

Divisions: Otmoor

## **CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021**

### **ISLIP – B4027 RIVER BRIDGE AND WHEATLEY ROAD: PROPOSED TRAFFIC SIGNALS INCLUDING ONE -WAY RESTRICTION ON MILL STREET AND SPEED LIMIT CHANGES**

Report by Interim Corporate Director Communities

#### **Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to approve:
  - a) the proposed traffic signals on the B4027 river bridge at Islip and the one-way restriction on Mill Street as advertised;
  - b) the proposed 20mph and 40mph speed limits on the B4027 Wheatley Road as advertised.

#### **Executive summary**

2. Mitigation measures (Annexes 1 and 2) are required to protect the damaged narrow three span masonry arch bridge across the River Islip on the B4027 from further damage. A scheme comprising permanent traffic signals and other traffic management measures has been identified as the least-worst option, recognising that while it will inevitably lead to some traffic delays and queuing in the village it will help address long standing concerns over the safety of pedestrians crossing the bridge, where the only provision is a narrow 'virtual' footway using carriageway markings as there is no space for a kerbed footway. If the proposed signals are not installed soon then alternative mitigation measures will be required to protect the safety of the public and the bridge i.e. road narrowing and temporary traffic signals or a road closure, which would cause even more disruption and inconvenience for residents and road users. While a longer-term solution may be to reconstruct the bridge that is expected to take several years to arrange and costing several million pounds.
3. Separately from the above proposal, a request has been received from Islip Parish Council to extend the 20mph speed limit on the B4027 Wheatley Road, which currently terminates just south of the above bridge to the current terminal point of the 30mph speed limit and to then provide a 'buffer' 40mph speed limit in place of the current 50mph speed limit south of Islip. If approved the speed limit works would be funded by Islip Parish Council. Although the speed limit proposals were not identified in the context of the proposed signals, they are complementary in that lower speed limits would help mitigate the risk of shunt type accidents on the northbound approach of the B4027 into the village when vehicles are queuing on the approach to the signals.

## Consultation

### Traffic signals and one-way restriction in Mill Street

4. Formal consultation was carried out between 05 November and 04 December 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Islip Parish Council, and local County Councillor. Street notices were placed on site and a letter also sent directly to approximately 235 properties in the immediate vicinity of the proposals.
5. Eighty responses were received which are summarised in the table below:

Response	Object	Concerns	Support	No objection / opinion	Total
Number	42	16	20	2	80
Percentage	52.5%	20%	25%	2.5%	100%

6. The responses are recorded at Annex 4, including a more detailed response recorded separately at Annex 5. Copies of the responses are available for inspection by County Councillors.

### Speed limit

7. Formal consultation was carried out between 19 November and 18 December 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Islip Parish Council, and local County Councillor.
8. Four individual responses were received. 2 in support, one objecting and one non-objection. These are recorded at Annex 3 with copies of the responses available for inspection by County Councillors.
9. Islip Parish Council also submitted a petition signed by 23 local residents who reside south of the bridge in support of the proposals.

### Response to objections and other comments

### Traffic signals and one-way restriction in Mill Street

10. Thames Valley Police recognise that implementation of traffic signals will significantly increase traffic queue lengths on this route and have a particular concern with the safety on the southern Wheatley Road approach due to lack of adequate forward visibility to queuing traffic and consider that the extension of the 40mph speed restriction will not be sufficient in itself. It is proposed to cut back the vegetation/trees on the highway verge, which currently encroach up to the edge of the carriageway, by approximately 2m to the highway

boundary to greatly increase forward visibility around the bend. It is also proposed to prioritise southbound traffic with the traffic signal timings, to minimise queuing in the village but this will unfortunately result in longer queuing on the northbound approach on Wheatley Road, which is predicted to reach 190m in length at peak times based on pre-Covid traffic levels.

11. The proposed measures are considered to be the least-worse option to protect the damaged narrow three span masonry arch bridge across the River Islip. If the permanent traffic signals are not installed soon, then alternative load mitigation measures will be required to protect the safety of the public and the bridge. i.e. road narrowing and temporary traffic signals or road closure. A longer-term solution may be to reconstruct the bridge, which is expected to take several years to arrange and costing several million pounds. It is, however, considered that a new bridge, wide enough to permit the free flow of two-way traffic, will increase traffic flows through the village, whose roads do not appear suitable to accommodate that increase. A better long-term solution would probably be a bypass and/or the upgrading of alternative commuter routes. These alternative options are considered to be outside the scope of the current proposals, which are primarily concerned at safeguarding the bridge in the shorter term. Implementation of the proposed road narrowing, controlled by traffic signals, has only required consultation for the TRO for making Mill Street one-way. Without making Mill Street one-way, temporary or permanent traffic signals will be likely to cause gridlock, due to larger queuing vehicles on the bend from Mill Street, blocking northbound traffic.
12. The only viable alternative in the short term to the proposed permanent traffic signals would be road narrowing with temporary traffic signals, or a road closure. However, if implementation of the road narrowing is left too long then the damage to the edges of the bridge may become too severe for the road narrowing option to be viable, such that the road will need to be closed until a bridge reconstruction can be arranged.
13. The majority of objectors do not appear to realise that leaving the bridge in its current configuration, 5.3m wide between parapets, with two-way traffic running up to the face of the parapets is not sustainable. Vehicular loading needs to be kept away from the damaged edges of the bridge and raised verges provided, to help prevent surface water running through the cracks in the edges of the structure, which is accelerating its deterioration.
14. The objectors' primary concern is related to queuing traffic through the village. However, it is proposed to prioritise southbound traffic with the traffic signal timings to minimise this. Peak time queue lengths on Kings Head Lane, based on pre-Covid traffic levels are anticipated to be 160m and clearing queuing traffic on Kings Head Lane during its signal phase. comments on the detrimental effects of queuing traffic from the provision of traffic signals are accepted. This will be minimised as far as practical with a permanent traffic signal installation and the making of Mill Street one-way.
15. Note, that to current highway standards, the minimum width of a two-way road is 5.5m and that an absolute minimum distance of 450mm should be available between the running lanes and any obstruction at the edges of the

carriageway. There should also ideally be footway provision across this bridge for which the absolute minimum width should be 1.0m. As part of the bridge load mitigation measures the narrowing is proposed to be slightly offset to provide a useable footway, with an upstand to deter overrunning, although overrunning should be far less of a problem once traffic signal control is in place. It is considered at this time that the proposals will serve as a reasonable medium-term solution to address the problems with the bridge. There are numerous other higher priority bridge works for which there is currently a funding and resource shortfall, such that it is anticipated that a multi-million pound expenditure on Islip bridge is not now warranted.

16. The existing road layouts at either side of Islip bridge are poorly suited for the installation of traffic signals, such that the permanent traffic signal set-up, will require several traffic signal heads making it impossible to avoid long queue lengths at peak times and increasing the cost of installation, which will include all practicable measures to address the concerns raised.
17. Comments are provided to the individual objections and concerns using the same numbering system in the table below.

- (3) Conservation Officer (Cherwell District Council) – The number of traffic signal posts and heads required for the traffic signals to operate safely is highly unlikely to be able to be reduced.

A conservation style rather than standard precast concrete kerb can be provided, but these still need to be able to provide their primary engineering function, i.e. highway drainage and to deter vehicles from mounting them, but still be over runnable by the occasional large wide agricultural vehicle, i.e. combine harvester (see 5 below).

- (5) Local Business, (Church Commissioners for England) – the proposals will protect the bridge and avoid the need to close it, or otherwise restrict the loading on the bridge and will enable farm vehicles to continue to use the bridge. i.e. the large balloon tyre of an occasional combine harvester over running the raised verges can be accommodated in the bridge's current condition. Without the proposals this is unlikely to remain the case.

- (6) Local Resident (Islip) – The traffic flows across the bridge are tidal, with commuter traffic going into Oxford in the mornings and out in the evenings.

The proposed traffic signal timings are intended to prioritise southbound traffic, clearing the queues on King's Head Lane, such that this resident should not experience serious difficulties in accessing their property.

- (7) Local Resident (Islip) – Making Mill Street one-way will require some residents to drive 200m further and join the queue at the top of Kings Head Lane. It is predicted, based on pre-Covid traffic levels that 306 vehicles will be added to the morning peak traffic flow on Kings Head

Lane, due to the proposed one-way system. The Traffic Signals will prioritise southbound traffic such that the queue on King's Head Lane should clear enabling traffic to turn right from the Walk into Kings Head Street. The hatched area currently parked on between The Walk and Kings Head Lane will need to be restricted more than now for this right turning traffic.

Without making Mill Street one-way, southbound traffic queuing in Mill Street to turn right over the bridge is likely to block northbound traffic, creating grid lock, i.e. the Mill Lane carriageway is only 4.9m wide in places. The minimum width of a two-way road to enable two-way traffic to freely pass is 5.5m. The tight bend makes this even worse for longer vehicles. The carriageway cannot be readily widened and if done so, there would be a further phase of the traffic signals required, which would increase traffic queue lengths.

- (8) Local Resident (Islip) – Considers consultation to be unfair as only considers making Mill Street one-way. This is the only element of the proposed works to protect the bridge which requires a TRO and consequently consultation. Unfortunately, other viable solutions to protect the bridge in the short to medium term have not been found. Alternatives, such as replacing the bridge cannot practically be carried out within this timescale. The reason for making Mill Street one-way, the traffic signals has been given and by including this the comments and concerns about the traffic signals are proposed to be taken into account within their detailed design, which should lessen their adverse impacts.

Asked why the traffic signal head on the north side of the bridge cannot be moved closer to the bridge as was previously positioned when temporary traffic signals were provided. A swept path analysis of vehicle turning movements has been carried out. Without moving the traffic signals further back longer vehicles heading north and turning left into Mill Street will clash with queuing traffic heading south. It is considered impractical to widen the highway over this section of the road to avoid this, i.e. land would need to be purchased and major modifications made to the retaining walls to the river.

- (9) Local Resident (Islip) – As (7) but emphasises that large vehicles will not be able to make the sharp turn at the top of the Walk onto Church Lane, with the car parking here, which needs to be retained. Few large vehicles are anticipated to wish to make this movement and there are alternative albeit slightly longer routes for larger vehicles, i.e. via. Middle Street and Lower Street.
- (10) Local Resident (Islip) – Against adverse impacts of traffic signals on bridge, especially as they do not understand the need for the traffic signals.

Accepted, but unfortunately no suitable alternative to protect the bridge in the short to medium term has been found to be viable.

- (11) Local Resident (Islip) – As (10) but thinks that traffic signals are primarily proposed for the benefit of people outside the village.
- (12) Local Resident (Islip) – As (10) but particular concern over pollution from queuing traffic.

The traffic signals will prioritise southbound traffic, such that queuing through the village will be minimised. This will however create long northbound queues on Wheatley Road, outside of the village at peak times.

- (13) Local Resident (Islip) – Concern that with the proposed section of Mill Street made one-way it will be impossible for large vehicles to turn left out of Mill Street up Church Lane.

Mill Street is very narrow, with poor access into it such that vehicles that are currently able to get into Mill Street should be able to make this left turn onto Church Lane.

Concern that there are poor footways on Mill Street and making this one-way could increase traffic speeds and endanger pedestrians.

There is a reasonable footway on the southern side of Mill Street. Only a 50m length of Mill Street is being made one-way with sharp bends at each end, so no substantial increase in traffic speeds is predicted.

Suggests priority signage rather than traffic signals over the bridge.

This has been investigated but rejected due to length of bridge and visibility on the approaches being inadequate.

Also as (12)

- (14) Local Resident (Islip) – Concern, similar to (13) regarding increased speeds on section of Mill Street and endangering pedestrians. Concern as cyclists using traffic signals, getting caught on the bridge between phases.

It is proposed to provide sensors to prevent this from occurring. There will be raised verges such that there will be some refuge from the single lane of traffic.

Similar concern to (7), but longer queue blocking access to North Street.

Queuing in the morning peak times is anticipated to extend as far back as North Street based on pre-Covid traffic flow levels.

- (15) Local Resident (Islip) – Receipt of notification half-way through notification period. Urbanisation of village, and light pollution with traffic signals.

This is considered the only practical means to safeguard the bridge and the queuing is likely to deter some commuter traffic.

As (5) and (10)

Lower Street being closed during times of flooding increasing congestion.

Access to either end will still be available with the proposed traffic signals.

North Street and Lower Street being used as a “rat run” and North Street very narrow.

The exit from Lower Street will be signalised, such that the timings can be adjusted if this becomes a problem, such that this is not a significantly more desirable route than using King’s Head Lane.

Suggests provision of separate footbridge.

Not considered required with proposals but not the primary reason for providing the road narrowing and traffic signals.

Considers traffic problems through Islip lie further afield, lack of other suitable routes to the John Radcliffe and North Oxford schools.

It is agreed that the narrow winding roads through Islip are not suitable for large volumes of traffic and that there is a problem with congestion on the primary road network, especially the A34, encouraging commuters to use this route.

- (16) Similar to (10)

- (17) Similar to (12), also concern about queuing traffic blocking right turning traffic into North Street.

The traffic signal timings will prioritise southbound traffic, minimising queuing through the village such that queues should not reach this far back.

- (18) Similar to (12) and flooding on Lower Street amplifying problems.

- (19) Similar to (6), and (12)

- (20) Similar to (5), (7) and (12)

- (21) Similar to (7)

- (22) Similar to (13)
- (23) Similar to (12)
- (24) Similar to (13)
- (25) Similar to (7)
- (26) Similar to (7). Considers will have an impact on the conservation area and the setting of the Listed Buildings.

This issue has not been raised by the Conservation Officer in (3).

- (27) Similar to (12).

Concern over queuing traffic further north on B4027 adversely affecting pedestrians crossing to Doctor South's Primary School. Road rage and aggressive behaviour towards villagers and children. Query, regarding traffic modelling.

Modelling of the predicted queue lengths based on current traffic flows has been carried out. Queuing southbound back as far as the Doctor's South Primary School, is not predicted based on pre-Covid traffic levels, due to the proposed traffic signals prioritising southbound traffic.

Due to giving southbound traffic priority, northbound queues are anticipated to reach 190m length in peak times based on pre-Covid traffic levels.

- (28) Similar to (10) but wants a footbridge.

The proposals will, in addition to addressing the structural issue with the bridge, create improved pedestrian facilities.

- (29) Similar to (5)

- (30) Similar to (5), with more specific concerns of the proposed raised verges damaging the agricultural vehicles tyres.

A balance between all the objectives is being made, with the raised verges only being 50mm high for improving the drainage and keeping the single lane of traffic controlled by traffic signals away from the edge of the bridge. The kerbing is also to deter vehicles mounting the area designated for pedestrians. The proposed measures are not anticipated to cause damage to large agricultural vehicle tyres that over run the raised verges. These large tyres are anticipated to be able to suitably spread their load that they do not damage the edges of the bridge. This will be further reviewed at the detailed design stage.



Mention is made of a special dispensation for moving large agricultural vehicles the wrong way down The Walk, which will presumably also mean going against the proposed one-way system on Mill St. This will be more difficult with the proposals, but not impossible if, for example, the movement is done at night stopping all other traffic, if a suitable dispensation from the Police can be obtained.

- (31) Similar to (5), (12) and (26)
- (32) Similar to (5)
- (33) Similar to (5)
- (34) Similar to (13), but also points out that flooding occurs on Mill Street and making it one-way could result in higher traffic speeds displacing floodwater into adjacent properties.
- (35) Similar to (5) and (10)
- (36) Similar to (5)
- (37) Similar to (10)
- (38) Similar to (15). Has also highlighted the poor condition of the Tithe Barn and gardens of the Old Rectory retaining wall in Kings Head Lane, which leans towards the carriageway and damage from vehicles hitting the walls of this narrow lane.

Making Mill Street one-way will increase traffic on Kings Head Lane, but not significantly add to the current problem.

Concern that people in queuing traffic will drop more litter.

Supports measures to reduce traffic through the village.

- (39) Similar to (12), suggests some form of congestion charging system be introduced to reduce traffic through the village
- (40) Similar to (12) and (15)
- (41) Similar to (6), (8), (10) and (12)
- (42) Similar to (7)
- (43) Similar to (10)
- (44) Local Resident (Islip) – Objects listing numerous points as follows:
  - 1a. Concern over the narrow width of Kings Head Lane and lack of footways. Indicates that current give way sign at bottom of the Lane stops traffic assisting pedestrians.

The traffic signals will not improve the width of this lane, but will stop traffic for longer periods of time, which may assist pedestrians further.

- 1b. Concern that making the proposed section of Mill Street one-way will result in an increase in traffic on Kings Head Lane.

This is correct, but diverted traffic will be primarily coming from the narrow Mill Street, via the narrow Church Lane, so is anticipated not to significantly increase the number of wide vehicles using Kings Head Lane.

- 2a. Similar to (12)

- 2b. Similar to (10) and concern over increased noise on Kings Head Lane.

There will be an increase in traffic which is diverted by making Mill Street one-way and traffic may be more start stop due to the traffic signals. Queuing on Kings Head Lane will, however, be minimised by the traffic signal timings giving priority to southbound traffic.

- i) A road safety audit of the preliminary design proposals has been carried out.
- ii) Other options to keep traffic loading away from the damaged edges of the bridge and to keep surface water away from the face of the parapets and cracks through the arch barrels at the edges of the bridge do not exist. These require the single track road across the bridge to be narrowed further. Formalised traffic control is then required and the only viable solution is traffic signals.

Strengthening without addressing the surface water drainage issues from lack of verges, would be a short term solution.

Widening of the bridge has been considered not to be viable, such that in order to provide adequate width for two-way traffic flow the bridge would need to be replaced.

Replacement of the bridge would be extremely expensive and likely result in increased traffic flows through the village, whose narrow roads do not suit this. These works would take several years to arrange, by which time if other measures are not taken to protect the bridge, may require its complete closure, or the provision of emergency road narrowing and temporary traffic signals,

which would be likely to result in far more traffic disruption.

- (45) Resident (Noke) Similar to (10)
- (46) Resident (Woodeaton), concerned over increased journey time on commuter route.

The proposals will unavoidably increase journey times and particularly in the northbound direction as the traffic signal timings will prioritise southbound traffic, to minimising queuing through Islip.

- (47) Similar to (5)
- (48) Similar to (5)
- (49) Similar to (27)
- (50) Similar to (10)
- (51) Similar to (10), (12) and (26)
- (52) Similar to (7), (10)
- (53) Similar to (7)
- (54) Similar to (7), (10)
- (55) Similar to (5) and (18)
- (56) Similar to (7) and (12) also indicates that flooding on both Mill Street and Lower Street requires traffic to travel two ways on Kings Head Lane.

A similar emergency arrangement could still be put in place, but the permanent traffic signals would need to be temporarily turned off.

- (57) Similar to (7) and the view of Thames Valley police on the southern approach regarding poor forward visibility around the bend.

This is intended to be addressed by cutting back vegetation by about 2m to the highway boundary, greatly improving forward visibility for motorists and pedestrians. The traffic signals will create gaps in the traffic flow assisting pedestrians to cross the B4027. These measures are being combined with extending the 40mph speed restriction on the B4027 further south of the bridge.

- (58) Similar to (7)
- (59) Similar to (7), (10), (12)

(60) Similar to (56)

### **Speed limit**

18. Thames Valley Police objected to the extension of the 20mph speed limit on the grounds that without further supporting measures compliance will be low. Cherwell District Council did not object and 25 expressions of support were received from members of the public (including a petition with 23 signatures).
19. The extension to the 20mph is at the request of Islip Parish Council who are part funding, due to reduced visibility. While acknowledging the concerns of Thames Valley Police, in this instance with the introduction of the traffic signals there is also an increased risk of rear end shunts. The extension of the 20mph and 40mph buffer can be seen as complementary to this where signing will reflect this and the new signalized bridge
20. However, the scope for further engineering measures that can be introduced to alleviate the concerns of TVP will be investigated.

### **Sustainability Implications**

21. The proposals will enable the damaged Islip Bridge over the River Ray to remain open to unrestricted traffic - 40/44t vehicles. Without the proposals alternative load mitigation measures will be required as it is not considered practical to repair the damaged structure. i.e. road narrowing with temporary traffic signals, without making Mill Street one-way or closure of the road until such time the bridge can be reconstructed. Without the proposals it appears impractical to maintain the safe movement of traffic on this route.

### **Financial and Staff Implications (including Revenue)**

22. Funding for the proposed speed limit has been provided from Islip Parish Council. Narrowing of the roadway across the bridge, to reduce the highway loading and to enable raised verges to be provided to improve the drainage, and the permanent traffic signal installation, involving making Mill Street one-way to minimise traffic disruption is to be funded out of the highway structures capital budget. The alternative using temporary traffic signals might need to be funded out of the revenue budget. There will be long term maintenance costs for the traffic signals, which are considered to be lower for permanent, rather than temporary traffic signals. The alternative of closing the road, with a temporary diversion route, potentially for many years, may need to be paid out of revenue. This would have a severe impact on the local economy with indirect consequences on the Council's funding.

### **Equalities Implications**

23. The proposals will provide benefits to pedestrians over motorists in using the current available space on the bridge, such that pedestrians will be in less fear of their life whilst crossing the bridge, with a designated raised footway, rather than just a white line being frequently overrun by vehicles squeezing past each

other up against the bridge parapets. The proposals will assist vulnerable persons wishing to cross the bridge.

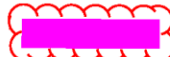



JASON RUSSELL  
Corporate Director, Communities

Annexes:                      Annex 1: Plan of proposed speed limit amendments  
                                     Annex 2: Plan of proposed one-way restriction & traffic signals  
                                     Annex 3: Consultation responses (speed limits)  
                                     Annex 4: Consultation responses (one-way & traffic signals)  
                                     Annex 5: Detailed individual response

Contact Officers:            Hugh Potter 07766 998704  
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February 2021

Drawing No. Revision 0

- 20mph extension - an additional 137m to the existing 30mph terminal signs  

- 40mph extension - 300m  

- Existing 20mph  

- Existing 50mph  


**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

**CONSTRUCTION**  
 (ENTER 'NONE' IF APPLICABLE)

**MAINTENANCE/CLEANING**  
 (ENTER 'NONE' IF APPLICABLE)

**USE**  
 (ENTER 'NONE' IF APPLICABLE)

**RECOMMISSIONING/DEMOLITION**  
 (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
 Islip speed limit extension

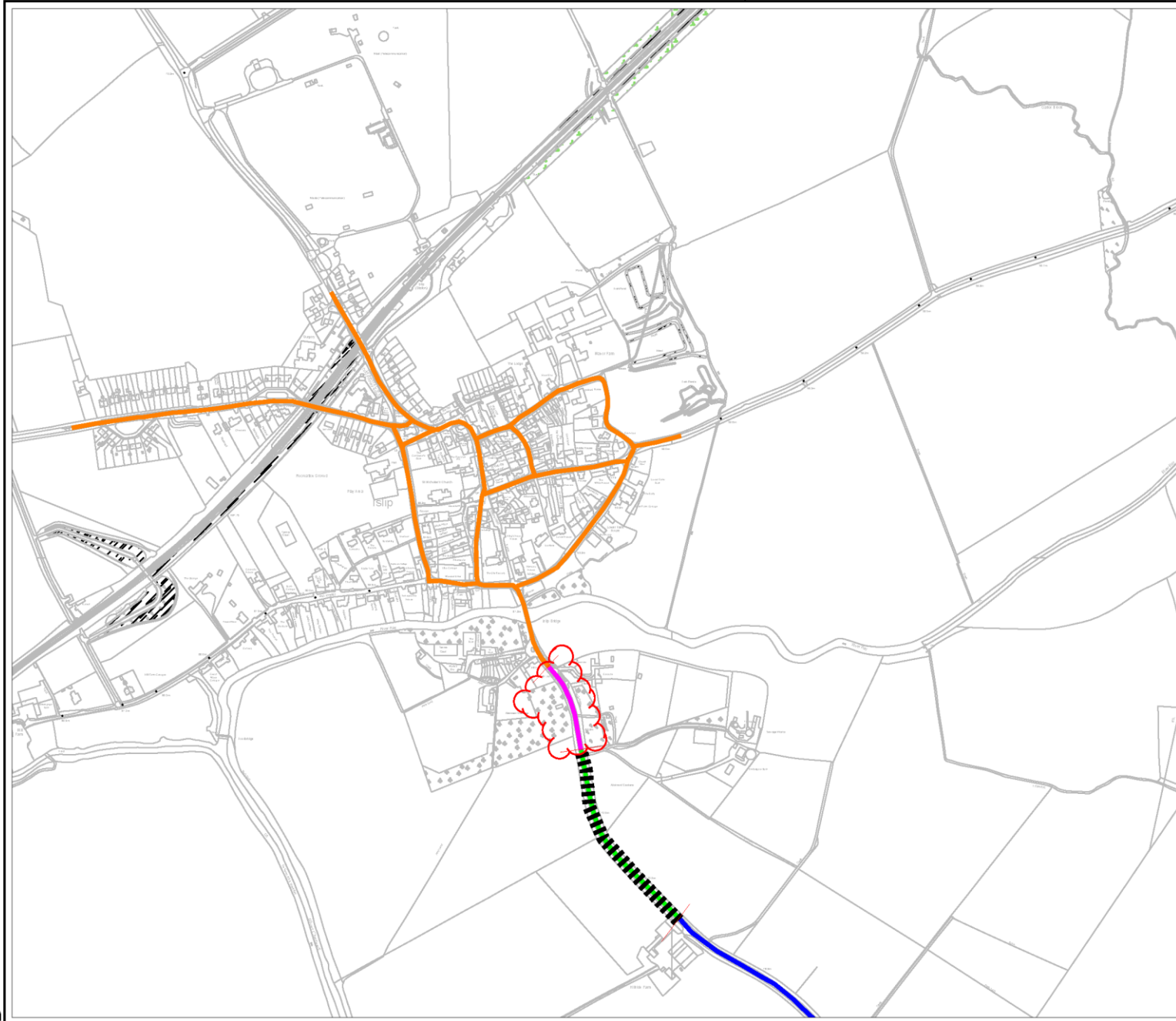
Drawing title  
 20/40mph extension

Drawing Status

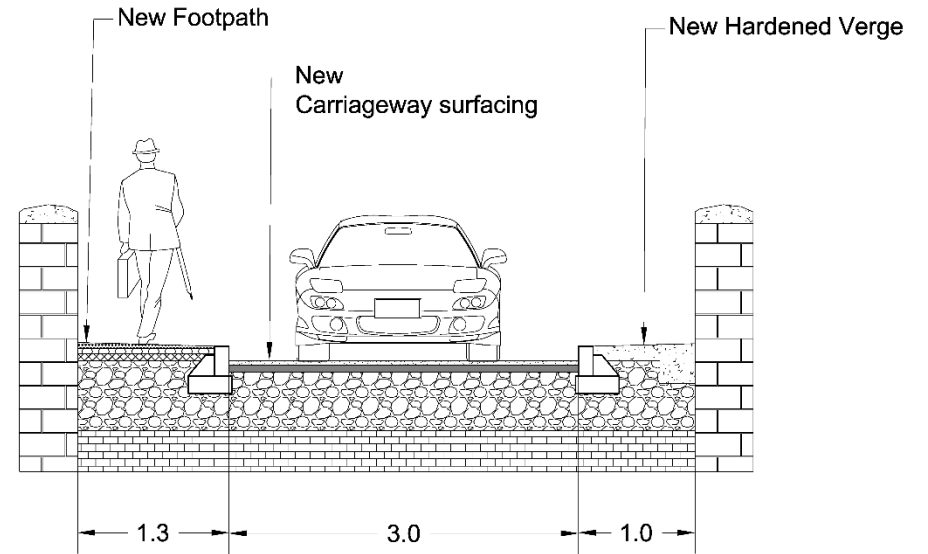
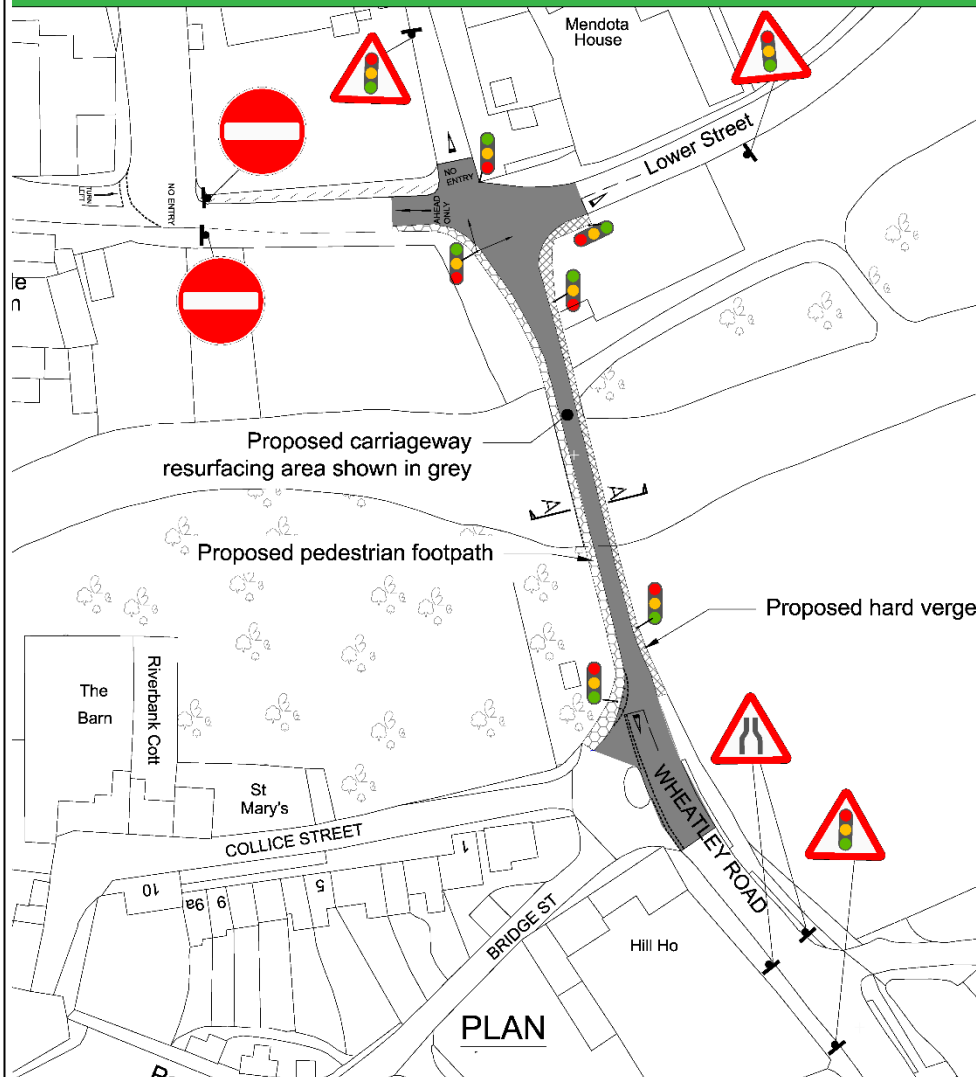
Scale @ A3	Drawn by GG	Checked by DC	Approved by
	Date drawn 09/11/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 1



# ISLIP TRAFFIC CHANNELISATION



Proposed Cross Section "A-A" of Carriageway & Footway



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character function with driver perception.</p> <p>No speed data has been sent despite requests where the current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. I am also aware Highway Authorities prefer to use Mean speed rather than 85th percentile.</p> <p>The Islip village 20mph speed limit was appropriate given the speed data and existing calming with road character where at that time the Wheatley road was singled out for consideration but left out of the Order appropriately. At that time existing speeds were within Police/Dft guidelines being compliant without further calming and no expectation for Police supervision. The approach on Wheatley road is rural unlit and has a blind bend where queuing traffic and rear shunts have been cited as strong potential with the signalisation of the bridge being considered. Extending the 20mph without additional engineering or other safety mitigation measures may render the location less safe given the nature of the road?!</p> <p>There is a proven link between road environment/character and drivers speed. Drivers' must respect the need for a speed limit . If not accepted as realistic from our experience a limit will quickly be abused and be the source of constant demands for police action. Communities not privy to this response will thereafter and be unhappy and dissatisfied with the residual situation which Police activity would never satisfy.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limits should not be used to attempt to solve the problem of isolated hazards which is the case here (Bridge signalisation), junctions or reduced</p>



	<p>forward visibility.</p> <p>Thames Valley Police object to the extended 20mph speed limit and seek a safe engineering solution to the bridge signalisation scheme and potential for traffic queuing on road safety casualty reduction grounds.</p>
(2) Cherwell District Council	<p><b>No objection</b> – I can confirm that Cherwell District Council has no objections to the current proposal.</p>
(3) Islip Parish Cllr, (Traffic Matter)	<p><b>Support</b> – I write to support this change for the following reasons. This is the most dangerous stretch of road in Islip and the only road in the village without a 20mph limit. From the south, it approaches the Ray bridge round a bend obscured by trees and bushes, cutting these back has proved unsuccessful. A footpath emerges halfway down the hill without decent sightlines, very dangerous. Two roads and three drives emerge onto this section of road also without decent sightlines.</p> <p>The Islip Parish Council have requested this change and a petition requesting it has been signed by every household south of the bridge. A copy is attached.</p> <p>Concerning the 40-mph section, this replaces the current advisory 40-mph section. In this area around a slow bend, numerous vehicles have run off the road here and this will help to limit this and should slow traffic approaching the 20mph limit.</p>
(4) Local Resident, (Islip)	<p><b>Support</b> – I support this change which is long overdue.</p> <p>With the steep hill to the bridge in Islip, traffic needs to be slowed to 20mph at the top of the hill to reduce the risk of excessive speed at the bottom where traffic lights are to be installed. 50mph to 20mph was always too great a drop and the staged reduction via 40mph is to be welcomed.</p> <p>While I support strongly the implementation of the limits, the frequency with which the 20mph limit is ignored by motorists is deplorable. We need enforcement otherwise the limits, which are life savers, are toothless tigers.</p>

**ANNEX 4 – One Way & Traffic Signals**

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>No objection</b> – I was informally consulted some time ago by OCC and included on site visits with local councillors and engineers. I know the location well which has now got a village 20mph speed limit with essential physical calming in the village centre.</p> <p>The tortuous route through the village has never deterred and detracted from significant commuter traffic at material times which has not and will not with these proposals reduce in my opinion. This B class road circles across north of the City by passing the busy City ring road and also for traffic between North Oxford and employment centres in Headington and Cowley is attractive.</p> <p>The signal controls for the narrow bridge will allow grade separated pavements and offer increased protection for vulnerable users although cyclists could be dangerously squeezed on the narrow carriageway without facilities?</p> <p>Whilst understanding the motivation and local desire for the pedestrian facilities the signal aspect will generate significant traffic queueing on all approached during peak times which coincide with the local school run. I have not had site of any traffic modelling in this respect or what implications greater volume and density of standing traffic will have on air quality but would anticipate this being raised?</p> <p>The traffic queuing aspect raised specific concern for the Wheatley road section and the approach to the traffic signal heads. It is likely that que lengths will extend back up the hill and round a bend where forward visibility is limited. The potential here for rear end shunts and loss of control scenarios is a road safety hazard and requires specific safety mitigation measures. A lower speed limit alone would not in my view affectively control this problem and a thorough look at options and a safety audit approach should be considered by the Highway Authority in my view.</p> <p>Thames Valley Police have no objection to the proposal but would like thorough consideration to mitigation measures on road safety casualty reduction grounds to the potential for collisions with queuing traffic on the Wheatley road approach.</p>

(2) Islip Parish Council	<p><b>No opinion</b> - It is the view of Islip Parish Council that the current consultation is inadequate. It refers only to the introduction of a one-way restriction on a short stretch of Mill Street and states that this has been proposed as part of plans to install traffic lights and a one-way system on Islip bridge.</p> <p>In the absence of detailed information or public consultation relating to the more extensive proposals for the bridge, which would have significant impact on traffic and potentially pollution within the village, it is not possible to reasonably assess whether the traffic-light controls are necessary and, therefore, whether the one-way section on Mill Street is appropriate.</p> <p>Islip Parish Council therefore give notice that we do not consider this to be a fair and open consultation and reserve the right to comment on the current consultation at a future date, when full information has been provided to the village about the plan in its entirety.</p> <p>We are therefore asking for a public meeting at which the officers of the Council can set out the reasons for the proposals and why these specific road designs are proposed. Not to do so would deny appropriate and proportionate consultation. If necessary, the timetable for action should be delayed to facilitate this adequate consultation.</p>
(3) Conservation Officer, (Cherwell District Council)	<p><b>Concerns</b> – The number of traffic lights would need to be reduced. Ideally there would be only post with lights on it. To the north of the bridge there is also a historic fingerpost.</p> <p>The Conservation Officer would like to meet an engineer to discuss the proposed works, what they seek to address, and the potential alternative options.</p> <p>With regard to the proposed concrete kerb, the Conservation Officer suggests something more permeable, perhaps river pebble pitching to that used at Woodstock, which would look less urban.</p>
(4) Local School, (Doctor South's Primary School)	<p><b>Support</b> - Makes it safer for pedestrians in the village. Prevents cars using a rat run.</p>
(5) Local Business, (Church Commissioners for England)	<p><b>Concerns</b> – This being land and farms on either side of the River Ray. I have been made aware of the recent proposal in relation to traffic lights on the bridge over the River Ray and one-way traffic restriction. Our three farm tenants (copied into this email) all need to cross the bridge with a variety of agricultural vehicles and this is essential to</p>

	<p>the viability of their farming businesses. The layout of the proposed scheme and closure give us significant concern that the ability to move certain equipment (particularly combine harvesters) through the village may be severely restricted. This would of course be wholly unacceptable.</p> <p>I would very much welcome the opportunity to meet (socially distanced of course) with you and any other relevant persons from the Council to discuss these concerns on site, together with our farm tenants. This ideally being in advance of the consultations closure. I would very much wish to work with the Council to see if there is an agreeable way forward.</p>
<p><i>[A. Objections &amp; Concerns]</i></p>	
<p>(6) Local Resident, (Islip)</p>	<p><b>Object</b> - I wish to register a strong objection to the proposed installation of traffic lights on the B4027 at Islip bridge.</p> <p>I live at the top of King's Head Lane in the High St. just before the road becomes One-Way. When temporary traffic lights have been previously installed, vehicular access to and from my property was impossible; blocked by queuing traffic. Every day from dawn, traffic would tailback beyond the Village boundaries.</p> <p>The proposed plans would replicate and exacerbate these circumstances and stationary traffic will cause serious pollution - way beyond acceptable levels.</p> <p>Your notice indicates a need for an altered One-Way system. We already have a One-Way system in the Village which adequately copes with the through traffic; if however it is the integrity of the bridge which is at issue, the Council and Highways Agency are collectively negligent in not considering less impacting remedies and public consultation on such a sensitive matter.</p> <p>Heavy duty commercial vehicles contribute far more damage to the bridge than cars. We all know signage and other warnings do not deter the many big lorries looking for a short cut through Islip; so positive and physical deterrents have to be installed to bar their route.</p>
<p>(7) Local Resident, (Islip)</p>	<p><b>Object</b> - Traffic wishing to go straight on at the end of mill street bar bridge and turn right over bridge, will be forced under proposed plans to turn left through village and right at the top of the hill. This will probably entail barging into the standing queue of traffic wishing to go down the hill and over bridge causing a potential blockage. Large vehicles e.g.</p>

	<p>ambulances, deliveries and trucks or trailers will not manage the extreme right Turn necessitated at the top of the hill causing more blockages. Every blockage on this section will cause More noise and Air pollution in the village. There is no need to block off the short piece of Road or make it one way. Lights on the bridge are likely to bring huge tail backs on Wheatley road Kidlington road and Bletchingdon road, which will be compounded by the chicane system. It is particularly dangerous for traffic coming from Woodeaton as there is a blind bend and even the proposed change of speed limit will not help prepare traffic for a long queue of traffic around a Blind bend. This would need warnings at intervals several yards back.</p>
<p>(8) Local Resident, (Islip)</p>	<p><b>Object</b> - I find the documentation relating to this proposal entirely unsatisfactory. The consultation is on the introduction of a one-way restriction (east-west) on Mill Street; the reason given for this is the introduction of traffic-light controls on Islip bridge; but the various documents do not explain why the traffic-light controls are required. Without this information, it is impossible to assess whether the traffic-light controls are necessary and, therefore, whether the one-way proposal is appropriate. I therefore give notice that I do not consider this to be a fair and open consultation.</p> <p>The cumulative effect of the proposals on the village could be considerable. During road works to the A40 a temporary traffic-light control on the bridge was introduced, causing significant tailbacks at peak times on the Wheatley Road and on the High Street/ Kings Head Lane. In particular, the noise and pollution was of concern along Kings Head Lane and the High Street and near accidents were witnessed on Wheatley Road when fast-moving vehicles descending the hill into the village, rounding the corner to find stationary traffic.</p> <p>Covid makes adequate consultation difficult but the scale of the impact necessitates, in my view, a public meeting at which the officers of the Council can set out the reasons for the proposals and why these specific road designs are proposed. Not to do so would deny appropriate and proportionate consultation. If necessary, the timetable for action should be delayed to facilitate this adequate consultation.</p> <p>On the specific proposal of a one-way limit on Mill Street, I have concerns. For most of the day, the traffic is light over the bridge (there are considerable peaks in the morning and evening rush hour) and at these times, traffic travelling east along Mill Street which can currently continue to the bridge would be forced up the Walk, to make a 160 degree turn in Church Place and then to descend Kings Head Lane. During the aforementioned temporary traffic-controls, the lights were set on the start of the bridge, after the junction with Lower Street, which meant that the pre-existing road layout could be maintained (i.e. two-way along Mill Street). In the absence of an explanation as to why the traffic-controls are needed, or why they are proposed to be situated in a different place to that previous occasion, I object to the change to one-way on Mill Street.</p>

(9) Local Resident, (Islip)	<p><b>Object</b> - We would like to object strongly to this proposal on the following grounds:</p> <ol style="list-style-type: none"> <li>1) Traffic currently passes through the village to Islip Bridge down the High Street and Church Lane. Forcing those wishing to head straight for the bridge to turn back up to the centre of the village and perform a hairpin right-hand turn at a busy junction in the middle of the village is a recipe for disaster.</li> <li>2) It will result in a much heavier flow of traffic through the centre of the village (i.e. avoiding Church Lane, now effectively blocked at the bottom), especially at busy times when children at our village primary school are walking to and from school along roads that in some places have no pavements.</li> <li>3) Reducing the 2 routes through the village to a single one will result in tailbacks and stationery traffic at the High Street pinch-point (already a dangerous pedestrian point) and down King's Head Lane.</li> <li>4) There is insufficient space for large vehicles to perform a sharp turn at the top of King's Head Lane, around a much-needed parking area; we cannot afford to lose any of these parking spaces.</li> </ol> <p>We applaud the decision to put traffic lights on the bridge but the introduction of a one-way system to avoid a 4-way junction seems to us completely unnecessary and shows a lamentable lack of understanding of the traffic flow in the rest the village, and the safety and health of residents.</p>
(10) Local Resident, (Islip)	<p><b>Object</b> - Strongly object to both the proposal for traffic lights on Islip bridge and one-way traffic on middle Street. There is no need for this, and the village should not waste more money on such schemes. This would slow down journeys to Oxford unacceptably and for no gain. The proposal would greatly increase pollution from standing cars which would have a significant risk for all villagers and increase journey times through the village in addition to increased traffic.</p>
(11) Local Resident, (Islip)	<p><b>Object</b> - I object to the proposed one-way system which will increase traffic through the centre of the village, pollution and journey times. For the same reason I object to the proposal to introduce traffic signal control at the Islip Bridge. Worryingly I have not seen a consultation for this. It is not clear what benefits would arise from such measures, given that the bridge is very quiet and traffic queues are extremely rare. It seems this is the latest in a line of proposals from those living on the outskirts of the village to spend large sums of taxpayers' money for no clear benefit (moving signage, purchasing cameras). This latest scheme causes considerable inconvenience for other residents.</p>

(12) Local Resident, (Islip)	<p><b>Object</b> - I would like to register my strong objections to the proposals. They are as follows.</p> <ol style="list-style-type: none"> <li>1. The level of pollution arising from queuing traffic for several hours a day during morning and evening peak traffic times is likely to be harmful to the health and well-being of residents living along Kings Head Lane and the High Street as a result of the limited pollution dispersal opportunities. Also the level of pollution occurring will be harmful to the health and well-being of school children walking to and from school during these times. It should also be noted that the primary school is situated on the junction of Kidlington Road and Bletchingdon Road along which vehicle will queue at peak times meaning that children arriving at school between 8.00 and 9.00am will be at risk. I live on the High Street and my experience of occasions where temporary traffic lights have been introduced has been that the increased level of pollution has meant that car exhaust fumes have built up and entered my property both at ground level and at first floor level giving rise to potential risk to my health. Please would you confirm that an impact assessment has been carried out in this regard and advise me what the findings are.</li> <li>2. During peak travel times noise pollution levels are increased to an unreasonable level. Again this exacerbated by the narrowness of the carriageway along the High Street and Kings Head Lane. Please would you confirm that an impact assessment has been completed in this regard and what the findings are.</li> <li>3. The High Street and Kings Head Lane form part of the conservation area within the village. High levels of pollution will have a detrimental effect on the fabric of the listed buildings that form the High Street and Kings Head Lane. My understanding is that planning should take into account the preservation of buildings in conservation areas. Please would you confirm that an impact assessment has been undertaken in respect of this and what the findings are.</li> <li>4. I do not believe that the Council has considered other options that would better manage the traffic in the area concerned and request confirmation of any other solutions that have been considered by the Council and an explanation as to why no other options have been consulted on.</li> </ol>
(13) Local Resident, (Islip)	<p><b>Object</b> - I am objecting to these proposals:</p> <ol style="list-style-type: none"> <li>1) The one way system will make it impossible for larger delivery vehicles to exit Mill Street, as; on leaving Mill Street, they will be required to turn left up The Walk, which is impossible for larger vehicles.</li> <li>2) The one way system and traffic lights will have the effect of speeding up traffic, eager to make up for lost time, without the impediment of oncoming cars.</li> <li>3) The sitting traffic at the traffic lights will lead to stationary cars, increased fumes and traffic noise.</li> </ol>

	<p>4) The pedestrian route along this stretch, which doesn't have adequate pavement, and is often impeded by parked cars, will be less safe, as pedestrians are forced onto the highway with cars driving faster, both escaping the traffic lights and without having to manage two way traffic flows.</p> <p>5) A priority of travel sign in one direction over the bridge would resolve the issues of safe travel over the bridge without creating all of the adverse effects listed above.</p>
(14) Local Resident, (Islip)	<p><b>Object</b> - I have two concerns on the grounds of safety and a further concern regarding access. My first safety concern is that cars will inevitably come around the sharp corner once they have crossed the bridge into Islip much faster than before as they will know they have nothing to fear from oncoming traffic. At the moment I have had several close passes on the pavement from traffic here.</p> <p>My second safety concern is that as a cyclist I would be anxious about the signal phasing. Quite often there is insufficient time built in for cyclists who then are stuck either in no-mans land or worse suddenly have to face oncoming traffic.</p> <p>My final concern is one of access. I live in Church Lane and if there were to be a one way system introduced where you propose, I would be forced to do a circuit via The Walk if I wanted to go on the B4027 in the Beckley/ Stanton direction. This would entail joining what I would anticipate to be thick traffic at the top of Kings Head Lane. Even worse would be if I wanted to go to any of the Otmoor villages as this would entail somehow getting across and into North Street or going down Kings Head Lane and turning left into Lower Street. I foresee traffic congestion and possibly gridlock even building up around these areas quite rapidly during rush hour.</p>
(15) Local Resident, (Islip)	<p><b>Object</b> - Receipt of notification half-way through the notification period - totally unacceptable.</p> <p>Urbanisation of our village adding a number of traffic lights and kerbstones. I do not want the next step to be street lights.</p> <p>Large farm vehicles and lorries restricted to a 3 metre width on Islip Bridge.</p> <p>Light pollution, the traffic lights will obviously not be turned off at night. We are a very small village which should be dark at night.</p>



	<p>Traffic backing up, in some cases back to surrounding villages. Returning home from work in the past I have started queuing in Woodeaton. In the other direction traffic backs up to the A34 and beyond.</p> <p>Amount of time trying to get out of my home. I have spent an hour and more trying to get out of the village during previous attempts to solve this problem due traffic backing up.</p> <p>Flooding creating further traffic problems, Lower Street and Mill Street flood on a regular basis making them impassable. With one-way systems in place what will happen?</p> <p>Making North Street with its' very dangerous bend a rat run, where cars currently come through far in excess of the speed limits to "beat the traffic". North Street is very narrow where residents often do not have the luxury of off road parking, thus cars must be parked on the road making it even narrower.</p> <p>I am not sure of the reasons behind this, but should it be pedestrian movement from one side of the river to the other there are in my mind better solutions. One would be the creation of a specific pedestrian bridge away Islip Bridge.</p> <p>There is a necessity to solve Islip's horrendous traffic problems, unfortunately this is not it. The solution lies further afield looking at the access to the John Radcliffe and North Oxford schools. This appears to be one of the main reasons why so much traffic takes a "shortcut" through Islip.</p>
<p>(16) Local Resident, (Islip)</p>	<p><b>Object</b> - This idea is absolutely ridiculous.</p> <p>The last time you put traffic lights on this bridge it brought the village to a standstill. I live on the B4027 and I could not get out of my drive to get my children to school due to the volume of traffic that was backlogged through the village. I suffer with asthma and the exhaust fumes from the cars that were queued outside my house during this time had a detrimental effect on my health. The queuing traffic on the hill as you come into the village from the east was dangerous the last time the lights were installed. This idea is only beneficial to a small amount of villagers that live by the bridge. It will have a really bad impact for the wider community there will be congestion on Bletchingdon and Kidlington roads.</p>
<p>(17) Local Resident, (Islip)</p>	<p><b>Object</b> - Whilst we understand the bridge needs urgent repairs, this scheme is doomed to bring the village to a grinding halt, will result in more accidents and will result in elevated pollution levels throughout the village especially for children walking to school at the beginning and end of the day.</p>

	<p>When there were traffic lights in the past, traffic was cutting up North street which typically is a quiet road, people coming from middle street will take this narrow road around as a detour. There is a pinch point at the bottom turn of North street which will result in head on crashes at a blind corner. People were speeding on a road often used for walking.</p> <p>When trying to join the B4027 from the top of North Street, traffic will be parked across the junction and cars will be unable to turn right to exist the village in the direction of the school, this happened the last time there were traffic lights. That will mean the whole of North Street will be blocked in rush hour.</p> <p>The last time there were lights on the entrance into the village from Wheatley road, I was stationary waiting at lights just after the corner past the village boundary - cars travel down that stretch at speed - a car narrowly managed to miss going straight into the back of my car with the children in it by swerving across into the oncoming lane. They could have crashed into me, or into oncoming traffic or gone into a wall themselves.</p> <p>Getting in and out of our own village in key periods of the day will be hugely delayed too.</p>
<p>(18) Local Resident, (Islip)</p>	<p><b>Object</b> - This area of the village regular floods and during these times the consequential traffic will cause chaos throughout the village. The linked proposal of traffic lights at the end of Kings Head Lane will cause huge traffic tailbacks and consequently rising pollution levels in the village.</p>
<p>(19) Local Resident, (Islip)</p>	<p><b>Object</b> - I object (as does my wife) on the following grounds:</p> <ol style="list-style-type: none"> <li>(1) it removes adequate access to and from my house for larger vehicles;</li> <li>(2) it involves a dangerous and difficult turn for vehicles approaching from Mill Street and travelling south;</li> <li>(3) it is likely to cause congestion in The Walk as vehicles queue in a single track street to turn right;</li> <li>(4) it is likely to cause extra traffic travelling north on Church Lane/Church Close as vehicles from Mill Street seek to find a viable route to travel south. Church Lane and Church Close are narrow and dangerous for greater traffic levels;</li> <li>(5) it will damage the environment by requiring vehicles to travel further and to wait to join Kings Head Lane. This will be exacerbated by the fact that many vehicles will have cold engines (on leaving the Mill Street area) and accordingly produce increased polluting emissions;</li> <li>(6) previous traffic lights on the bridge have functioned efficiently without affecting access from Mill Lane</li> </ol>

(20) Local Resident, (Islip)	<p><b>Object</b> - I wish to object strongly to the proposed introduction of a one-way system at the end of Mill St Islip. This will require us to undertake an unnecessary longer journey round through the village (thus adding to any traffic congestion) in order to drive from our home on Mill St to the Wheatley Rd and from there onto London or into Oxford. My objection is linked to my great concern about, and fundamental objections to, putting traffic lights on the bridge at Islip. Such traffic lights seem totally unnecessary (to my knowledge there has never been an accident involving a pedestrian on that bridge) and the consequence of such lights will be to cause severe congestion into, through and out of the village at peak times of the day. In case there is any doubt about this, I would draw your attention to the resurfacing road works that were carried out on or near to the bridge a couple of years ago. When temporary traffic lights were put on the bridge (and they were in place for several weeks) there were enormous queues at certain times of the day into and out of and through the village. For example, travelling back from Oxford to Islip via Woodeaton, the queues at, say, 16.00. stretched back as far as Woodeaton and added on more than one occasion 45 minutes to what should have been a 12 minute journey from Oxford to Islip. At the time I contacted the Highway Authority to seek information as to when the lights would be taken down as it was seriously impairing the enjoyment of living in Islip. This was not only affecting people like me but also local famers and those travelling to the village school, the railway station, or the medical centre. It was a huge relief when those traffic lights were removed. The idea that lights might be installed again on the Islip bridge - and this time permanently - greatly concerns me. It will be a massive inconvenience to lots of people of different groups and will cause needless congestion in the village and on the roads leading into the village from all sides.</p>
(21) Local Resident, (Islip)	<p><b>Object</b> - As a resident of Mill Street this will mean to leave the village towards Wheatley we have to go up into the main part of the village, which will increase traffic volume there considerably. We have a trailer and to then turn right at the junction with the High Street to go down King's Head Lane will be virtually impossible unless the parking spaces there are removed. I understand that the bridge needs work, but the problem is the excessive traffic rat-running through the village - including vehicles that are too big and heavy for our narrow roads and bridge - and measures to repair the bridge and address this situation should not be done to the detriment of Islip residents. If traffic lights are to be installed, it should be a four-way system with lights on Mill Street as well. This may make the lights system even slower - which will further deter the rat-runners as it will no longer be a quicker route for them - and no doubt it will cost a bit more. Other, alternative and more attractive options, which would preserve the rural nature of this village and improve air quality for everyone living here would address deterring the rat-runners and unsuitable vehicles by putting restrictions on access to the village.</p>
(22) Local Resident, (Islip)	<p><b>Object</b> - I live on the west extremity of Mill Street.</p>

	<p>I believe I understand the logic in stopping traffic from Mill Street directly accessing the bridge, as last time the bridge was restricted to being single lane, traffic blocked up Church Lane/Mill St as a short cut causing deadlock and making it very difficult for residents of Mill St to leave the village or get home.</p> <p>The re-introduction of a single lane over the bridge will surely lead to tremendous rush hour congestion within Islip together with the attendant air pollution.</p> <p>It is unclear from the proposal what route would exist for long vehicles, long trailers etc to exit from Mill Street to leave the village via the Ray bridge on the B4027 Wheatley Road.</p>
<p>(23) Local Resident, (Islip)</p>	<p><b>Object</b> - I am objecting to these proposals based on previous experience of living with the installation of temporary lights at the bottom of Kings Head Lane.</p> <p>The lights WILL cause huge congestion of traffic that will build up and tail back through the Islip beyond the village boundary on the Bletchington Road in the morning, and then in the afternoon, the traffic builds up along the Wheatley Road This will have affect the local community in terms of noise pollution, air pollution, daily disruption of access in and out of the village for residents.</p> <p>The narrow road and high walls on Kings Head Lane do not allow dispersal of exhaust fumes which accumulate, causing pollution to exceed safe or acceptable levels. The build-up of exhaust fumes have a potent effect on the young lungs of residents i.e. my children, my neighbours children. The lorries which frequent Kings Head Lane have raised exhaust pipes which spew out diesel fumes at the exact same level as first floor rooms so it is not safe to open windows. This is not acceptable.</p> <p>The proposed plans are presented as creating a one-way system in Islip - but we already have one which has so far managed the high volume of commuter traffic with no intervention from unnecessary lights.</p> <p>It is blatantly obvious that these plans are masking the real issue which is the state of the bridge in dire need of repair. The greatest threat to the bridge and its survival is the huge number of oversized vehicles that are constantly and illegally using Islip as a shortcut between A34 and A/M40 - these need to be stopped, but the proposed plans will not do this. In fact the oversized lorries with their engines idling while waiting for 4 way traffic signal access will cause damage to the Cotswold Stone buildings either side of the route.</p> <p>I agree that the issue of the bridge needs addressing, however these proposals are not a solution in the short or long term. The council have been grossly negligent as these plans have been made with no consultation with the local</p>

	community as to the impact of traffic lights and have not to this point evidenced that less disruptive alternative measures have been used to address the wider issue of needing to reduce traffic through the village.
(24) Local Resident, (Islip)	<b>Object</b> - I have an 18ft car trailer that I tow behind a Transit van often with a vehicle on it. If your proposal was to go ahead and I wanted to go on the Wheatley Road from my house at the end of Mill Street I would have to drive up Mill Street, turn left up the Walk and attempt a U turn to go down Kings Head Lane. With the current car parking arrangements where Kings Head Lane and the Walk meet this would not be possible without having to do a multi-point turn and possibly jack knifing the trailer. Chiltern Railways have recently closed the railway crossing on Mill Lane where previously I was able to exit Mill Street so your plan further exasperates my abilities to move around freely.
(25) Local Resident, (Islip)	<b>Object</b> - As someone that lives in the village (the exit from our property is through the village hall car park) if we want to exit over the bridge along Wheatley Rd, we would currently head down Church Lane, left on to Mill street, and across the bridge as this is a much easier and safer route for us to take. Turning out onto Bletchingdon Rd is quite difficult and with the way the cars speed around the corner at the narrow bit (one way) on B4027 near the pub, it makes it a scary turn most of the time.  It also means that anyone living on Mill Street will have to either have to come up The Walk and make a difficult u-turn to go down Kings Head Lane (complete madness) or come up Church Lane and out that way. It concerns me that at school time this is just going to increase the traffic near the village car park which is already very busy at school times, it will only be a matter of time till someone gets hurt.  I think that Mill street should be kept 2 way and another solution to the problem is thought of.
(26) Local Resident, (Islip)	<b>Object</b> - 1. There will be no access for joining Kings Head Lane due to the parking at Church Square and the traffic build-up 2. You have NOT consulted the full Village 3. Conservation Area - Affects settings of Listed Buildings
(27) Local Resident, (Islip)	<b>Object</b> - I am objecting to the whole proposal to create a one way traffic system in Islip as part of the proposal to introduce traffic controls on the Islip Bridge.

	<p>I am concerned about the congestion that any traffic controls would cause within the village and thereby increasing air and noise pollution. Previous traffic lights in a similar position have caused lengthy queues on the B4027 making it difficult for residents of Islip to access their own properties as stationary traffic blocked their drives.</p> <p>The traffic queues have also made it hard for children and their parents/guardians to cross the road to the Dr South's Primary School which is situated on the B4027. I have photographic evidence of the situation in previous occasions when lights have been in place. There have also been many incidents of road-rage and aggressive behaviour towards villagers and children as drivers are frustrated by the traffic queues.</p> <p>Lights at the bottom of the village have resulted in tailbacks all the way through the village. These tailbacks will cause air pollution that impacts the health of the children who attend the primary school and the many residents of Islip who may have asthma or other respiratory problems.</p> <p>What modelling has been done in advance that has suggested that these controls will not lead to traffic queues within the village particularly near to residential properties on King's Head Lane, High Street and Bletchingdon Road? Many of the period properties are not set back from the road so the noise and air pollution of stationary vehicles will be extremely problematic.</p> <p>Previous traffic lights have also resulted in traffic queues on the Wheatley Road stretching back to the Noke turn hampering the commute for many key workers who drive through Islip on their way to work at the JR and other hospitals.</p> <p>I would welcome a clear and open discussion about how the traffic flow in Islip could be better managed, the safety of pedestrians on the bridge improved and the structure of the bridge itself protected. A new bridge for the village would be wonderful! I don't believe traffic lights and a one-way traffic system would work and will cause additional problems in the village.</p>
<p>(28) Local Resident, (Islip)</p>	<p><b>Object</b> – I am absolutely opposed to the one-way system on the bridge at Islip. The last time we had this introduced it was absolute chaos. Traffic backing up to Noke trying to get through the village. Church lane incredibly congested. Kings head Lane backed up out of the village.</p> <p>The only thing we need in this village is a pedestrian footbridge to enable people to cross the bridge safely. We cannot go through the turmoil of having the bridge controlled again.</p>

<p>(29) Local Farmer, (Islip)</p>	<p><b>Object</b> – we strongly object due to the impact this will have on our family farming business and the village of Islip itself.</p> <p>We farm 1200 acres North and South of the Bridge stretching as far afield as Begbroke and including land at Islip (Tenants of the Church Commissioners), Noke and our base at Woodeaton.</p> <p>Part of our farming operations involves the movement of a Combine Harvester (and its associated convoy) which at 3.7 meters wide involves a carefully orchestrated manoeuvre, stopping and redirecting traffic at strategic points through the village. It also involves stopping traffic going North up The Walk to enable us to bring the Combine the wrong way down the one-way system.</p> <p>We don't have any other option but to do this due to other routes being too narrow or congested with parked cars or being impossible to pass due to the width and length of the machinery involved.</p> <p>The installation of the proposed lights would make it impossible to get the Combine through the village because we would have no control over the flow of traffic.</p> <p>This would be devastating on our business which would no longer be viable.</p> <p>Aside from our concerns with our farming operations, we also have concerns with the increase in pollution from vehicles sitting at lights and the gridlock which could occur in other parts of the village at certain pinch points when the lights let a lengthy queue of traffic go and other traffic cannot pass.</p> <p>All in all, we believe this to be a badly thought out proposal and would ask for a better alternative to be sort because it's not what the village nor any local farming businesses want due to the adverse effects it will have.</p>
<p>(30) Local Farmer, (Islip)</p>	<p><b>Object</b> – I note that the carriageway over the bridge is only three metres wide with kerbs making a restricted width for any wide vehicle. As a combine is nearly four metres wide this will cause damage to both combine tyres and to the paved area. Furthermore, it is noted that the lead up to the bridge itself is tapered down to three metres. As most harvesting machinery is rear wheel steer, this will make it impossible to negotiate the restricted width on the bridge. It will also give a greater loading concentrated on the outside of the tyres towards the edge of the carriageway, which I assume these proposals are trying to avoid. As an aside combine tyres cost around £4,000 each should there be any damage to them.</p>

	<p>I fail to see what is hoped to be achieved by these proposals other than causing total disruption to the flow of traffic through Islip. When traffic lights were installed during the summer of 2016, we insisted that they were removed immediately, otherwise we were unable to operate during the harvest period. Traffic was backed up on most days either side of Islip and at one point through Woodeaton as far as the Marston interchange on the A40. We cannot afford to have this disruption to our business during the busy harvest period with our tractors and trailers when we are working up to 16 hours a day.</p> <p>I have attached a video taken during harvest in 2016, to highlight what is involved in crossing Islip Bridge with our harvesting machinery. Please note the width of a combine and the problems which will arise if traffic is queuing at traffic lights and unable to move to one side. The front (header trailer) is 16 metres long including the tractor, the combine is 10 metres long and this is escorted by a vehicle with hazard lights and marker boards. It is impossible to negotiate a route through Islip without holding the traffic up and travelling the wrong way down The Walk. We have a police dispensation to travel with an oversize vehicle between our areas of farmland. These proposals will not help in any way of solving the traffic problem through Islip and should be reviewed totally. Before any further decision is made on this matter, can we have a meeting on site, at a safe distance, to discuss this scheme.</p> <p>We are not the only farming business in the area which uses this means of access. There are others on the Islip Estate of the Church Commissioners and in the area surrounding Islip.</p> <p>I hope this emphasizes the impracticality of this scheme.</p>
<p>(31) Local Resident, (Islip)</p>	<p><b>Object</b> – 1. There is no place for a traffic light system in a rural small village such as Islip. Traffic lights belong on major roads and in suburbs and cities.</p> <p>2. Traffic lights will cause light pollution and be unsightly in a conservation area and impact local listed buildings.</p> <p>3. Traffic lights will cause queuing and increased traffic pollution at a time when the government and everyone else are trying to reduce pollution.</p> <p>4. The proposal will severely restrict the width of the road and prohibit agricultural traffic which is so important to the lives of numerous farmers in the local area. The proposal should not disadvantage local agricultural businesses which the local community and those further afield rely on for work, a livelihood and food. The proposal will force farm machinery on to the A40 and other congested roads rather than local roads where the speeds are lower and more</p>



	<p>suitable for agricultural vehicles.</p> <p>5. The traffic light will cause traffic queuing throughout the village as has been experienced previously by the temporary lights put in place due to flooding.</p> <p>I really hope these plans don't get the go ahead and Islip is saved from being urbanised. It is an ill thought out proposal, a solution to a problem that doesn't exist and a waste of tax-payers money.</p>
<p>(32) Local Farmer, (Islip)</p>	<p><b>Object</b> – We would also like to raise our objections to the proposed scheme – the effective blocking of agricultural machinery crossing the River Ray in Islip would destroy the viability of our business.</p> <p>Any machinery would have to then be moved via the A40 / Oxford ringroad / A34 which not only increases the journey to our nearest customer from 5 miles to 25 miles but involves moving abnormal sized, slow moving loads on already very congested roads which increases the potential risk of accidents exponentially.</p> <p>Please do keep us updated with details of the consultation process, as you can imagine we are extremely concerned about the risk to our livelihood &amp; that of our staff.</p>
<p>(33) Local Farmer, (Islip)</p>	<p><b>Object</b> – I have lived and worked in Islip all my life and I would not like to see the village become completely disrupted by these traffic lights on the bridge.</p> <p>The last time lights were used it caused huge traffic problems with traffic being backed up the Bletchingdon Rd to nearly the A34 and to Woodeaton. The Main problem was when locals couldn't get out or access their properties and were late getting to work. How is this going to make things any better.</p> <p>We have a combine harvester which we need to cross the bridge with to access our fields on the other side of the bridge. Our combine is 3.6 metres wide which means it will have to use the footpath to cross the bridge. We have other farm machinery which also needs to cross the bridge.</p> <p>Another point traffic coming down Church Lane will then have to go up The Walk and try to turn right at the top to try to get down Kings Head Lane a recipe for chaos.</p> <p>The positioning of any traffic lights will need to be considered or they will be damaged by any heavy traffic trying to get</p>

	<p>past them. Please reconsider this crazy idea.</p>
<p>(34) Local Resident, (Islip)</p>	<p><b>Object</b> – I am writing to object to the proposed one-way traffic restriction in Mill Street.          As you are probably aware, there are no pavements along much of Mill Street including the part between The Walk and Church Lane – for children walking to school and other pedestrians the increase in traffic that this proposal would entail along Church Lane would be even more dangerous as – from my understanding of the proposal – all traffic from Mill Street wishing to leave the village to go along the B4027 would have to turn up Church Lane, turn right nearer the school to go down Kings Head Lane.</p> <p>Additionally, when Lower Street is flooded – and sometimes the end of Mill Street – there will be increased danger of adjacent houses being flooded as often cars drive too fast through flood water especially if there is no traffic allowed to come in the other direction.</p> <p>With the traffic lights on the bridge there is already the prospect of traffic and pollution caused by stationary/ slow-moving traffic – parked cars throughout the village cause bottlenecks for large vehicles particularly in the area at the intersection between Middle Street, Kings Head Lane, The Walk.</p>
<p>(35) Local Resident, (Islip)</p>	<p><b>Object</b> – 1. Who actually requested this idea, this is the first I have heard about it and quite frankly disgusted on the hush hush way it has been publicised, I found this out from a friend who lives on North street, Islip, they received a letter, where as I live further up in the village and have received nothing!</p> <p>2. What is going to happen when the roads flood? The amount of traffic will increase and I don't think the small narrow roads of the village can cope with more traffic.</p> <p>3. With regards to the bridge down by the Swan public house, is a soft verge and footpath necessary? Local farmers need to access this bridge throughout the year to tend to their crops and try and earn a living! A diverted route is miles out of their way and carbon footprint is very important nowadays.</p> <p>I feel this has been rushed through and not actually thought about, the quicker the better it seems!</p>

(36) Local Farmer, (Islip)	<p><b>Object</b> – with the current plan it would in pack on our movements as the combine harvester has to go up the one-way system and down it as well. Lower street floods every year!! Which will push traffic around other roads in the village, north street is not designed for lots of traffic and has a right blind bend, I don't want loads of accidents happening on this road and people driving too fast I'm the past have not made the corner and ended up in the field!! This a quite village which would be ruined by urbanisation of traffic lights, not to mention the traffic jams this would cause. I hope that farmers are taken into consideration.</p>
(37) Local Resident, (Islip)	<p><b>Object</b> – This idea or similar ones have been discussed for years and in my opinion will not work, traffic will be backed up through the village along with pollution from vehicles not moving, these ideas come from people that have moved into the village to retire, I have lived in this village for more than 36 years travelling over the bridge to get to and from work, leave the village alone. If you do go forward with this proposal I believe you will have to reverse it back due to the amount of traffic not moving around the village.</p>
(38) Local Resident, (Islip)	<p><b>Object</b> – Traffic in Islip is a problem which requires a long-term solution, ideally an effective northern section to the ring road. In the short-term, the traffic needs to be managed through the village with priority given to safety and well-being of Islip's residents.</p> <p>I am profoundly affected by both initiatives. Whilst I fully support measures to improve safety on the bridge and reduce traffic through the village, I strongly object to these proposals. When temporary lights were installed on the bridge, stationary traffic backed-up in Kings Head Lane, along the High Street and through the rest of the village, sometimes to the chicanes on Bletchingdon and Kidlington Roads. The queues formed for several hours during the morning, peaking between 7.00 am and 9.00 am. My objections to the lights are:</p> <ol style="list-style-type: none"> <li>1. Environmental, pollution: King's Head Lane is extremely narrow with houses and high walls on both sides restricting the dispersal of exhaust emissions. Despite weight restrictions, many large vehicles use King's Head Lane with exhaust emissions at window height and concentrations that may well exceed legal thresholds. The number of large vehicles far exceeds those requiring access.</li> <li>2. Environmental, pollution: the vehicle emissions already cause accelerated chemical weathering of the soft Cotswold stone as can be seen King's Head Lane. This is a conservation area with several Grade II listed buildings which the council should be looking to preserve.</li> </ol>

	<p>3. Environmental, noise: the previous lights resulted in unbearable levels of noise from the queuing traffic – revving engines, extremely loud music with a bass reverberating through the house, loud telephone calls.</p> <p>4. Environmental, rubbish: the volume of food wrappers, cans, cigarette butts etc. thrown onto my drive increased significantly when the previous lights were in place.</p> <p>5. Safety: the walls of the Tithe Barn and gardens of The Old Rectory lean into King’s Head Lane, as do the walls of The Swan. These walls have been hit by high sided vehicles as evidenced by missing guttering and other debris in the road. My house has had guttering removed and bins (which are kept off the road) destroyed by impact at regular intervals. There is no pedestrian escape here.</p> <p>6. Access for houses in King’s Head Lane: with backed-up stationary traffic, and fractious drivers, it has been extremely difficult to drive from my house and join the traffic. When the previous lights were in place it has, on occasion, taken me 15 minutes to move from my drive and into Mill Street at the bottom of King’s Head Lane.</p> <p>I am shocked that there has been no consultation on the proposal to install the lights and trust that this was an oversight that will be rectified.</p> <p>The proposal for a one-way restriction in Mill Street will make the situation described above considerably worse. The traffic that currently travels down Church Lane, along Mill Street and over the bridge will have to come down King’s Head Lane; residents and other vehicles using Mill Street will have to drive up The Walk and then down King’s Head Lane. This will compound the issues of pollution, noise, rubbish, damage to buildings and access for residents whilst doing nothing to improve traffic flow in the proposed one-way stretch, nor in The Walk. I attach a recent photograph of a lorry, and a recent video of a lime spreader, reversing back-up King’s Head Lane. I don’t want to imagine the chaos that would ensue if they were attempting this with backed-up traffic and significantly greater volume of traffic.</p> <p>As said at the beginning of this letter, I fully support measures to improve safety on the bridge and reduce traffic through the village, but this is not the way to do it. To protect Islip, its residents and buildings, excess traffic should be held outside the village and allowed to filter through as lightly as possible. This could be achieved by having 2-way lights at all three chicanes and on the B4027 to the south of the bridge which are coordinated to limit the amount of traffic inside the village at any one time.</p>
<p>(39) Local Resident, (Islip)</p>	<p><b>Object</b> – The traffic on the bridge, and through Islip is excessive, and pedestrian safety is at risk at all times, especially in rush hour - but these proposals will cause further damage because:</p>

	<ul style="list-style-type: none"> <li>• Stationary traffic will back up in the village, especially Kings Head Lane and Lower Street causing air pollution and noise pollution at dangerous levels.</li> <li>• It will increase traffic on Middle Street and Lower Street.as traffic avoids the one-way system.</li> <li>• When Lower ST and Mill ST flood there is no route through the village.</li> </ul> <p>Here is a proposal to decrease the traffic using the B4027 as a rat run to avoid queues on the northern bypass:</p> <ul style="list-style-type: none"> <li>• Install ANPR cameras on the junction of the B4027 at Woodeaton, and institute a charge to non-local vehicles using the route during peak times. Effectively bringing in a 'congestion charge' zone. The technology is already tried and tested.</li> <li>• Using the charging ANPR system traffic over 3 tonnes would be charged 24/7.</li> </ul> <p>The system would raise revenue and deter drives from rat running through Islip and Woodeaton.</p>
<p>(40) Local Resident, (Islip)</p>	<p><b>Object</b> – Whilst we fully understand that the bridge in Islip is weakened, the proposed a one-way traffic light controlled system, is not really solving the problem. The obvious solution is to strengthen the bridge and put in a pedestrian bridge if the current bridge cannot be widened. This of course would cost a great deal of money, but would solve the problem once and for all, rather than just moving the problem on in a few years.</p> <p>We strongly object to the suggestion for traffic lights as waiting traffic causes a severe health problem for all the residents whose properties are on, Wheatley Road, Lower Street, Mill Street, High Street, Kings Head Lane, Bletchington Road and part of Kidlington Road. That includes nearly all the roads in the village. Cars waiting for the lights with their engines idling create a huge number of particles which exacerbates the difficulties for anyone with any breathing problems. The recent case of a child dying in London because of this might perhaps give you food for thought. It was very noticeable during the first lockdown how much my breathing improved as I have a chest complaint. It is also noticeable on the occasions when temporary lights are put up because of flooding in the village how quickly the air becomes unpleasant because of the waiting traffic. On a lighter note, during the first lockdown our windows and front door stayed much cleaner!</p> <p>Another thought to consider is trying to prevent so many huge lorries coming through the village unnecessarily and further weakening the bridge. The drivers always say it's the Sat Navs that bring them through, surely in these technological days, this could be sorted out and the roads through the village could be removed from the route and only the legitimate traffic such as farm vehicles allowed.</p>

(41) Local Resident, (Islip)	<p><b>Object</b> – I object to the proposed TO for the following reasons:</p> <p>The TRO is not clear as to its intent. The TRO refers only to the proposed one-way traffic in Mill Street, from Kings Head Lane to The Walk, but the plans include for traffic lights and alterations to Islip Bridge.</p> <p>The TRO states that the changes are required for safety reasons; the specific safety reasons are not included in the information included in the public consultation. For the general public to be able to effectively consider the impacts of the proposals, it is necessary that there is full clarity and that the reasons for the changes are understood.</p> <p>I object on the grounds that the TRO fails to explain adequately the intent and the extent of the TRO.</p> <p>The Public Consultation material does not include the evidence base that underpins the decision making process that Council underwent in coming to its proposed solution for the TRO. It is difficult for the general public to make reasoned and informed comments on the proposal in light of these missing details.</p> <p>Before any decision is made on the TRO, I request that the Council make the following information available for public comment:</p> <ul style="list-style-type: none"> <li>• Road Safety Audit of the proposed works;</li> <li>• A Transport Statement that sets out the implications of the proposed TRO on the local highway network, particularly relating to; the impact of traffic delays, cars queuing times, particularly along Kings Head Lane and Lower Middle Street; the implications of the increase in traffic along Middle Street, and North Street, as traffic travelling through the village from the A34 seek to avert the traffic queuing on the High Street;</li> <li>• The implications of traffic from Lower Street having to travel along The Walk and down Kings Head Lane to access Wheatly Road;</li> <li>• The implications on the wellbeing of the local population of Islip with regard to the potential adverse impacts on Air Quality on Kings Head Lane, Lower Street, the High Street, Bletchingdon Road and Kidlington Road, as a result of stationary traffic waiting for the traffic lights to change;</li> <li>• The implication on the wellbeing of residents, particularly on Kings Head Lane and Lower Middle Street as a result of the increase in noise levels of stationary traffic and car engines cutting out and restarting; and <input type="checkbox"/> A summary of the alternative solutions identified to address the ‘safety reasons’ and the</li> </ul>
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reasons why these were not taken forward.

I object on the grounds that the TRO does not fully explain: (i) the implications of the proposed TRO and: (ii) the alternative solutions considered and disregarded.

As a result of the A40 road works at Wolvercote Traffic lights on Islip bridge were installed, as a temporary measure, from around November 2015 to January 2016. The traffic lights restricted the flow of traffic over the bridge to one-way, as is include in the drawings of the current TRO. During this time, the temporary one-way system across the bridge, caused traffic to back up along Kings Head Lane, the High Street, Bletchingdon Road, and Kidlington Road, essentially, turning Islip into a car park during the peak hours in the morning and the afternoon/evening.

My home lies on Kings Head Lane. The restricted vehicle movements across the bridge regulated by traffic lights, resulted in a significant increase in stationary traffic. I timed traffic at a stand still for around 2 minutes, and sometimes longer, outside my home. It is safe to say that the impacts of the temporary traffic lights mentioned above, will occur if the TRO included in this consultation is allowed, the difference being that the noise and disturbance to residents of Islip, this time, will be permanent.

I set out below the adverse impacts that will be experienced by myself and my neighbours living in Kings Head Lane:

- Reduction on air quality: Kings Head Lane is a narrow rural lane characterised by house frontages extending to the highway boundary. This together with the high cottage walls facing each other encloses the lane, which will allow exhaust fumes from stationary traffic to build up. Pollutant may exceed legal thresholds, impacting resident's health and wellbeing
- Increase in Noise Levels and Disturbance: The increase in stationary traffic will also result in a significant increase in noise and disturbance with stationary car engines remaining running, and the noise of engine automatically stopping and then starting again, when traffic starts moving. Disturbance will also be experienced by loud music emanating from stationary and slow-moving cars, as they progress down Kings Head Lane.

It seems clear to me that, to overcome the safety concerns (concerns not clear from the TRO) of users of the bridge at Islip is based on a purely an 'engineering solution' with no assessment of the wider implications of the proposed changes.

	<p>In coming to a decision on the works required to the Islip bridge the Council should come to a balanced decision, assessing the implications of the 'engineered solution' put forward, the need for the change, the alternative solutions available, and the immediate and wider implications that will arise from the implementation of the proposed TRO. The Council has failed to do this.</p> <p>I object to the proposed TRO, restricting the bridge to a one-way system, facilitated by 6 sets of traffic light, and the one-way system in Mill Street from Kings Head Lane to The Walk. It has already been demonstrated by the previous use of traffic lights on the bridge, that my wellbeing (and other residents of the village of Islip-I will leave it up to them to comment) will be significantly adversely impacted if this TRO is permitted to proceed. I object to the TRO and ask that the Council rethinks its approach to safety issues on Islip Bridge.</p>
(42) Local Resident, (Islip)	<p><b>Object</b> – We would like to object strongly to this proposal on the following grounds:</p> <ol style="list-style-type: none"> <li>1) Traffic currently passes through the village to Islip Bridge down the High Street and Church Lane. Forcing those wishing to head straight for the bridge to turn back up to the centre of the village and perform a hairpin right-hand turn at a busy junction in the middle of the village is a recipe for disaster.</li> <li>2) It will result in a much heavier flow of traffic through the centre of the village (i.e. avoiding Church Lane, now effectively blocked at the bottom), especially at busy times when children at our village primary school are walking to and from school along roads that in some places have no pavements.</li> <li>3) Reducing the 2 routes through the village to a single one will result in tailbacks and stationery traffic at the High Street pinch-point (already a dangerous pedestrian point) and down King's Head Lane.</li> <li>4) There is insufficient space for large vehicles to perform a sharp turn at the top of King's Head Lane, around a much-needed parking area; we cannot afford to lose any of these parking spaces.</li> </ol> <p>We applaud the decision to put traffic lights on the bridge but the introduction of a one-way system to avoid a 4-way junction seems to us completely unnecessary and shows a lamentable lack of understanding of the traffic flow in the rest the village, and the safety and health of residents.</p>
(43) Local Resident, (Islip)	<p><b>Object</b> – We have cause to cross Islip Bridge several times per day. We acknowledge that Islip Bridge is narrow and is a very busy through road, particularly at rush hour, and the majority of vehicles do not respect the 20 mph limit (a fact that we are well aware of, given that we cross the bridge with three young children).</p> <p>That said, we are very much opposed to the introduction of traffic signal controls and a one-way system. It will result</p>



	<p>in severe congestion in the village and out of the village up the B4027, together with increased pollution (from the idling vehicles). It will also result in the bridge being more difficult to cross for pedestrians, because drivers will be less inclined to stop to allow pedestrians to cross the bridge if they have been stuck at a red light for some time.</p> <p>The current system relies on drivers being considerate with one another and recognising when it is appropriate to give way to vehicles crossing the bridge. This system does require drivers to be alert, and more often than not that is the case. It is not perfect, but it is considerably preferable to introducing congestion and pollution into the village.</p>
(44) Local Resident, (Islip)	<b>Object</b> – <i>[see annex 5 for detailed response]</i>
(45) Resident, (Noke)	<p><b>Object</b> - It is not clear from the information provided as to why this proposal benefits the village and surrounding area? The only reasoning seem to this statement :-  "The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that 1 danger is minimised whilst 2 facilitating the effective and safe passage of traffic."</p> <p>I cannot find any data that identifies why this proposal is a safety benefit?  Can the council identify and share the specific data? For example how many incidents have there been with the current road set up? How is it anticipated that these will be improved? Have the studies identified any negative safety concerns with this proposal?</p> <p>Without such evidence I do not believe it is beneficial to introduce restrictions and restrict traffic flow.  The 20mph limit is a sensible arrangement and the bottleneck of the bridge provides a natural speed limitation</p>
(46) Resident, (Woodeaton)	<p><b>Object</b> - I live in the Neighbouring village of Woodeaton and one of my main routes for work, and my Children's route to school, is through Islip. When there have been temporary traffic lights on the bridge in Islip previously, it has greatly increased travel time and at busy times has led to traffic queueing through Woodeaton, one and a quarter miles away. If traffic lights are installed in Islip on a permanent basis I feel that there will be a very negative impact not only to the residents of Islip who will have vehicles with engines idling outside their houses creating potential health concerns from increased pollution, but also the quality of life of those living in Woodeaton and other surrounding villages.</p>

(47) Local Business, (Woodeaton)	<b>Object</b> - Concern over access over the bridge for farm machinery.
(48) Local Resident, (Islip)	<b>Concerns</b> - Safety of pedestrians is essential in the village, especially as in a conservation area and emphasis on getting outside, more and more people are traversing the village on foot, or bicycle. I believe the changes to the bridge will help with this, with the traffic lights and one-way system slowing the traffic down too. My concern is larger vehicles, of which there are many, will struggle to fit the space made on the single carriageway of the bridge and will therefore end up on the pavement, creating even more danger for pedestrians. Can the larger vehicles be accommodated without further danger to walkers, children, dogs, cyclists and runners in this plan? I am not sure if the farm traffic, for example, will be?
(49) Local Resident, (Islip)	<b>Concerns</b> - I have no problem with the one-way system being introduced but I object to the idea that traffic signals be used on the Islip bridge and surrounding crossroads. The congestion it will cause will be substantial during the rush hours. This was evidenced during the trial period by the traffic backing up through the high street. The traffic backed up to the pinch point which made it difficult for traffic to flow both ways and made it dangerous for me to exit north street to head north towards the A34 because the stationary traffic obscures your view of the oncoming traffic and you have to essentially pull out blind. Throw in school drop offs for Dr South's etc and you will have total grid lock. Developing a one-way system around the village makes a lot of sense but no to traffic lights.
(50) Local Resident, (Islip)	<b>Concerns</b> - Happy to support ONE Way system but please no traffic light as it will cause a traffic queue in and out of the village.
(51) Local Resident, (Islip))	<b>Concerns</b> - I acknowledge the need for a proposal for traffic regulation over the bridge and along Mill Street, however the resulting intermittent high volume traffic flows caused by the proposed traffic lights could have a knock on detrimental effect to the general vehicle flow through the village and in turn cause increased car pollution within the village.  This is a conservation area where traffic flows and pollution should be kept to a minimum and where necessary controlled OUTSIDE the built environment and not within the village to the detriment of all concerned.  These are the following problem areas within Islip:

	<p>1) The implications of both increased pollution and speeding traffic through the village should be tested in line with these proposals before they are implemented to ensure correct placement of traffic lights. These traffic lights may be best placed beyond the village rather than within it, to avoid bottle necks, high pollution levels and vehicles racing to get through once the lights change to green.</p> <p>2) The pinch point to the north of High Street should have hatching to ensure no blockage from vehicles.</p> <p>3) Parking in the centre triangle of the village should be controlled to allow free access to and from adjacent lanes and driveways. Current parking areas are ignored and cars are parked over existing white lines. The result is that local cars exiting from their properties cannot freely join the highway. Potential speeding traffic as highlighted in point 1). This could be dangerous as slow cars exit onto the road and also could cause gridlock with vehicles backing up to the traffic lights.</p> <p>4) HGVs constantly drive through the village. This would need to stop under the new proposals as the combination of traffic lights and HGVs would cause gridlock. A ban on HGVs would need to be signed on each access road into the village and monitored.</p>
<p>(52) Local Resident, (Islip)</p>	<p><b>Concerns</b> - I have concerns about this proposal for a one-way traffic restriction in Mill Street, Islip, because of the possibility that the scheme could lead to considerable delays for residents of Mill Street and Church Lane, specifically when they are wishing to leave the village heading southwards on the Wheatley Road (B4027).</p> <p>The Public Notice states that this Order is "associated with a proposal to introduce traffic signal control on the B4027 at Islip Bridge". It is not clear from the Notice whether this "proposal" concerning traffic signals has been published, but experience in the village in recent years suggests that whenever a traffic-light system is introduced at Islip Bridge (e.g. because of temporary works) it tends to result in long tailbacks in all directions at busy times of day. For example, during times of peak traffic, it is not uncommon to see tailbacks extending through the entire village and out in a northerly direction along the Bletchington Road, reaching beyond the railway line. Apart from the inconvenience to residents trying to leave their own properties (i.e. being caught up in long traffic jams), such queues through the village centre represent a hazard to pedestrians and schoolchildren, etc.</p> <p>The Notice relating to the proposed traffic restriction does not state how far advanced is the "proposal" for a traffic-light system at Islip Bridge. The proposed modifications to the carriageway on the bridge look welcome (i.e. increased elevation of the walkway), as these would give added security to pedestrians crossing the bridge on foot. But has</p>

	<p>consideration been given to deployment of simple 'priority' signs on either side of the bridge to regulate vehicular flow - e.g. 'give way to oncoming traffic'? Such signage seems to work satisfactorily in other parts of the county at similar constriction points.</p>
(53) Local Resident, (Islip)	<p><b>Concerns</b> - We fully support measures to improve the safety and security of pedestrians crossing the bridge. This however should be implemented in a way that allows those working in and around Islip (e.g. farmers using agricultural machinery) to continue to operate. We have concerns that the design of the footway on the bridge may not achieve this and we believe the views of these users should carry significant weight in the consultation.</p> <p>We object to the one-way system on Mill Street. It seems to confer no benefit but has the detriment that traffic proceeding eastwards along Mill Street would need to turn left, proceed up The Walk and then execute a difficult and dangerous sharp right hand turn to go down King's Head Lane in order to reach Wheatley Road. A traffic light at the eastern end of Mill Street, synchronised with the light at the end of Lower Street, would safely control traffic carrying out this manoeuvre and avoid this detriment.</p>
(54) Local Resident, (Islip)	<p><b>Concerns</b> - Whilst I support restrictions over the bridge (e.g. by providing traffic lights or an alternating priority direction), it is not clear why part of Mill Street needs to be one-way only and no explanation has been given of the thinking behind this in the documents provided.</p> <p>If part of Mill Street is one way, traffic wishing to access the Wheatley Road from the rest of Mill Street will need to go up The Walk and then make a very sharp turn right turn back down Kings Head Lane. This is a difficult manoeuvre and will cause further congestion and traffic in the centre of the village.</p> <p>Secondly, I have great concern that traffic lights will result in traffic queuing through the village, especially during rush-hours. This will greatly inconvenience residents who are trying to get into or out of Islip on any of the other roads (Kidlington Road, Oddington Road and Bletchington Road, if the queues tail back through the village and so block access to these other roads. It will also cause much air pollution - potentially above legal limits. This is what happened when temporary light were previously installed. What actions are being taken/proposed to avoid this&gt;</p> <p>It is disappointing that these proposal have not been discussed with the local population prior to this to see if there are other ways of solving the problems or to explain the thinking behind the proposals. I fear that an improvement for those crossing the bridge by foot or bicycle (which I support), and to avoid further weakening the bridge, is likely to have significant disadvantages (as described above) for the rest of the village. This does not make much sense -</p>

	hence the need for more discussion/consultation.
(55) Local Resident, (Islip)	<p><b>Concerns</b> - Has adequate thought been given to excessively large lorries which still pass through the village, and similarly to all types of emergency vehicles.</p> <p>Has adequate thought been given to farm vehicles (e.g. combine harvesters) which need to pass through the junction. Will the junction be adequately lit during the time of darkness.</p> <p>Has thought been given to flooding which sometimes occurs at the junction.</p> <p>Also large coaches can sometimes be seen passing through the village.</p>
(56) Local Resident, (Islip)	<p><b>Concerns</b> - I appreciate that this proposed restriction is linked to the proposed traffic lights near the bridge which are having to be in place firstly because the bridge is falling down and secondly to make crossing the bridge safer for pedestrians and car traffic. However, I think there is opposition from local people about this proposed one way system is partially because they don't realise the traffic lights is going to happen anyhow. Thus will the one way system make the flow of traffic harder or easier?</p> <p>am concerned about three things</p> <p>A) pollution from stationary cars especially nearest to houses in Kings Head Lane- can they be expected to turn off their engines?</p> <p>B) more traffic will rat run along alternative routes. Please put speed humps in surrounding roads such as North Street and Middle Street</p> <p>C) all traffic from further a long Mill Street will have to turn up the walk and then down Kings Head Lane to cross the bridge. How will that be regulated in The Square and how will space for larger vehicles turning be assured? Will there be lights on The Square too? Will some of the car parking spaces be removed. If so where are residents without off road parking be expected to park?</p> <p>D) how will flooding be managed? From time to time traffic has to be two way up and down Kings Head Lane because of flooding both in Lower Street and Mill Street.</p>
(57) Local Resident, (Islip)	<p><b>Concerns</b> - OBSERVATION...</p> <p>Traffic approaching The Bridge from CHURCH LANE and MILL STREET will be directed up THE WALK.</p> <p>At the junction with HIGH STREET a problem will occur with vehicles turning right to go down KINGS HEAD LANE. Modified road markings will be required to control the number of cars parked at the junction.</p>

	<p><b>SERIOUS SAFETY CONCERNS</b>  It is essential that signage and speed control are critically analysed on the B4027 entry and exit to the village. Please note the following points.</p> <ol style="list-style-type: none"> <li>1. A pinch point was installed on the south side of the river bridge, some years ago. It gave priority to vehicles leaving the village. This caused vehicles to queue on the hill, causing accidents on the blind bend. The pinch point was removed at the request of TVP. Traffic lights will reintroduce queues on the hill!</li> <li>2. A footpath enters the B4027, from the west, on the blind bend, towards the bottom of the hill. This is already a major safety issue as walkers cross the road to reach the footpath on the opposite side. With the introduction of traffic lights vehicles will be queueing on the hill. Walkers will be passing between cars in the queue, and into the stream of traffic leaving the bridge, to gain access to the footpath on the other side of the road.</li> <li>3. The speed of traffic leaving and entering the south side of the river bridge has been a major concern for many years. Islip Parish Council purchased a Sentinel Speed Camera to be used with the help of TVP. Results record most vehicles in excess of 30mph in the 20mph zone.... Some over 40mph!! Details are available. With introduction of the traffic lights, it is an opportunity to solve the above issues.</li> </ol>
<p>(58) Local Resident, (Islip)</p>	<p><b>Concerns</b> - We live in Mill Street. If the proposed one way system is introduced my understanding is that in order for us in Mill Street to access Islip bridge and the Wheatley road towards Headington and the M40 we would need to follow the one way system left up The Walk and then take a right turn in the Square back down Kings Head Lane. Alternatively take a right at the Square and down Middle Way and then right down Lower Street. The traffic up and down Mill Street has increased enormously in the 25 years we have lived here.</p> <p>My concern is the log jam likely to occur particularly at peak times in the middle of the village from trying to turn right in the Square where cars are parked and the possible back up throughout the village.</p> <p>I appreciate the need to protect the bridge and manage the traffic and can see it is a problem. A footbridge would enable pedestrians to cross safely but obviously would not limit the 2-way traffic on the bridge.</p>
<p>(59) Local Resident, (Islip)</p>	<p><b>Concerns</b> - I am unsure what problem is being cured and also unclear what will be the expected impact of the displaced traffic on other surrounding roads. Although I have only lived in Islip since 2015 I have not been aware of any problem with traffic flowing both ways on this short stretch that is now scheduled to be one way.</p>

	<p>I live in Mill Street and obviously find it very convenient to slip out of my road at the bottom of The Walk and drive straight round and over the bridge when I wish to head south out of the village. Under the new proposal, I – and every other resident in Mill Street - will have to divert up The Walk and then right-turn in the village centre and go down King’s Head Lane to achieve the same end. Either that or go up Church Lane, and then into the centre, increasing traffic in that street. Surely either course is increasing traffic flow in the centre of the village, adding to pollution in the heart of the community.</p> <p>Also, it is often the case that traffic coming from the direction of Kidlington will go down Church Lane and turn left into Mill Street to reach the bridge that way, thereby avoiding going through the centre. All that traffic coming down Church Lane will now have to go back up The Walk and execute the same right-turn manoeuvre into King Head Lane. Many of these vehicles are likely to be lorries and large vans who will be forced into an awkward right turn at the top of The Walk. Do you propose any signage at the top of Church Lane to deter drivers from taking this route?</p> <p>Surely the proposal is likely to seriously increase traffic in The Walk as highlighted here, as drivers coming down Church Lane and turning left into Mill Street are confronted with the new ‘No Entry’ signs.</p> <p>I am not aware that currently there are huge delays for traffic seeking to access the bridge in either direction as two-way access is mostly possible and drivers mostly work it out when either a larger vehicle or pedestrians are already on the bridge. Installing traffic lights will have the impact of causing traffic to idle while waiting their turn, again exacerbating pollution. This can be seen as an effect during periods when flooding in Lower Street and Mill Street has required the temporary installation of traffic control to allow two-way passage up and down Kings Head Lane.</p> <p>These views do not necessarily constitute an objection. The inconvenience to me will be minor. I do, however, wish to register my disappointment at the lack of a reasoned justification for the proposal and no indication that any thought has been given to the proposal’s impact on surrounding roads. I would be very interested to read such a justification if one exists in written form!</p>
(60) Local Resident, (Islip)	<p><b>Concerns</b> - One issue is traffic fumes from stationary traffic. People in Kings Head Lane may be particularly affected. More electric cars will help, but that is in the future.</p>
(61) Local Resident, (Islip)	<p><b>Concerns</b> - I should say that I understand that the planned traffic light system is primarily driven by pressing concerns about the structural strength of the bridge and the desire to restrict vehicular traffic to the middle section of it.</p>

I also appreciate that the proposed traffic lights and associated changes would produce a safer pedestrian thoroughfare across the bridge.

Finally, I assume that the one-way proposal is intended to avoid the need for a further set of traffic lights to control traffic flowing from Mill Street directly towards the bridge.

Taking these points on board, I would like to raise the following questions:

1. I note that the current consultation is limited to the proposed one-way restriction on a portion of Mill Street. It does not address the question of where the traffic lights might be positioned. Given that the latter is a question of key concern to residents, and that it is bound to have a significant effect on the character and feel of the village, may I ask why there has been no consultation about where the lights should be sited?
2. I have no doubt that the council will have fully considered all possible options for the positioning of the lights before arriving at the current proposal. Yet, as well as the lack of consultation, there has also been no information shared with the residents about any such analysis. Please may we see the study which was conducted and which led to the current proposals?
3. As I am sure many others will have pointed out, traffic lights at the bottom of King's Head Lane are bound to result in queuing traffic at certain times of the day, generating considerable noise and exhaust fumes which would be very unpleasant for residents. This will be exacerbated by two further factors: a. King's Head Lane is a narrow street bordered by high walls which would 'trap' both engine noise and exhaust fumes; and, b. the proposed one-way system on Mill Street will generate additional traffic as vehicles needing to access the bridge from Mill Street would have to do so via King's Head Lane.
4. On the (sadly frequent) occasions when flooding makes the lower portion of Mill Street between King's Head Lane and the Church Lane impassable, we have usually had a temporary traffic light system in order to allow traffic to flow in both directions along King's Head Lane. On these occasions, the temporary traffic light was set up at on the High Street, at the top of King's Head Lane and opposite Cross Tree Green. Was consideration given to whether the permanent lights might be better placed in this position rather than at the bottom of King's Head Lane? If so, it would be helpful to know why this option was rejected.
5. Placing so many traffic lights in a small area around the bridge is bound to have a significant impact on the feel and character of the village, creating a distinctly urban feel which would be at odds with the current appearance and feel of the village. Was consideration given to the possibility of placing the traffic lights just outside the village rather than concentrating them in a small area at either end of the bridge? Again, I imagine that this was all considered as part of



	<p>the original analysis. If so, it would be good to have more information.</p> <p>6. Past experience, from times when we have had temporary traffic lights at the Collice Street end of the bridge, suggests that there are bound to be queues of stationary traffic backed up from the bridge and along the Wheatley Road. Given the bends in the road, it can be difficult for approaching traffic coming at speed towards the village to see this. The traffic light warning signs should be placed a good long way ahead to give motorists time to slow down so as to minimise the risk of shunting. Where the signs are shown on the current plan is probably not far enough ahead.</p>
<i>[B. Support]</i>	
(62) Local Resident, (Islip)	<b>Support</b> - Traffic lights on bridge are much needed and the one-way system seems a very sensible compliment.
(63) Local Resident, (Islip)	<b>Support</b> - This seems a very sensible solution to create a manageable traffic light system on Islip Bridge. The creation of a one-way system will no doubt impact some in the village but on balance it creates a much safer solution for both cars and pedestrians. The management of the budge has long been requested and will make crossing the bridge significantly safer for all users and I support this proposal.
(64) Local Resident, (Islip)	<p><b>Support</b> - The traffic controls proposed are vital for the management of traffic in the village of Islip to protect the structure of the bridge and for safety reasons (we have been asking for a protected and effective footpath for pedestrians for years). Past experience with emergency traffic lights alone without a supporting one-way system demonstrated the need for this supporting amendment to directional flow. I strongly support the traffic controls and the one-way amendment.</p> <p>What is missing in this consultation documentation is any explanation of the need for the traffic lights in turn giving rise to the need for the one-way change. Much of residents' opposition to the project under discussion is rooted in not knowing why we need the lights in the first place, i.e. the need to save the bridge from collapse (Skanska report April 2017). The memories in the village of long tailbacks and increased pollution (King's Head Lane in particular) as a result of the earlier temporary lights create an almost automatic negative mindset to having any lights on the bridge. The potential collapse of the bridge which would mean real communication problems for residents needs to be underlined in any discussion about traffic lights and also the one way system change.</p>

	<p>Due to the congestion caused by vehicles waiting to cross the bridge, other rush hour through-traffic not needing the bridge (Oddington to Bletchington or Kidlington and vice versa) will probably avoid Middle Street and use North Street instead, thus exacerbating the already fast flows seen there on a daily basis. Please consider traffic calming measures in North Street (as on Bletchington and Kidlington Roads) and Middle Street.</p> <p>There will be congestion for vehicles waiting to cross the bridge and one long term effect of this might well be that "rat run" traffic will find another route. This will ultimately be beneficial for all residents of Islip.</p> <p>I do have concerns regarding pollution from backed-up traffic in Kings Head Lane, I trust the residents have been consulted accordingly.</p> <p>Are contingency plans in place to manage traffic in the event (frequent) that the River Ray floods Lower Street. Mill Street also floods but less frequently?</p>
(65) Local Resident, (Islip)	<p><b>Support</b> - My wife and I believe that it will solve the traffic problems at this blind junction and will also reduce the risk for pedestrians walking across Islip bridge.</p>
(66) Local Resident, (Islip)	<p><b>Support</b> - I am a resident of Collice street. I have to use the bridge regularly when walking to the centre of the village or station. I have been hit by car mirrors on a number of occasions as well as having cars come very close and at high speed. I have an 18m old son and it is unsafe at the moment to take him across. The proposed solution would make our journey much safer and seems an excellent idea.</p>
(67) Local Resident, (Islip))	<p><b>Support</b> - Strongly support.</p> <p>At the moment it is extremely dangerous to use the bridge as a pedestrian. I would not walk across the bridge during rush hour or when it is dark with our 1-year old son due to aggressive drivers not realising that there is not enough room and that pedestrians have no option but to walk in on the road. We live on Collice Street meaning our only option is to walk or drive across the bridge to access the village.</p> <p>Please introduce this one-way traffic system. It will improve our lives and prevent further accidents.</p>

(68) Local Resident, (Islip)	<p><b>Support</b> - To support the measures proposed to improve the safety on the bridge for pedestrians and cyclists as well as vehicles. The volume of vehicle traffic particularly at peak times has become very heavy and many motorists do not abide by the 20 mph limit or give way when crossing the bridge. It is long overdue that this situation be addressed for the safety of all users of the bridge but particularly for people who cross the bridge on foot who include school children and older people.</p>
(69) Local Resident, (Islip)	<p><b>Support</b> - Supporting - on safety grounds, and in the hope that it will reduce the unacceptable level of traffic through Islip, thereby improving the air quality which is currently polluted to a dangerously high level.</p> <p>If, as I anticipate, this proposal gains overwhelming support, can you confirm the likely start date of the project, given the County Councils priorities, and current funding situation?</p> <p>.</p>
(70) Local Resident, (Islip)	<p><b>Support</b> - The village of Islip receives a large amount of traffic concentrated around morning and evening rush hours – mainly cars driving between Oxford and the M40 that are aiming to avoid the A34. This in itself is not problematic as the traffic is limited to the High Street and the village developed historically as a waypoint on busy routes. However, Islip bridge, which forms the main pedestrian access between Collice Street and Bridge Street, and the rest of the village (and is part of a popular walking route), is currently only wide enough for either two cars or one car and pedestrians. During rush hour, which coincides with the time that the local primary school starts, pedestrians are given no option but to walk with children and infants into traffic in order to cross the bridge. There is currently no protection for pedestrians besides a frequently overlooked signpost stating that they have priority. I strongly support the installation of a one-way, traffic light system on Mill Street as well as a raised footpath on the bridge as the minimum interventions necessary to ensure the protection of pedestrians from motor vehicles, which is commonplace across Oxfordshire.</p>
(71) Local Resident, (Islip)	<p><b>Support</b> - My reasons for supporting the proposal:</p> <p>* A couple of weeks ago, I witnessed a mother with a pram being hassled on the bridge and, about a month before, I was hit by a wing mirror when walking to my allotment. Due to incidents like these, I believe a formal path on the bridge is essential for pedestrian safety.</p> <p>* The Oxford Ring Road is ineffective around North Oxford because ring road traffic becomes entwined with traffic exiting North Oxford. To avoid this problem, many drivers use the B4027 as an alternative route. Adding traffic lights will make this route less attractive to commuters and Satellite Navigation systems.</p>

	<p>* In the evenings, there is a continuous stream of traffic coming from the Headington direction and going towards the Woodstock / Witney direction. This traffic has priority at the restriction outside the The Fox and The Old Post Office meaning that I often have to wait for car after car to pass through before I can get home. The proposed traffic lights will break the flow of traffic and provide opportunities for other traffic to get through the restriction.</p> <p>Concerns</p> <p>* My major concern is the "new hardened verge". This will make it difficult for larger vehicles like tractors to cross the bridge. The B4027 is heavily used by cyclists, I believe that it would be better to leave this part of the road or maybe highlighted as a cycle lane.</p> <p>* The introduction of traffic lights will increase the pollution within the village, however, this will be a short-term problem that is eased by traffic taking alternative routes and the adoption of electric cars.</p>
(72) Local Resident, (Islip)	<p><b>Support</b> - Safety on the bridge over River Ray. To stop the 'rat run' down Church Lane at peak times; it would be pointless to come down there to attempt to speed up a journey through Islip as they would then have to go up The Walk and then re-enter the traffic flow at the top of Kings Head lane.</p>
(73) Local Resident, (Islip)	<p><b>Support</b> - The bridge is downright dangerous, walking over it with children and / or a dog can be bloody scary.</p> <p>Assuming the data collected on traffic weight issues when the lights were previously installed a few years ago supports its feasibility, then great.</p> <p>I appreciate the issues raised by local farmers about getting machinery over the bridge, but personally I'd welcome a traffic controlled bridge with a safe path.</p>
(74) Local Resident, (Islip)	<p><b>Support</b> - We wish to support any action which will alleviate the traffic problems in Islip generally and Wheatley Road and the Ray Bridge in particular. We are therefore supportive of your proposals but are aware that residents of Mill Lane may be given problems and hope that any inconvenience to them is kept to a minimum both in the short and long term.</p> <p>We note with approval that action is at last being taken to reduce the risk to pedestrians on the bridge by installing</p>

	<p>traffic lights. Perhaps this would be a good time to complete the arrangements to extend the 20mph zone on Wheatley Road between the bridge and the village entry? Then only the pedestrian crossing for safe access to the village school remains to complete our recommendations in the Village Traffic Plan 2015.</p>
(75) Local Resident, (Islip)	<p><b>Support</b> - We are broadly in favour of the proposal. It is something I intended to raise at the local parish council meeting &amp; under 'normal' circumstances would probably have done so already. Islip is a notorious 'rat-run' but is obviously not designed for it so the plans would deter the large amount of through traffic we receive at peak hours.</p> <p>You have presumably done your measurements but on the bridge, is it necessary to have an extensive hardened verge on the non-pedestrian side of the bridge instead of a wider pavement that would more easily accommodate two-way pedestrians with pushchairs etcetera?</p> <p>As a resident of Church Lane, I was hoping to see a 'one way' or 'access only' proposal floated for the corner of the Walk &amp; Mill Street (immediately outside The Wooster Arms where you have the turn left sign). We get a lot of cars, mostly speeding up Church Lane, which has a natural bottleneck by the church (the speed ramps are ineffective).</p>
(76) Local Resident, (Islip)	<p><b>Support</b> - I support the one-way arrangements in Mill Street as I see this as part of the scheme to solve the problems involving Islip Bridge. The total scheme will help ensure safety for pedestrians crossing the bridge.</p> <p>For vehicles using this part of Mill Street currently two-way it is often seen as one way by those travelling over the bridge with possible serious consequences. For those travelling east on Mill Street at this point vehicles travelling down Kings Head Lane are not able to see them till the last moment a dangerous situation. An additional benefit is that it will stop Church Lane being used as a rat-run from the Kidlington Road to the bridge and they tend to speed down Church Lane.</p> <p>I accept that there will be an inconvenience for Mill Lane residents but in this case for the 'greater good' and request mitigating actions are taken if possible.</p>
(77) Local Resident, (Islip)	<p><b>Support</b> - I have no objection as the plans will result in a footpath along Islip bridge. We often walk along that bridge and it's not safe at all. I believe Islip primary school also use that bridge to get children to millennium wood and so creating single traffic on that bridge with a footpath is welcomed. It would potentially make the morning commuting traffic even heavier though.</p>

	<p>However, the other option regarding walking across that bridge could be creating a separate footpath on the east side of the bridge. I guess you could build the footpath right off the original bridge? Perhaps it could come of the existing path on both sides of the bridge?</p>
(78) Local Resident, (Islip)	<p><b>Support</b> - I live on the South side of the river. Accordingly, my family and I have to cross the bridge to get to amenities in the main part of Islip. Not easy in the winter months.</p> <p>I read the latest engineers report into the condition of the Bridge. My understanding from that report is that there is a real risk of the Bridge collapsing or needing substantial repair unless the speed and weight of traffic is reduced and, also, that traffic is confined to only using the centre of the bridge.</p> <p>The report suggested that the outer stone work is coming away from the inner ribs. Something I have observed for many years in the water damage to the underside of the bridge.</p> <p>The bridge was built about 1875, In short, no repairs or upgrade to the Bridge has been made in living memory for 90 years. The County Council have done well to get away with it for this long.</p> <p>I anticipate many will not like traffic lights. I shall be inconvenienced. However, I see no alternative to what you are proposing.....apart from a new Bridge or bypass of Islip. Very expensive and time consuming.</p>
(79) Local Resident, (Islip)	<p><b>Support</b> - As a Collice Street resident I really hope this goes ahead. The bridge is dangerous for pedestrians as it currently is and it is only a matter of time before someone is badly hurt. My husband has been slightly injured by cars passing too closely to him on two occasions. I have once had to scramble up onto the wall to get out of the way of two cars trying to pass each other.</p>
(80) Local Resident, (Islip)	<p><b>Support</b> - As a resident of Collice Street I wanted to drop you a note to say what an excellent solution is being proposed to the current traffic issues around the bridge and Mill street.</p> <p>As I cannot drive I often have to cross the bridge by foot and have been hit by cars on a number of occasions. This has mainly just been wing mirrors but it really is only a matter of time before someone is more seriously hurt or killed.</p>

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	<p>I understand that a number of complaints have been raised and in particular from those with agricultural machinery 'needing' to cross. In my experience these are some of the least safe users at the moment. They often travel in excess of the 20mph limit and in most cases are travelling to arable land that is generally fallow and in receipt of subsidy rather than to feed animals etc</p> <p>I rarely feel the need to raise such matters but do strongly feel the current situation is unsafe and at some point there will be a fatality.</p>
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11 November 2020

Objections to Traffic Lights and One Way System, Islip, Oxfordshire .ref:  
AK/12.6.260

We object to proposed Traffic Lights and One Way System in Islip, Oxfordshire (reference AK/12.6.260) on multiple grounds. We list them as follows:

**1a. Safety to Residents of Kings Head Lane – Traffic Lights**

The proposed traffic lights and proposed one way system will lead to an increased risk of injury to residents of Kings Head Lane and, in particular, Kings Head House and Laneside House because Kings Head Lane is an **EXTREMELY NARROW** (width 2.9 m) highway with **NO PAVEMENT for pedestrians and NO ROOM TO CONSTRUCT A PAVEMENT and no room for pedestrians to avoid vehicles.** Parts of the highway are bounded by high stone walls separated by only 3.6 m. There is no other route by which the occupants of Kings Head House and Laneside House, Kings Head Lane can leave the property on foot other than via Kings Head Lane. In cases where lorries, farm vehicles and large vehicles are in Kings Head Lane, the clearance between wall and vehicle is less than 5 cm. Such lorries have damaged the buildings of Laneside House, The Old Rectory and the Swann Inn which bound Kings Head Lane, on multiple occasions.

Currently there is a yield sign in place at the intersection of Kings Head Lane/Mill Street/Lower Street. Traffic descending the extremely narrow Kings Head Lane is forced to a standstill by the yield sign. This decrease in traffic speed allows pedestrians leaving Kings Head House and Laneside House the vital time required to seek refuge from traffic given that there is **NO PAVEMENT for more than 100 m** of Kings Head Lane and no refuge (see Figure 1 and Figure 2 and Figure 3 and Figure 4).





Figure 1: View of Kings Head Lane towards Islip Bridge. Pedestrians in Kings Head Lane have no refuge from vehicles. The clearance between this vehicle and the bounding walls of Kings Head Lane is 4 cm. Recorded on 15 September 2020.



Figure 2: View of Kings Head Lane towards Bletchingdon. Pedestrians in Kings Head Lane have no refuge from vehicles. Pedestrians will be killed by vehicles speeding to gain green traffic lights. The clearance between this vehicle and the bounding walls of Kings Head Lane is 6 cm. Recorded on 15 September 2020.



Figure 3: Heavy good lorry exceeding the weight limit of the B4027 en route to Maidstone from Wales showing minimal clearance in Kings Head Lane. A pedestrian leaving Kings Head House or Laneside House will be crushed by a lorry driving towards green traffic lights and not having to stop at the bottom of Kings Head Lane.



Figure 4: The gap between a lorry shown in Figure 3 and opposite walls in Kings Head Lane is less than 5 cm. Traffic speeding to green traffic lights means death to pedestrians.

**THE PROBLEM with the proposal** is that replacing the yield sign at the bottom of Kings Head Lane with traffic lights will remove the necessity for traffic to come to a stand-still at the bottom of Kings Head Lane. Pedestrians will therefore not have the vital time needed to avoid the traffic which, on a green light, will be free flowing.

**Direct EXPERIENCE** of times when traffic lights have been in place temporarily in Kings Head Lane, has proven that the presence of traffic lights speeds up the traffic rather than slows it down since drivers accelerate in order to pass through the intersection before the traffic light progresses from green to red. Furthermore the driver's focus will be on the traffic lights and not pedestrians. The proposal **DIRECTLY IMPERILS** pedestrians in Kings Head Lane just as it has **DIRECTLY IMPERILLED** pedestrians coming from Kings Head House and Laneside House in the past. We speak with **DIRECT EXPERIENCE**.

Should the traffic lights be installed, it is only a matter of time before a pedestrian in Kings Head Lane is seriously injured. This objection serves as due warning and a prediction and will be kept on file.

### **1b. Safety to Residents of Kings Head Lane – One Way system**

The proposed one way system in Mill Street will **increase the flow of traffic** in Kings Head Lane. This is because traffic can currently progress through Islip from north to south via Church Lane, Mill Street, Islip Bridge and Wheatley Road. The modification to make Mill Street ONE WAY closes this option and will force the traffic into Kings Head Lane. While **Mill Street** is **VERY WIDE** at 7.5 m AND has an established pedestrian **PAVEMENT on the south side and a raised walk way on the north side (Figure 5)**, **Kings Head Lane** is **VERY NARROW** at 2.9 m and has **NO PAVEMENT**. Forcing traffic off a wide highway with pavements onto a highway less than half the width and with no pavement is therefore not a justifiable decision. The proposal lacks local knowledge.



Figure 5: Mill Street (left) is >6 m wide and has an established pavement on the left hand side and a raised walk-way on the right hand side for pedestrians. Kings Head Lane (right) is 2.9 m wide, is bounded by walls and has no pavement. Yet proposal AK/12.6.260 seeks to **REDUCE TRAFFIC on Mill Street (left)** and make **Mill Street ONE WAY** while **increasing the flow and speed of traffic in Kings Head Lane (right)**. This makes no sense. It is a dangerous decision.

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### **2a. Health considerations to Residents of Kings Head Lane: emissions**

We have experience of traffic lights controlling the traffic flow on Islip bridge because temporary lights have been installed for extended periods in the recent past. The consequence of the traffic lights was to cause stationary traffic to queue from the lights up Kings Head Lane, along the High Street and through the rest of the village, sometimes beyond the entrance to the village to the west on on Bletchingdon Road. The queues formed for several hours during the morning peaking between 7.00 am to 9.00 am. In the afternoon, when the predominant traffic flow reverses, queues stretch back along the B4027 towards Noke for over a kilometre.

The pollution dispersion potential in the walled section of Kings Head Lane is extremely low. The highway is only 2.9 m wide and the bounding walls extend to around 10 m in height. Exhaust emissions are unable to disperse under these conditions. As a result of stationary traffic emissions simply accumulate. In the worst case, involving large vehicles such as heavy lorries which frequent Kings Head Lane despite weight restrictions, emissions occur at window height and the concentrations of particulates as measured by TSI DUSTTRAK™ aerosol monitors as operated by a scientific expert, exceed legal thresholds inside bedrooms. These objective facts cannot be ignored. There are now multiple studies linking particulate pollution in the UK to serious health issues. Over and above the implications to health, the vehicle emissions cause accelerated chemical weathering of the soft Cotswold stone building fabric which is already evident in Kings Head Lane. Several Grade II listed buildings are found within the conservation area and on either side of this highway.

Proposed traffic lights and the change to a one way system in Mill Street would increase traffic and increase queues and increase pollution. This is a direct threat to health.

### **2b. Health considerations to Residents of Kings Head Lane: Noise**

In addition to the extremely low pollution dispersion potential, noise pollution results from the stationary vehicles trapped in the building canyon. Vehicles are only 30 cm from bedroom windows. This is in the form of engine noise, in-car entertainment systems and use of phones in cars. Stationary traffic causes a noise nuisance in the extremely narrow and contained Kings Head Lane and this will be made worse by the proposed traffic lights and one way system where queues will form for several hours each day.

In addition to the serious points raised in 1) and 2) above relating to Health and Safety, we have a number of other considerations we would like addressed.

i) What social and environmental impact assessments have been conducted regarding this proposal, and what were the outcomes of those assessments?

ii) What other options have been considered? Alternatives include:

- Repair the bridge and build a dedicated pedestrian bridge downstream of the road bridge. This could be part-financed by imposing a toll on passing traffic (user pays principle). As it stands, failure to repair Islip bridge is proposed to lead to direct health and safety risks for the residents of Islip.
- Enforce the weight limit on traffic passing through the village. Every day vehicles in excess of 3.5 ton pass and up to 30 tons through the village and over the bridge. This issue is left for residents to report and in our experience, when they do, no action whatsoever is taken. Stopping this traffic from coming into Islip would reduce the burden on the bridge.
- Restrict the width of vehicles that pass through the village by narrowing the traffic calming measures on entry to Islip. This would protect properties in the village which have been struck and damaged on multiple occasions and protect pedestrians in Kings Head Lane. It would also reduce risks to Islip bridge. Removable bollards could be used so that **local** farm vehicles could remove the bollards and can pass through when needed (e.g. at harvest time).

Yours sincerely

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