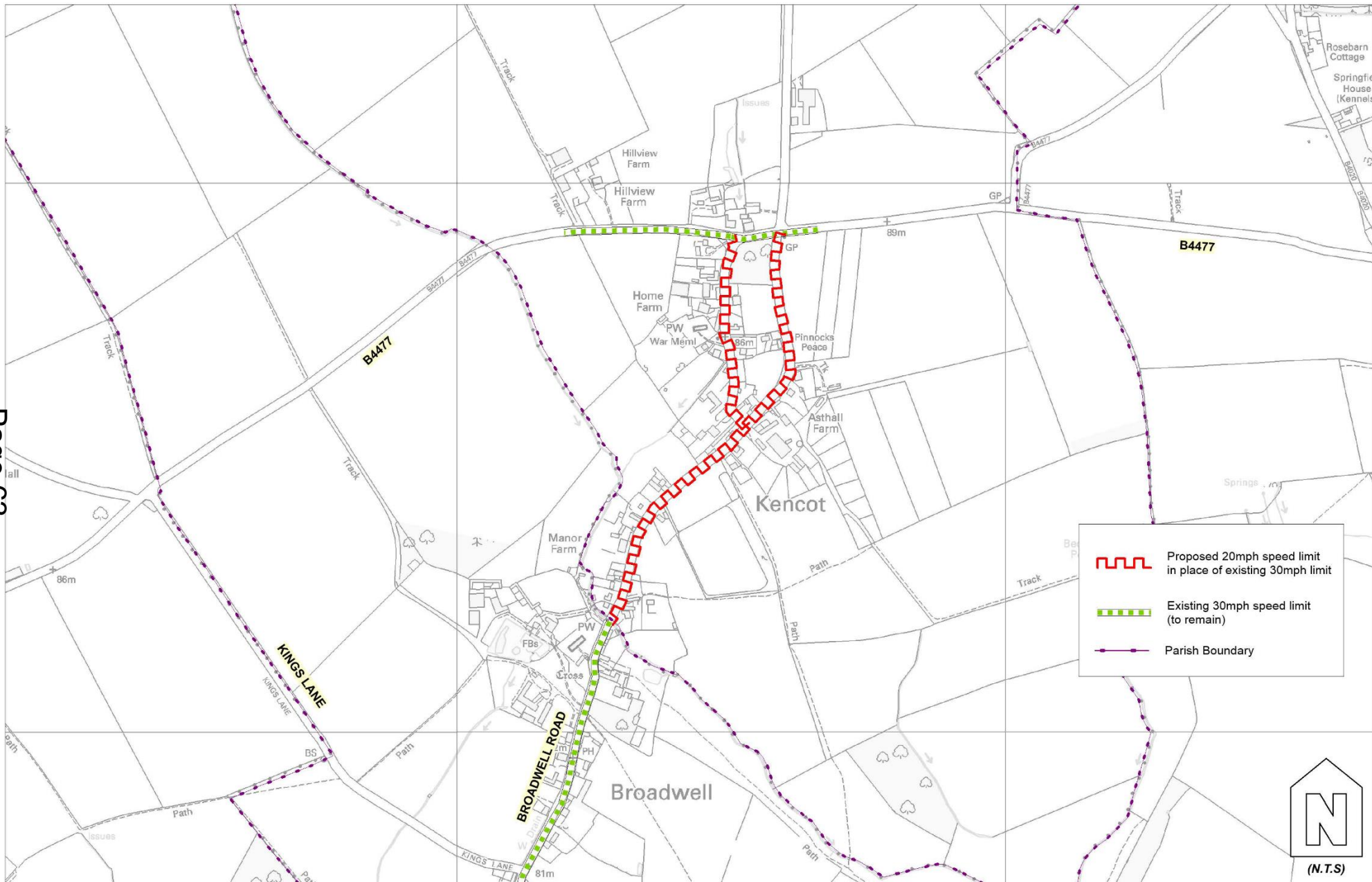
Background papers: Plan of proposed speed limits
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018

OXFORDSHIRE COUNTY COUNCIL - INFRASTRUCTURE DELIVERY

Page 63



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Date drawn: 05/03/2018
 Drawn by: CJM

Map centre:
 easting. 425420, northing. 204530

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Most of the roads surveyed (for speed) are closer or within the guidelines which makes this proposal a marginal case for acceptance.
(2) Kencot Action for Road Safety Group	<p>Support - At the beginning of this year, we circulated to all villagers a plan which included a 20m ph zone south of the B44 77. Of the 86 villagers entitled to vote, 81 (94%/o) voted and 5 (6%/o) abstained. Of the 81 people who voted, 68 (84%) voted for the traffic-calming proposal, 13 (16%/o) voted against.</p> <p>I suspect that you won't get anything like the same response to your consultation document, partly because the people of Kencot will think they've already expressed resounding support for the new 20mph limit. Please, though, accept this letter as confirmation that your proposal meets with the strong approval of the local community.</p>
(3) Local Resident, (Red Rose Close, Kencot)	Object - The existing 30mph limit on the B4477 is totally ignored. Occasionally traffic exceeds 30mph within Kencot. The most dangerous section of village road is between Astrop Farm and the B4477. It is too narrow for cars to pass safely unless one car stops. If a bus or lorry is on this section one vehicle has to back up. Road widening would be a better solution.

CMDE7

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