



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

***Thursday, 12 September 2019 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 20 September 2019 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

September 2019

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

Note: Date of next meeting: 10 October 2019

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Oxford - Access to Headington - Further Consultation on Traffic Measures (Pages 1 - 28)

Forward Plan Ref: 2018/164

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

Report by Director for Community Operations (**CMDE4**).

The report presents the outcomes of a consultation on proposals originally consulted on in 2016 for the Access to Headington project to introduce and amend various Traffic Regulation Orders and other traffic measures. This further consultation is required because the statutory two-year limit from the start of consultation to implement Traffic Regulation Orders has been exceeded due to delays with implementation of the project but noting that much of the project had now been implemented.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

5. Oxford, Rymers Lane Junction with Littlehay Road & Cornwallis Road - Proposed Traffic Calming (Pages 29 - 38)

Forward Plan Ref: 2019/115

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

Report by Director of Community Operations (**CMDE5**).

The report presents responses received to a statutory consultation to introduce a traffic calming raised junction table at the crossroads junction of Rymers Lane, Littlehay Road & Cornwallis Road in Florence Park, Oxford put forward in conjunction with Oxford City Council to help improve road safety for local residents.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a traffic calming raised junction table at the crossroads junction of Rymers Lane, Littlehay Road & Cornwallis Road in Florence Park (Oxford) as advertised.

6. Bodicote, White Post Road: Proposed Zebra Crossing and Toucan Crossing in place of Pelican Crossing (Pages 39 - 44)

Forward Plan Ref: 2019/069

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

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

The report considers responses received to a statutory consultation to introduce a zebra crossing (with a parallel cycle crossing) on White Post Road at its junction with Sycamore Drive and conversion of the existing pelican crossing on White Post Road 150 metres south of its junction with Sycamore Drive to a toucan crossing. The proposals also include the conversion of some existing footways to shared use footway/cycle track to link these crossings for pedal cyclists and have been put forward as a result of an adjacent residential development.

The Cabinet Member for Environment is RECOMMENDED to approve as advertised the proposed introduction of a zebra crossing (with a parallel cycle crossing) on White Post Road and conversion of an existing pelican crossing to a toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) together with the conversion of parts of existing footways to shared use footway/cycle track to link the crossings for cyclists.

7. Banbury - Bloxham: A361 Banbury Road Proposed Shared Use Cycle Track (Pages 45 - 58)

Forward Plan Ref: 2019/079

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

Report by Director of Community Operations (**CMDE7**).

The report presents responses received to a statutory consultation to improve and

convert the above footway link on the A361 Banbury Road between Bloxham & Banbury to a shared use footway/cycle track and conversion of the existing signalled crossing for pedestrians at Bloxham approximately 65 metres north of the Chipperfield Park Road junction to a toucan crossing which has been put forward as part of the wider traffic safety measures on the A361 and funded by the Department for Transport. Although improving safety is the key objective, the scheme will also help to encourage cycle trips as an alternative to the use of private cars, thereby serving to help reduce congestion and encourage active and low-carbon travel.

The Cabinet Member for the Environment is RECOMMENDED to approve the conversion of the existing footway link on the western side of the A361 Banbury Road, between the junction with Chipperfield Park Road and Banbury (a distance of approximately 2.5km) to a shared use pedestrian & cycle track and conversion of the existing pelican crossing on the A361 Banbury Road at Bloxham approximately 65 metres north of the Chipperfield Park Road junction to a toucan crossing (a crossing that can be used by pedestrians and cyclists) as advertised.

8. Henley-on-Thames, Greys Road: Proposed Zebra Crossing (Pages 59 - 86)

Forward Plan Ref: 2019/109

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

Report by Director of Community Operations (**CMDE8**).

The report presents responses received to a statutory consultation on a proposal to introduce a zebra crossing on Greys Road between its junctions with Greys Hill and The Close put forward to address concerns raised over the safety of pedestrians crossing Greys Road between the pram walk on the Gainsborough Estate, The Close, Greys Hill (leading to Sacred Heart School) and the shop.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing on Greys Road, Henley-on-Thames between its junctions with Greys Hill and The Close as advertised.

9. Chalgrove, Monument Road - Proposed Zebra Crossings (Pages 87 - 98)

Forward Plan Ref: 2019/113

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

Report by Director of Community Operations (**CMDE9**).

The report presents responses received to a statutory consultation on a proposal to introduce zebra crossings on monument Road at Chalgrove put forward because of the development of adjacent land.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of zebra crossings on Monument Road, Chalgrove as advertised.

10. South Oxfordshire and Vale of White Horse Area: Various Locations for New Disabled Persons Parking Places (Pages 99 - 110)

Forward Plan Ref: 2019/110

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

Report by Director of Community Operations (**CMDE10**).

Provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending existing ones.

The report presents objections received in the course of the statutory consultation on the proposals to amend and introduce disabled persons parking places (DPPPs) at various locations within the South Oxfordshire and Vale of the White Horse areas put forward following requests from residents for a DPPP following a check of their eligibility applying the national guidelines on the provision for such parking places.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed Disabled Persons Parking Places on Gainsborough Green (Abingdon), Kynaston Road (Didcot) as advertised but defer approval of the proposal for Duke Street (Henley-on-Thames) to allow for further consideration of this site.

11. East Hanney, Steventon Road - Proposed Traffic Calming Measures and Bus Stop Clearway (Pages 111 - 120)

Forward Plan Ref: 2019/033

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

Report by Director for Community Operations (**CMDE11**).

The report presents responses received to a statutory consultation on a proposal to introduce a traffic calming build-out incorporating a speed cushion and bus stop clearway on the Steventon Road, East Hanney put forward because of the development of land adjacent to the Steventon Road at East Hanney.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a traffic calming build-out incorporating a speed cushion and bus stop clearway on the Steventon Road, East Hanney as advertised.

12. Radley/Kennington: Kennington Road - Proposed Traffic Calming Measures and Signalled Pedestrian Crossing (Pages 121 - 128)

Forward Plan Ref: 2019/107

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

Report by Director of Community Operations (**CMDE12**).

The report presents responses received to a statutory consultation on proposals to introduce pairs of traffic calming speed cushions and a puffin crossing on Kennington Road, Radley which has been put forward because of the development of land adjacent to Kennington Road at Radley for residential purposes.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of the traffic calming measures and puffin crossing on Kennington Road, Radley as advertised.

13. Witney, Highworth Place: Proposed Waiting Restrictions (Pages 129 - 138)

Forward Plan Ref: 2019/078

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

Report by Director of Community Operations (**CMDE13**).

The report presents responses received to a statutory consultation to introduce no waiting at any time restrictions on both sides of Highworth Place, Witney including at its southern junction with The Croft; the existing restrictions at the northern junction with the Croft to be retained and has been put forward at the request of the local member in response to concerns over safety and the obstruction of traffic arising from parking in the area.

The Cabinet Member for Environment is RECOMMENDED to approve proposed waiting restrictions on both sides of Highworth Place, Witney including at its southern junction with The Croft; the existing restrictions at the northern junction with the Croft to be retained.

14. Cassington, Horsemere Lane - Proposed Prohibition of Motor and Horse Drawn Vehicles, Revocation of One-Way Order and Weight Limit and Reversion of Status to Restricted Bridleway
(Pages 139 - 174)

Forward Plan Ref: 2018/189

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

Report by Director for Community Operations (**CMDE14**).

The report presents responses received to a statutory consultation on a proposal to introduce a prohibition of motor vehicles restriction on Horsemere Lane, Cassington a single track road linking Bell Lane within Cassington village to the A40. The road is currently subject to a one-way order (the road being one-way from north to south) with a 5-tonne weight restriction. Concerns have been expressed over many years of the adverse impact of traffic on Bell Lane using Horsemere Lane to access the A40 and also the safety of pedestrians and cyclists using the lane itself, together with concerns over the safety of the junction of Horsemere Lane with the A40 and that vehicles frequently contravene the one-way restriction resulting in danger to all users of the lane.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed prohibition of motor and horse drawn vehicles, the revocation of the existing one-way restriction and weight limit and change of status to restricted byway at Horsemere Lane Cassington as advertised.

15. Heathrow Airport Expansion Consultation (Pages 175 - 176)

Forward Plan Ref: 2019/143

Contact: Dawn Pettis, Strategic Planning Team Leader Tel: (01865) 815320

Report by Director of Planning & Place (**CMDE15**).

The consultation on the expansion of Heathrow Airport commenced on 18 June. The closing date for responses is 13 September.

The purpose of this report is to set out the Oxfordshire County Council and Cherwell District Council proposed joint consultation response.

The Cabinet Member is RECOMMENDED to approve the proposed consultation response on the Heathrow Airport Expansion, as set out in Paragraph (9) of the report CMDE15.

16. EXEMPT ITEMS

The Cabinet Member for Environment is RECOMMENDED that the public be excluded for the duration of item 17 in the Agenda since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972 (as amended) and specified in relation to that item in the Agenda and since it is considered that, in all the circumstances of that case, the public interest in maintain the exemption outweighs the public interest in

disclosing the information.

THE REPORT RELATING TO THE EXEMPT ITEM HAS NOT BEEN MADE PUBLIC AND SHOULD BE REGARDED AS STRICTLY PRIVATE TO MEMBERS AND OFFICERS ENTITLED TO RECEIVE IT.

17. Procurement Exemption - Community Action Groups (Pages 177 - 188)

Forward Plan Ref: 2019/104

Contact: Rachel Burns, Waste Strategy Manager Tel: 07789 877310

Report by Director for Planning & Place (**CMDE17**).

The CAG project supports local groups to improve their local environment and community; reducing waste and energy, promoting sustainable transport, local food and working to increase biodiversity. In order to diversify their funding streams and reduce their reliance on OCC funding they need to establish as a new entity – a Community Benefit Society. Directly awarding a contract avoids the issues with state aid that a grant would cause and allows the groups to continue their great work while also meeting our ‘social value and sustainable procurement’ aims of using local companies employing local people that deliver skills and training to residents and improve community engagement.

The public should be excluded during this item because its discussion in public would be likely to lead to the disclosure to members of the public present of information in the following prescribed category:

3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).

The Cabinet Member is RECOMMENDED to approve the procurement exemption for the Community Action Group Project Oxfordshire (Limited)

Division(s): Headington, Headington Quarry, Churchill, Lye Valley & Wood Farm, Marston

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

OXFORD – ACCESS TO HEADINGTON – FURTHER CONSULTATION ON TRAFFIC MEASURES

Report by Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

Executive summary

2. The Access to Headington project is focused on improving orbital connections in Headington and more specifically, access to the major hospital and employment sites. The project includes a package of transport measures aimed at:
 - a. Improving bus journey times and service reliability by reducing traffic congestion at junctions and on roads leading to the major hospital and employment sites;
 - b. Upgrading and linking existing and new signal-controlled junctions to enable greater bus detection and prioritisation across the network;
 - c. Providing a higher standard of cycle route provision and, in particular, more legible and continuous design than seen at present; and
 - d. Enhancing pedestrian and cycle routes by providing greater priority at side-roads, and new and improved crossings.
3. A report presenting the responses to the consultation on the project carried out in February and March 2016 was considered and approved at the Cabinet Member for Environment delegated decisions meeting on 9 June 2016. That report is available on the Oxfordshire County Council website (<http://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=931&MId=4764&Ver=4>).
4. However, due to the implementation of the scheme taking longer than anticipated and the statutory time limit of two years from the start of a consultation to the implementation of Traffic Regulation Orders (TROs) and other measures subject to statutory consultation, the County Council is required to re-consult on measures approved at the 9 June 2016 meeting. It is accepted that this unforeseen situation is very regrettable especially as the majority of the measures subject to consultation have been constructed or are under construction.

Consultation

5. Formal consultation on the proposal was carried out between 11 July and 8 August 2019. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillors. Street notices were placed on site and letters sent to approximately 700 properties in the immediate vicinity adjacent to the proposals.
6. Thirty-one responses in total were received. Those in relation to the proposed traffic regulation order amendments are summarised as below:

Proposal	Support	Object	Neither/No opinion
Parking Provision Amendments on the Cherwell Drive Service Road	1	1	29
One Way Traffic Restriction on the Cherwell Drive Service Road	2	1	28
Parking Provision Amendments on Headley Way	2	0	29
Parking Provision Amendments on Windmill Road	3	9	19
Additional Residents Parking in the Windmill Road area	2	17	12
Prohibition of Entry Restrictions in the Headington Area	1	2	28
Prohibition of U-Turns	5	0	26

7. The responses received with regards to the proposed traffic & safety improvement schemes are summarised as below:

Proposal	Support	Object	Neither/No opinion
Changes to Crossing Facilities	1	2	28
Side Road Entry Treatments	1	2	28
Advisory On-road Cycle Lanes	2	2	27
Off-road Cycle Lanes	3	1	27
Shared-Use Pedestrian & Cycle Lanes	2	2	27
Bus Stop Relocations	1	1	29

8. The responses which included objections or concerns and contained accompanying reasons/text are set out at Annex 1 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals as responsibility for parking enforcement does not fall to them within Oxford City.
10. Oxford Bus Company and Stagecoach Bus Company sent a joint response acknowledging that much of the scheme was already complete. A significant concern was the detailing of the raised side road entry treatments at junctions used by bus services, where the 1:10 gradient shown was considered too severe for buses to cross them without causing discomfort and possibly injury to bus occupants, with a maximum gradient of 1:12 being considered appropriate. In practice the 1:10 gradient entry treatments have only been used at junctions with side roads not used by scheduled bus services, but it is agreed – as requested by the bus operators – that this matter is reviewed to ensure that such problems are avoided.
11. The bus operators also commented on the importance of new cycle infrastructure adequately accommodating bus stops so as not to present any safety risk or loss of amenity for bus passengers and also a more general observation on the importance of an integrated approach to encouraging sustainable travel modes that did not adversely affect the viability of bus services. Both these concerns are accepted and it is agreed that further dialogue with bus operators will be very helpful to ensure both these objectives are met.
12. Oxford Pedestrians Association (OXPA) expressed a strong objection to the proposed additional resident car parking places on the side roads off Windmill Road to compensate for the removal of some parking places on Windmill Road itself, on the grounds that it prioritised car travel over pedestrian movement, with particular concerns being expressed over the proposed part footway parking in Holyoake Road and St Anne's Road, which would reduce the width of footway available to pedestrians. While acknowledging the need to provide safe and attractive provision for pedestrians, the issue of parking availability in this area is clearly of strong local concern as evidenced by the response of the Windmill Road Residents Group (see below), and the current proposals are considered to represent an appropriate balance following detailed investigations prior to the consultation on the scheme in 2016.
13. The Windmill Road Residents Group response raised a number of queries and concerns, including an increase in parking pressure in the area since the 2016 consultation, possible discrepancies between the consultation plans and schedules in respect of parking places on Windmill Road and concerns over the suitability of some of the proposed additional parking places on the side roads and requested a comprehensive review of the current Headington East CPZ including in respect of permit eligibility per property. While at present there is no funding for such a general review and as noted above the detailed work carried out on the development of the scheme that was consulted on in

2016 is still considered to be robust, checks will be carried out to address the possible discrepancies between consultation plans and traffic regulation order draft schedules.

14. Cyclox, a local cycling group, expressed an objection in respect of the siting of the toucan crossing on Old Road, and the detailing of the proposed parallel zebra crossing on Windmill Road and also concerns on the detailing of the largely now complete cycle provision on Headley Way and Cherwell Drive, including the lack of a raised entry treatment on Elms Road and the treatment of bus stops, and also concerns at the treatment of the cycle provision on the London Road at the Osler Road junction. Concerns were also raised that the ramp gradients at the now constructed side road entry treatments were too slack, allowing vehicles to travel over them at too great a speed. Noting these comments, it is accepted that this retrospective consultation in respect of many of the features is unfortunate and that it is considered now too late - taking account the current progress with the scheme - to significantly amend those features still to be constructed. However, a post completion safety audit will be carried out and the council will be happy to review with Cyclox any lower cost changes subject to availability of funding.

15. Responses were also received from one business and twenty-five members of the public; the majority of which related to parking provision on and adjacent to Windmill Road and the provision for cyclists and pedestrians as discussed above, although concerns were also raised on the now completed raised side road entry treatments and reversal of traffic flow at the Cherwell Drive service road. Noting all these comments, it is not considered viable to significantly amend the design of the still to be constructed elements of the scheme, and those that have been completed will be the subject of a post completion safety audit and then on-going monitoring.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

17. Funding for the proposed measures has been provided by Local Growth Fund and s106 contributions.

OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Stewart Wilson 07801 740354

September 2019

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - in relation to the proposal for Windmill road to install a 'parallel crossing'. This is a completely new design for me and probably most people living in Oxfordshire.</p> <p>Once installed I do wonder what level of education/promotion is being considered for this new crossing especially for those crossing with a cycle. I believe a similar crossing is being considered north of the County but not aware of any like facility.</p> <p>My concern focuses on the level of compliance at a facility that most motoring public will be unfamiliar with. And why this design is favoured over a Toucan, especially on such a busy road .</p> <p>Please ensure this design meets all necessary design standards and speed monitoring has taken place. I am aware this road regularly features in terms of speed complaint.</p>
(2) Bus Operators, (Oxford Bus Company & Stagecoach)	<p><u>Side Road Entry Treatments</u> – Support (with amendments):</p> <p>Both operators recognise the merits of clearly signalling pedestrian and cycle priority across side road junctions, in maximising the safety, efficiency and attractiveness of cycling as a mode. Creating seamless surfaces as far as possible, with no change in levels for cyclists, while also slowing down and dissuading turning traffic from cutting in front of cyclist while making turning movements, is clearly in principle, both appropriate and desirable to achieve the broad aims of the scheme.</p> <p>However, several bus routes enter and leave the main arteries using certain of these side roads, and specifically: Girdlestone Road, Wood Farm Road, Derwent Avenue, Coniston Avenue, Oxford Road (Marston)</p> <p>Object - to the proposed transition gradient of 1:10, which we consider to be excessive. The nature of the vertical displacement, quite apart from being extremely uncomfortable for bus passengers, will be approached and/or departed from at an angle by buses. The effect of this will be to create both substantial lateral deflection of the upper saloon of a bus, as well as a vertical one experienced by all occupants. In addition, the nature of air suspension on a</p>

bus is likely to cause an exaggerated vertical deflection for each movement, aggravating both discomfort and risk of passenger falls and injury within the vehicle. This is unacceptable.

We would urge that this detail is reviewed carefully in dialogue with ourselves, and, if necessary, tested in some manner.

A transition gradient of no greater than 1:12 is likely to achieve all the same intentions of the current approach, whilst significantly mitigating the risks outlined above.

Off road cycle lanes & Shared-Use Pedestrian & Cycle Lanes - **Support** (with amendments):

Note that at the time of the consultation, these have already been constructed and are in use. Which is helpful as it means we can look at them and see how they work in reality.

We note that the style of provision is similar to that being designed and provided in other cities in the UK and Europe. This marks a paradigm shift from the road layout where a footway was separated from all other traffic by a kerb, with pedal cycles required by law to use the carriageway. The new standard is for pedal cycles to be separated from other vehicles.

Power-assisted small vehicles such as electric stand-on scooters, skateboards, and lightweight electric motorcycles, as well as power-assisted pedal cycles and mobility scooters, are increasingly being used. Irrespective of how the rules for use of these are evolve, there need to be a recognition that the nature and use of a wider range of personal mobility modes will open up both new opportunities and quite significant challenges. Not least, such devices can sustain significantly higher speeds, for even casual users, than pedal cycles.

It is essential that, in providing for greatly improved cycling facilities, safe and convenient access for bus passengers to bus stops is not materially compromised. Up to now, within Oxford city, it is evident that almost all bus passengers get to the stops on foot or using wheelchair or other walking aids. As bicycles are not permitted on any buses, and there is no cycle parking at any of these bus stops, there are unlikely to be any combined bicycle-bus journeys. We are therefore especially concerned that pedestrian safety along these major corridors is not undermined, and that safe waiting facilities are provided for at the stops. Additionally, it is essential that alighting bus passengers are not descending directly into the path of moving cycles and other small vehicles. It is not realistic for disembarking passengers to lean out of a bus door aperture to check for moving cycles

We note that the space for the off-carriageway cycle lanes is taken mainly from footways. In addition, within the detail, it was observed that wherever there was a fixed obstruction in the pavement, it was located within the pedestrian

section rather than the bicycle section. Site visits and experience show that illegal parking is more likely to obstruct the pedestrian section also.

Some of our passengers are likely to use the new infrastructure to travel by bicycle instead of bus, and we wish them well. However, many of our passengers, walking to the bus stops, will be worse off. Their journeys will be more hazardous and less enjoyable, constant heightened vigilance will be necessary. Pedestrians, and those with wheelchairs or pushchairs, are more likely to need to squeeze through narrow sections of footway. There will be collisions. Those involved in collisions will include frail individuals, the very young, the very old, and otherwise vulnerable people. Some people with visual impairment or poor balance may feel afraid to go out on their own as a result.

We recognise that mode shift from personal car use towards cycling would be advantageous, in terms of both reductions in congestion and improvements in air quality. Reducing vehicular traffic to the point where the remaining traffic can flow freely would cut bus journey times, and thus attract and retain new passengers, as well as improving the quality of life of those for whom the bus is the only way for them to travel.

However, there is a risk that the new infrastructure attracts existing bus passengers but not those who currently travel by car or taxi. A scenario that leaves bus journey times no better off, while eroding the customer base materially by even a few percentage points, will significantly undermine the longer-term viability of bus services concerned. The “positive spiral” of improving service frequencies and rising passenger numbers seen in the city from the 1970s until relatively recently, could quite credibly be thrown into reverse. Declining bus service frequencies will make the service significantly less convenient and attractive. Higher traffic levels are highly likely to result.

Clearly, this specific scenario is highly undesirable. To avoid this, we would urge that the proposals are brought forward in better synchrony with parallel measures to further actively dissuade the use of cars and taxis in Headington. The actual use by cyclists (and potentially other motor-assisted users) of a range of different levels of provision along a route, some dedicated, some shared, is something that is only becoming apparent after delivery of earlier phases of the Access to Headington scheme. The reality, as observed on 7 August, was that all the people observed riding bicycles, with one notable exception, did use the off-carriageway cycle facility wherever it was provided.

However, appropriate use of shared facilities clearly poses significant conflicts, especially at bus stops. The existing Cinnaminta Road bus stop on Windmill Road is similar to a number of others within the scheme. Several passengers were waiting at the stop, some under the bus shelter but others standing on the pavement behind the shelter, which is designated for shared use. During the site visit, at least one fast-moving cyclist on the pavement chose to bypass the stop by joining the road and returning to the pavement some metres past the stop. Many cyclists wish to make swift

	<p>progress and negotiating either ambulant or waiting pedestrians mitigates strongly against this. This incident highlights the potential for conflict in these kinds of scenarios, and while we would broadly support the general principle of designing off-carriageway provision, dedicated or shared, to allow easy diversion into the carriageway around bus stops. this principle also raises a number of questions of what happens when the off-carriageway provision is affected by larger numbers of ambulant and waiting pedestrians, and how people will respond, in the complete absence of any accepted or enforceable "rules", or even accepted behavioural protocols, to manage the conflicts that are certain to arise.</p> <p><u>Bus Stop Relocations</u> - On the general principle of the bus stop relocations, we broadly support the intentions and we have set out our reasoning below for the record. During the site visit it was observed that each bus stop is very different in the way it is laid out. In many cases there is a disconnect between the bus stop clearway set out on the road, and the passenger facility on the footway. Buses were seen to stop half off the clearway markings so that passengers could alight and board the bus. We look forward to working with the Council to raise the standard of bus stops to a consistent high quality.</p>
(3) Local Group, (Oxford Pedestrian Association)	<p>Objection:</p> <p><u>Additional Residents Parking</u> - In particular we wish strongly to object to the introduction of 'Permit Holders Footway Parking- proposed additional parking places' in Holyoake Road and St Annes Road.</p> <p>We have said before in response to consultations on Access to Headington that the project seems to be about smoothing vehicle flow rather than encouraging active transport. We see that this is now explicit in the current proposals. Parking spaces will be removed from Windmill Road: "Windmill Road- For the most part parking will not be permitted so as to facilitate traffic flow". Residential streets should not be converted to freeways. Pedestrians do not like walking alongside fast-flowing traffic which is noisy and dangerous. We would instead like to see traffic calming measures, and parked cars can be one means of achieving this. The County Council needs to decide whether they wish to encourage people to use cars, e.g. to drive to and from work, or walk. At present it seems the former.</p> <p>The prioritisation of the motor vehicle over the pedestrian is particularly seen in the proposals to introduce "Footway Parking" in Holyoake Road and St Annes Road. Streets in this area were laid out mostly in the 1930s. The ratio of pavement space to road space would then have been considered appropriate, with growing belief in the motor car as 'the future of transport'. But attitudes should be shifting. Indeed, the second theme of the current local transport plan 'Connecting Oxfordshire' is "Reducing emissions: Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive". Walking is not made more attractive by allowing cars</p>

	<p>to park on the already limited pavement space. Our objection to 'footway parking' is twofold. First, the obvious, that car owners should not encroach upon space that was dedicated for pedestrians including those in wheelchairs or mobility scooters or parents with babies in buggies. The roads in question are not blessed with particularly wide pavements. But our broader objection is that making pavement parking legal anywhere sends the message that it is an acceptable practice. To illustrate this, one of us (KF) went out this morning (a typical weekday, Weds 24th July) to inspect the locations where footway parking is proposed. On a short walk down Windmill Road (just the northern end) and along St Leonard's Road (just the western end) he saw five and three vehicles, respectively, parking on pavements. OxPA's Facebook page regularly carries pictures of pavement parking throughout the city. A County Councillor has observed to us "this is illegal and can be enforced"- but clearly either the will or the means to enforce are lacking, so OxPA believes that a clear message needs to be sent out that pavement parking is not acceptable anywhere.</p> <p>The aims of Access to Headington are described on the County Council's website: "Access to Headington will improve facilities for pedestrians, public transport and cyclists". In summary, Oxford Pedestrians Association is far from convinced that these aims will be achieved by the present batch of proposals relating to parking. Instead these proposals seem aimed at prioritising the needs of the motorist over those of the pedestrian. We believe a major rethink is needed.</p> <p>More broadly, we note that for twenty years Oxford's County Council has published LTPs which state a vision of 'prioritising pedestrians, cyclists and public transport users'. Over this same time period pedestrians have steadily lost pavement space to parked vehicles. This is due to a widespread lack of enforcement of the practice, and also to its normalisation by lines painted on pavements. For convenient pavement use pavements should be 2m wide (we quote the County Council's Active and Healthy Travel Officer). The County already allows the minimum of 1.5m to be the norm in many places, and in some places less than this. And even when the minimum width of 1.5m is allowed this leaves no margin for overhanging hedges or parked bicycles, or bins, or cars parked carelessly taking up more than the space allocated to them. At 1.5m two wheelchairs cannot pass one another. Until policy about prioritising the needs of pedestrians, cyclists and public transport users is put into practice, with the default priority no longer given to motor vehicles, pedestrians experience themselves at the bottom of the heap, with no priority.</p>
(4) Local Group, (Windmill Road Residents Group)	<p>Objection:</p> <p><u>Additional Residents Parking</u> - 1. there has been an increase in the number of permits issued in streets affected between 2016-19 and hence parking demand. Based on data supplied by the County Council in Freedom of Information requests 9236 EIR (8 December 2015) and 15329 FOI (31 May 2019), there is evidence of a sharp increase in the number of permits issued on Windmill Road itself since the last major consultation on Access to</p>

	<p>Headington, from 78 valid permits at the time of the request in 2016 to 88 valid permits at the time of request in 2019. This is a substantial increase in a relatively short period but is consistent with what residents have been reporting to us in recent years. It is not known the reasons for this but part of it could well be the 'professionalisation' of Houses of Multiple Occupation (HMOs). There is clearly therefore a fair amount of risk in the parking space budget as the number of HMOs increases and when they are being converted (without further statutory consent) from use as student accommodation to medium-term accommodation for young professionals. As such, the context in which the original consultations took place in 2016 has now changed.</p> <p>2. The number and location of the new parking spaces proposed are less than ideal given the changing environment. There are two in Rock Edge opposite Nos. 5/6 that are of significant concern in terms of maintaining a proper safe contraflow on this road and allowing residents to enter/exit their properties without difficulty. Two at the North end of York Road are also problematic being positioned so close to a busy junction with significant amounts of traffic flow twice a day at the start and end of the school day at Windmill Primary.</p> <p>3. An audit of the proposed spaces was carried out by residents during the period of the consultation and also a review of available spaces again in each street. Unfortunately, due to lack of resources, given this consultation is taking place during peak holiday period, the spaces north of Margaret Road were not audited. We trust highways officers will look closely again at these spaces in light of this response. It is clear that more could be done to rationalise existing space layouts and we would like to request a meeting with County Council officers at the earliest opportunity to discuss how this could be achieved. There has been no review of these streets since the CPZ was installed many years ago. This is particularly the case in Gathorne Road, where there is good scope for adding spaces especially at the junctions.</p> <p>4. The stretch of retained parking south of Gathorne Road on Windmill Road on the East Side does not conform to previous descriptions in publicity from the revised 2016 consultation. That stated that an extra two spaces were being added to this stretch. However, the overall length of the parking space is identical in the wording of the draft Traffic Order. To create an extra space the County Council would have to include part of the middle section which includes a fire hydrant currently protected with double yellows. The length corresponds to the existing parking bay so there is absolutely no net gain.</p> <p>5. The area of retained parking just north of Gathorne on the West side of Windmill Road seems to stop quite a long way short of the new proposed crossing. It is not clear whether all of that space is needed as drawn and whether it could be extended south to increase parking space availability given the heavy parking load demand on Windmill Road.</p>
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	<p>We are therefore of the view that before any works move forward a comprehensive review of the HE parking zone is now needed.</p> <p>This is the only parking zone that is being affected by widespread removal of parking spaces in the city at this time so we are of the strong view it would be a timely and cost-effective opportunity to carry out this work providing value for money for the taxpayer. We note that A2H project costs have already increased by a very significant sum since its commencement. A review of the zone now would provide good value for money compared with having to undertake a review at a later stage to rework changes. As part of this review, we would request that:</p> <ul style="list-style-type: none"> - each individual street is assessed to see what extra parking spaces can be inserted - parking restrictions dating from an earlier period when for instance a football stadium existed in Headington be reviewed for their current relevance - disabled parking bays that currently lie just on the road be reassessed to see if they can be viable if moved to part-pavement parking as now happens with new bays, potentially allowing further road width and the opportunity to extend existing parking bays - a fresh parking load survey is carried out at a suitable time in HE zone to assess current demand. This needs to be carried out during university term time and importantly cover 24 hour periods to include evening and late night/early morning load - consideration is given to the introduction of a cap on the number of permits per household in HE zone. The zone is anomalous in the city as having no cap whereas 2 per household is becoming common. This would provide protection for an increase in parking demand in the future (this trajectory is already observable and evidenced) and protect against large swings in demand from year to year where buildings are currently used as HMOs.
(5) Local Group, (Cyclox)	<p>Objections:</p> <p><u>Changes to Crossing Facilities</u> - Toucan crossing on Old Road. The siting of this toucan crossing is too far east – it would be better sited to be closer to the two bus stops just to the east of Valencia Road, as the cut through to Demesne Furze is a very popular route for both walkers and cyclists. As there is no segregated cycle route on Old Road at this point, it is important that people on bikes can get off their bikes and off the road before the crossing using a flush kerb, so that they don't have to stop at the crossing, and then have to manoeuvre their bike to be facing the</p>

	<p>right direction to cross. So on the inbound side on the approach to the crossing there needs to be an extended flush kerb.</p> <p>The parallel zebra on Windmill. We support a parallel Zebra at this point, but we object to its layout. As there is no segregated cycle route on Windmill Road at this point, it is important that people on bikes can get off their bikes and off the road before the crossing using a flush kerb, so that they don't have to stop at the crossing, and then have to manoeuvre their bike to be facing the right direction to cross. So on the approach to the crossing there needs to be an extended flush kerb.</p> <p><u>Advisory On-road Cycle Lanes</u> - Elms Drive: We are very disappointed to see that Elm Drive does not have a side road entry treatment like most of the other side roads along Cherwell Drive and Headley Way. This is the one road that is used as a major rat run between Cherwell Drive and Marsh Lane to avoid the traffic lights at the Cherwell Drive/MarshLane junction. It is as though the planners / engineers have observed that there is more traffic along Elms Drive and there shouldn't be a SRET there to ensure that motor vehicle traffic is not impeded. Yet this is where it should have been imperative to slow down and reduce traffic encouraging them to use the main highway.</p> <p>London Road Osler Road: There is a major problem at junction with cycle path. After negotiating a petrol station forecourt entrance/exit; then cars entering and exiting parking on the pavements outside 'Subway'; conflict with pedestrians at a crossing with textured pavement and a dangerously angled gully prior to junction. There is no safe way to navigate from the cycle path into the main body of traffic at the start of Headington shops. Either cyclists have to give way as they are expected to move from the cycle path onto Osler Rd and pull out into traffic on to the London Road. The give way is at a curious angle. The alternative is to move into a bus gate lane if moving into traffic before Osler Rd. We object strongly to the Give Way at the junction as the cycle path is effectively the cycle provision for the main London Rd. Pedestrians do not have to give way to traffic at the junction. This creates conflict between pedestrians and drivers and cyclists.</p> <p>Off-road Cycle Lanes - Headley Way Junction with JR: Before the traffic lights went live the junction performed well as the cycle path exited the shared use path just before Eden Drive and continued alongside St Anthony's and over the junction back to the shared path across a buff signalled lane.</p> <p>However, the traffic lights now have a left filter which renders this path dangerous as cyclists proceeding straight ahead, along the on-road cycle path crossing the junction, will have to wait in the left lane in conflict with vehicles turning left into the JRH. If at the phase of lights on left filter an approaching cyclist would not be able to get across to the right ASL.</p>
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	<p><u>Shared-Use Pedestrian & Cycle Lanes</u> - On the route from London Road to St Joe's the white line dividing the peds from cycle users has gaps at every drive way, there should instead be a dotted line so it is clear to car drivers that there is cycle and ped priority. Also because of these gaps the line is curiously unaligned. Also the passage past trees creates pinch points but it isn't clear yet how the lining will be handled.</p> <p>Concerns:</p> <p><u>Side Road Entry Treatments</u> - Clearly much of the construction has already been completed so it is unlikely that any of these comments will be able to make a difference. This has made this consultation extremely problematic as a result.</p> <p>It would be useful to see a detailed design of the raised entry treatment on these side roads as it is difficult to ascertain the steepness of the ramps, or the radii of the corners. Some of the latter look quite wide on the plans. The Oxfordshire Cycling Design Standards do not specify the design of side road entry and suggest referring to the London Cycling Design Guidance and to the Welsh Design Guidance - Active Travel (Wales). As a result, we can't point to specific Oxfordshire policies and guidance about how you would expect to address cycle friendly junction design.</p> <p>We support a 1 in 5 ramp rather than a 1 in 10 ramp as this will result in drivers of motor vehicles slowing down. We are assuming from the plans that there will be no give ways for cyclists at any of these junctions. There is not enough information to judge the tightness of the corner radii – some of them look wide on plans.</p> <p>The entry to St Joe's will create problems at school arrival and leaving times with pavement parking. Enforcement will be needed.</p> <p><u>Bus Stop Relocations</u> - The bus stops along Headley Way should face out to the road rather than in towards the cycle path and pavement.</p>
Proposed Traffic Regulation Order Amendments	
(6) Local Resident, (Oxford)	<p>Objections:</p> <p><u>One Way</u> - The imposition of a one-way system will inconvenience drivers travelling from the South East and cause additional traffic load through the new traffic light junction with Marsh Lane. This may also lead to safety issues with</p>

	<p>drivers either queuing in the carriageway of Marsh Lane to turn right into the service road across two lanes of traffic attempting to get through the lights onto Headley Way or driving further up Marsh Lane and then turning around to access the service road via a left turn. Having used the new traffic light junction it is clear that vehicle speed through the junction has increased markedly with the switch from roundabout to traffic light so that any vehicles attempting to turn right will constitute a safety risk.</p> <p><u>Parking Provision Amendments on Windmill Road</u> - The existing parking arrangements provide greater convenience for local residents. Making additional provision in surrounding streets will be less convenient for those residents whilst also increasing pressure on parking for residents of the surrounding streets. The reasoning for these changes appears to be to speed up traffic along Windmill Road. This road is a key pedestrian route to Windmill Primary School - the largest in Oxfordshire and the existing parking arrangements provide a measure of traffic calming, serving to reduce traffic speed along Windmill Road. Making this narrow, busy carriageway effectively a clearway will inevitably lead to higher traffic speeds leading to safety concerns for vulnerable road users using both the road and adjoining pavements. It should be noted that the adjoining pavements are in places both very narrow and very poorly delineated from the carriageway with very low/non-existent kerb stones. As a fit healthy adult, I do not feel entirely safe walking along sections of these pavements and unless additional safety and traffic calming measures are implemented I fear creating a clearway to speed traffic through Headington will exacerbate these concerns. The situation for more vulnerable pedestrians will be worse. Displacing parking from Windmill Road to surrounding streets will increase vehicle movements and reduce safety in surrounding streets. Many of these surrounding streets - such as Gardner Street are currently very safe streets for vulnerable road users - effectively being 'quiet streets' due to the existing TROs and planning. As such they see high volumes of pedestrian and cycle traffic to and from Windmill Primary School. Increasing vehicle movements in these streets will reduce safety for these users. Adding additional parking spaces in these surrounding streets, many of them close to junctions, will further reduce safety as sight lines are compromised. For example the two spaces at the North End of York Road close to the junction with Margaret Road will reduce sight lines in the vicinity of Windmill Primary.</p>
(7) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Additional Residents Parking</u> - The proposed additional two spaces on the east side of Rock Edge will force traffic on to the wrong side of the road on the approach to a blind corner and are therefore dangerous.</p> <p>There is at present a DPPP outside 11/13 Gathorne Road which no longer seems to be in use. If this space were to be converted to general use and pavement parking as in the rest of Gathorne Road, it would enable at least one extra space to be created on the opposite of the road."</p>

(8) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Parking Provision Amendments on Windmill Road</u> - No extra parking provision should be made in this area, particularly as it is near to a primary school. This would further put at risk the safety of children walking and cycling to school as it would attract more vehicles to the area.</p> <p><u>Additional Residents Parking</u> - The additional parking spaces on York Road are particularly concerning as they are very close to the primary school entrance. This area is already dangerous and congested with motor vehicles at school drop-off/pick-up times.</p>
(9) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Parking Provision Amendments on the Cherwell Drive Service Road</u> - I object to the additional bay near the yellow lines to Copse Road. This looks to be close enough to the junction that on a bicycle, I will continue to be threatened by motorists who overtake near junctions, then have to swerve at the last minute having spotted a parked car. The other additional bays are fine.</p> <p><u>Additional Residents Parking</u> - I am highly concerned by bays near junctions (within 4 car lengths). I have already had near misses and collisions near Windmill School when cycling with a child, where the police are unable to take action due to the prevalence of illegal parking (including parking on the pavement at double yellow lines) near junctions by the school.</p> <p>If the parking was to become legal, I expect the situation and associated risks to become worse, and I would have to seriously consider driving my diesel car to Headington Quarry Foundation Stage School instead of cycling with my daughter.</p> <p>Concerns:</p> <p><u>Parking Provision Amendments on Windmill Road</u> - I am concerned by the additional residents bays near Windmill School - I have complained about bad driving there in the past, and been told by the police that the prevalence of</p>

	<p>illegal parking near the school makes it impossible to prosecute drivers who have collided with me while driving to drop off children at the school, despite the police agreeing that the driver was not driving safely. I do not expect legalising extra parking there to make it safer for me and my children - quite the reverse.</p>
(10) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Additional Residents Parking</u> - My objections relate primarily to the placement of parking bays nearest junction and corners, which make visibility to cross, especially for children, very difficult. This problem is compounded in areas of 1930s semis by the wide radius corners at junctions which mean that pedestrians have to walk a fair distance into the road to look for oncoming traffic. It will also be made more dangerous by rising numbers of electric cars which will not be heard, as well as not seen due to the obstruction of these parked cars. My strongest objection is to the placement of 2 parking spaces at the top of York Road opposite Windmill School. Parked cars in this location will make it impossible for children to safely cross the road. It's an accident waiting to happen. It makes a mockery of all the good work going on to reduce air pollution, increase children walking to school, and develop a 'school street'. It is dangerous, it creates a hostile environment through design, it shows a total lack of regard or respect for children's capabilities of independence and for parent's ability to easily negotiate their neighbourhood and routine journeys on foot without stress. The only way these parking spaces are acceptable is if they are combined with pavement build outs so that pedestrians can see past the parked cars without stepping into the carriage way.</p> <p>More broadly I object to the addition of any parking spaces. On the east side of Windmill Road in the HE zone there are normally many existing empty bays, especially on York Road along Rock Edge and outside the larger semidetached houses on the east side which all have their own drive but there are also parking bays in front of the houses on the street (26-40 York Road). There is no need for additional spaces to replace those removed on Windmill Road, there are already spaces empty. Designating more street space to the car is contrary to the principle of the county council having declared climate emergency. We need to reclaim street space from cars at every opportunity and reserve it for community space, active travel and green infrastructure.</p>
(11) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Additional Residents Parking</u> - This will seriously affect visibility at the crossing for children and for drivers. This is a tricky corner already at school drop-off and pickup times with many children arriving on foot, on bicycle and on scooters to the school and many drivers doing laps of the surrounding roads looking for temporary parking spaces so</p>

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	<p>they can park up and drop off or collect their children. Adding in two permanent parking spaces at this particular junction, so close to the school, will cause chaos and make many of those journeys much more dangerous. Whilst I appreciate this is only for a small amount of time each day and in the school term time, The impact and disruption that this will cause negates the benefit of two parking spots at this particular junction. We need to find spaces further away from the central point of the school.</p>
(12) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Additional Residents Parking</u> - The two new spaces at the top of York Road are too close to the school, and appear to contravene the Highway Code distance rule for parking close to a junction.</p>
(13) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Parking Provision Amendments on Windmill Road</u> - Adding further parking spaces to the surrounding roads and filling up the residential streets with cars is not a solution.</p> <p><u>Additional Residents Parking</u> - The visibility from Holyoake Road towards St Leonards Road is very limited. Adding an extra parking space at the junction of Holyoake and St Leonards Road will increase chances of road traffic collisions. Every day there are several near misses at that particular junction and the traffic coming down from Holyoake road will not be able to assess for oncoming vehicles on St Leonards Road, without actually being on the opposite lane, if an extra space is added. Adding an extra parking space there will cause accidents.</p>
(14) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Parking Provision Amendments on Windmill Road</u> - The existing parking spaces around half way up on the west side of Windmill Road currently act as a natural traffic calming measure, as they force vehicles travelling towards London Road to slow or stop to allow oncoming traffic to pass They also act as a visual cue to slow down on what is otherwise a long, straight section of road.</p> <p>The issue is not caused by these parking bays, but by people parking illegally further up, near to the shops. This prevents traffic from using the separate left- hand lane to turn west onto London road. I have never seen any parking enforcement here and have had to point out to drivers myself that pulling halfway onto the pavement is not only illegal,</p>

but holds up the traffic flow, and is dangerous for my two young children who are using the pavement.

Additional Residents Parking - ROCK EDGE: The current situation is that Rock Edge is essentially a set of two blind bends, exiting on the south west end to Windmill Road at a busy junction, just before a bus stop and set of traffic lights at the crossing with Old Road.

I live on the west side, between the two blind bends. At present, I have off- road linear driveway parking for up to three cars. There are three existing parking spaces on the east side, opposite my home. The proposals show an additional parking space added to either end of these existing parking space. The proposed additional space to the north would be immediately opposite my driveway. This would in all likelihood make it impossible for me to exit my driveway to turn right (south) and would create a danger, as it would increase the time needed to manoeuvre in and out.

Vehicles travelling southwards (towards the Windmill Road junction) would also be forced to swing out earlier onto the opposite side of the road as they come around the bend, in order to avoid any vehicle parked in the additional bay to their nearside. This would be precisely where I would be manoeuvring out of my drive. There is also restricted view across the bend due to the trees on the nature reserve.

My neighbour at number 5 has one of the existing bays immediately opposite his driveway, and reports that when a vehicle is parked in the bay he is unable to enter or exit his driveway without executing a three point turn, which is clearly hazardous between two bends.

The additional space to the south of the existing three spaces would also create a danger. As the situation stands, vehicles driving past those bays southwards are forced to use the opposite side of the road to get past them. This additional space would extend the distance they are forced to use the opposite carriageway towards the next bend, before being able to return to the correct side of the road.

This is particularly hazardous when taken in conjunction with the proposed additional two spaces on the south side of Rock Edge, as these will also force cars travelling in the opposite direction (northwards) onto the opposite carriageway, as they too head towards the blind bend.

Essentially, these proposed parking spaces will combine to force vehicles travelling towards each other on to the same section of road, which happens to be a blind bend. Vehicle travelling towards the junction with Windmill Road will also be travelling on the incorrect side of the road, further reducing visibility across the bend.

The four existing bays to the south side of Rock Edge at the Windmill Road junction are regularly used. At busy times,

	<p>traffic queues from Rock Edge towards Windmill Road, and is forced to use the opposite side of the road with the bays to their nearside as they wait to turn left or right onto Windmill Road. Traffic turning into Rock Edge from Windmill Road is unable to do so when vehicles are occupying the section of road they are attempting to turn into. At present this is not too much of an issue, as drivers approaching the junction towards Windmill Road from Rock Edge are able to queue behind the existing bays, allowing oncoming traffic to pass. Extending the existing bays towards the blind bend will reduce visibility and space to queue, and will therefore block the junction, and cause drivers to reverse back into Rock Edge, again towards the blind bend.</p> <p>Clearly at some point in the past, an assessment has been undertaken regarding the viability of providing parking spaces in Rock Edge, taking into account the two blind bends; residents' access to their driveways, and the busy junction with Windmill Road. The proposed additional bays appear to be an attempt to shoe horn additional capacity into the sideroads around Windmill Road, at the expense of the above considerations, and creating significant risks to residents and road users, and the likelihood of increased congestion as the junction with Windmill Road becomes blocked at busy times.</p> <p>YORK ROAD: The proposed two additional parking spaces at the junction of York Road and Margaret Road are immediately adjacent to the main pedestrian crossing for Windmill Primary school where one of my children attends, and will block the view of traffic turning into York Road. This will be particularly hazardous, given the number of children crossing York Road to use the pedestrian crossing when going to and coming from school.</p>
(15) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Parking Provision Amendments on Windmill Road</u> – Parking bays in Windmill Road are not the main problem. Traffic currently negotiates these steadily and with minor delays: they keep the speed of vehicles down and ensure caution. The real problem is at the north end of Windmill Road, towards the shops, where illegal parking of delivery and private vehicles creates traffic jams. This is particularly true of access to the left-hand feeder-lane, which is often hampered by illegal parking. It is at this section, especially at peak times, that traffic comes to a complete stop - both ways.</p> <p>Removing all the parking bays to the south of this point will not solve the current traffic chaos approaching the junction with London Road. It will certainly allow traffic to move faster but be less safe and simply create faster tail-backs when it meets illegally parked vehicles at the approach to the junction-lights.</p> <p>By re-siting parking bays in the surrounding local roads, this plan avoids dealing with the real problems of illegal parking and risks creating further chaos in narrow side-roads.</p>

	<p>Instead of taking parking bays away, the plan should consider accommodating delivery vehicles at the north of Windmill Road. At present, both pavements, east and west, are broader than average: it may be possible to create 'pull-ins' for delivery vehicles, taking some pavement space.</p> <p><u>Additional Residents Parking</u> - The plans propose an additional 2 bays, sited opposite and between Nos. 1 and 2 Rock Edge. The existing parking spaces are in regular use.</p> <p>Already, on a regular, (and illegal), basis, cars park in the position of the proposed new bays. This causes problems both for myself, (living at No. 1), and for my neighbour, (at No.2), as we cannot enter or exit our drives without slow and difficult manoeuvres to avoid damaging those parked cars. Often we have to park in bays on the road, if we cannot access our drives: a farcical waste of space.</p> <p>Previous plans for parking must have considered the positions now chosen for bays, but rejected them - presumably in the interests of safety. How have the safety considerations now changed?</p> <p>To site 3 new bays, all on the same side of the road, near bends, and forcing traffic into the on-coming lane, seems foolhardy and dangerous.</p>
(16) Local Business, (Oxford)	<p>Objection:</p> <p><u>Parking Provision Amendments on Windmill Road</u> – I am deeply concerned about losing the parking spaces and the permit holders' space in front of my property. I have owned shop on Windmill Road since 1990. Due to previous parking restrictions implemented by the council the successful garden centre "S. West & Sons" (at No 74) closed down, and I am now fearing my business will be seriously affected with an imminent closure, a very strong possibility if the proposed changes go ahead. A large proportion of our stock and heavy/bulky items which our customers need to collect in vehicles, whereas by removing parking facilities are business will be destroyed. I would like the council to investigate the opportunity to review the parking possibilities of either allowing a reduced loading and unloading and/or to provide spaces in the entrance way of Langley Close which is directly opposite the shop and has parking bays only for permit holders, which could easily be changed for loading/unloading and permit holders.</p> <p>I would like to mention Windmill Road is a relatively uncongested road, where traffic moves freely in both directions, however on the occasions when there are queues the problems are caused by traffic congestion on London Road and Old Road. The focus should be on Old Road as a designated cycle track from Windmill Road junction and will help the totally congested route for all commuters. If the council is so adamant in having the main roads clear, I would also</p>

	like to comment on the hideous bus stop opposite Cinnaminta Road which brings traffic to a complete standstill on a daily basis.
(17) Local Resident, (Oxford)	<p>Concerns:</p> <p><u>Parking Provision Amendments on Windmill Road</u> – The objectives are clear that safety and traffic flow are the main driving reason for spending a lot of money. I think removing parking bays along Windmill road will not serve either purpose for the following reasons....</p> <p>At either end of Windmill road are already congested traffic light controlled cross roads. Smooth flow along Windmill road unslowed by parked cars will only serve to allow people to sit at either end of the road in longer traffic jams polluting the air quality and therefore affecting safety and reduce traffic flow not aiding it.</p> <p>At night Windmill road already is a danger with cars gunning it down to hit the green lights. With no cars to make them slow down this will get worse. It is a long straight road and will need effective traffic speed measures in place before removing parking bays.</p> <p>These plans cost money at a time of cuts to essential services. Theses plans will not achieve the objectives and do nothing to address the main issues there are with traffic in headington - the hospitals. Let's get imaginative to ensure staff, patients and residents get a better deal. Free bus travel during peak times for all staff and patients - on the pick me up if necessary for the elderly or less mobile.</p>
(18) Local Resident, (Oxford)	<p>Objection:</p> <p><u>Additional Residents Parking</u> - specifically those that relate to the changes to the parking bays to be added in Rock Edge. My primary reason for objection relates to safety of road users on Rock Edge.</p> <p>For cars approaching from east to west entering Rock Edge. By adding another parking space you are creating a condition whereby cars driving from east to west will be in direct collision with cars driving from west to east. This is because cars driving from east to west will be forced to drive on the right hand side of the road to avoid the cars in the parking bays.</p> <p>Looking east to west, you can see that the driver of a car following the blue path will not be able to see any car driving</p>

	<p>along the green path until they almost meet at the point marked in a red X. This is an incredibly dangerous situation to create and by adding this extra space, the driver following the green path has far less time to pull to the left hand side of the road.</p> <p>In addition to the safety issues I have described above, with the addition of the 2 parking bays cars will have less space to queue if they would like to turn onto Windmill Road. The existing parking bays are regularly used but drivers have reasonably adequate visibility and can wait behind the existing parking bays if necessary. By adding the additional two spaces, a conflicting zone will mean that cars following the orange path are forced to reverse backwards to allow room for cars entering from Windmill Road. This in itself is a safety hazard but will exasperate the issues I have already highlighted above as they will be reversing towards a blind bend.</p> <p>As I hope you can understand from my descriptions above, adding the new parking bays on Rock Edge will significantly increase the risk of accident for road users on Rock Edge and this is the reason for my objection</p>
(19) Local Resident, (Oxford)	<p>Objection:</p> <p><u>Additional Residents Parking</u> – I would like to object to the proposed additional parking space on St Leonards Road, near the bottom of Holyoake Road. Whilst additional spaces are welcome, this one is too close to the junction with Holyoake Road. The current parking at that location means that cars in one direction have to cede priority. Cars turning left out of Holyoake Road onto St Leonards will not have enough space to complete the turn and to straighten up prior to the parking space to then check if the road is clear.</p> <p>When cars have illegally parked in the area for the new proposed parking space, we have noticed there are more car horns sounded and screeching of brakes.</p>
(20) Local Resident, (Oxford)	<p>Objection:</p> <p><u>Additional Residents Parking</u> – One of our children is a pupil at Windmill Primary School on Margaret Road. The school already has a problem with parents/carers parking dangerously around the corner of Margaret Road and York Road to drop off/collect children. Adding parking spaces at the top of York Road will make this a dangerous bottleneck with limited visibility for drivers and cyclists coming from different directions, and for pedestrians using the zebra crossing outside the school (close to the junction), unsure if road users have seen them in time as they turn the corner.</p>

	<p>The proposed parking place directly opposite the junction with Mark Road is equally dangerous, as it would force York Road users into the middle of the road to pass the parked vehicle, just when traffic might be approaching along Mark Road. It would become more dangerous for road users coming out of Mark Road, and for pedestrians walking along York Road and crossing the end of Mark Road. It's a busy route for the school run and Year 5/6 children walking on their own might struggle to see and be seen. It's usually illegal to park opposite a junction so we are amazed that this space is being proposed.</p> <p>The additional parking along Rock Edge would also make it more difficult and dangerous to navigate as a road user, and could increase the chance of collisions. We are disappointed that the proposals to benefit traffic flow on Windmill Road could result in creating dangerous road layouts in residential side roads.</p>
(21) Local Resident, (Oxford)	<p>Objection:</p> <p><u>Additional Residents Parking</u> – The objection specifically regards the proposed additional parking spaces on York Road.</p> <p>The plans outlined on Sheet 6 (online) do not show existing double yellow lines or parking restrictions in this area, although the key indicates they should be on the plan. This is of considerable importance as this junction is opposite the main entrance to Windmill Primary School, the largest primary school in Oxfordshire. No indication is given of: 1) double yellow lines on both sides of York Road on the approach to the junction; 2) yellow zig-zag lines on Margaret Road outside the school; 3) white zig-zag lines on the approach to the zebra crossing which crosses Margaret Road opposite the main school entrance close to the junction with York Road.</p> <p>During school opening and closing times, this area is extremely busy with both pedestrian and vehicle activity and becomes congested with traffic. The mouth of York Road facing the school is a crossing place for some parents and pupils approaching the zebra crossing from the south-west direction (walking along the west side of York Road and the south side of Margaret Road). Note that the school offers a wide range of extra-curricular activities, which means that some pupils may be entering the school from 8am and not leaving until after 4pm.</p> <p>Placing four parking spaces 8 metres from this junction on a section of York Road that currently has double yellow lines on both sides will reduce driver visibility on the approach to this junction close to where children will be entering or leaving the school or crossing the road. Presumably, the parking restrictions here are primarily to safeguard children near the school and retaining them would therefore be extremely sensible.</p>

	<p>There are issues with inappropriate parking by some parents and carers close to the junction on double yellow lines during school times. The school team with help from the police (PCs/PCSOs) have invested a great deal of effort to try to reinforce appropriate parking in this area to keep it as safe for the children as possible, encouraging parents and carers not to park close to the school or junction during busy periods. Removing the double yellow lines and placing parking bays close to this junction may encourage further inappropriate parking, reducing visibility and potentially the safety of children.</p> <p>As a parent of a pupil at Windmill School who crosses York Road close to the junction to reach the zebra crossing, I am concerned that siting parking places on the west and east sides of York Road 8 metres from the junction with Margaret Road is potentially unsafe, as parked cars in this location will reduce driver visibility. I believe the parking restrictions on this section of York Road should be retained for reasons of pedestrian safety.</p>
Proposed Traffic & Safety Improvements	
(22) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Side Road Entry Treatments</u> - There seems to be no consideration about residents living in the side roads and how we get onto Headley Way. The addition of the humps will make access even more difficult. We are currently marooned in our homes during rush hours and can only reasonably use cars between 10 am and 2.45 pm. Quite frankly all the roadworks with resultant disruption have not improved conditions for local residents and the humps will only make things worse.</p>
(23) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Advisory On-road Cycle Lanes</u> - Segregated cycle lanes would be preferable as motorists use advisory lanes for parking.</p> <p>Concerns:</p> <p><u>Shared-Use Pedestrian & Cycle Lanes</u> - There should be segregation between pedestrians and cyclists.</p>

(24) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Changes to Crossing Facilities</u> - We wish to raise a few points in opposition to the proposed installation of a combined pedestrian-cyclist 'zebra crossing' close to the junction of Gathorne Road and Windmill Road as part of the next phase of Access to Headington. These points relate to the necessity for such a crossing, the type of crossing chosen and the resulting impact, and the exact position of such a crossing if it were to be built.</p> <p>The necessity: We are unclear as to the purpose of the crossing, most specifically the 'cyclist' element. As the proposed cycle routes along Windmill Road are on-road and are 'one-way', we are unclear which cyclists would wish to use it. Those approaching Windmill Road along Gathorne Road are few in number: those who turn left can join the cycle route without crossing the road; those turning right are highly unlikely to dismount, push their cycle along the pavement to the crossing, remount, and cycle across. They are more likely to turn right from the road junction without using the crossing, or if they require a crossing they could continue up St Anne's Road (rather than turning down Gathorne Road), turn down Margaret Road, and use the existing pedestrian crossing at that junction. There is of course the possibility that those turning right from Gathorne Road would illegally cycle along the pavement to use the proposed crossing, putting pedestrians at risk. The installation of this crossing may be seen by some to condone, or even encourage, this illegal behaviour. Those already cycling North on Windmill Road will have almost no necessity to cross the road at this point. This leaves those cycling south on Windmill Road. We recognise that some will wish to enter the hospital, however they are not permitted to cycle on the pavement and then through the pedestrian entrance to the south of the Gathorne Road junction. Despite the existing signage to this effect, many still do. We are concerned that installing a 'cyclists crossing' at this point will encourage and condone this behaviour. If improved cyclist access to the hospital site is required, then improvements should instead be made to the road junction to the site, to enable cyclists to move from the cycle lane at that point, and not 100m up the road where many will see cycling on the pavement as a valid option.</p> <p>The type of crossing We do not believe that a 'zebra crossing' is the right type of crossing to be installed. It is widely recognised that those living close to roadways can be affected by lower air quality caused by cars idling outside their homes, and the environmental impact of cars slowing and accelerating, rather than driving smoothly, is known. We therefore don't believe that a crossing which forces cars to slow, or stop, and then accelerate again, is the correct approach. We believe that a central island, enabling the pedestrian to cross the road in two stages, improves the experience for pedestrians without adversely affecting the local environment. In addition to this, there is currently a problem with the speed at which cars travel on Windmill Road late in the</p>
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	<p>evening. We believe the council is already aware of this and is considering reducing the speed limit - though without enforcement this will have little affect as the 'speedsters' already disregard the speed limit, so changing it will have little effect on their attitude. An unused zebra crossing will not slow them down, but we believe a central island may make them drive with a greater degree of caution and therefore achieve an additional benefit.</p> <p>We would also be concerned that cyclists would not use the crossing safely. Whilst some will be cautious, others may think it is their right to swing across the road without waiting and would expect the motorists to stop. If an island were in place it would be clear that cyclists should dismount and act like pedestrians - this is possibly a slower method, but is certainly safer for all.</p> <p>The location of the crossing (assuming the zebra crossing rather than our proposed 'island' crossing)</p> <p>The proposed location of the crossing is currently directly outside the entrance gate to number 143 Windmill Road. We believe it is misplaced for two reasons.</p> <p>Firstly, its positioning will have a significant impact on number 143: the 'Belisha beacon' and pedestrians waiting to cross may affect access/egress from their gate; it will spoil the outlook from their property; the kerb is not currently lowered, requiring greater cost/effort to install it.</p> <p>Secondly, it is too close to the junction. Whilst we understand it needs to be sufficiently close to be useful to those using Gathorne Road, its current location increases the risk of accidents when cars turn right quickly from Gathorne Road and then do not stop in time as someone uses the crossing, or another road user stops quickly in front of them. Our proposed solution - assuming the zebra crossing is installed - would be to position it between 139 and 141 Windmill Road. There is a gap between these houses, so has far less of a detrimental effect to the residents of those properties than it would to those in 143 if positioned where proposed; the kerb is already lowered at that point, making installation easier; it is slightly further from the junction, reducing the risk of accidents, without significantly affecting the benefit it offers to pedestrians.</p> <p>To summarise:</p> <p>The proposed crossing type does not provide solutions to existing problems, and if anything creates further issues; A different crossing type - a central island - provides improved mobility for pedestrians and dismounted cyclists, but does so in an environmentally responsible way. It may also act as a traffic calming measure;</p> <p>If the zebra crossing is installed, it would be far better situated in the gap between 139 and 141 Windmill Road, rather than directly in front of the gate to 143 as currently proposed."</p>
(25) Local Resident, (Oxford)	<p>Objections:</p> <p><u>Side Road Entry Treatments</u> – I understand that where pedestrians are already on the flat top humps, all road users</p>

	<p>should wait for them to continue to cross the road. However, many pedestrians do not even stop to look left/right to check whether it is safe to cross the road, continuing to cross oblivious to their own safety. I believe 'look left/look right' markings should also be at these sites. What is the actual thinking behind the flat top humps?</p> <p><u>Shared-Use Pedestrian & Cycle Lanes</u> - A considerable amount of money has already been spent on this type of cycle lane and time and time again, cyclists remain on the road instead of moving to the cycle lane. If these lanes are to be put in place, it should be compulsory for cyclists to use them.</p> <p>This type of area needs to be thought through more logically as you often see these areas set up more for cyclists than pedestrians who often have to share their half with overgrown bushes.</p>
General Comments	
(26) Local Resident, (Oxford)	<p>Object - with specific regard to Windmill Road on the following grounds:</p> <p>Windmill Road is a narrow, residential street. This proposal completely fails to respect the needs of the residents. The County Council is thus failing in its basic duty of care to those of its 600000+ residents, many of whom live in and around Windmill Road.</p> <ul style="list-style-type: none"> • Disabled provision: There is no provision for disabled parking spaces, nor are there any reasonable parking allowances for emergency or our health visitors. • Reduction in parking spaces: <ul style="list-style-type: none"> ○ The extending of double yellow lines to the single yellow area opposite 87 Windmill Road will exacerbate the problem of off-peak parking. ○ Loss of 5 parking bays: In the detailed plans for removal and 'replacement' visitor and/or permit parking spaces in the area, on 'Windmill road Plan 1' there are shown the removal of 8 bays to be 'replaced' by what seems to be 3 additional bays. However, in practice it is only 2 additional bays - out of sight - in Norton Road. An extra bay in Gardner Road is not accessible directly from Windmill Road, because bollards block the way from Bateman Street. It is therefore useless to Windmill Road residents. ○ The removal of parking spaces outside Richard Ford's shop will result in vehicles parked illegally for loading/unloading • Increased traffic miles: The resulting effect would mean increased traffic as drivers drive round the area

	<p>searching for a space.</p> <ul style="list-style-type: none"> • Loss of green spaces/Front gardens lost: The remaining front garden spaces in Windmill Road will be under increased pressure to pave over for cars – as many others have already done; many illegally, thus increasing run-off and flooding • Increased speeding: There is no evening parking envisaged for the spaces at Ford's thus opening Windmill Road to becoming a race track in the evening.
(27) Local Resident, (Oxford)	<p>Object - I am writing to suggest that the council should take this opportunity to reassess the distribution of residents parking spaces at the southern end of Windmill Road. There has been no review of the distribution of these spaces since the scheme was first instigated and both circumstances on the ground and some regulations have changed. Given that the cost of A2H has risen steeply, it might make sense to undertake a rigorous survey of the provision now, rather than having to alter things later when flaws in the new proposals become obvious as it is put into practice. It is also important to reflect on the provision of multiple residents parking permits to H.M.O.s. There are demographic changes taking place in the whole area concerning the balance between student accommodation and renting of properties by young professionals. This in turn has a direct bearing on the need for and number of parking spaces. I also have strong reservations about the proposal to raise the footway at the end of Gathorne Road. This is based on the same design that has been implemented at the junction of St Margaret's Road and Wharton Road. However carefully and slowly this junction is driven through it causes extreme discomfort, throwing driver and passengers from side to side, particularly painfully for anyone with back problems. In addition the lack of a drop kerb at the junction suggests to pedestrians that the footpath is continuous and that they have right of way, rather than vehicles on the road as is the case in law. This confusion could lead to potential accidents as vehicles stop and start whilst trying to turn off a busy Windmill Road.</p> <p>My objection to all of the Windmill Road alterations remains the same as it was when the scheme was first mooted. Namely Windmill Road has a set of traffic lights at either end and these contain all the traffic within it and so there will be no speeding or easing of access to Headington as the traffic flow is bottled within a fixed distance..</p>

Division(s): Cowley

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

OXFORD, RYMERS LANE JUNCTION WITH LITTLEHAY ROAD & CORNWALLIS ROAD – PROPOSED TRAFFIC CALMING

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a traffic calming raised junction table at the crossroads junction of Rymers Lane, Littlehay Road & Cornwallis Road in Florence Park (Oxford) as advertised.

Executive summary

2. Provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation to introduce a traffic calming raised junction table at the crossroads junction of Rymers Lane, Littlehay Road & Cornwallis Road in Florence Park, Oxford.

Background

4. The above proposal as shown at Annex 1 has been put forward in conjunction with Oxford City Council to help improve road safety for local residents.

Consultation

5. Formal consultation on the proposal was carried out between 01 August and 30 August 2019. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, and the local County Councillor and local City Councillors. Notices were also placed on site and letters sent to approximately 60 properties in the immediate vicinity adjacent to the proposals.
6. Sixteen responses were received. 4 (25%) objections, 8 (50%) in support, and 4 (25%) neither supporting nor objecting or outlining some concerns. The

responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object.
8. Seven responses were received from members of the public expressing objections or concerns on the proposals. While one objection was on the grounds of the lack of need for the improvement and that it was, therefore, a poor use of public funds. The other responses cited concerns that the proposal was not an adequate or satisfactory way of addressing the problems in the area, with several mentioning the need for a more comprehensive approach to reducing the speed and volume of traffic, noting local aspirations for a Low Traffic Neighbourhood. More specific concerns included queries on drainage and proposed ramp gradient (1:12) which was viewed as being too steep for use by cyclists, the kerb radii at the junction (which were judged to be too large) and the lack of priority for pedestrians and cyclists, with one respondent requesting a formal zebra crossing.
9. The above concerns are noted. It is accepted that this proposal will not in itself address the wider traffic pressures in the area but will, nevertheless, improve safety at a location with a significant accident history comprising 2 serious and 9 slight injury accidents in the past 5-year period, 7 of those involving pedal cyclists. It will also contribute to making this area a less attractive route for 'rat-running' traffic.
10. The design of the junction table in respect of drainage, ramp gradient and kerb radii is consistent with other features of this type which have been found to operate with good levels of safety and to not present any hazard to pedal cyclists.
11. Eight expressions of support were received from members of the public, though many of these also expressed a concern that wider measures were required to address the traffic and safety problems in the area, with some also raising specific queries over the design of the scheme, including in respect of road markings and priority for pedestrians and cyclists.
12. The desire for wider measures is again noted but further funding would be required to develop, consult and implement such a scheme and that is currently not available. It should also be noted again in respect of the other comments that the design is consistent with other junction tables.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of traffic in the area.

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided from the Oxfordshire County Council Capital Programme, and by funding from Oxford City Council.

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measure
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2019

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New kerbs radius to be 6m either side of Cornwallis Road Junction.

Rev	Description	By	Date	Chk'd	Auth
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Project	
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Title	
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Approved By

Date _____

Drawing Number

Number 0020/A3/00140

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Resident, (Oxford)	<p>Object - I have lived very near to the junction in question for over 12 years, only once during this time have I ever seen an accident/the clean-up, it was not a big accident.</p> <p>The awareness of road users has improved in this area over time and I think these proposed changes constitute a waste of time, effort and money.</p>
(3) Local Resident, (Oxford)	<p>Object - My children cross over Cornwallis Rd at this junction every day on the way to school. This table doesn't solve the problem at this junction as I see it.</p> <p>At busy times (e.g. during the school run) traffic queues up to the junction from all directions making it very difficult to cross the road with children (we have to wait for someone to let us cross, and then weave through queuing traffic with a pushchair + 3 kids under 10). It is also unsafe for cyclists due to the volume of queuing and parked cars.</p> <p>At less busy times cars approach the junction far too fast. Again making it difficult to cross on foot and unsafe for cyclists.</p> <p>I don't see how this table will reduce the amount of traffic (and pollution), make it safer to cross, or safer to cycle.</p> <p>I'd like to see a scheme for this area which actually reduces the number of cars and prioritises walking and cycling at this junction and across the local area.</p> <p>However, if this table does go ahead then an improvement for pedestrians would be to add give way lines for cars before the ramp on each side (e.g. like at the junction of Henley Street and Iffley Road). Better still a zebra crossing over Cornwallis Rd and Littlehay Road would be an improvement.</p>

(4) Local Resident, (Oxford)	<p>Object - I object on the following grounds:</p> <p>Cost and lack of joined-up-planning. A costed proposal for a low-traffic residential zone for this area has recently been funded by local residents and businesses under the umbrella of the Oxfordshire Living Streets organisation. Any spend of thousands of pounds of taxpayer money should await the publication of this proposal to see if the money can be better invested in conjunction with recommendations of this proposal.</p> <p>Kerb Radius: As a regular user of this junction with my children as pedestrians, it needs further improvements to meet our needs. The desire-lines of continuing from the pavements across the junction (without turning) have pedestrians passing on the inside (closest to the junction) of the proposed bollards. The kerb radius should be reduced to 4.5m. This would keep these desire-lines open and further slow the speed of motor vehicles, whilst remaining accessible for emergency/refuse vehicles/etc. Any modelling of the junction should assume larger vehicles will need to cross both lanes of the Littlehay Road arms when turning, rather than compromising the pedestrian experience.</p> <p>Drainage: No mention of the drainage requirements is in the published documents. Water currently flows from the south of Rymers Lane, around the corner to a drain on the east arm of Littlehay Road. Appropriate drainage works are essential if this is to be a raised table without creating standing water after rain.</p> <p>Approach: I also regularly use this junction with my children as cyclists. A straight 1:12 gradient is not suitable for cyclists, and this should instead be a "sinusoidal" profile, shallow at the bottom and top, and steeper in the middle of the sloping area, with an average gradient of 1:15. The approach from both directions of Littlehay Road need to be longer, to account for groups of cyclists (there are 5 in my family) to be able to give-way without any cyclists being on the slope.</p>
(5) Local Resident, (Oxford)	<p>Object - The proposed 'traffic calming' will do little or nothing to address the wider road use issues in this part of Oxford, namely 'rat-run' traffic avoiding Cowley Centre, and overuse of cars on the school run to St Gregory's. This type of 'raised table' seems similar in concept to those in use on Magdalen Rd and Howard Street and are completely unsuitable for use on a signed cycle route.</p> <p>Vehicle speed is more effectively managed by lane narrowing, and traffic volume is better managed through modal</p>

	filters. I would commend to you the suggestions by Oxfordshire Liveable Streets in their 'mini-Holland' LTN plan.
(6) Local Resident, (Oxford)	<p>Neither/Concerns - I am concerned about the proposed traffic calming feature, because it won't slow the rat run on the whole of Cornwallis road. Cars will speed up again as soon as they have crossed the junction, and probably just as they are going past my house.</p> <p>I would prefer traffic calming measures that would be effective on the whole road, such as average speed cameras. It has also become even faster because the 20 mile an hour signs have disappeared.</p>
(7) Local Resident, (Oxford)	<p>Neither/Concerns - I think this is a waste of money and will not solve the problems of this extremely dangerous junction. I would very much like improvements to the junction though!</p> <p>In my opinion, the danger is not primarily due to speed, but due to the excessive volume of traffic using the junction for rat running, particularly in the morning and at school pick up. This coincides with the time that large numbers of pedestrian schoolchildren are navigating the junction.</p> <p>As a pedestrian crossing Littlehay road, you often need to try and make eye contact with drivers queuing on both sides of the junction to judge if it is safe to cross.</p> <p>I strongly support improvements to the junction, but I don't think this is the right solution to improve it for pedestrians and cyclists. I hate navigating the raised junctions in Howard Street by bike or with a buggy; they make it more dangerous for me on a bike, and no safer as a pedestrian. I would rather the money was saved up for longer so that we could have a better solution. Other ideas:</p> <ol style="list-style-type: none"> 1. Double yellows running on all sides to improve visibility (currently often greatly impeded by parked cars particularly in Littlehay Road). Trim back the enormous hedge on the corner of Littlehay Road; traffic can only see me and the buggy when we are at the very edge of the pavement. 2. Clear priority for pedestrians and cyclists, probably in the form of Copenhagen crossings over both Littlehay and Cornwallis, where the footway and cycle lanes continue over the junction on a raised strip, making it clear to car drivers that they must let pedestrians cross.

	<p>3. Ultimately, I strongly support the current initiatives being developed for a Low Traffic Neighbourhood around Florence Park, including road blockades to stop the area being used for rat running. I believe that if this was implemented, problems at this junction would greatly improve. But obviously it will take time to develop.</p>
(8) Local Resident, (Oxford)	<p>Neither/Concerns - While I support speed reduction plans in this area. The plan is self reflects Oxfordshire County Council's 'site-specific' approach and not a holistic or joined up way of thinking. The chicanes on Littlehay road have done little to make this area safer and I worry the table will have a similar affect. Some slowdown by traffic and then a wider acceleration. The plan also does nothing to address the major visibility problem on this junction caused by on street parking.</p> <p>A better use of public money would be to stop this residential road being used as a rat run, perhaps by 'bollarding' one section. The fact that this residential area is being used as a regular through road is the real cause of danger. While I applaud the desire to change this junction, it risks being another wasted opportunity by OCC to genuinely do something to reduce aggressive driving throughout this area. While I cannot object to any traffic calming idea, highway engineers in Oxford have shown an appalling lack of creativity and up to date knowledge in creating appealing road/pedestrian areas in the 10 years I have been in Oxford. Given the proximity of this junction to a major park, I would suggest a radical rethink and the fund to be applied to a bolder scheme such as the low traffic neighbourhood that was proposed by various groups. This would negate the need for site specific actions and address the wider reasons behind the danger on this road. Tough on dangerous roads, tough on the causes of dangerous roads etc.</p>
(9) Local Resident, (Oxford)	<p>Support - As someone who has been knocked off their bicycle cycling along Rymers Lane by a car failing to stop when it approached this junction from Cornwallis Road, I cannot understand why you don't make it obligatory for cars to stop, rather than give way. Making it a stop junction would make it less likely for accidents at this junction.</p>
(10) Local Resident, (Oxford)	<p>Support - I broadly support the proposal, as it's clear some traffic calming is needed, but would want the council to monitor the new junction layout and report back on what difference it's making -- and whether problems crop up elsewhere as a result. Working with St Greg's to incentivise car-free transport would also be beneficial as the school run is a major cause of traffic.</p>

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(11) Local Resident, (Oxford)	Support - I'm a cyclist and feel vulnerable here because cars go fast, this is also an area near a park where children play.
(12) Local Resident, (Oxford)	Support - It would benefit from dedicated cycle lanes/'grooves' through the up stand given the volume of cycle traffic. Trees on the corners may help with aesthetics
(13) Local Resident, (Oxford)	Support - There should be more of these in this area. There should be more of an effort to reduce traffic in this area rather than just 'calming' it.
(14) Local Resident, (Oxford)	Support - Traffic in the Florence park area and Oxford road is unsafe. Any incentive to limit car speed would be beneficial to the area.
(15) Local Resident, (Oxford)	<p>Support - Rymers Lane and Cornwallis Road are both currently dangerous roads, which are unattractive to both cyclist and pedestrians. I welcome the proposed traffic calming feature but consider that it does not go far enough. I would support further traffic calming measures especially 'filtering' by blocking off some roads to vehicular traffic in the Florence Park area and Oxford as a whole. Consideration should be given to a one-way system in this area to make 'rat running' unattractive.</p> <p>The proposed junction could be further improved by making it clear that pedestrians have priority crossing the road. This should include compulsory stopping for vehicles. Furthermore, it is important that the increase in the junction surface is significant enough to actually slow vehicles down and make it impossible for them to speed over it.</p>
(16) Local Resident, (Oxford)	<p>Support - Anything which improves safety at this dangerous junction is to be welcomed. It is unfortunate that, whilst this junction treatment does give some relief to pedestrians it does almost nothing to improve safety for cyclists. Some of the detail of the scheme is puzzling.</p> <p>A triangular give way road marking is shown on the road as vehicles approach from Cornwallis Road but not the opposite approach from Littlehay Road. Surely that road too should have a give way marking to slow vehicles down as they approach the junction?</p> <p>Narrowing the approach from Cornwallis is a good safety feature but is lacking in the Rhymers Lane approach from</p>

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	<p>the South East even though this is a downhill slope where vehicles will have recently exited onto a fast main road. Could that approach be narrowed too?</p> <p>Instead of simply narrowing the road approach from Cornwallis Road could the council please consider a build out which constricts traffic whilst giving cyclists a safety lane? Please advise if that can be accommodated with the given road width?</p> <p>In the longer term a proper solution needs to be found to the problem of rat running through Cornwallis Road/ Littlehay Road and Rymers Lane. I would like to see Florence Park become a low traffic neighbourhood as per the suggestion from Oxfordshire Liveable Streets.</p>
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CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

BODICOTE, WHITE POST ROAD: PROPOSED ZEBRA CROSSING & TOUCAN CROSSING IN PLACE OF PELICAN CROSSING

Report by Director for Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised the proposed introduction of a zebra crossing (with a parallel cycle crossing) on White Post Road and conversion of an existing pelican crossing to a toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) together with the conversion of parts of existing footways to shared use footway/cycle track to link the crossings for cyclists.

Executive summary

2. Provision for pedestrians and pedal cyclists is reviewed when there are changes to the road layout resulting from development, when requested by local councils as a result of road safety concerns or as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings, and the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Introduction

3. This report considers responses received to a statutory consultation to introduce a zebra crossing (with a parallel cycle crossing) on White Post Road at its junction with Sycamore Drive and conversion of the existing pelican crossing on White Post Road 150 metres south of its junction with Sycamore Drive to a toucan crossing. The proposals also include the conversion of some existing footways to shared use footway/cycle track to link these crossings for pedal cyclists.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of an adjacent residential development.

Consultation

5. Formal consultation on the proposal was carried out between 6 June and 5 July 2019. A notice was placed in the Banbury Guardian newspaper and in the vicinity of the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service,

Ambulance service, Cherwell District Council, Bodicote Parish Council and the local County Councillor. Letters were sent to approximately 55 properties in the immediate vicinity, adjacent to the proposals.

6. Five responses were received. 2 objections and 3 neither objecting nor supporting. The responses are recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police have not objected to the proposals but noted that at the White Post Road junction, in particular, major changes to the layout are proposed and that a full Road Safety Audit process is required, with the police attending the Stage 3 (post completion) audit. They also noted the significant parking pressures here at school journey times, which on the one hand helps limit speeds but can also result in obstructions to visibility, which may be a concern on the approaches to the crossings.
8. In response to the above I can confirm that all the required road safety audit stages have (and will be) completed as the project progresses.
9. Bodicote Parish Council expressed some concerns over the proposals, noting that they had objected to the residential development funding the works. Specific concerns included the proposed use of a zebra crossing, with a preference being expressed for a signalled crossing and the proximity of the zebra crossing to the junction. The parish council also queried whether parking restrictions were also being proposed given the pressures here especially at school journey times.
10. As with the police comments, it is confirmed that the proposals are subject – as with all highway improvement schemes - to the road safety audit process, noting also that the design of the crossings - including their siting in respect of junctions – complies with national guidance. While there are currently no plans to introduce waiting restrictions, the ‘zig-zag’ markings at the crossing prevent parking/waiting on the approach/exits to the crossing thereby helping ensure adequate visibility.
11. The Governing Body of Bishop Loveday Primary School, the adjacent primary school, have not objected to the proposals.
12. Two objections were received from members of the public. One cited concerns that the proposals were premature given the anticipated timescale for the development progressing and also that the proposed off-road parking provision for the school was located where pedestrians would be unlikely to divert to use the proposed crossings and suggesting an alternative location for this parking area would address that. The other objection focussed on the potential conflict between cyclists and pedestrians on the parts of the footways proposed to be converted to shared use footway/cycle track and also the dangers and obstruction caused by parking by the existing signalled crossing.

13. The above concerns are noted but the request for consideration of an alternative site for an off-road school parking area is outside the scope of this consultation as is the concern that the timing of the consultation is inappropriate in relation to progress with the development.
14. In respect of the concerns over the safety of the proposed shared-use footway cycle track, experience of comparable provision elsewhere has been good.
15. It is accepted that parking pressures in the vicinity at school journey times are quite severe although the proposed new parking area should help alleviate this.

How the Project supports LTP4 Objectives

16. The proposals would help facilitate the safe movement of pedestrians, pedal cyclists and general traffic.

Financial and Staff Implications (including Revenue)

17. Funding for the proposed measures has been provided by the developers of land adjacent to the proposal.

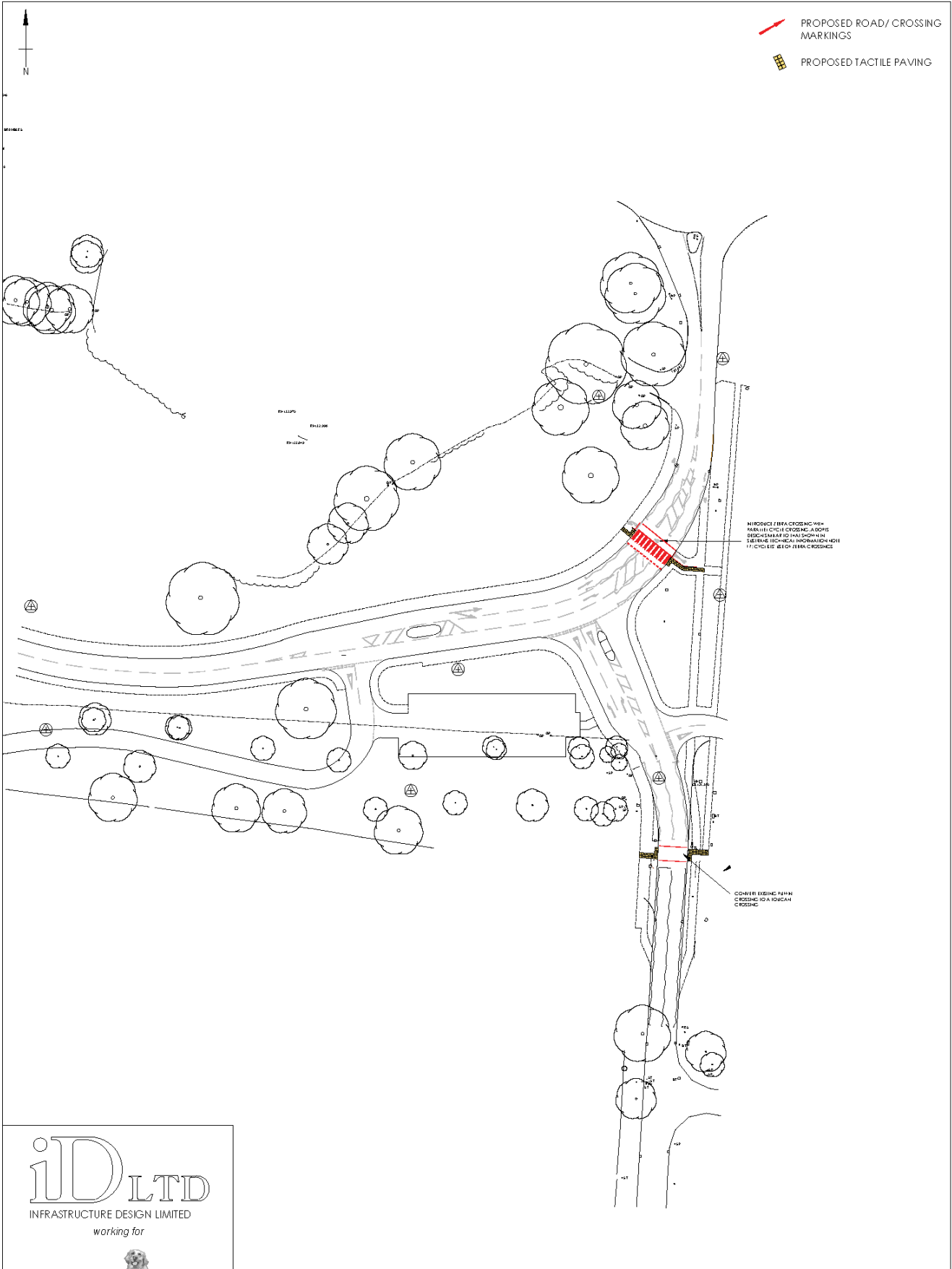
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed zebra crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 072678

September 2019



iD LTD
INFRASTRUCTURE DESIGN LIMITED
working for

DAVID WILSON HOMES
David Wilson Merica
Remus 2
2 Cranbrook Way
Solithull Business Park
Solithull
B90 4GT

PROJECT: White Post Road, Bodicote	
SCALE: 1:1250	DATE: March 2019
DRG. No: 957-278-07	DRAWN: LB
Ref. No: 957-278-ALL	CHECKED: PT

TITLE: Crossing types & Locations

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The new and amended features are part/near a changed road configuration where site lines and lighting may be key safety factors. I assume the new layout will be safety audited something in the circumstances is difficult to comment on due to the total changes at the northern end of White Post road!</p> <p>Parking at material school times is also an issue that has been raised to Police for attention where congestion occurs although we accept that road safety may benefit from reduced speeds when this occurs. It is important that sight lines to the Toucan and new zebra crossings are maintained for the safety of users. Until the new layout is completed a full safety opinion IN CONSULTATION is difficult to offer. I would like to be present when the Stage 3 (post completion) Road Safety audit is carried out.</p>
(2) Bodicote Parish Council	<p>Concerns – Bodicote Parish Council objected to the planning application, however with this planning application now approved we acknowledge changes to White Post Road are unavoidable.</p> <p>With the inevitable increase of traffic, from Banbury17 and future infrastructure plans via LTP4, using the spine road, it is imperative that the safety of those using this crossing isn't surpassed by those looking for lower cost, quick fix solutions and we would like to see a 'signalised' crossing on this road.</p> <p>Will driver and pedestrian safety be compromised due to the proximity of the Zebra crossing to the junction at White Post Road? And will this be further exacerbated by existing or additional bus stops?</p> <p>Can we expect to see any parking restrictions put in place, on either the spine road or White Post Road, to improve road safety and traffic management.</p>
(3) Bishop Loveday Primary School	<p>No objection – Having reviewed the application as above Bishop Loveday Primary School Governing Body has no objection to this application.</p>

(4) Local Resident, (Banbury)	<p>Object – Why is this consultation being put in hand now? So far as can be ascertained no construction work is likely to take place at the moment, and in any event - with the best will in the world - there will be no need for the new Toucan for many months, given the desultory progress with other housing sites in the area. I guess no monies for the work will be forthcoming via Sec 106 until a developer is on site (at the earliest) so there is no need to waste time and effort on something which may, indeed, never happen.</p> <p>The arrangement of this new junction has been the subject of much debate. However, the current proposal for the proposed and existing crossings shows that the current intent is far from satisfactory and in some respects is the most undesirable arrangement as it is likely to actually aggravate the road safety situation.</p> <p>Parents using the new parking area will be very tempted to cross direct to the school entrance rather than walking down White Post Rd. (WPR) to the existing crossing location and then back up the other side of WPR.</p> <p>A solution would be to locate the parking area on the north side of the new Link Road (i.e. on the inside of the bend - currently a grassed area) with the vehicle entrance opposite the entrance to the Cricket Club. This would encourage all parents and children from the Sycamore Drive direction to use the new Toucan Crossing and allow the relocation of the existing crossing further south to opposite, or close to, the Parish Council building used by the early years Playgroup and also the children's playground.</p>
(5) Local Resident, (Bodicote)	<p>Object – Are you proposing to allow cyclists to use the same pavements as pedestrians who use push chairs, hold hands with small children, hold dogs and elderly people who just walk, some with aids?</p> <p>Unless the existing pavements are widened then it will be dangerous. The safety of the existing crossing is severely compromised by the illegal and dangerous parking of vehicles. Unless these drivers are prosecuted or educated, then any improvement of crossings will be limited.</p>

Division(s): Bloxham & Easington

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

BANBURY - BLOXHAM: A361 BANBURY ROAD – PROPOSED SHARED USE CYCLE TRACK

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the conversion of the existing footway link on the western side of the A361 Banbury Road, between the junction with Chipperfield Park Road and Banbury (a distance of approx 2.5km) to a shared use pedestrian & cycle track and conversion of the existing pelican crossing on the A361 Banbury Road at Bloxham approximately 65 metres north of the Chipperfield Park Road junction to a toucan crossing (a crossing that can be used by pedestrians and cyclists) as advertised.

Executive summary

2. The provision of pedestrian and pedal cyclist infrastructure is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports of road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Introduction

3. The report presents responses received to a statutory consultation to improve and convert the above footway link on the A361 Banbury Road between Bloxham & Banbury to a shared use footway/cycle track and conversion of the existing signalled crossing for pedestrians at Bloxham approximately 65 metres north of the Chipperfield Park Road junction to a toucan crossing.

Background

4. The above proposal as shown at Annexes 1, 2 & 3 has been put forward as part of the wider traffic safety measures on the A361 funded by the Department for Transport. Although improving safety is the key objective, the scheme will also help to encourage cycle trips as an alternative to the use of private cars, thereby serving to help reduce congestion and encourage active and low-carbon travel.

Consultation

5. Formal consultation on the proposal was carried out between 18 July and 16 August 2019. A notice was placed in the Banbury Guardian newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Banbury Town Council, local Town and Parish Councils, the relevant local County Councillors and 5 nearby schools. Public notices were placed on site, and letters also sent directly to approximately 110 properties in the vicinity adjacent to the proposals.
6. Nine responses were received during the consultation period. 4 in support, 2 objecting and a further 3 raising concerns or not objecting. The responses are summarised at Annex 4 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposal. Cherwell District Council also raised no objection, noting that a current planning application for land off Bloxham Grove Road included proposals for works at the A361/Bloxham Grove Road/Ells Lane junction that would need to be taken into account in the detailed design of the scheme. These responses are noted and it is confirmed that the designers of the scheme are fully aware of the development funded works.
8. The British Horse Society expressed an objection to the proposal citing concerns that the proposal would – unless equestrians were also permitted to use the proposed shared use cycle track and toucan crossing (with appropriate changes to the layout of the latter) – be detrimental to the safety and amenity of equestrians, noting that this general area had a significant number of horse riders and that improving provision for equestrians would also be a positive for local equestrian businesses. Two other responses were received on behalf of equestrians – one expressed as an objection - expressing similar concerns.
9. In response to the above representations and while accepting the desirability of providing for equestrians the proposals comprise improvements of existing pedestrian provision to permit the use by pedal cyclists and should not be detrimental to any current equestrian activity in the area, noting that on much of the route south of the Wykham Lane junction there is currently no usable verge between the existing footway and the highway boundary. The Department for Transport funding is limited and carrying out further measures – including the provision of a Pegasus signalled crossing – is not considered viable.
10. The Oxfordshire Cycling Network expressed overall support for the proposals noting that on a road of this character a shared use cycle track was appropriate, and that its proposed width appeared generally acceptable. A concern was though raised about the reduced width of the track between

Crouch Cottages and the newly constructed shared use cycle track at the south end of Banbury. Queries were also raised on the layout and signing and road markings where the track crossed side roads (in particular the junction with the Vantage Business Park) – with a request that priority be given to cyclists - together with a request that consideration be given to the provision of a grass verge between the carriageway and the cycle track to provide a safety buffer and reduce the risk of debris from the carriageway accumulating on the cycle track. The importance of the new surfacing being of good quality and adequate future maintenance was also stressed.

11. Noting the above response, the reduced width of the proposed shared use track north of Crouch Cottages is acknowledged as substandard but it is anticipated that planned development will provide in the reasonably near future a track of standard (3 metre) width. Given this, it seems appropriate to accept as a short-term measure converting the existing 1.2m width footway to shared use, rather than the alternative of having a gap in the cycle provision.
12. The comments on the detailed design of the junctions – including whether priority is given to cyclists – will be reviewed as part of the detailed design. It is, however, not considered viable taking account of the budget and highway space available to provide a verge between the carriageway and cycle track. The comments on the quality of the surfacing and its ongoing maintenance are noted.
13. Expressions of support were received from three members of the public including a resident of Crouch Cottages, who though expressed a concern that the detailing of the layout (including traffic signs and markings) of the cycle track at the vehicle access to the property made provision for vehicles to enter and leave the access safely. It is confirmed that this will be checked and assessed as part of the detailed design.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of pedal cyclists and pedestrians.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed measures has been provided by the Department for Transport grant for improving road safety on the A361 between Banbury and Chipping Norton.

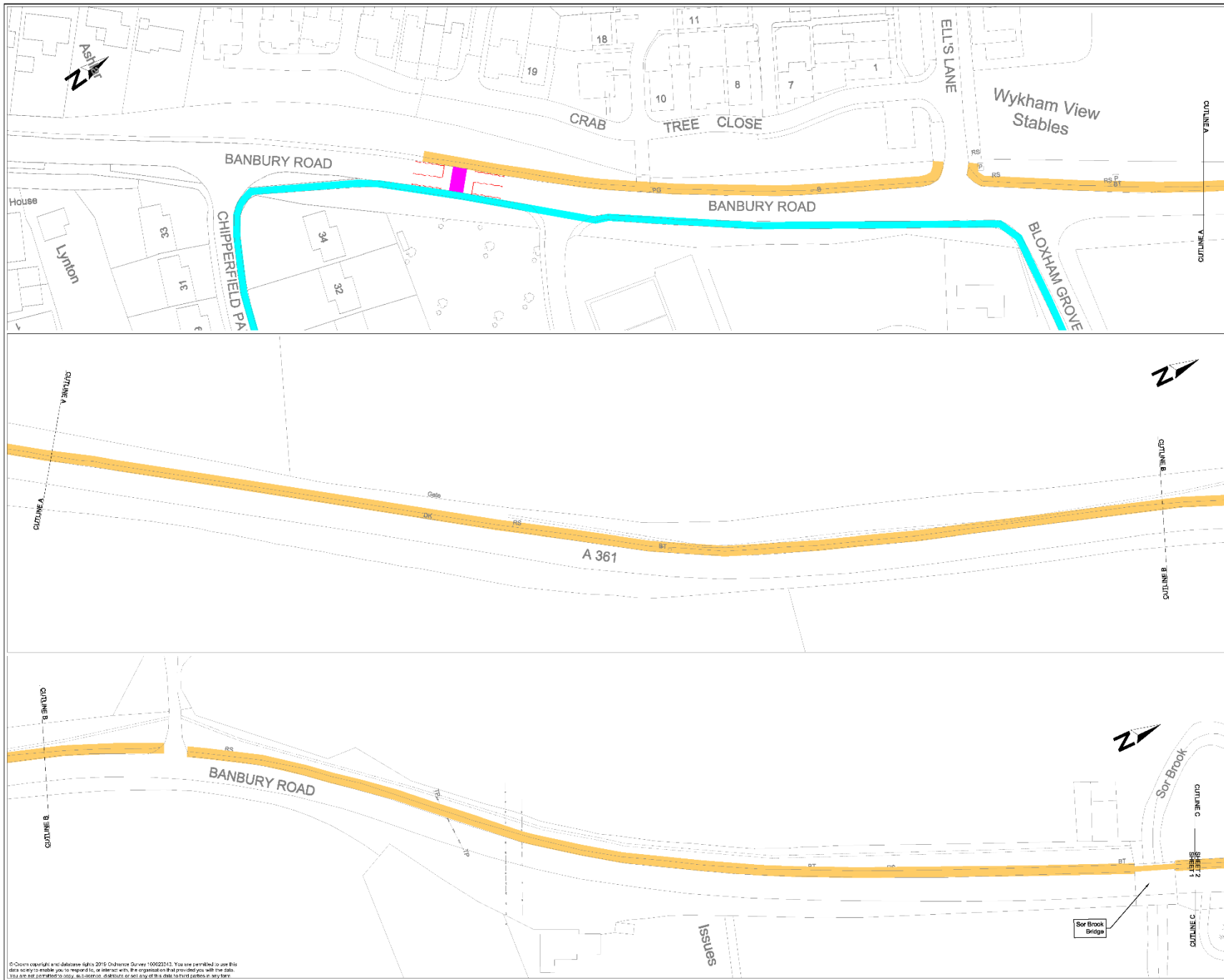
OWEN JENKINS

Director of Community Operations

Background papers: Plan of proposed shared use footway / cycle track
Consultation responses






Contact Officers: Hugh Potter 07766 998704
Joanna Mellon 07741 607539

September 2019



1. Do not scale from this drawing
2. Site verify all dimensions prior to construction
3. Report all discrepancies to the Drawing Originator immediately
4. This drawing is to be read in conjunction with all relevant comments and drawings
5. All measurements are in meters unless otherwise stated
6. The start point of the scheme is 30m north of Chippenfield Park Road for a distance of 2368.0m with an average width of 3.0m. The facility will reduce in width to 1.5m across Sor Brook bridge

KEY :

-  Proposed Shared Pedestrian and Cycle Facility
-  Proposed Signal Controlled Pedestrian and Cycle T-TOUGAN Crossing
-  Proposed Zebra at Crossing Facility
-  Existing Shared Pedestrian and Cycle Facility
-  Existing Footway 1.2m Wide to be Shared Use Pedestrian Cycle Facility

1	17-07-19	Existing Shared Facility Added to Key	ELM TAJ
0	19-07-19	Final Issue	HOP TAJ
Trx	Date	Description	Dr Cr

Drawing: 0.000000

SKANSKA
Working On Behalf Of



**OXFORDSHIRE
COUNTY COUNCIL**

Drawing Status	SAP Code
Consultation	C.AT00296.01

Project Name
A361 Safety Improvements - 395030 A361 QRA

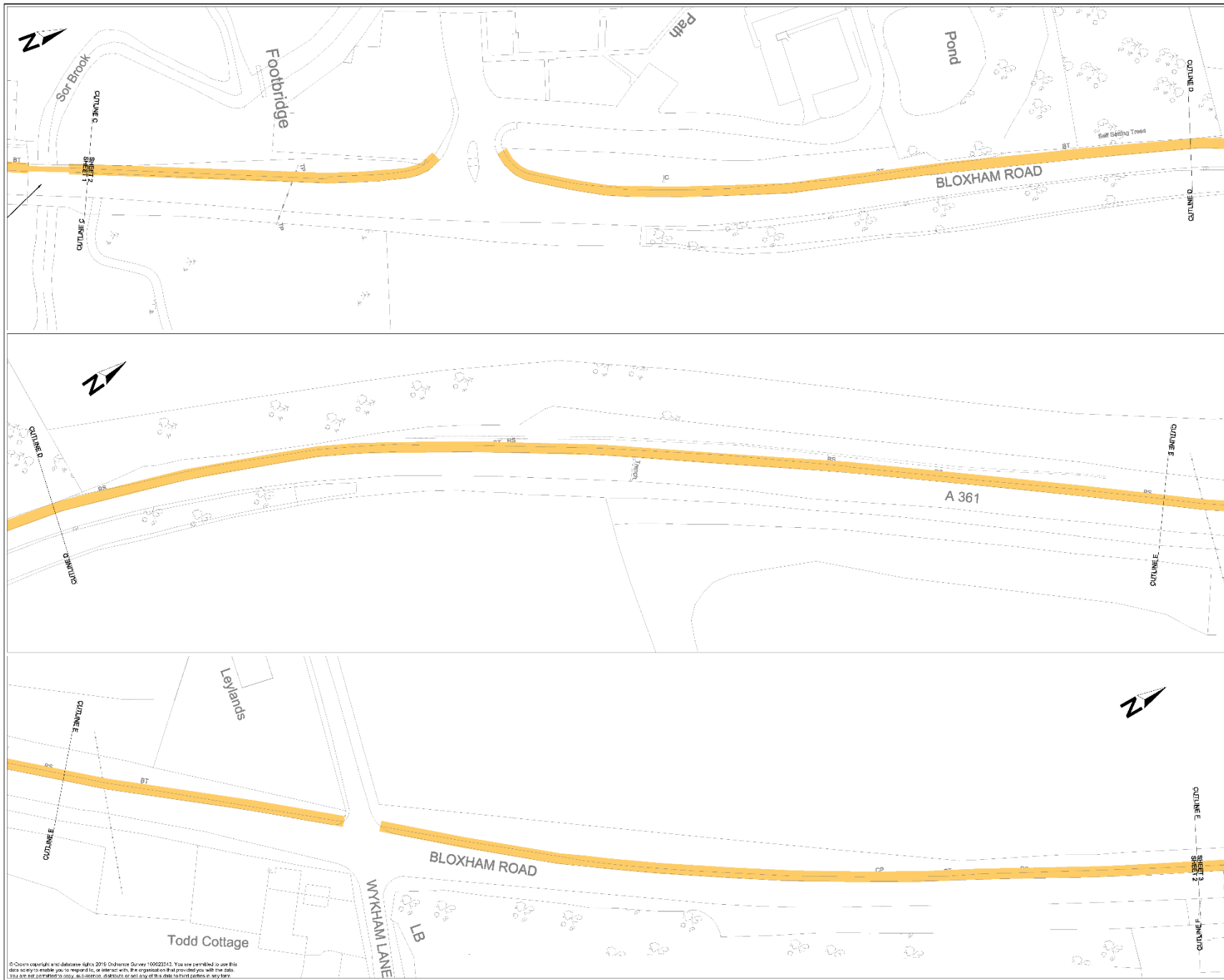
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A361 Shared Footway
Traffic Regulation Order
(Sheet 1 of 3)

Order No	Drawn by	Checked by	Approved by
1:303	HOUIP	TAJ	TAJ
	Drawn Date	Checked Date	Approved Date
	11.07.19	12.07.19	12.07.19

Drawing Number	Rev
395030-SKA-HGN-BLB-DR-CH-0007-S2-F	1

CMDE7



- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. All measurements are in meters unless otherwise stated.
 6. The start point of the scheme is 50m north of Copperfield Park Road for a distance of 200m with an average width of 3.0m. The facility will reduce in width to 1.5m across Sor Brook bridge.

- KEY:
- Proposed Shared Pedestrian and Cycle Facility
 - Proposed Signal Controlled Pedestrian and Cycle 'TOU/CAN' Crossing
 - Proposed Zigzags at Crossing Facility
 - Existing Shared Pedestrian and Cycle Facility
 - Existing Footway 1.2m Wide to be Shared Use Pedestrian Cycle Facility

Rev	Date	Description	Rev	Date
1	17-07-19	Existing Shared Facility Added to Key	ELH	TAJ
0	12-07-19	First Issue	HQP	TAJ

Drawn by: [Name]



Drawing Name: Consultation
 Project Name: A361 Safety Improvements - 395030 A361 QRA

File: [Name]
 Original Drawing: [Name]

A361 Shared Footway
 Traffic Regulation Order
 (Sheet 2 of 3)

Drawn by	Drawn on	Checked by	Approved by
TAJ	11.07.19	TAJ	12.07.19

395030-SKA-HGN-BLB-DR-CH-0008-S2-F 1

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Notes:

1. Do not scale from this drawing.
2. Site verify all dimensions prior to construction.
3. Report all discrepancies to the Drawing Originator immediately.
4. This drawing is to be read in conjunction with all relevant documents and drawings.
5. All measurements are in meters unless otherwise stated.

The start point of the scheme is 50m north of Chippewick Park Road for a distance of 258.0m with an average width of 3.0m. The facility will reduce in width to 1.5m across Sor Brook bridge.

KEY :

-  Proposed Shared Pedestrian and Cycle Facility
-  Proposed Signal Controlled Pedestrian and Cycle TOLCAN Crossing
-  Proposed Ziggags at Crossing Facility
-  Existing Shared Pedestrian and Cycle Facility
-  Existing Footway 1.2m Wide to be Shared Use Pedestrian Cycle Facility

1	17-07-19	Shed Facility Crouch Out to Summary Added	ELH	TAU
0	19-07-19	Final Issue	HOP	TAU
Rev	Date	Description	Dr	Cost
Newaira				

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COUNTY COUNCIL**

Drawing Status	SAP Code
Consultation	C.AT00296.01

A361 Safety Improvements - 395030 A361 QRA

A361 Shared Footway
Traffic Regulation Order
(Sheet 3 of 3)

Initials 1:500	Drawn by HQUP	Checked by TAJ	Approved by TAJ
	Drawn Date 11.07.19	Checked Date 12.07.19	Approved Date 12.07.19

Drawing Number	Rev
395030-SKA-HGN-BLB-DR-CH-0009-S2-F	1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I have visited the location including at material school times where this area is busy with both Pedestrians and cyclists. Traffic is also heavy on the A361 with significant drop off/ pick up scenarios as you would expect.</p> <p>The measures will get well used although the shared use mixed traffic aspect could create some conflict between users as road safety discipline is sometimes poor from my observations.</p> <p>I think the area will benefit from improvements but should be monitored by the Highway Authority where segregated use IF the space was available could improve that aspect in the future.</p>
(2) Cherwell District Council	<p>No objection - The District Council comments that changes to this part of the highway are also proposed under application 19/00617/ (construction of new school off of Bloxham Grove Road) that is currently being considered by the Council and that these would likely impact on the works proposed under this consultation.</p>
(3) Local Group, (British Horse Society)	<p>Object – While the BHS supports in principle any scheme which provides safer access for vulnerable road users, we must OBJECT to this scheme as currently proposed. This is because, while providing safer access for pedestrians and cyclists, it makes no provision for equestrians who, though considered a minority, are equally vulnerable on roads (if not more so, owing to the involvement of the horse's actions as well as those of the rider and other road users).</p> <p>Furthermore, if implemented as shown in the current plans, this scheme represents a significant additional hazard to local equestrians, who regularly use and cross the A361 in order to access the off-road network of bridleways, byways and minor roads in the Bloxham/Banbury area. This is because it will take away the verge that currently provides a refuge for ridden horses, pushing them out into the main highway where they will effectively be sandwiched between passing motor vehicles on one side and pedestrians and cyclists using the new route on the other. This is a major concern, since if a horse is spooked by a cyclist or pedestrian using the new route, it is likely to shy into the path of passing motor vehicles. Equally, if the horse is startled by vehicular traffic passing too fast and too close on the road (a common experience for</p>

	<p>riders) there is a possibility that it will shy into the path of any cyclist or pedestrian on the shared-use cycle path.</p> <p>Notwithstanding our current concerns about this scheme, we recognise that this is an opportunity within the development currently taking place in the Banbury area to improve road safety for all vulnerable road users. We would therefore be prepared to WITHDRAW our objection if the new path could be made available to horse riders as well as pedestrians and cyclists, with Pegasus rather than Toucan controlled crossing points. If implemented we believe this would represent a major improvement to the safety for all traffic in the area, motorised as well as non-motorised.</p> <p>With regard to any concerns about the safety of horse-riders sharing paths with cyclists and pedestrians, we would point out that horse riders have always shared bridleways with pedestrians, and with cyclists since 1968 when the Countryside Act gave the public the right to ride bicycles on bridleways. And roads and byways have been shared by all three types of user since the bicycle was invented.</p> <p>Since the launch of the BHS's Horse Accidents website in 2010 the Society has received than 3,700 reports of road incidents involving horses; 315 horses have died and 43 people have lost their lives. This includes occupants of motor vehicles as well as equestrians. Research indicates that only around 10% of incidents are reported to the BHS. NHS Hospital Episodes statistics for 2016-17 recorded a total of 3,863 horse riders and carriage drivers in England and Wales admitted to hospital for 'animal-rider or occupant animal-drawn vehicle injured in transport accident). Thus, any scheme that helps to secure a safer, better-connected access network of equestrian routes is vitally important, in a very literal sense.</p> <p>We therefore hope that Oxfordshire County Council will revise this proposal to include provision for ridden horses and would be very happy to offer further information and advice, if required.</p>
(4) Resident, (unknown)	<p>Object – This consultation plan has blatantly disregarded and discriminates against one other vulnerable user group - HORSE RIDERS.</p> <p>Bloxham and the surrounding area has a very active equestrian community that regularly use this section of the A361 yet they have been totally disregarded in this consultation plan.</p> <p>Horse riders (young and old) are finding Oxfordshire roads becoming increasingly more dangerous with heavier and faster traffic. Equestrians need to use these main roads to access the network of quieter roads and bridleways so it is very important that these vulnerable road users are included in any cycle/pedestrian shared paths.</p>

	<p>As this is a busy road and there is an active horse-riding community it would also be advisable to convert the crossing to a Pegasus Crossing rather than a Toucan Crossing, this would allow horse riders to cross the road safely along with cyclists and pedestrians.</p> <p>Horse riding plays a huge part in local communities, not just for the health and wellbeing benefits but all to the local economy. If equestrians are not considered by Oxfordshire County Council in their off-road path plans then this activity quickly declines and local business and the community suffer from the loss.</p> <p>Equestrian ARE vulnerable road users and need to be considered in the same category as the vulnerable cyclists and pedestrians and not discriminated against.</p> <p>Please consider equestrians in this shared path consultation plan and also upgrading the Pelican Crossing to a Pegasus Crossing. It will be cheaper to include equestrians now at an early stage rather than having to make expensive changes later on.</p>
(5) Local Resident, (Witney)	<p>Concerns – I applaud the planned conversion of the existing footway to the improved and extended to a “shared use” path with cycles.</p> <p>But this is very much a road that runs through countryside and in the local area are a lot of horse riders who, due to lack of sufficient off-road riding, are forced to take courses onto the busy highway. Riders in the Broughton area are very close to the A361.</p> <p>All new shared use tracks should include horse use. As a minority road user, we are as vulnerable, if not more so, than cyclists on the busy highways.</p> <p>I would urge you to consider making this proposed path wider and include horse riders - anything that gets horses away from fast moving traffic is so important and vastly reduces the accident risks.</p>
(6) Local Group, (Oxfordshire Cycling Network)	<p>Support – Overall, we support the proposals, with a few comments below</p> <p>Bloxham to Banbury is only 3 miles, an ideal distance for cycling and Bloxham is a large village with over 3000 population. However, the A361 is not a pleasant place for people on bikes and the alternative is a substantial diversion. A good cycle route here would be a significant enabler for healthy active travel and we recommended this route as part of</p>

our proposed Strategic Cycling Network for the county.

As you may know, we are not in general advocates of cycle routes shared with pedestrian facilities. However, in some cases they are appropriate. On a route like this where the pedestrian use is expected to be very low there is unlikely to be much conflict between people walking/running and cycling.

Crossing: We have no comments on the crossing, which looks appropriate.

Widths: We interpret the width of most of the scheme to be 3.0m ("The start point of the scheme is 50m north of Chipperfield Park Road for a distance of 2380m with an average width of 3.0m. The facility will reduce in width to 1.5m across Sor Brook bridge.") 3.0m is a good width for the purpose.

Our main comment on the proposals is on the 'green' section. We object to the 1.2m width proposed for this section because we do not understand why this inadequate width is necessary when the rest of the scheme (and the plans to the North) is much better specified. To illustrate the difficulty of this width, one of my bikes has handlebars 760mm wide.

Junctions: At junctions, the priority should be to be safe and to enable continuous cycling. The plans do not have much detail about the design of the crossings.

For driveways and minor turn-offs, the cycle route should have priority across.

The entry to Vantage Business Park looks dangerous for cyclists heading north if they are not seen by motorists heading north and entering the business park. It is not easy for cyclists to look directly behind themselves. The track needs to pull in earlier, so it arrives at the junction more parallel, and/or the road needs a tighter entry radius, and/or a warning sign. Is the island wide enough for a reference cycle design vehicle (2.8m)?

Verge: Ideally, there would be a grass verge separating the cycle/pedestrian track from the main carriageway, for comfort and safety. This would also help capture debris – e.g. bits of gravel and glass – thrown up by cars onto the track. Is there a way to build in such a feature?

Surface: The quality of the surface is important for a longer distance cycle route. Many footpaths have 'rippling' surfaces that are unpleasant to ride. Please work with the contractors to ensure a fully smooth surface.

Signage: The route should be signed clearly to encourage use, particularly at Bloxham, the Banbury end and Vantage Business Park. In addition, it would be worth talking to Sustrans about whether NCN Route 5 should switch from its

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	<p>current route through Bodicote to this more direct route.</p> <p><u>Maintenance</u>: Vegetation should be cleared regularly so the track is not impeded or damaged.</p>
(7) Local Resident, (Bloxham)	Support – the proposal has my full support. I think it is an excellent plan.
(8) Local Resident, (Banbury)	Support – While the proposals are supported there is a potential safety issue immediately outside 2 Crouch Cottages where there is a vehicular access for the property directly onto the Bloxham Road. If the proposal is to widen the cycle path from Bloxham up to the northern edge of the cottages there is a likelihood of increased cycle speed across the vehicular access especially given the vegetation growth that already obscures views along the road. Is it possible to reduce the width of the cycle access at the southern border of the cottages rather than the northern one (where the proposal is to retain the narrow footpath because of the existing ditch) or at least put some warning sign on the cycle path ("Give Way" or "Stop") or speed mitigation (rumble strips) for cyclists?
(9) Local Resident, (Oxford)	Support – <i>no comments</i>

Division(s): Henley on Thames

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

HENLEY-ON-THAMES, GREYS ROAD: PROPOSED ZEBRA CROSSING

Report by Director for Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing on Greys Road, Henley as advertised.

Executive summary

2. Provision of pedestrian and cycle crossings is reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings, and the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a zebra crossing on Greys Road between its junctions with Greys Hill and The Close.

Background

4. The above proposal as shown at Annex 1 has been put forward to address concerns raised over the safety of pedestrians crossing Greys Road between the pram walk on the Gainsborough Estate, The Close, Greys Hill (leading to Sacred Heart School) and the shop.

Consultation

5. Formal consultation on the proposal was carried out between 21 June and 19 July 2019. Notices were placed in the Henley Standard newspaper and near the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the South Oxfordshire District Council, Henley Town Council and the local County Councillor. Public. Notices were also placed on site and letters sent to approximately 35 properties in the immediate vicinity of the proposal.

6. 138 responses were received. 5 (4%) objecting, 4 (3%) neither supporting nor objecting and 129 (93%) in support. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposal. The Local Member for Henley, Henley Town Council, and Sacred Heart Primary School all fully support the proposal. Expressions of support were also received from 126 members of the public and groups/organisations.
8. Five objections were received from members of the public, all residents of Henley and on the grounds of children that currently risk crossing Greys Road between Greys Hill and the steps to the recreation ground will not detour to use the crossing; the chosen location will make the already busy street scene more complicated, it does not service the needs of children who use the skatepark or school children whose parents park at the Scout hut and will be detrimental to local businesses. The Plan did not consider visibility implications of parked cars on Greys Road north of Greys Hill or the two Bus Stops that within the zig-zags. Cars stopped at the crossing will block access to/from The Close and slowing traffic down to allow pedestrians to cross the road will increase pollution levels.
9. Concerns were also raised by a Henley town councillor who believes that the chosen location for the crossing is not in its optimum place and should be relocated south of The Close.
10. A 12 hour 7am to 7pm pedestrian survey was carried out at the site of the proposed zebra crossing (which includes up to 50m either side) on 27 February 2019 which indicated that the road was crossed 356 times during that period. An assumption was made that pedestrians crossing within 50m of a proposed crossing site were likely to change their route to use the safer facility and this would include children currently crossing at Greys Hill. Henley Town Council will be asked to consider permanently closing off the steps to the recreation ground and to provide an alternative access near the crossing or near the Pram Walk.
11. Pedestrian crossings are commonplace in the urban environment and any increase in pollution is negligible. The proposed location will service the needs of children visiting the skatepark from the west of Henley, Greys Hill and The Close. The Scout hut is approximately 190m north of the crossing and there is no intention to service the need of pedestrians who have parked at this location. Whilst the proposals will introduce zig-zag lines in front of the adjacent shop, there are already double yellow lines at this location that restrict parking. The proximity of the zebra crossing to the shop may have a positive effect on pedestrian custom.
12. As demonstrated by the pedestrian survey the chosen location for the zebra crossing is on the pedestrian 'desire line' between the pram walk on the

Gainsborough Estate, The Close, Greys Hill (leading to Sacred Heart School) and the shop. If located south of The Close the crossing is less likely to be used. Intervisibility between pedestrians and approaching vehicles will be double checked and high friction surfacing will be laid on both approaches to the crossing as part of the scheme. There is only one Bus Stop which is on the west side of Greys Road and bus stops beyond the south end of the zig-zag lines. It is anticipated that any inconvenience to vehicles turning into or out of The Close because of the nearby crossing will be minimal.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of pedestrians.

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures will be provided by Henley Town Council.

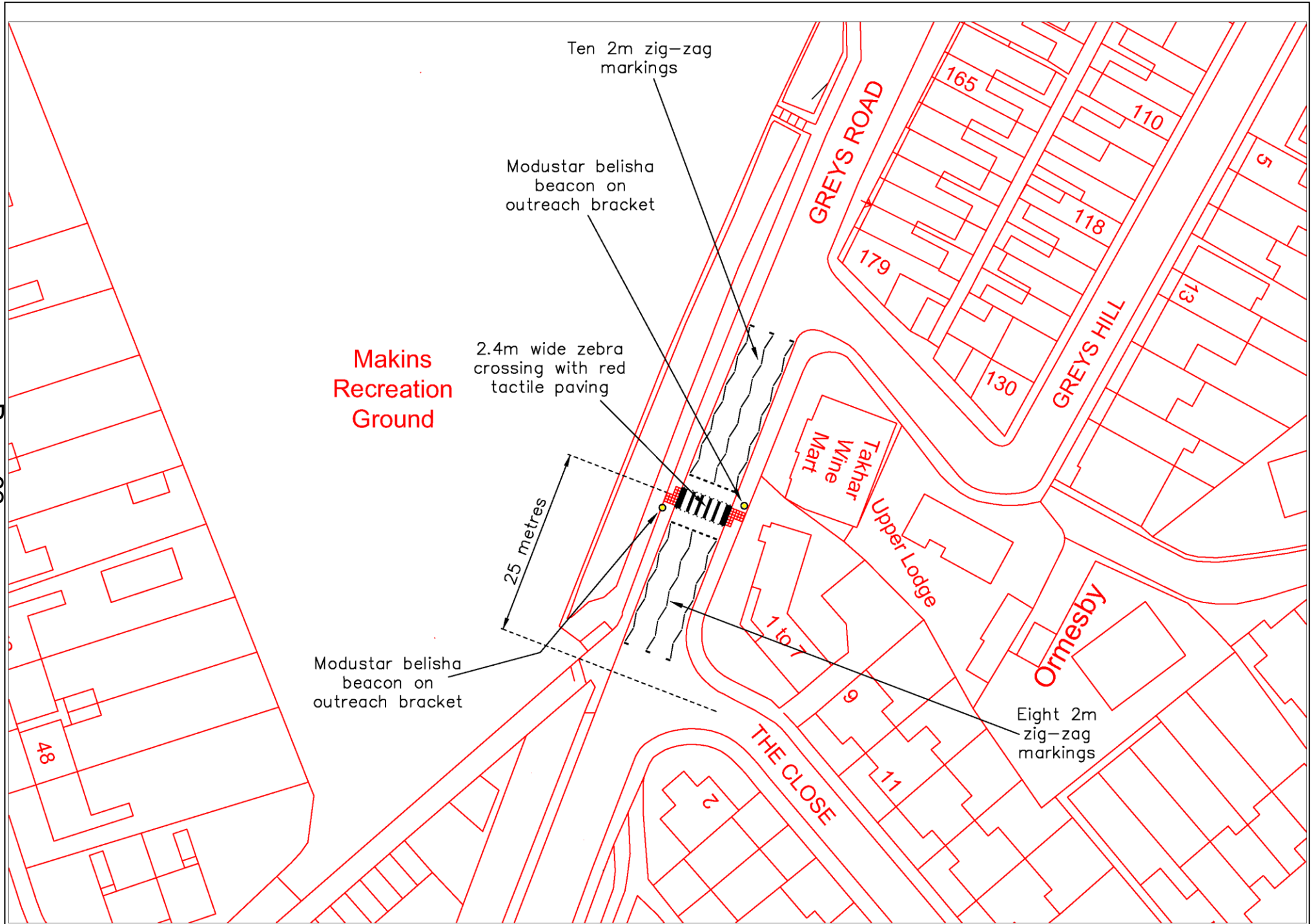
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed zebra crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 072678

September 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local County Councillor, (Henley-on-Thames Division)	<p>Support – This crossing is much needed, and it will be the first crossing to be implemented in Henley for many years. Pedestrian crossings are important because Towns should begin to orientate themselves away from cars and towards the needs of people and pedestrians.</p> <p>This is a major crossing points between two estates, The Close and Gainsborough estate. It is ideally situated at the end of a Pram Walk which as the name implies Mums and Dads push prams down the slope and hit this major road and then must wait for a break in the traffic before crossing. This will enable them to cross safely and conveniently, it will also have the added benefit of slowing traffic on this busy road. It will also enable residents on the estate to convenient go to the Takhar stores across the road. Down Greys Hill there is a primary school called Sacred Heart and many parents access this route with their children, hence making their journeys to and from school safely and conveniently. Sacred heart school have been campaigning for this crossing for several years.</p> <p>In Summary OCC Officers are in favour of this crossing and have designed a very safe scheme The pedestrian count proves that it is a well-used route. The speed survey indicates that it is within the acceptable safe speed zone. As County Councillors I am in favour. Henley Town Council is unanimously in favour of this crossing and have committed to fund this crossing. 95% of responses to the current consultation are positive. Gainsborough Residents Association are in favour. Sacred heart School are in Favours. Headway which is a local head injury charity are in favour.</p> <p>Therefore, there is overwhelming support for this crossing and a demonstrable need for it.</p>

(3) Henley-on-Thames Town Council	<p>Support - Planning Committee wishes to express its support for this much needed zebra crossing on Greys Road. It will benefit residents of the Gainsborough Estate and the Close, as well as those accessing Sacred Heart Primary School, Headway and the Scouts and general cross-town pedestrian traffic. Pedestrian and traffic counts have demonstrated the need for this crossing and it will provide a mechanism to slow the traffic on Greys Road. It helps to demonstrate the desire to put people before cars and will aid reduction in pollution levels, which are at dangerous levels in Henley.</p>
(4) Local Town Councillor, (Henley Town Council)	<p>Concerns - I believe the point you have chosen for the crossing, is not the optimum place, but could quite easily be moved 30 yards to the east, up the hill, besides the dog bin, which would still be used by those exiting the ramp albeit with a fenced small 5 yd diversion. A local shop owner makes very sensible points regarding the bus stops and street scene.</p> <p>We are ALL in favour of Road Safety, and the work you're doing on behalf of OCC, and are supportive of a crossing in principle. But a little bit of compromise on the crossing position, might make life easier for everyone.</p>
(5) Sacred Heart Catholic Primary School	<p>Support - For many years, parents, pupils, staff and Governors at Sacred Heart have been campaigning for a zebra crossing on Greys Road. Each time we have been unsuccessful in our attempts to have this passed. We are all hoping that following this period of consultation the decision will be made to allow a safe crossing space.</p> <p>We are extremely fortunate in that to date no major accident has occurred on Greys Road as children have been travelling to and from school. However, with the speed at which the cars travel and the sheer volume of traffic, I fear that it may only be a matter of time.</p> <p>The zebra crossing is desperately needed for several safety reasons. These include but are not limited to:</p> <ul style="list-style-type: none"> - Sacred Heart School children crossing Greys Road - residents of Gainsborough estate and further afield visiting the Takhar shop - visitors to the Makins Recreation ground, skate park and Takhar - Gillotts school children - visitors to Trinity trainer pool on Greys Hill - Trinity School children - parishioners and visitors of Trinity church

	<ul style="list-style-type: none"> - scout hut users - those using the headway centre <p>There are currently no crossings at all on Greys Road which runs from Henley town centre up to Gillotts school. The road provides access to several schools and other local facilities.</p> <p>Crossing the road is currently difficult due to parked cars blocking visibility, including those cars pulled over on double yellow lines when visiting the Takhar shop. Commercial needs should not be put before safety.</p>
(6) Local Resident, (Henley-on-Thames)	<p>Object – In the past 4 weeks there have been FOUR very near misses of children/young people running onto the road and almost being hit by cars right opposite our house. Three of these instances left the drivers stunned and quickly to tears in the middle of the road at the closeness of the possible serious accident which could have occurred.</p> <p>I cannot stress enough how dangerous this is. The opening to the park which has steps leading down to the road opposite our house has become a diagonal short cut to the wine mart and is the exit/entrance of choice of the youngsters. Kids being kids will take a short cut and will not walk up to the crossing which is proposed. They will just keep crossing at the most convenient point for them which is to cut across from the stairs to the off license.</p> <p>As an alternative to prevent a serious accident, I would like to suggest that the entrance at the stairs (which has recently had a metal gate installed) be closed off completely so that the users of the park must go to the top entrance of the park to enter or exit. It would then be more sensible to place the crossing a little further up from your proposed site, at that exit at the top of the park, to encourage ease of use and safe behaviour.</p> <p>There is no doubt that there will be a serious accident here in the very near future if something is not done promptly.</p>
(7) Local Resident, (Henley-on-Thames)	<p>Object – In summary: The proposed site is going to make the already busy street scene more complicated (in my opinion not improving safety)</p> <p>The drawing supplied does not consider parked cars outside the houses on greys road (giving an impression of clear line of sight which there is not)</p> <p>The drawing supplied does not detail the two bus stops that are in the zigzags (with no suggested relocation plan)</p> <p>The proposed location does not service the need of school children as the scout hut parking is not provisioned for (where most parents park). The proposed location would mean an extra 400 metre walk if they chose to use it (for</p>

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	<p>suggested locations and distances please see drawing attached).</p> <p>The proposed location does not service the children who use the skate park</p> <p>The proposed location will be a detriment to local retail business compounding this issues that are felt around the town.</p> <p>Considerations:</p> <p>If moved further down, it will still service those children from Gainsborough and all other concerned parties but will be at the disbenefit of the residents (parking will need to be sacrificed where it is already lacking).</p> <p>If moved further up and I am unsure how well it will be utilised.</p>
(8) Local Resident, (Henley-on-Thames)	<p>Object – The more you slow traffic down the higher the pollution. Start by getting rid of some traffic lights!</p>
(9) Local Resident, (Henley-on-Thames)	<p>Object – I don't want any more pollution than we have now. Cars stopping to let people cross will course more problems to peoples breathing.</p>
(10) Local Resident, (Henley-on-Thames)	<p>Object – The zebra crossing will block access to/from The Close which is usually used blocked by the cars owned by the parents of Sacred Heart. If cars have to stop at the zebra crossing on Greys Road, there will also be congestion and air pollution in The Close where lots of elderly people live and who need the road to be clear for emergency services. At the moment parents from Sacred Heart block the entrance to The Close twice a day by parking their cars on both sides of the road thus making it difficult for the residents to get into or out of the street.</p>
(11) Local Resident, (Henley-on-Thames)	<p>Support – Fantastic idea. I have seen many 'near misses' since I have lived here. The bus incident several years ago was a prime example, when the bus ended up going through next door's wall and just missing me!!!</p> <p>The traffic goes at a terrific speed past here and there are always children crossing the road to/from school or the skate park.</p> <p>The sooner the better for a safe crossing.</p>

(12) Local Resident, (Henley-on-Thames)	<p>Support – I would like to support the Greys Road crossing in Henley. My reasons are below.</p> <ol style="list-style-type: none"> 1. The traffic speed is horrendous and very dangers to all pedestrians trying to cross. The crossing would slow down traffic sufficiently. 2. The proposed crossing would enable children to cross safely to the very popular Makins play-ground and Skatepark and allow children and adults to cross to the shop on the other side of the road. There have been many close accidents down the road which could be stopped if we had a crossing. 3. There is a school very close to where the proposed crossing is (Sacred Heart) and many children need to cross the road at peak times - once again a pedestrian crossing would ensure safety. 4.. There is a Scouts Hut which is also used by Headway - a charity for those with severe head injuries. All of who need to cross the road safely. 5. To add to my comment above I would also say that by slowing traffic you are reducing pollution.
(13) Local Resident, (Henley-on-Thames)	<p>Support – The proposed pedestrian crossing near the store is an essential safety requirement for the pedestrians in Henley on Thames, especially those of all ages needing to cross to reach local schools or educational clubs or community groups from their various residential areas. I fully support the initiative and cannot understand why infrastructure has not been implemented before now.</p> <p>As an adult Greys Road is difficult to cross due to many blind spots caused by the parked cars, yet we expect older children at primary school (Trinity & Sacred Heart) and Gillotts to cross on their own.</p> <p>As a driver I am only too conscious that a child could dart across the road, while Henley College students frequently amble into Grey's Road on-mass during rush hour.</p>
(14) Local Resident, (Henley-on-Thames)	<p>Support – I fully support this long overdue pedestrian crossing over this busy road, which is, and has been, extensively used by children and families to access schools, Makins Play Ground and shops. With the construction of the large housing development at Highlands Farm it is essential to have many more safe crossing points over this road.</p>

(15) Local Resident, (Henley-on-Thames)	Support – I fully support the proposed Zebra crossing on Greys Road Henley between Makins Recreation Ground and the Takhar shop. Long overdue.
(16) Local Resident, (Henley-on-Thames)	Support – I strongly support the provision of a zebra crossing on Greys Road, near the Makins Recreation Ground. This will significantly improve pedestrian safety, and hence encourage more walking, including by children and the physically frail. It will improve pedestrian links to the local schools, recreation ground, shop and pubs.
(17) Local Resident, (Henley-on-Thames)	Support – I firmly support the proposal for a zebra crossing on Greys Road in Henley. It is a busy road with many parked vehicles on the road making visibility poor for pedestrians. The road has to be crossed several times a day by school children and local residents and a zebra crossing on this road is an absolute must.
(18) Local Resident, (Henley-on-Thames)	Support – I am a foundation Governor of Sacred Heart school and I think it makes absolute sense to have a zebra crossing in this area. There is probably no need to go through all the obvious benefits however, there is one comment I would ask that is taken into consideration and that would be the actual position of the crossing. If as it seems likely, that the position is near the Takhar store near the corner, then I believe this will not help the parents that travel along 'school lane' (south of the store) to go to Sacred Heart – basically there seems to be a 50-50 split with parents and children coming down towards the store and parents and children coming up towards school lane – if the zebra crossing was central to both roads then it would be far more convenient for footfall coming from both directions to walk the extra few yards to use the crossing.
(19) Local Resident, (Henley-on-Thames)	Support – I think it's a great idea to install this crossing. My young grandchildren often visit me, and I take them to play in the Makins Recreation Ground so the sooner this is put in place the better.

(20) Local Resident, (Henley-on-Thames)	Support – I am writing to say that I wholeheartedly support the proposed pedestrian crossing in Greys Road Henley. It is long overdue.
(21) Local Resident, (Henley-on-Thames)	<p>Support – The reason there should be a crossing giving safe passage from Gainsborough across the road to whichever direction, it's needed for access to The Close, Sacred Heart & Trinity Schools, pedestrians for work or going to station.</p> <p>In my opinion the schools urgently need this, especially for those children who walk by themselves, also our elderly neighbours who need to cross the road to go to the shop. The crossing will also slow the traffic down on both sides making it a lot safer for all!</p> <p>I have been working on this for four years as Chairman of Gainsborough Residents Association and will continue to do so until we get the desired outcome</p>
(22) Local Resident, (Henley-on-Thames)	<p>Support – Please put a crossing point in on Greys Road opposite the top of Greys Hill.</p> <p>This road is getting busier as more housing is being created in Henley. School drop off times are incredibly hazardous for pedestrians trying to reach the school on Greys Hill and the convenience store. The new Skatepark's users have increased the pedestrian traffic at this point again trying to cross the road to reach the convenience store.</p> <p>This road point has many lone primary school children crossing at great risk at the busiest times as school starts and finishes trying to get home to the housing estate, or to the new updated and popular Makins Recreation ground. I have watched in horror as kids have had near accidents with traffic doing this.</p> <p>This road point is a lethal accident waiting to happen. Please don't let a child die for the sake of a safe road crossing piece of infrastructure.</p>
(23) Local Resident, (Henley-on-Thames)	Support – I have lived in Henley all my life and know this stretch of road well. There is frequent speeding by cars here and I have always thought it a dangerous spot. Downhill traffic seems to take too little account the number of school children who have to cross at this point. Please approve this new crossing.

(24) Local Resident, (Henley-on-Thames)	<p>Support - Greys Road is already very busy and the volume of commercial vehicles including HGV's has risen notably over the last few years, including quite a lot of through traffic. The pressure on this road will only get worse as current housing developments become occupied and even more so with increased housing targets to come.</p> <p>I live in Greys Road and am very familiar with the difficulties of crossing it especially for the elderly, the disabled and for parents with young children going to and from school.</p> <p>I think a zebra crossing here is badly needed and overdue and it should also serve to slow traffic down, which seems to get faster and faster as you can see from the number of vehicles braking near the speed camera!</p>
(25) Local Resident, (Henley-on-Thames)	<p>Support - No comments</p>
(26) Local Resident, (Harpsden)	<p>Support - I am very strongly in favour of a Zebra crossing on Greys Road. Several children cross the road daily both to/from Sacred Heart and Trinity Schools and for those walking to school. Children also cross to use the park after school and it is particularly dangerous. I have personally witnessed several near misses, with cars swerving round pedestrians in the road who are crossing, or children and parents (often with pushchairs/toddlers) having to time a run across the road as it is so busy, particularly at peak times, which coincide with the school drop-off.</p>
(27) Local Group/Organisation, (Henley-on-Thames)	<p>Support - We are encouraging parents / children to walk to school as part of our campaign to reduce pollution near the local schools (Sacred Heart Primary and Trinity Primary). We have found that safety is a key factor that prevents children from doing this is that they have to cross Greys Road. A very busy road, particularly at the time children are arriving at school in the morning.</p> <p>We strongly support the provision of this zebra crossing.</p>
(28) Local Resident, (Sonning Common)	<p>Support - I drive down Greys Road every day on my way to work, I see school children and the elderly and disabled trying to get across Greys Road either going from the bus stop or going to school a crossing will help people to cross.</p>

CMDE8

(29) Local Group/Organisation, (Henley-on-Thames)	Support - No comments
(30) Local Resident, (Henley-on-Thames)	<p>Support - I have for a long time believed a crossing would be beneficial between the pram ramp, bus stop & the convenience store as described. High numbers of people cross the road at this point including:</p> <p>Residents of The Close & Greys Hill using the Bus Residents of the Gainsborough estate using the convenience store Children walking to or from Sacred Heart School Children/Families using the Makins playground buying refreshments from the convenience store</p> <p>Having a pedestrian crossing on this downhill stretch of Greys Road should bring the added benefit of slowing cars down and may even encourage more children to walk to school.</p>
(31) Local Resident, (Abingdon)	Support - No comments
(32) Local Resident, (Henley-on-Thames)	Support - 20mph zone start 200 to 400 yds before would help with health and safety.
(33) Local Resident, (Henley-on-Thames)	Support - We have long needed this safe crossing for the children attending Sacred Heart School and those crossing to the playground and Skate Park in Makins Recreation Field. I strongly support this proposal and hope it goes ahead.
(34) Local Resident, (Henley-on-Thames)	<p>Support - Greys Road needs to be crossed by many adults and children daily. On one side is the Gainsborough estate and the children's' park and the skatepark, and on the other are four schools and the shop.</p> <p>There should have been a crossing here long ago, and with the increasing heavy traffic on Greys Road because of the development at Highlands Farm in particular, it is now essential. The location on the Road is just right.</p>

(35) Local Resident, (Henley-on-Thames)	<p>Support - It would be for the safety of children and adults going to schools, playgrounds and shops. It just might slow the traffic down as people speed on various sections of this road once they have passed the speed camera. We need more signage to remind drivers that people have homes on this road.</p>
(36) Local Group/Organisation, (Henley-on-Thames)	<p>Support - I fully support the proposed crossing. It is needed to improve safety for:</p> <ul style="list-style-type: none"> - Sacred Heart school children crossing Greys Road - residents of Gainsborough estate and further afield visiting the Takhar shop - visitors to the Makins Recreation ground visiting Takhar - Gillotts school children - visitors to Trinity trainer pool on Greys Hill - scout hut users <p>There are currently no crossings at all on Greys Road which runs from Henley town centre up to Gillotts school. The road provides access to several schools and other local facilities. Children attending Sacred Heart School regularly cross the road from the Scout hut (where they have to park as there is no parking available nearer to the school) I have been made aware of several near misses over the years as cars come up and down Greys Road at speed. The school has been campaigning for several years for a safe crossing for all children, not only those that attend Sacred Heart.</p> <p>Crossing the road is currently difficult due to parked cars blocking visibility, including those cars pulled over on double yellow lines when visiting the Takhar shop. Commercial needs should not be put before safety.</p>
(37) Local Group/Organisation, (Henley-on-Thames)	<p>Support - I fully support this zebra crossing. The speed camera has had little effect in stopping cars from speeding when using this road. For the safety of children and parents using the road for Sacred Heart School, Makins recreation ground, Headway and scouts.</p>
(38) Local Resident, (Henley-on-Thames)	<p>Support - No comments</p>

CMDE8

(39) Local Resident, (Henley-on-Thames)	Support - This crossing has been desperately needed for years. Children are one of the biggest demographics that use this road to cross for either the popular and updated recreation ground or for the nearby school.
(40) Local Resident, (Henley-on-Thames)	Support - This is a very busy road & needs a crossing to keep children & adults safe, as I have seen to many near misses
(41) Local Resident, (Henley-on-Thames)	Support - ITS urgent cars go so fast down there, and children cross frequently
(42) Local Resident, (Henley-on-Thames)	Support - I'm giving my full support to this proposal. I've been crossing that road for years with small children and it's a nightmare
(43) Local Resident, (Henley-on-Thames)	Support - No comments
(44) Local Resident, (Henley-on-Thames)	Support – I am fully supporting the idea of zebra crossing. It is very much needed for all the community living nearby it will help children and families to cross the road safely especially on the way too and back from schools.
(45) Local Resident, (Henley-on-Thames)	Support - No comments
(46) Local Resident, (Henley-on-Thames)	Support - This has been talked about for many years and it is required for the safety of both families crossing the road to Sacred Heart School and for elderly residents of The Close to get to the bus stop on Greys Road.
(47) Local Resident, (Henley-on-Thames)	<p>Support - We live on the Gainsborough estate and must cross that road every day to get to school. It's a busy road and although there is a speed camera, people speed then slow down just before it. Our kids need a safe place to cross for school.</p> <p>Lots of residents of the close are elderly and need to cross that road to get to the bus stop. It's scary for them as cars go so fast, they can't walk fast enough.</p>

CMDE8

(48) Local Resident, (Henley-on-Thames)	Support - Every day on the way back from school I cross Grey's road in fear grabbing my child's hand. It's a dangerous road to cross with a school age child as it's on a blind curve (parked cars obstruct the view) A zebra crossing is necessary to ensure the safety of those of us who do the school run. Please help.
(49) Local Resident, (Henley-on-Thames)	Support - This crossing is needed. It is vital for safety of residents and school children using this road every day to cross to get to school.
(50) Local Resident, (Henley-on-Thames)	Support - Having no zebra crossing close to two big schools and skate park is not only inconvenience, but also safety concern. Cars on that road drive so fast! Hopefully the crossing will be installed before any serious incident happen. I personally saw quite few dangerous situations with crossing at that place, so feel very strongly about this initiative! Please have our children's safety in your hearts and organise official crossing for kids. With additional sign of kids crossing, it would hopefully boost some driver's imagination and they would be more careful while driving.
(51) Local Resident, (Henley-on-Thames)	Support - No comments
(52) Local Resident, (Henley-on-Thames)	Support - Greys Road is very dangerous to cross and given the number of children crossing due to the proximity of a school and the park/ playground a safe crossing place is needed. Please help make our town safer for pedestrians.
(53) Local Resident, (Henley-on-Thames)	Support - This is a very busy road dividing an estate to a popular school in the area. Cars are often speeding up and down and parents/children are often unable to cross safely. I wholeheartedly support this initiative.
(54) Local Resident, (Henley-on-Thames)	Support - A raised surface at the crossing would be a good idea, if it's not already part of the plan to encourage drivers to slow down and enable wheelchair and other users' easy access.
(55) Local Resident, (Henley-on-Thames)	Support - I support this because it will slow cars and thus reduce pollution. It will also increase safety for parents and schoolchildren crossing the road to the scouts and the recreation ground. It is nice to be consulted because Councillor Nimmo Smith never seemed to do anything whereas the new bloke is much better.

CMDE8

(56) Local Resident, (Henley-on-Thames)	Support - Long needed safety measure!
(57) Local Resident, (Henley-on-Thames)	Support - Very important crossing. Not before time.
(58) Local Resident, (Henley-on-Thames)	Support - No comments
(59) Local Resident, (Henley-on-Thames)	Support - No comments
(60) Local Resident, (Henley-on-Thames)	Support - I fully support this proposal, as the traffic on Greys Road is often too fast and the vision going uphill limited.
(61) Local Resident, (Henley-on-Thames)	Support - Cars travel very quickly up and down Greys Road: this is potentially difficult to any children (or adults) crossings. A safe method to cross is essential for Grey's Road
(62) Local Resident, (Henley-on-Thames)	Support - As the roads become increasingly busy, it is only a matter of time before a child is killed on Greys Road simply getting to school. We MUST have a crossing. It is long overdue
(63) Local Resident, (Henley-on-Thames)	Support - This is great idea! Greys Road has lots of turns which makes safe visibility difficult for both pedestrians and drivers. I personally think we need more around the town, so I'm Delighted that this is happening.
(64) Local Resident, (Henley-on-Thames)	Support - No comments
(65) Local Resident, (Henley-on-Thames)	Support - I think this is a very good idea. I find it a challenge to cross with a buggy due to the amount and speed of the traffic.

(66) Local Resident, (Henley-on-Thames)	Support - No comments
(67) Local Resident, (Henley-on-Thames)	Support - No comments
(68) Local Resident, (Henley-on-Thames)	Support - No comments
(69) Local Resident, (Henley-on-Thames)	Support - No comments
(70) Local Resident, (Henley-on-Thames)	Support - No comments
(71) Local Resident, (Henley-on-Thames)	Support - This crossing is an important contribution to the community's environment.
(72) Local Resident, (Henley-on-Thames)	Support - This will be a blessing for people living in the area, several kids cross this road daily insecurely.
(73) Local Resident, (Henley-on-Thames)	Support - I have to cross this road every day to get my daughter to and from school. Cars come racing up and down this road and it's so dangerous. Usually 1 parent has to stand in the middle of the road to stop traffic to allow children to cross. Cars rarely stop to allow the children safe passing. Also, I would love to see some speed bumps or something to slow the traffic down all the way up Greys road. Cars use this road as a race track day and night. I live on this road and witness this daily, unfortunately I have had 2 cats killed by drivers going too fast, I am so worried it will be a child next.
(74) Local Resident, (Henley-on-Thames)	Support - No comments

CMDE8

(75) Local Resident, (Henley-on-Thames)	<p>Support - This is a very dangerous road to cross at peak times. Parents take children to school and some youngsters go alone. In addition, people with disabilities (including my own son) need the traffic to go slower as it is often very difficult for pedestrians when cars and vans mount the pavement because of the problem with cars parked on that road.</p> <p>I fully support the crossing and ask SODC to do the same.</p>
(76) Local Resident, (Henley-on-Thames)	<p>Support - Update: IT IS IN THE WRONG PLACE, too far up the hill, should be outside the Saracens Head so people can get across to the skate park and school without chaotic parking all over residents' accesses.</p> <p>I am not sure where it is going but I hope between the scout (?) hut and Saracen's Head pub? The school parents park all over the place up Greys Hill, blocking driveways, in private spaces etc. This will mean they can park in an orderly way and cross safely.</p>
(77) Local Resident, (Henley-on-Thames)	<p>Support - I am a mother of children who attend the Sacred Heart School.</p> <p>It is vital for the safety of the children and parents who cross this road every morning and afternoon to access the school. We cannot wait until there is an accident to do something about it. I strongly support this action and really hope it goes ahead so my daughter can walk to school on her own next year. Thank you.</p>
(78) Local Resident, (Henley-on-Thames)	<p>Support - Traffic does not give way to children waiting to cross the road to attend school and must be made to slow down before a child is seriously injured or killed.</p>
(79) Local Resident, (Henley-on-Thames)	<p>Support - A well needed crossing for children and elderly crossing from Gainsborough to local schools and Takhars shop.</p>
(80) Local Resident, (Henley-on-Thames)	<p>Support - We need a crossing here, not only for safe crossing to Makins, but also access to the school</p>

CMDE8

(81) Local Resident, (Henley-on-Thames)	Support - Very much needed for the safety of all whom use this road. Motorists speed on this road and I have witnessed many near misses. The children coming and going from the skate park are risking their life's crossing with the speeding traffic.
(82) Local Resident, (Henley-on-Thames)	Support - Long overdue! It's a busy road that many schoolchildren and elderly people must cross daily.
(83) Local Resident, (Henley-on-Thames)	Support - We need more crossing in Henley!
(84) Local Resident, (Henley-on-Thames)	<p>Support - I fully support the proposed crossing. It is needed to improve safety for:</p> <ul style="list-style-type: none"> - Sacred Heart school children crossing Greys Road - residents of Gainsborough estate and further afield visiting the Takhar shop - visitors to the Makins Recreation ground visiting Takhar - Gillotts school children - visitors to Trinity trainer pool on Greys Hill - scout hut users <p>There are currently no crossings at all on Greys Road which runs from Henley town centre up to Gillotts school. The road provides access to several schools and other local facilities.</p> <p>Crossing the road is currently difficult due to parked cars blocking visibility, including those cars pulled over on double yellow lines when visiting the Takhar shop. Commercial needs should not be put before safety.</p>
(85) Local Resident, (Henley-on-Thames)	<p>Support - This crossing on Greys Road is perfectly placed for the residents who need to cross the road to take their children to and from Sacred Heart and Trinity Primary Schools, the Trinity Trainer Pool and the shop. People using Makins playground also have a safe crossing to and from the shop to get refreshments.</p> <p>Residents who travel by bus and who live in Greys Hill, The Close, the Gainsborough estate or indeed, the houses by the shop on Greys Road will also benefit when they need to cross the road to get to their bus in whichever direction</p>

CMDE8

	<p>they are headed.</p> <p>For these reasons, I fully support the proposed zebra crossing on Greys Road.</p>
(86) Local Resident, (Henley-on-Thames)	Support - I support this to improve the safety of pedestrians on a busy road. It is particularly needed to protect children and young people crossing from the leisure area.
(87) Local Resident, (Henley-on-Thames)	Support - No comments
(88) Local Resident, (Henley-on-Thames)	Support - No comments
(89) Local Resident, (Henley-on-Thames)	Support - Accident waiting to happen without it
(90) Local Resident, (Henley-on-Thames)	<p>Support - Crossing Greys Road anywhere in that area is no mean feat. Especially for elderly people (who may want to get to the bus stop across from the Takhar store) and (parents with) children (who may live in Gainsborough estate and go to the nearby school, or may want to visit the playground, field and skate park across the road).</p> <p>It is a high traffic area, and with it being a bit of a hill, traffic can be speeding down quite fast and make it challenging to cross that road safely.</p>
(91) Local Resident, (Henley-on-Thames)	Support - The crossing should slow down the traffic to enable pedestrians to cross Greys Road more safely.
(92) Local Resident, (Henley-on-Thames)	<p>Support - I strongly support a zebra crossing on Greys Road in Henley on Thames. It is a busy road and children cross the road several times a day to walk to local primary schools and to access the park and skate park. It is a difficult road to cross with very poor visibility in several areas making a zebra crossing a real necessity.</p> <p>Local residents will also definitely benefit from a zebra crossing in this location. Please OCC progress this important</p>

	proposal to help and support residents in the town.
(93) Local Resident, (Henley-on-Thames)	Support - A zebra crossing at the suggested point is essential to cater for the many children walking to and from school to Trinity School, Sacred Heart School, St. Mary's School and Gillotts School. It is also an important crossing for those walking to and from the Makins Recreation Ground, the Scout hut, the skatepark and other amenities. The nearest controlled crossing point is at the traffic lights at the bottom of Greys Road which is too far away to be of any use to the vast majority of those whom the proposed crossing would benefit. The crossing would also serve as a traffic calming measure to the clear benefit of residents and the many adults and children who walk on the pavements up and down Greys Road. It is long overdue and should be implemented as soon as possible before an accident occurs.
(94) Local Resident, (Henley-on-Thames)	Support - No comments
(95) Local Resident, (Henley-on-Thames)	Support - This is an ideal spot for a crossing because it will help the many residents of Gainsborough, the Close and school children to cross the road safely to get access to school, bus stops and the shop. To me it's a no brainer. The needs of cars to stop directly in front of the store should be considered AFTER the safety needs of pedestrians including children and senior citizens. i.e. non-drivers.
(96) Local Resident, (Henley-on-Thames)	Support - No comments
(97) Local Resident, (Henley-on-Thames)	Support - It's absolutely necessary.
(98) Local Resident, (Henley-on-Thames)	Support - Having a zebra crossing is assenting to the community living in this area. Currently quite difficult to cross as cars go fast down the hill until they realise of the radar, so quite dangerous specially if considering all the children around the park and schools in this area.

(99) Local Resident, (Henley-on-Thames)	<p>Support - Greys Road has become increasingly busy over the past few years. We now have major housing developments taking place which will bring even more traffic down to this area. Rat runs using St Andrews Road/Green Lane are also bringing extra traffic.</p> <p>A zebra crossing is needed for all residents young and old. There are two schools near where the zebra crossing will go.</p> <p>If this opportunity is missed, before long there will be a major accident, of this there is no doubt.</p>
(100) Local Resident, (Henley-on-Thames)	<p>Support - This is a dangerous road with lots of pedestrians crossing.</p>
(101) Local Resident, (Henley-on-Thames)	<p>Support - For our children's safety it's essential to have this Zebra crossing. My son and I were almost hit by a vehicle who tried to overtake another car who stopped to give us way.</p>
(102) Local Resident, (Henley-on-Thames)	<p>Support - I would like to support the Greys Road crossing in Henley. My reasons are below.</p> <ol style="list-style-type: none"> 1. The traffic speed is horrendous and very dangers to all pedestrians trying to cross. The crossing would slow down traffic sufficiently. 2. The proposed crossing would enable children to cross safely to the very popular Makins playground and Skatepark and allow children and adults to cross to the shop on the other side of the road. There have been many close accidents down the road which could be stopped if we had a crossing. 3. There is a school very close to where the proposed crossing is (Sacred Heart) and many children need to cross the road at peak times - once again a pedestrian crossing would ensure safety. 4. There is a Scouts Hut which is also used by Headway - a charity for those with severe head injuries. All of who need to cross the road safely.
(103) Local Group/Organisation, (Henley-on-Thames)	<p>Support - Our students walk to college and Greys Road has become extremely busy at all times of the day and we would like to support this application to preserve the safety of our student's.</p>

CMDE8

(104) Local Resident, (Henley-on-Thames)	Support - My support is conditional that it is NOT traffic light controlled
(105) Local Resident, (Henley-on-Thames)	Support - No comments
(106) Local Resident, (Henley-on-Thames)	Support - I have lived at the top of Greys Road for many years and I am astonished that there is no zebra crossing anywhere from the town centre to the top. It is an extremely busy road - particularly at peak times. It should have a zebra crossing to help ensure the safe crossing of school children and other pedestrians. The proposed location of the crossing is perfect.
(107) Local Resident, (Henley-on-Thames)	Support - As a parent walking my children to Sacred Heart school I regularly have to put my arm out to kindly ask the traffic to stop on Greys Road. I cross at the place where the crossing is planned so am fully supportive of a zebra crossing.
(108) Local Resident, (Henley-on-Thames)	Support - Has been needed for many years. As has a crossing near Swiss Farm!!
(109) Local Resident, (Henley-on-Thames)	<p>Support - The amount of traffic using Henley is unacceptably high and much are simply using it as a rat run to cross the river to get to another destination - a solution to the towns traffic issues therefore needs to be identified.</p> <p>There needs to be a new river crossing (bridge) built that allows through traffic to completely bypass Henley and a width restriction enforced on the current Henley bridge.</p> <p>Preferably all HGV's and large commercial vehicles should be banned from the town (with the exception of specific in-town deliveries) but at a minimum there needs to be both vehicle weight and time restrictions enforced.</p> <p>More broadly the roads / pavements in and around Henley are a complete and absolute disgrace with the surfaces badly potholed, uneven and / or collapsing. When or rather if a repair is made the job is completed shoddy and the repair never lasts and quickly fails. Two examples of the terrible roads include:</p>

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	<p>1) The Gravel Hill road between the Henley Town Hall and up to the entrance of Friar Park is subsiding, uneven, badly potholed and the ironworks / drains are either collapsing or isn't level with the road surface. Traffic has to drive down the middle of the road in-order to miss most of the potholes and not to bounce around wildly or suffer damage to their wheels.</p> <p>2) The road surface between at the intersections of Elizabeth and Greys road and the intersection between Elizabeth and Valley Road has the surface braking up, is subsiding in places and the ironworks / drains are collapsing.</p>
(110) Local Resident, (Henley-on-Thames)	<p>Support - This is needed. Cars travel at speed around a blind corner (going up Greys Road away from Town) at a point used heavily by Sacred Heart school children crossing the road to get to the skate park/scout hut car park.</p> <p>This zebra crossing will make it much safer for parents and pupils at Sacred Heart School.</p>
(111) Local Resident, (Henley-on-Thames)	<p>Support - Have 3 small children in the school on the greys hill - Greys Road super scary to cross due to poor visibility and cars parked everywhere plus cars speeding up the hill. It's almost impossible to cross at the bottom of the Greys Rd due to a corner and again very poor visibility due to the parked cars on the Road. There is nowhere to cross this road safely for families using the school, pre-school and the trinity swimming pool.</p>
(112) Local Resident, (Henley-on-Thames)	<p>Support - No comments</p>
(113) Local Resident, (Henley-on-Thames)	<p>Support - This is a matter of safety for children getting to and from school.</p>
(114) Local Resident, (Henley-on-Thames)	<p>Support - No comments</p>
(115) Local Resident, (Henley-on-Thames)	<p>Support - Grey Road in a very busy road and despite a speed camera being situated near the proposed crossing cars travel up the hill at high speeds. Greys Road is becoming busier due to additional houses being built at Hernes Farm and at the top of Greys Road. The children's playground on the Makins recreation ground is very popular with children around the area it is situated next to the proposed crossing. A proper crossing is needed.</p>

(116) Local Resident, (Henley-on-Thames)	Support - No comments
(117) Local Resident, (Henley-on-Thames)	Support - No comments
(118) Local Resident, (Henley-on-Thames)	Support - I think it would make it much safer for children crossing
(119) Local Resident, (Henley-on-Thames)	Support - No comments
(120) Local Resident, (Henley-on-Thames)	Support - It will support children walking to school which can help them lead a more active lifestyle (both now and in the future) and reduce traffic on the road, reduce carbon footprint and pollution (a major health risk in Henley).
(121) Local Resident, (Henley-on-Thames)	Support - No comments
(122) Local Resident, (Henley-on-Thames)	Support - Greys road needs this crossing for our children to keep safe. The cars drive too fast even though there is a camera and people also park to close to the junctions so when people do pull out you can't see what's coming!!!
(123) Local Resident, (Henley-on-Thames)	Support - This is so important. It's a busy road and people need to cross it to get to the shop, the skate park and school. It's vital we have a crossing. It would also help act as traffic calming.
(124) Local Resident, (Henley-on-Thames)	Support - No comments

CMDE8

(125) Local Resident, (Henley-on-Thames)	Support - This crossing will make it much safer for children and adults to cross this very busy road.
(126) Local Group/Organisation, (Henley-on-Thames)	Support - No comments
(127) Local Resident, (Henley-on-Thames)	Support - There is no existing designated crossing area near very well used play park and skate park. Also, it is a direct route to school for so many children in the surrounding areas. It is very dangerous to cross the road, which is always busy, at said location!
(128) Local Resident, (Henley-on-Thames)	Support - A must as part of proper, well-thought through, traffic management solution for Henley
(129) Local Resident, (Henley-on-Thames)	Support - No comments
(130) Local Resident, (Henley-on-Thames)	Support - No comments
(131) Local Resident, (Henley-on-Thames)	Support - No comments
(132) Local Resident, (Henley-on-Thames)	Support - No comments
(133) Local Group/Organisation, (Henley-on-Thames)	Support - I am writing on behalf of Henley Village Montessori Nursery School. It is extremely important that children have safe places to cross, especially on busy roads near parks and schools. Let's not wait for a terrible accident to happen before something is done.

(134) Local Resident, (Henley-on-Thames)	Support - No comments
(135) Local Resident, (Henley-on-Thames)	Support - I have a child at Sacred Heart School and often walk down Greys Road on the way to/back from school. Children crossing the road with their parents/carers are literally taking a leap faith into the road. They wait for an 'almost' gap, then leap into the road and run to the other side. This is a dangerous spot just waiting for a nasty accident to happen. Cars drive fast along here at times too (even though they shouldn't) so that just makes it even worse. I can't believe we have gone so long without a safe place for the children to cross. Allowing this to continue is not only risking their lives, it is also teaching them incredibly unsafe ways to get across roads. They simply cannot wait until nothing is coming or they would never get across.
(136) Local Resident, (Henley-on-Thames)	Support - We regularly cross this road from school (Sacred Heart) over to Makins playground and it often takes a long time to get over as, despite traffic slowing down Greys Road for the speed camera, cars coming up the hill on the other side are VERY fast. I wouldn't be happy with my children attempting to cross this road on their own. It is very hazardous, and I often see parents in the morning crossing from the Gainsborough Estate having to go into the road and stop traffic to get across.
(137) Local Resident, (Henley-on-Thames)	Neither/Concerns - There is places in a Town centre where the crossing is needed as it's so dangerous to cross e.g. Kings Road next to Waitrose - amendment is needed here, was almost run over by the cars on numerous occasions as I used crossing and then to go the pavement leading to Waitrose is non :/ and bottom of that road by the roundabout!!! These places are a bit more in use then greys Road I would say
(138) Local Resident, (Henley-on-Thames)	No opinion - Sure, if it's needed then do it.

Division(s): Chalgrove and Watlington

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

CHALGROVE, MONUMENT ROAD - PROPOSED ZEBRA CROSSINGS

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of zebra crossings on Monument Road, Chalgrove as advertised.

Executive summary

2. Provision of pedestrian crossings is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce zebra crossings on monument Road at Chalgrove

Background

4. The above proposal as shown at Annex 1 has been put forward because of the development of adjacent land

Consultation

5. Formal consultation on the proposal was carried out between 25 July and 23 August 2019. Notices were placed in the Oxford Times newspaper and close to the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the South Oxfordshire District Council, Chalgrove Parish Council and the local County Councillor. Public notices were placed on site and letters also sent to approximately 10 properties in the immediate vicinity, adjacent to the proposals.

6. 15 responses were received. 13 (87%) objecting, 1 neither supporting nor objecting and 1 in support. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police have not objected to the proposals.
8. Chalgrove Parish Council objected on the grounds of safety due to the proximity of the crossings to junctions and a bend and on the grounds of visual amenity also noting that the footways linking to the crossings are narrow and not continuous. They suggested consideration of an alternative location further along Monument Road or not proceeding at all with any formal crossings. The parish council also noted that both they and South Oxfordshire District Council were not supportive of the residential development but that planning consent had been granted on appeal.
9. Objections were also received from twelve members of the public. Safety was cited as the key concern by the majority of respondents but there were also concerns over the loss of visual amenity; need for the crossing; substandard footway provision adjacent to the crossing noting that other locations in the village – particularly near the primary school – would be a higher priority location for a crossing. A concern was also raised by one member of the public over flooding risks at the site and the need for footways to be sited further away from the brook
10. In respect of the safety concerns, an independent road safety audit has been completed and all the recommendations raised were accepted and incorporated in the design. The wider concerns on the visual amenity and existing adjacent footway provision are noted and while it is accepted that a balance needs to be struck between providing pedestrian crossings and the wider considerations raised by respondents it needs to be noted that there would be no other opportunity in the foreseeable future to fund the crossings and that the new residential development can be expected to increase the number of pedestrian crossing movements here.
11. It is not considered that crossings at other locations could reasonably be funded by the development as suggested by some of the respondents nor is the flood risk identified by one respondent affected by or materially relevant to the proposal.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe movement of pedestrians.

Financial and Staff Implications (including Revenue)

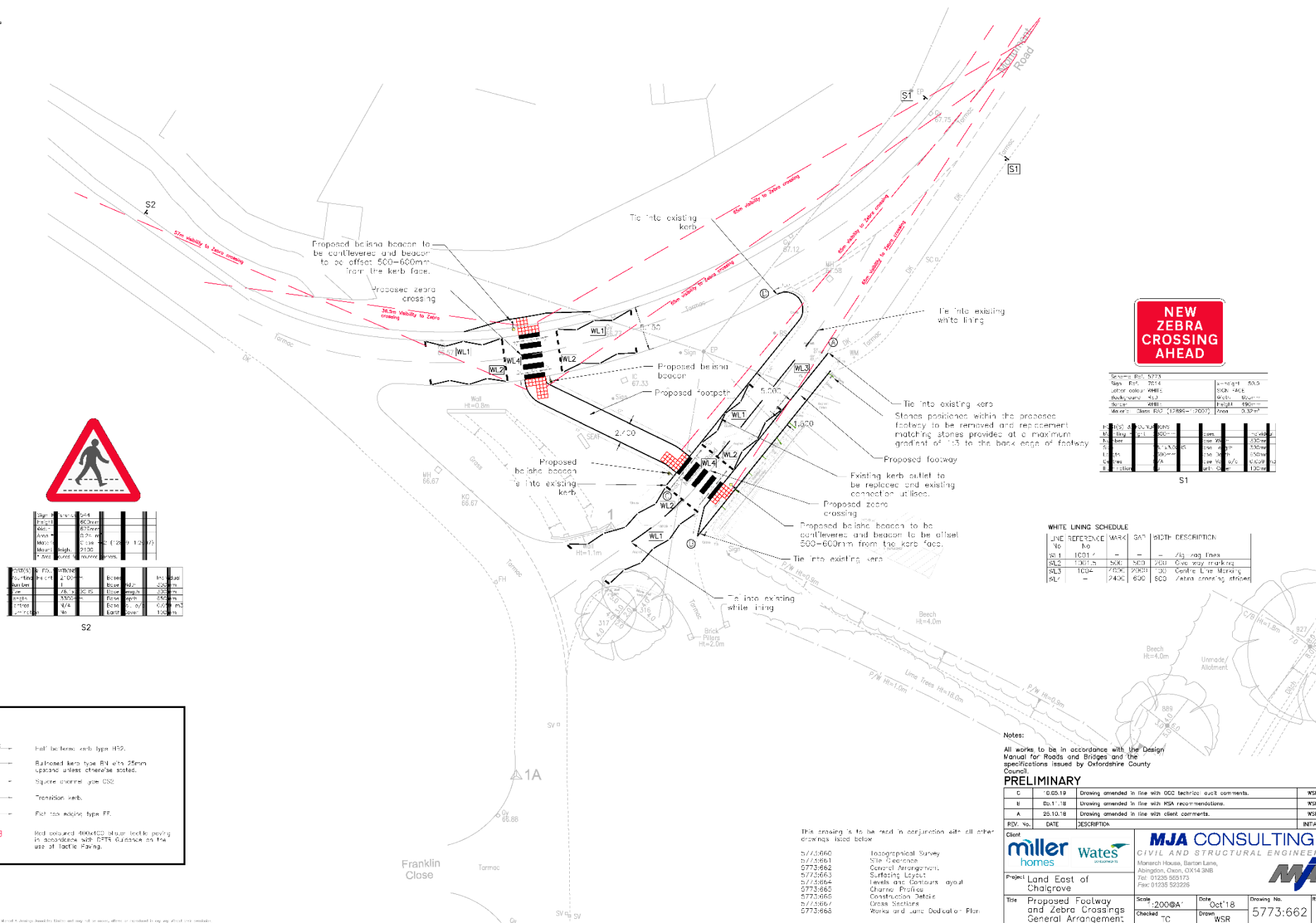
13. Funding for the proposed measures has been provided by the developer of land adjacent to the proposed crossings.

OWEN JENKINS
Director of Community Operations

Background papers: Plan of proposed zebra crossings
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Jack Whelan 07554 103332

September 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Parish Council, (Chalgrove)	<p>Object – Chalgrove Parish Council and the Chalgrove Neighbourhood Plan both objected to the planning application for the development to the east of Chalgrove – P18/S1853/RM. It is outside the village with only one direct pedestrian access into the village via a small footpath leading onto a dangerous bend in the road, followed by pavements on the High Street which are wholly inadequate for pushchairs and families.</p> <p>It was felt that any form of crossings in this location would be incredibly dangerous; one on the main road on a bend as people exit the village, and the other on a slip road near a narrow bridge on a bend, and close to another junction. Both proposed crossings give drivers very little time to stop. They would also be the first crossings in the village, spoiling an attractive scene as one enters.</p> <p>South Oxfordshire District Council agreed with Chalgrove Parish Council and refused planning permission, however the Inspector appeared to ignore our concerns over safety and granted planning permission on appeal. We are where we are, and therefore leave it to you to make the final decision:</p> <ul style="list-style-type: none"> (a) the installation of unsafe crossings leading to a pavement which ceases within 100 yards (b) reliance on the public crossing the road safely without the use of crossings, as they do now (c) installation of safe crossings further up Monument Road, leading onto Fairfax Road <p>For your information, following discussions with the developer, we have requested a barrier be erected at the end of the footpath to prevent cyclists and children from running into the slip road. Your consultation makes no mention of this, but we feel this to be essential.</p>
(3) Local Resident, (Chalgrove)	Object – The proposal for 2 Zebra crossings is a proposal just waiting for a serious accident to happen. In particular, mothers with young children and primary school children walking from the new development to the village school will

	<p>have to cross the slip road from Monument Rd to Berrick Lane, onto the central triangle, and then Monument RD and later (opposite the School) the High Street once each - a total of 3 crossings of a busy road (especially at school and end of school times). I must also point out the very real dangers of the crossing proposed for the slip road to Berrick Lane in particular. A high proportion of vehicles coming from the Berrick direction cut the almost blind corner at speed a few yards from one of the crossings, usually failing to indicate at the same time. Additionally, vehicles approaching the slip road from Monument Rd to Berrick Road, do so at speed and frequently fail to indicate their intentions to use the slip road.</p> <p>I would like to propose you consider an alternative and safer solution to this problem (and one which the developers could be asked to pay for?) and that is a pedestrian lift and footbridge as per the 2 attached crude drawings. The footbridge would incorporate an electrically operated industrial scale lift at each end and have sufficient clearance for commercial and farm vehicles. This proposal would eliminate the need for any children to cross a dangerous combination of roads with speeding/carelessly/thoughtlessly driven motor vehicles.</p>
(4) Local Resident, (Chalgrove)	<p>Object – The position of the crossing on the bend where the High Street meets with Monument Road is, in my view, completely unsafe and dangerous. It is on a blind bend which traffic already has difficulty navigating when there is passing traffic. I do not consider that there are sufficient sight lines for this proposed crossing and would be an accident waiting to happen. Traffic often approaches that bend way too fast and I do not consider there to be sufficient stopping distances to avoid traffic hitting pedestrians using the crossing.</p> <p>I would also comment that, as a village, we have campaigned on numerous occasions for a crossing outside our school but to no avail. Yet here we are with a new development (granted on appeal) and suddenly zebra crossing are okay?</p> <p>The crossings proposed are not in keeping with our village and alternative solutions should be sought. There would clearly need to be a pathway between the 2 crossings which would ruin the grass area in that area. This is a focal point of the village with the brick bridge and stream and should be preserved.</p> <p>I would urge that the developers are requested to consider alternative solutions to pedestrians accessing the village from their site.</p>
(5) Local Resident, (Chalgrove)	<p>Object - There are a number of issues with the proposed location of the Zebra Crossing.</p>

Firstly, the proposed crossing on the northmost spur of Monument Road. On the north side of Monument Road, the current pavement is less than 1m in width, and there is no pavement on the opposite side of the road. The footways do not meet the standard design criteria of 2.0m in width, with a clear space of at least 1.5m. In addition, as this is an area where people will congregate to use the crossing, the footway width should be 3m wide. It is absolutely clear that the provision of a crossing at this point will result in congestion on the pavement and will not allow for passage of wheelchairs or pushchairs/prams. The plan shown includes tactile paving which extends beyond the boundary of the existing footway. The total off-footway congregation space is 1.2m x 1.2m, which is insufficient as an area for congregating.

On the south side of Monument Road, the footway is shown as 2.4m wide. This will not be matched on the north side. The inclusion of belisha beacons in this area will compromise the quiet enjoyment of the area for neighbouring houses on Monument Road and Farm Close; they will be intrusive and out of character for the village. There are no other Zebra crossings or beacons anywhere else in the village, not even outside the School. The visibility splays are exaggerated. The camber of the bank to the north of the footway reduces the visibility when travelling south on Monument Road.

Secondly, the proposed crossing on the southern spur of Monument Road. The proposed footway to link the existing footpath to the proposed Zebra crossing crosses private land, which will require compulsory purchase; this is unnecessary and undesirable. The resulting footway will not meet design standards, as the width is only 1.5m, not the recommended 2m. The area for people to congregate is likewise not large enough to meet design standards. The access to the Zebra crossing from the footpath will cross the driveway of The Grange, which adds an additional danger to the access.

The most important issue with this crossing is the visibility for traffic travelling north on Berrick Road and heading north up Monument Road. The visibility to the Zebra Crossing is absolutely minimal, being an absolute maximum of 15m, which is significantly below legal limits. The approach is blocked by the brick wall which forms the bridge over the Chalgrove Brook, and several trees. This is a busy route for people using Berrick Road and Monument Road as a route to reach Monument Business Park, and absolutely no consideration has been given to the safety aspects of traffic using this route and coming to the crossing completely unsighted. This is a major public safety issue that was highlighted when the original plan for development to the east of Chalgrove was proposed and was ignored by the Inspector.

The whole reason for inclusion of the crossing is to protect public safety, but the positioning of the crossing as per the plan will significantly compromise public safety, and the proposals should be rejected, and new plans submitted.

(6) Local Resident, (Chalgrove)	<p>Object - The proposed crossing on the slip road from Monument Rd to Berrick Road is to be situated in dangerous proximity to a blind bend for vehicles coming from Berrick: a large proportion of these vehicles fail to indicate, go too fast and cut the corner over the bridge. Children walking to the village school will be put at high and unacceptable risk to their safety, having to cross a road on 3 occasions on the short journey to their school.</p> <p>Instead of the unsatisfactory proposal for Zebra Crossings, a footbridge of suitable height, incorporating industrial scale lifts for prams, mobility scooters etc from the bridleway from the new housing development, over the stream and Berrick Rd to the green adjacent to Franklin Close should be installed and thus minimize the risk associated with the current poorly thought out proposal.</p>
(7) Local Resident, (Chalgrove)	<p>Object - The install of A series of flashing beacons would be a huge blot on the village landscape. I assume this is linked to the new housing development at this end of the village was the current footfall would not warrant a formal crossing.</p> <p>120 houses are being built meaning likely a small increase in footfall, a pedestrian refuge crossing would be more appropriate and far less intrusive</p>
(8) Local Resident, (Chalgrove)	<p>Object - Highways did not come out and look at this site when the original application was received. THIS SITE/CROSSING IS DANGEROUS, and a crossing would completely change the aspect of this village, which is RURAL. Cars come at speed down Berrick Road and do not indicate when turning from Monument Road. There is no point in moving the crossing further to the north up Monument Road as this would not be used (wrong direction to the village and school) and cause chaos with parking. The layby has to be used for parking by both ends of Farm Close as garages around the back are too small to take cars, and if parking on the space outside their garages these residents block other residents from getting out of their garages at the back of Monument Road. We all need this layby unhindered by crossings and parking by buses.</p>
(9) Local Resident, (Chalgrove)	<p>Object - The one on the main road is really not needed very few people would use this crossing as it would be dangerous to do so. Cars are travelling at too great a speed to enable them to stop or for the people to trust that they will do so. With regard to the crossing in the village again it is not needed. Most cars will stop for children when necessary the amount of traffic does not warrant the cost of supplying the crossing.</p>

(10) Local Resident, (Chalgrove)	<p>Object - We need zebra crossing for access to the primary school, there's none at the moment and it's dangerous ! , our village is not massive we don't need two zebra crossing for new build !</p> <p>We need one for our children's safety to access the school!</p>
(11) Local Resident, (Chalgrove)	<p>Object - Connected access and flooding were the main planks of my previous objection to this site for development of so many houses. The only direct pedestrian access into the village is via a small footpath leading onto a dangerous bend in the road, and the pavements on the High Street are too narrow for pushchairs and families.</p> <p>Crossing from the end of this footpath is dangerous; large vehicles use the slip road, including farm vehicles, and people commuting from the south to the Business Park come through at a great rate, looking left ready to merge with Monument Road ahead. On the other side of the road, the kerb is high, and beyond the bend the pavement is narrow. And the bridge has been hit frequently by those unable to quite get round at their chosen speed.</p> <p>Sight lines for drivers are limited on both sides by curves, and on the Eastern side by a wall.</p> <p>The safe route to the school, or to the shops with children, would be to go up the road and along Fairfax, crossing after the bend with good sight lines.</p> <p>It is odious to think that the first impression of people coming into the village will be of flashing beacons in this rural village, but the houses are being built, and the new residents will go and swamp the school so a decision must be taken as to the safest way.</p> <p>You can either put in crossings directing people to narrow pavements, which will require a further crossing back to the south side, or put a crossing further up the road to lead them to the safer route. Or you can leave it to them to cross the road safely, with great care, and great use of listening (tricky for the deaf).</p> <p>Whatever you do with this idiotic situation (but Highways gave no objection to the access at this point), one thing is sure - you need a barrier at the end of the footpath to prevent cyclists, skaters, scooters, and others from dashing out into the slip road at the bottom of the hill. And of course in wet weather the problem will go away since the egress from this footpath will be flooded.</p> <p>I know it looks OK in photos and on a map – you really need to actually see it on the ground and walk the pavements</p>

CMDE9

	<p>at that end of the High Street, with a wheelchair, see the speed of the traffic, and the sight lines.</p> <p>I also see no lighting planned down this footpath – so maybe they will be put off using it and all drive round, clogging up the village and contributing to air pollution. Not, I think, government policy.</p>
(12) Local Resident, (Chalgrove)	<p>Object - The bend on which one part of the zebra crossing is recommended is already a dangerously narrow part of the road where Monument Road meets the High Street. Two large vehicles cannot pass at this point and it is regularly used by double decker buses. The approach to the crossing from either the Monument Road or the High Street direction is blind to oncoming traffic. The only way that a crossing could be put in effectively would be further up Monument Road towards the bypass but of course children would be inclined to cross in the most dangerous part which is opposite the proposed footpath. It is essential that there are clear signs in advance of the proposed crossing in both directions to slow down traffic and ensure users who are used to the road recognize that a crossing now exists. The only really safe option would be a bridge over the road.</p> <p>To bring about a general improvement the road would need to be widened on the bend by cutting back part of the grass verge. Due to the narrowness of the road on this bend one could envisage a head on collision at the very point where the proposed zebra crossing is to be located.</p>
(13) Local Resident, (Chalgrove)	<p>Object - Reasons against:</p> <p>The zebra crossings are right on the bend making it unsafe for both pedestrians and drivers. The zebra crossing send children on the wrong side of the road to the school, they will only need to cross later where there is no Zebra crossing where more children cross from the rest of the village A zebra crossing is needed by the school first, if it is deemed not necessary there where at least 75% more children cross then why would one be needed for a small housing estate on a less busy junction It was never deemed necessary for children and people who live in that part of the village before so why is it now?</p>
(14) Local Resident, (Chalgrove)	<p>Object - why would you want to encourage children to cross the road by a bend / dangerous section of road! There are far safer sections of the road away from the triangle and then you wouldn't need a zebra crossing.</p> <p>By painting a few black and white stripes on a dangerous section of the road, children will likely be lulled into a false sense of security, thinking its safe for them to cross, even worse some parents may even actively encourage their</p>

children to use the crossing, rather than walk a little bit up the road to a safer spot.

The proposed location for the zebra crossing is wrong - it would be safer not having one

When driving from Berrick Road towards B480 there are already lots of distractions, you have had to concentrate to check for oncoming traffic before you turn right, visibility here if you are in a car is limited, and the road you are pulling into is narrow so at the very last minute you have to check for oncoming cars in the middle of the road, before you turn. I am not sure if there is enough thinking space after you have turned right off Berrick Road along the side of the triangle to stop, which would be a disaster if a kid has just stepped out without looking because they believe they are 'safe'.

In this instance doing nothing would be best.

Instead maybe get the developers to spend their money on re-routing the footpath to a safer spot.

Flooding: When the village floods (the High Street resembles a river, literally with folks canoeing up and down!) the flood water collects around the south of the triangle. For the sake of the 24+ houses that are vulnerable to flooding please don't build a footpath across the middle of the triangle. If you chose to ignore my advice please consult the EA before doing anything and they will impose conditions.

I believe the EA would not allow about the building of a footpath with 8 metres of the brook. The present footpath is about 2.5m's away from the brook, so needs to be moved further away from the brook.

Also if it has to go across remaining bits of grass please ensure permeable paving is used and compensation is provided.

Village life: Chalgrove is a rural village. It has no zebra crossing and no traffic lights. The idea of adding 4 Belisha Beacons is incongruous; would be miserable for the nearby residents and completely out of character for the village. It would spoil the ambience.

Pedestrian safety is important, but in a village setting a few strategically placed barriers seem to work. Making pedestrians cross a road on a behind where visibility is reduced is not the cleverest of ideas.

(15) Local Group, (Chalgrove)	Support - Very much in favour of this development
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Division(s): Abingdon South, Didcot East & Hagbourne, Henley-on-Thames
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CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

SOUTH OXFORDSHIRE AND VALE OF WHITE HORSE AREA, VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed Disabled Persons Parking Places on Gainsborough Green (Abingdon), Kynaston Road (Didcot) as advertised but defer approval of the proposal for Duke Street (Henley-on-Thames) to allow for further consideration of this site.

Executive summary

2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending existing ones.

Introduction

3. The report presents objections received in the course of the statutory consultation on the proposals to amend and introduce disabled persons parking places (DPPPs) at various locations within the South Oxfordshire and Vale of the White Horse areas.

Background

4. The above proposals as shown at Annex 1, Annex 2 & Annex 3 have been put forward following requests from residents for a DPPP following a check of their eligibility applying the national guidelines on the provision for such parking places.

Consultation

5. Formal consultation on the proposal was carried out between 18 July and 16 August 2019. A notice was placed in the Oxfordshire Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse and South Oxfordshire District Councils. The relevant Town & Parish

Councils were also emailed, as well as local County Councillors. Notices were placed on site and letters sent directly to approximately 200 properties in the immediate vicinity, adjacent to the proposals.

6. 14 responses were received during the course of the consultation, and these are summarised in the table below:

Location (Annex number)	Support	Object	Neither/No Objection
Cotman Close, Abingdon	1		
Gainsborough Green, Abingon ¹		1	3
Russell Jackson Close, Berinsfield	<i>no responses recieved</i>		
Amwell Place, Cholsey	<i>no responses recieved</i>		
Kynaston Road, Didcot ²	1	1	
Gaveston Road, Harwell	<i>no responses recieved</i>		
Duke Street, Henley-on-Thames ³		2	
Greys Road, Henley-on-Thames	1		
Barley Close, Lewknor			1
Duffield Place, Marcham	1		1
Fettiplace Road, Marcham	<i>bay no longer required</i>		

7. The responses are recorded at Annex 4 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police did not object to the proposals.
9. Seven of the proposed parking bays received either expressions of support, no-objection or no response at all. These will be implemented as requested.
10. The proposed bay in Fettiplace Road in Marcham is no longer required.

Gainsborough Green, Abingdon

11. One objection and three responses including comments were received from members of the public, raising concerns over the impact of the proposed bay on traffic movements in the area including emergency vehicles and also the additional parking pressures it would cause for residents. A concern was also raised that it would be detrimental to safety, in particular for children playing in the area.
12. It is accepted that the proposed location of the bay is not ideal but is nevertheless acceptable on traffic and safety considerations, noting that alternative provision for the applicant has been investigated in detail but no other viable options have been identified.

Kynaston Road, Didcot

13. One objection was received from a member of the public on the grounds of need on the part of the applicant and parking pressures in the area. It is, however, considered that the application is valid and that the proposal will not materially increase parking pressure in the area.

14. Didcot Town Council supported the proposed bay.

Duke Street, Henley-on-Thames

15. Henley-on-Thames Town Council and one member of the public objected to the proposed bay on Duke Street on the grounds of the loss of loading opportunity for the adjacent business premises. In view of these concerns, it is recommended that a decision is deferred to allow further consideration of this matter.

How the Project supports LTP4 Objectives

16. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Financial and Staff Implications (including Revenue)

17. Funding for the proposed waiting restrictions has been provided by from the County Council's revenue budget.



OWEN JENKINS

Director of Community Operations

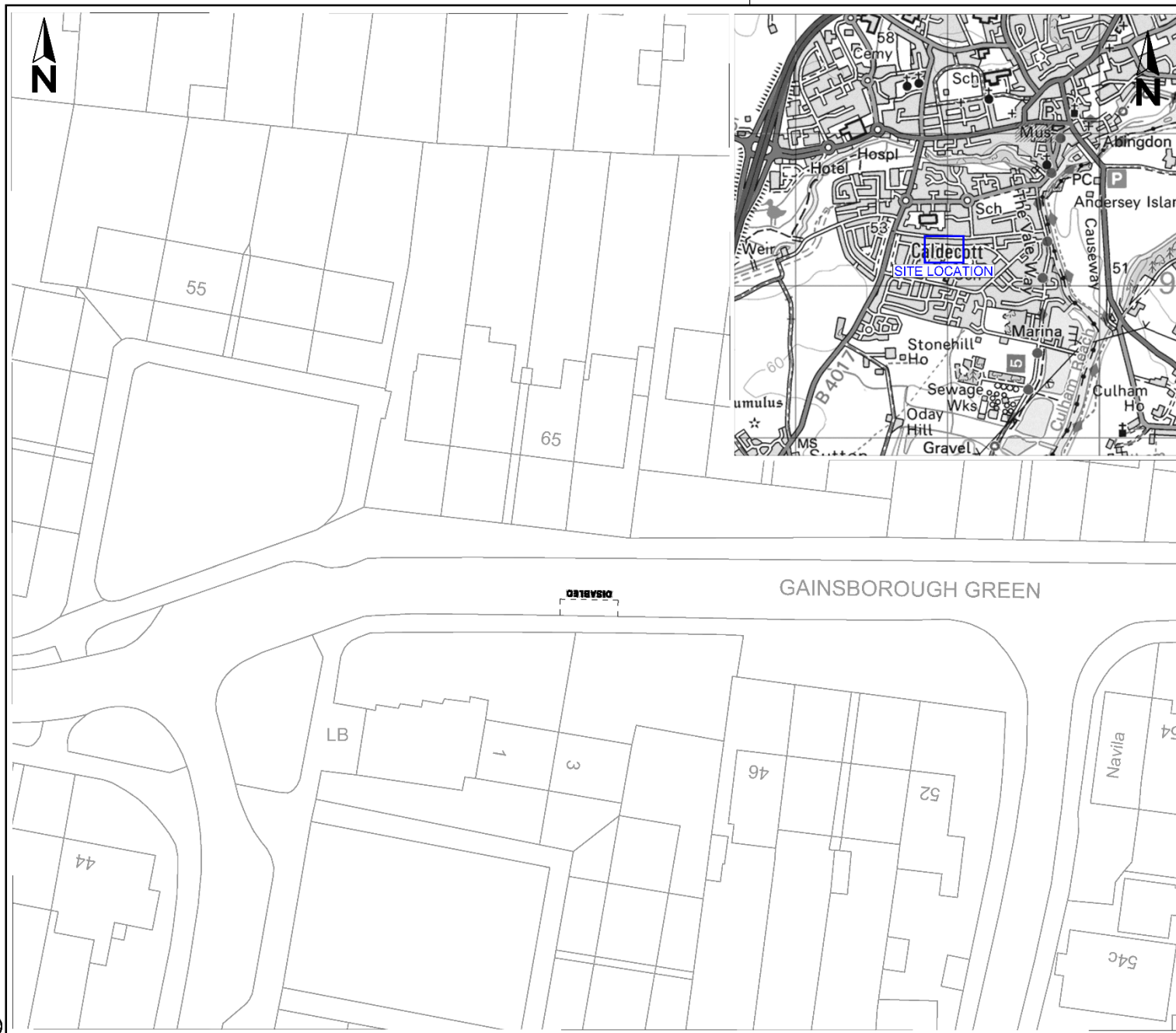
Background papers: Plan of proposed traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mark Francis 07730 926962

September 2019

Drawing No.		Revision	
		0	
Key			
 Proposed Disabled Parking Bay			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>			
Project title			
<p align="center">PROPOSED DISABLED PERSONS PARKING PLACE</p>			
Drawing title			
<p align="center">ABINGDON GAINSBOROUGH GREEN</p>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Jac		
	Date drawn	Date checked	Date approved
	06/19		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	


ANNEX 1



Drawing No.

Revision 0

Key



Proposed Disabled Parking Bay

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

DIDCOT
KYNASTON ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 06/19	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0



Drawing No. Revision 0

Key
[Symbol] Proposed Disabled Parking Bay

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

PROPOSED DISABLED PERSONS
PARKING PLACE

Drawing title

HENLEY ON THAMES
DUKE STREET

Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	06/19		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
Gainsborough Green, Abingdon	
(2) Local Resident, (Abingdon)	<p>Object – I wish to appose the disable persons parking at gainsbrough green as it will disrupt the other parking in the area it will also cause possibly accidents due to children play out side and restrict others accessing there drives it will cause more obstructions than necessary and obstruct outhur parking out side there own houses with small children there are disable parking for the bungalows around the side of the road for them and the said person who this is for has been banned from driving and therefore no longer needed he used to park on the green opposite untill the council put bollards in to stop the parking.</p> <p>It will make it really tight for emergency services to pass through if this goes ahead and with a hospice round the corner this is not good</p>
(3) Local Resident, (Abingdon)	<p>Neither – the occupants of the bungalows used to park on the grass outside their back doors, The council then put wooden posts all around to stop this and made the lay by in Turner Road disabled parking only. Gainsborough Green is very busy with parked cars and emergency vehicles that come quite regularly to Nicholson House and the bungalows already sometimes have problems. We think putting a lay by in the road as per your plan would cause further problems.</p> <p>Could the lay by in Gainsborough Green in front of the old people's bungalows be made disabled parking as well? If people feel they cannot walk this short distance the question must beshould they be driving a motor vehicle on the road?</p>

(4) Local Resident, (Abingdon)	<p>Neither – Putting a 2 disabled spaces opposite to them would make things very difficult for all of us. There is a home for disabled people. We already have problems with carers finding parking spaces along the road.</p> <p>Further up the road is Nicholson House Care Home who frequently have lorry deliveries and emergency ambulances calling. Extra parking spaces that have been proposed would cause problems for their access as well.</p> <p>The parking problem has been caused by the erection of unsightly wooden bollards to stop 2 bungalows from parking on the grassed areas outside their homes. They have my sympathy. Might I suggest money spent on these bollards would have been better spent on an a disabled layby which would better serve give better and safer access for the people from the bungalows and not impede on the rest of the community.</p> <p>I should also like to make the point that whoever came up with this idea must have visited the site during the day when everyone are away in their vehicles working. If they had arrived after 5pm they would realise their proposal would not work.</p>
(5) Local Resident, (Abingdon)	<p>Neither – I do not disapprove but however I do feel that this will cause issues regarding parking. As it is an issue to park at the best of time. I do think where it's been decided to place the bay is going to cause obstructions to other traffic with all vehicles parked. There is lots of green area outside said property where they could be many bays without causing problems. Could that not be considered? Or a drop kerb for us to park off road?</p>
Kynaston Road, Didcot	
(6) Didcot Town Council	Support
(7) Local Resident, (Abingdon)	<p>Object – There is no-one in the immediate vicinity of the proposed spot that has a disability that makes them unable to get to a car. I have been led to believe that one of the occupants at the address where the spot is proposed does have a blue badge, however it does not appear to be related to a mobility issue; at least it doesn't stop the individual walking regularly into town from the address.</p>

	<p>Also, there is a drive at the house. Whilst this is technically shared with their neighbour it is never used by the neighbour, who chooses to park their vehicles on the road and in the front garden.</p> <p>At times, and only infrequently it can be difficult to park in the area. However, given the above explained circumstances, a restricted parking spot will only make these rare occasions worse. I believe this would be a vast waste of council tax payers money and resources.</p>
Duke Street, Henley-on-Thames	
(8) Henley-on-Thames Town Council	<p>Object – The Committee CONSIDERED the consultation documentation provided. The Committee is in support of the proposed disabled parking bay in Greys Road. The committee does not support the proposed disabled parking bay in Duke Street which is in a loading bay and considered essential for deliveries to businesses in town.</p>
(9) Local Resident, (Henley-on-Thames)	<p>Object – My opinion has not changed in that I am totally against any disabled parking bay being put in to a current loading bay area:</p> <ul style="list-style-type: none"> • By introducing a disabled bay you would be taking away valuable “loading” area for Duke St. It’s bad enough when people park here illegally preventing delivery drivers from parking - but having a disabled bay will just make it worse. • What is to stop a disabled driver who works in town from parking here all day? Again taking up valuable space for delivery drivers throughout the day. • Having a disabled bay on the left side of a one way -street strikes me as being very dangerous. Someone driving with a disability getting out of the right side of a car does not seem right ! • Perhaps instead of spending time and money on ONE disabled bay – time could be better spent trying to sort out the real parking problems in Henley.

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Division(s): Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

EAST HANNEY, STEVENTON ROAD – PROPOSED TRAFFIC CALMING MEASURES AND BUS STOP CLEARWAY

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a traffic calming build-out incorporating a speed cushion and bus stop clearway on the Steventon Road, East Hanney as advertised.

Executive summary

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a traffic calming build-out incorporating a speed cushion and bus stop clearway on the Steventon Road, East Hanney.

Background

4. The above proposal as shown at Annex 1 has been put forward because of the development of land adjacent to the Steventon Road at East Hanney.

Consultation

5. Formal consultation on the proposal was carried out between 26 June and 26 July and 15 February 2019. A newspaper was placed in the Oxfordshire Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, East Hanney Parish Council and the local County Councillor. Notices were also placed on site and letters sent to approximately 15 properties adjacent to the proposals.

6. Eight responses were received. 3 (37.5%) objections, 2 (25%) in support and 3 (37.5%) neither supporting nor objecting. The responses are set out at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police and the Vale of the White Horse District Council did not object to the proposal.
8. East Hanney Parish Council neither support or object and while welcoming, in principle, measures to reduce speeds, raised a number of concerns and queries, including:
 - whether the build-out would accommodate larger vehicles using the Steventon Road,
 - the actual effect on traffic speeds given the risk that vehicles may speed up to negotiate the build-out so as not to have to give way to an oncoming vehicle,
 - noise and vehicle emissions for local residents due to vehicles slowing to negotiate the build out and then accelerating,
 - maintenance of the cycle bypass (noting that this was an issue at the similar traffic calming build-out on the Hanney Road at Steventon), and
 - light pollution due to the proposed street lighting, noting that the village as a whole had no lighting.
9. The above concerns are noted, along with the parish council's request for the consideration of alternative traffic calming measures such as additional pairs of speed cushions in place of a build-out. The proposed traffic calming measures – incorporating a build-out and speed cushion – have been used at many locations within Oxfordshire and the great majority of these have proved effective and operate with good levels of safety for all road users (including pedal cyclists) and have not been found to result in the difficulties identified by the parish council, although it is accepted that in some cases maintenance has been an issue and that it will be important that – as with any highway feature – adequate maintenance is carried out.
10. The parish council's concerns on light pollution are also noted but national regulations on the use of road humps and speed cushions required these to be lit (other than in a 20mph zone. Lighting will be designed to minimise light pollution.
11. Three objections were received from members of the public concerning the safety of the proposed build-out and speed cushion, particularly for pedal cyclists. They also raised concerns over its on-going maintenance, citing issues experienced at a similar calming feature on the Hanney Road at Steventon. As discussed above in the review of the response from the parish council, the type of traffic calming measures proposed have in the great majority of cases been found to operate with good levels of safety including

for pedal cyclists and not lead to problems with noise and pollution, but it is accepted that these features need to be adequately maintained.

12. Two expressions of support were received from members of the public.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by the developers of land adjacent to the Steventon Road in East Hanney.

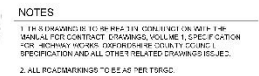
OWEN JENKINS


Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Ryan Moore 07557 082568

September 2019




 4m 30mph VISIBILITY SPRAY (MS)
 MAXIMUM ACCELERATION FORWARD VISIBILITY SPRAY
 LIGHTING COLUMN REFER TO OCC DRAWING
 A4705 FOR DETAILS AND SPECIFICATION

VIEWPORT A
GENERAL ARRANGEMENT

VIEWPORT B
VISIBILITY SPLAY

B	STREET LIGHTING DESIGN UPDATED	LP	TG	TG	01/05/19
C	ROAD NARROWS ON ONE SIDE SIGN ADDED	LP	TG	TG	16/05/19
E	ADDITIONAL VISIBILITY SPLAY PROVIDED	LP	TG	TG	10/05/19
D	STREET LIGHTING COLUMN SIGN ADDED	LP	TG	TG	30/04/18
	ADDITIONAL VISIBILITY SPLAY PROVIDED				
A	UPDATED TO SUIT OCC COMMENTS	LP	TG	TG	7/03/19
Rev	A - comments				Rev 016 App 1



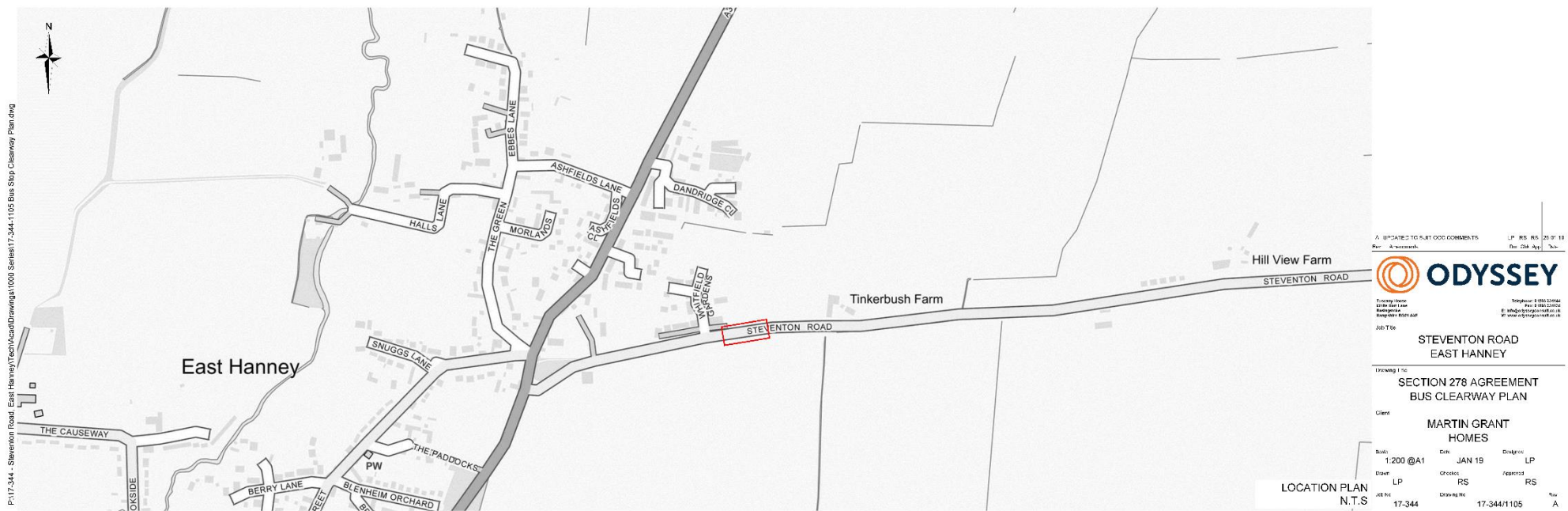
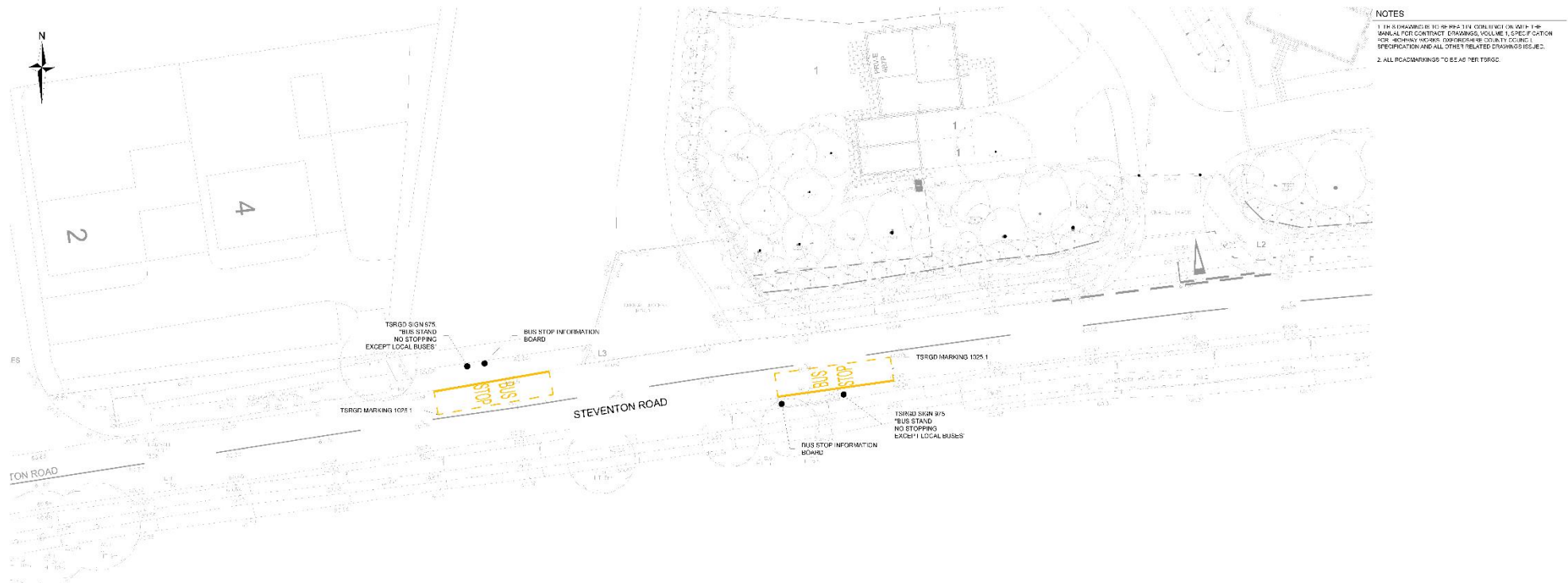
STEVENTON ROAD
EAST HANNEY

SECTION 278 AGREEMENT
TRAFFIC CALMING FEATURE PLAN

Client **MARTIN GRANT HOMES**

Rev'd	Date	Designed
1:250 @A1	JAN 19	LP
Drawn	Checked	Approved
LP	RS	RS

Job No	17-344	Drawing No	17-344/1106	Rev	E
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Vale of White Horse District Council	No objection
(3) East Hanney Parish Council	<p>Neither - welcomes the plans to calm traffic entering and leaving the village along the Steventon Road. There are a number of concerns that the Council would like noted:</p> <p>The proposed narrowing of the road may hinder the passage of larger vehicles. The Council notes that there is a distribution centre further east along the Steventon Road and that large goods and agricultural vehicles use this road. The Council is concerned that the speed reduction achieved by having 2 speed humps rather than a pinch point has not been fully explored. The chance that vehicles will speed up to ensure they pass the pinch point was noted, as people may not want to slow down on entry or exit to the village to allow other vehicles through and delay their journey.</p> <p>The Council has heard from residents close to the proposed site. Those residents voiced concerns that the proposal could increase traffic noise, from queuing vehicles and acceleration. This could lead to an increase in local air pollution.</p> <p>The Council notes that a similar installation at the western edge of Steventon, further east, shows that the proposed cycle passage becomes filled with debris and is difficult for road sweepers to clean out.</p> <p>The Council and residents are concerned about the number of lights that are proposed across the village. This proposal adds more lights. The main area of the village is dark at night and the Council and residents would like this to be continued.</p>

(4) Local Resident, (Wantage)	<p>Object - The county is unable to maintain these pinch-points, and they become a severe hazard with broken signage on unlit areas of the road. The ones at the Steventon end of this road are an example. The warning signs are all broken, the road markings are worn out and it is clear that there have been accidents due to this.</p> <p>Pinch-points are by their nature dangerous, as they force traffic into travelling in opposite directions on the same stretch of road. There are safer alternatives, which do not require maintenance, which the council is clearly unable to afford. They don't do much to stop the really dangerous drivers - those who ignore the speed limits.</p> <p>A better option would be to do what has been done on the A417 approaching Wantage, where the road is slightly narrowed by line markings where the speed limits start.</p> <p>Why do we need bus stop clearways? There are no routes that run on that road?</p>
(5) Local Resident, (East Hanney)	<p>Object - The calming measures would increase the risk of fatalities on this already terrible road. The road is curved where you intend to place the restrictions and the traffic calming measure already on this road near Stevenson are always smashed and replaced with filthy temporary signage which looks a disgrace and is a real hazard. The road surface is so bumpy and uneven my car weaves from side to side if the car exceeds 40 mph already on this road- what more calming do you need.</p>
(6) Local Resident, (East Hanney)	<p>Object - The proposed traffic calming measure is currently used on the Steventon end of this very road. This type of measure is not safe for the following reasons;</p> <ol style="list-style-type: none"> 1. The reflective bollards on the 'cushion' are not cleaned regularly enough so at night they cannot be seen. As a consequence, they are regularly hit by vehicles. 2. When the bollards are hit this leaves an unguarded raised kerb/island for other vehicles to hit. Bollards at the Steventon village end of this road are not replaced for weeks at a time once they have been knocked over. 3. As the whole area around the traffic calming measure is not cleaned regularly enough the cycle way to one side becomes a dumping ground for road debris, making it useless for cyclists and forcing them to stick to the main carriageway.

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	<p>4. I cycle this road numerous times a month and vehicles regularly fail to give way to cyclists negotiating the road passed the built out 'Cushion' when the road signs show the cyclist to have priority. I have had numerous near miss's as a result.</p> <p>5. If a cyclist does use the cycle route through the traffic calming layout, they can find themselves competing for road space on the exit with a car that has come through behind them but travelling faster, resulting in both exiting at the same time.</p> <p>For these reasons this type of traffic calming measure is dangerous for cyclists. Please do not install another one on the East Hanney to Steventon Road. Better still, also remove the one at the Steventon village end.</p>
(7) Local Resident, (Wantage)	<p>Support - As this proposal is going in a village with dark skies and minimal street lighting, can the street lights be ones that are fitted with shades to avoid light pollution and also can it be confirmed that only 3 street lights will be added as shown on the plan.</p>
(8) Local Resident, (East Hanney)	<p>Support - Fully support this proposal, it's very much needed</p>

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Division(s): Kennington and Radley

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

RADLEY, KENNINGTON ROAD - PROPOSED TRAFFIC CALMING MEASURES & PUFFIN CROSSING

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of the traffic calming measures and puffin crossing on Kennington Road, Radley as advertised.

Executive summary

2. Provision of traffic calming measures and pedestrian crossings is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures and pedestrian crossings.

Introduction

3. This report presents responses received to a statutory consultation on proposals to introduce pairs of traffic calming speed cushions and a puffin crossing on Kennington Road, Radley.

Background

4. The above proposal as shown at Annex 1 has been put forward because of the development of land adjacent to Kennington Road at Radley for residential purposes.

Consultation

5. Formal consultation on the proposal was carried out between 25 July and 23 August 2019. A newspaper was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, East Hanney Parish Council and the local County Councillor. Notices were also placed on site and letters sent to approximately 315 properties in the immediate vicinity adjacent to the proposals.

6. Ten responses were received. 3 (30%) objecting, 5 (50%) in support and 2 (20%) neither supporting nor objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police and the Vale of the White Horse District Council did not object to the proposals.
8. Radley Parish Council support the proposals.
9. Three objections were received from members of the public in respect of the proposed speed cushions on the grounds of nuisance and damage to vehicles (particularly emergency service vehicles), the risk that drivers would speed up elsewhere and also use other less suitable routes such as Sugworth Lane. Concerns were also expressed that the speed cushions would increase vehicle emissions and noise and prove to be a maintenance liability. One of these objections also related to the proposed puffin crossing on the grounds of lack of need, though the crossing was supported by the other two members of the public objecting to the cushions.
10. In response to the above, it should be noted that the proposed speed cushions are to a bus friendly design and will allow almost all vehicles to pass over them at the 30mph speed limit with minimal if any discomfort and so should not lead to vehicles slowing/accelerating for the features. It is not considered, therefore, that there is a risk of increased emissions or noise or any adverse impact on emergency service vehicles. Similarly, the risk of vehicles diverting to other less suitable routes is considered minimal.
11. The puffin crossing is judged to be required given the increased crossing demand likely to arise from the new residential development.
12. Five expressions of support were received from members of the public to all the proposals. Two of these respondents also requested speed reduction measures at other locations, including on Sugworth Lane adjacent to Bigwood Park and on Sandy Lane at the access point to the Sustrans Cycle Route 5. These are noted with measures to improve safety at the latter under investigation.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by the developers of land adjacent to the Kennington Road.

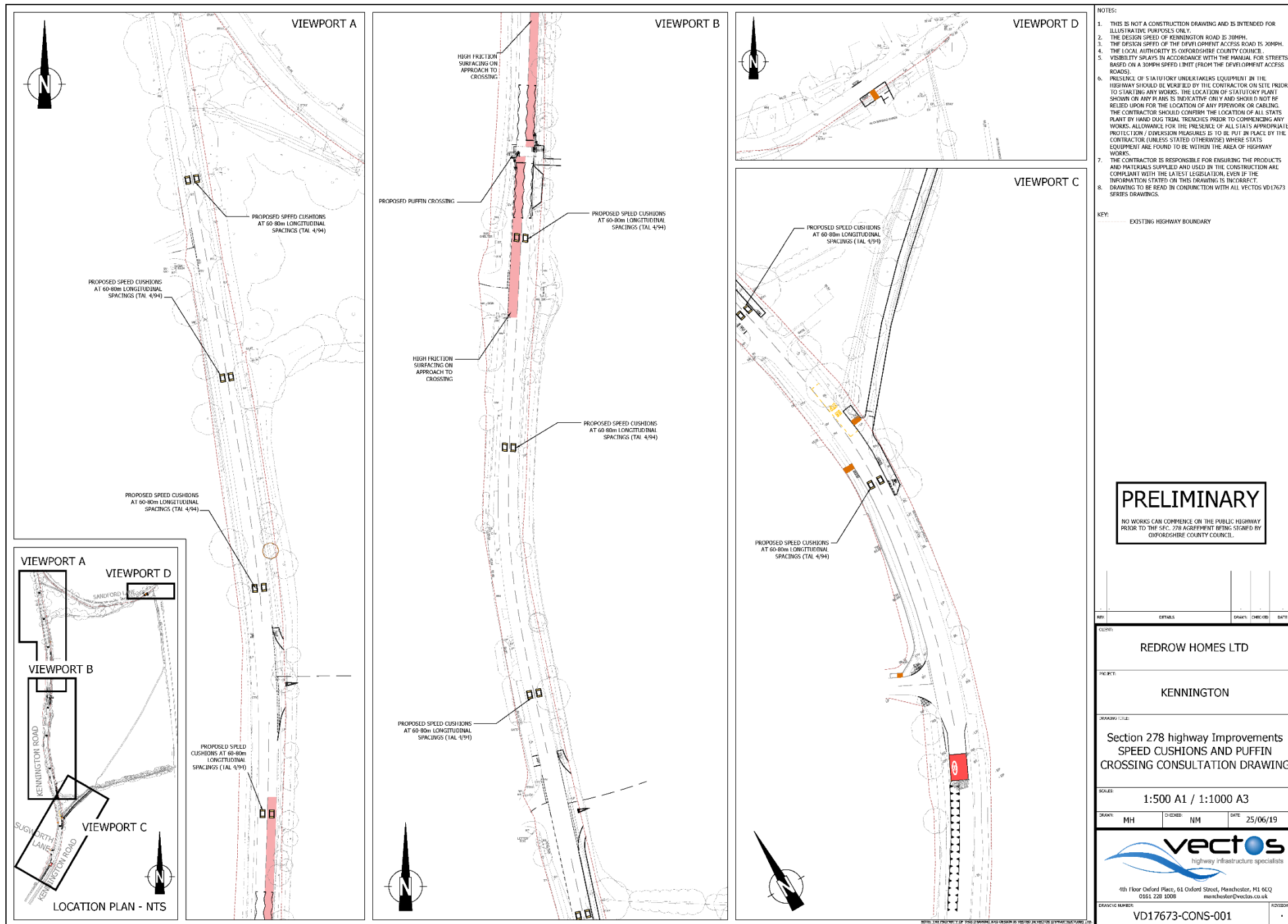
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Adam Barrett 07919 175889

September 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Vale of White Horse District Council	No objection
(3) Parish Council, (Radley)	Support – The Council is pleased to note that the proposals are in line with Radley Neighbourhood Plan and the Radley Roads Strategy.
(4) Local Resident, (Radley)	Object – I am in favour of traffic calming measures and the Puffin crossing; however, I am against the speed cushions. There is scientific evidence that shows that speed cushions are harmful to health and environment because drivers emit more particulate emissions as they halt for the speed cushion. Particulate emissions cause lung disease, especially in children and the elderly. This particular section of Kennington Road houses disproportionately many elderly (mobile home parks) and will house many children in the new development. There is also an increase in noise caused by traffic going over speed cushions and potential damage to ambulances, fire vehicles and busses. Instead, traffic islands could be used (with greenery to make it look nicer) or narrowing the road in parts.
(5) Local Resident, (Radley)	<p>Object – Putting in more traffic calming along Kennington Road, will be a waste of time, and money which could be used elsewhere. Drivers who speed do not care about these objects. Drivers do worry about the damage to their car suspension and about suing the Council.</p> <p>Another crossing is it worth the bother? Anyone who sees the parents taking their children to school will see how little they use the way outside Kennington school.</p> <p>TRAFFIC CALMING ONLY ANGERS DRIVERS MORE SO THEY DRIVE FASTER TO GET PAST THEM. ANOTHER CROSSING WOULD BE WELCOMED.</p>

(6) Local Resident, (Radley)	<p>Object – I support the installation of a puffin crossing across Kennington Road some 45m north of the junction with Pebble Hill to service the new development. I presume there will be a footpath installed to access this from the new development.</p> <p>However, I am strongly against the proposal to construct 9 pairs of extended speed cushions (road bumps in plain English) between Sugworth Lane and Sandford Lane. The road through Kennington already has a plethora of speed bumps, creating such a rough ride that people actively avoid the Kennington Road and tend to use Sugworth Lane and either the A34 or the Oxford Road to access the Southern Bypass Road. To extend this mass of speed bumps several hundred metres into Radley will only add to the aversion to use Kennington and divert more traffic along the totally unsuited Sugworth Lane.</p> <p>If you do decide to go ahead, could they please be constructed correctly. Those in Kennington are not in the centre of the lane but offset towards the middle of the road. This means that to straddle the bumps correctly drivers are forced towards the centre of the road and if there is a vehicle coming from the opposite direction the risk of collisions is increased. It is quite common to see pieces of broken wing mirrors along the Kennington Road.</p> <p>An increase in speed bumps is also going to affect emergency vehicles. In particular, the ride for sick and injured people in ambulances will become even more painful.</p>
(7) Local Resident, (Radley)	<p>Support – This is an excellent proposal. The 30mph speed limit south of Sandford Lane Kennington is generally ignored. This coupled with the limited visibility due to the hill and the bend south of the Pebble Hill junction creates a hazard for pedestrians using the bus stops on either side of the road.</p>
(8) Local Resident, (Radley)	<p>Support – Fully support subject to current structure problems being designed out to provide OCC with cost-savings</p>
(9) Local Resident, (Radley)	<p>Support – The traffic calming to make the entrance into the new Redrow Estate safer is welcome and I am supporting this proposal as described.</p>

	<p>However, I would like the following considered. – Cutting across the 278 new houses there is a public Foot/Cycle path that joins Sandford Lane in a very nasty blind entrance. It is well used at present, as it joins the National cycle way into Oxford. There have been a number of near misses between vehicles and cycles at this point.</p> <p>While the traffic calming on the Kennington Road is being constructed (If passed) would it not be prudent to put some traffic calming and a sign in Sandford Lane, warning of cycles entering from the foot/cycle path.</p> <p>Sandford Lane is known to have a number of drivers daily visiting the Trading Estate, who exceed the speed limit. The added cost to the cost of traffic calming on Kennington Road if implemented at the same time should not be too great a burden.</p> <p>Maybe Redrow would give a contribution to the cost as the houses they are building will increase the cycle traffic considerably where the cycle path meets Sandford Lane.</p>
(10) Local Resident, (Radley)	<p>Support – I'm in full support of the Kennington road/Radley. Speed cushions etc. The residents on Bigwood park. Sugworth Lane.</p> <p>Would hope one day you might look at doing the same on Sugworth Lane - as we have no footway outside the park the 30 m p h should be moved past the entrance to the park. We have a problem with speeding traffic</p>

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Division(s): Witney South and Central

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

WITNEY, HIGHWORTH PLACE: PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve proposed waiting restrictions on both sides of Highworth Place, Witney including at its southern junction with The Croft; the existing restrictions at the northern junction with the Croft to be retained.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce no waiting at any time restrictions on both sides of Highworth Place, Witney including at its southern junction with The Croft; the existing restrictions at the northern junction with the Croft to be retained.

Background

4. The above proposal as shown at Annex 1 has been put forward at the request of the local member in response to concerns over safety and the obstruction of traffic arising from parking in the area.

Consultation

5. Formal consultation on the proposal was carried out between 5 June and 5 July 2019. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 35 properties in the immediate vicinity adjacent to the proposals.

6. Twenty-two responses were received. 1 objection, 2 neither supporting nor objecting, and 19 (86%) in support (albeit the Town Council have some concerns). The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals noting that they would address long standing problems in this narrow road but noted that residents needed to be aware that the proposed restrictions will apply to their own vehicles as well as non-residents parking here. The police also noted that West Oxfordshire District Council (rather than the police) are responsible for parking enforcement in the district.
8. Witney Town Council expressed support for the proposals should these also be supported by residents, but also expressed the view that they were not the ideal solution and that a wider review of parking in and near the town centre was required and in particular existing longer stay (8 hour) parking spaces. It is accepted that such a review would be desirable but is outside the scope of the current proposal which, it is noted, is widely supported by the residents responding to this consultation.
9. One objection was received from a resident who, while acknowledging the need for better management of the parking, expressed the view that the current proposal was not fair to residents who did not have off-street parking and that a residents' parking scheme would be a much more equitable and acceptable approach. A response was also received from a resident stating that their property was the only one in Highworth Place without off-street parking and expressing neither support or an objection but noting that the proposal would lead to their having to park further away from their home resulting in inconvenience and requested a resident's permit to address this difficulty.
10. The above concerns are noted and while it is accepted that as part of a possible wider review of parking as referred to above, it would be appropriate to consider the introduction of a residents' parking scheme that is unfortunately beyond the scope of the current scheme.
11. Eighteen expressions of support were received from residents, many of whom expressed concerns over current parking obstructing the passage of traffic and particularly delays to emergency vehicles and other servicing vehicles and difficulties for vehicles turning to and from driveways. Strong concerns were also expressed over parked vehicles blocking the footway creating hazards for pedestrians including those with buggies and wheelchair users.
12. Noting that the balance of opinion is predominantly very supportive of the proposals officers are recommending that the restrictions as advertised be progressed now given the severe difficulties experienced in the road as a result of the current parking. Regarding comments for introduction of a residents' parking scheme officers feel it would be appropriate for that to be done as part of a wider review of parking in Witney.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by the Councillor's Priority Fund.

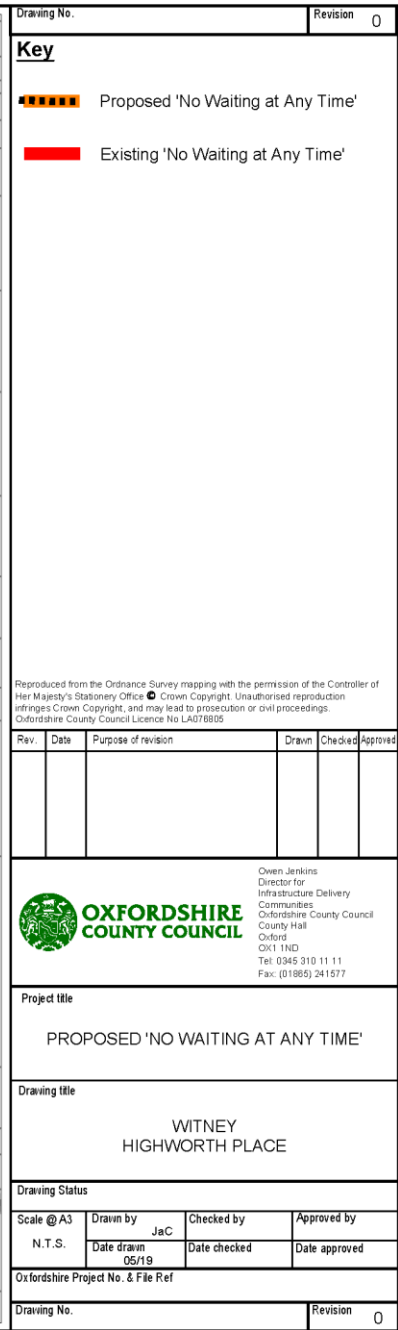
OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mike Wasley 07393 001045

September 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – have visited the location and am aware of the historic problems in these narrow residential roads. Parking and obstruction have come to police notice and these measures could improve access and raise awareness to residents and visitors alike.</p> <p>It is important that residents are aware the restrictions apply to all users without any resident parking allowance or distraction for the enforcement agency which is West Oxon /Glos consortium not Police.</p>
(2) Witney Town Council	<p>Support (with concerns) – WTC does not see these restrictions as an ideal solution to the parking issues currently in this area but are supportive of them if, after consultation, the residents of Highworth Place are in agreement. The Council believes a wider review of parking in the town, especially on the number of 8-hour long-stay spaces, is required.</p>
(3) Local Resident, (Witney)	<p>Object – We absolutely support a parking restriction along this road. However, while we have our own driveway, we do not feel double yellow lines are fair to residents without one. The issue along this road is people who work in central Witney, or shoppers, who use the road for free parking. We feel it would be better to have a 'residents only/permit holders only' restriction in place.</p>
(4) Local Resident, (Witney)	<p>Support – we are totally for having double yellows put down the road. Access to our property can be very difficult when the road is busy with cars parking all over the place especially people that work in town. There is plenty of long stay parking spaces in town now so surely, they should park in them?</p> <p>Also access for emergency services would be very difficult. My nephew requires a school bus to take him to school and sometimes they can't even get through.</p> <p>Something needs to be done about restrictions down this road it's too narrow to be used as a car park.</p>

(5) Local Resident, (Witney)	<p>Support – Emergency vehicles find it difficult to get through due to parked vehicles on both sides of a narrow road.</p> <p>Vehicles park on the pavement which makes using pushchairs, wheelchairs and mobility scooters very difficult and potentially dangerous.</p>
(6) Local Resident, (Witney)	<p>Support – Only today, access to my property was completely blocked by an ambulance which was unable to stop outside the casualty's house. This was because of cars parked on the pavement on both sides of the street. As the ambulance was forced to park opposite the parked cars, the entire road was blocked for 45 minutes.</p> <p>This is not an isolated incident. It is commonplace, and can only be resolved by parking restrictions, PROVIDED that any restrictions are strictly enforced.</p>
(7) Local Resident, (Witney)	<p>Support – the issues regarding parking have progressively got worst and are now very dangerous for residents and the general public who use the road as a walk way to the Town Centre or children going to their local school.</p> <p>Highworth place is a small road providing access for residents exclusively with its width only just over that of a modern car. Due to our location being close to the town centre it has become a free car park for those who work and shop on Corn Street. There are 2 public pathways either side of the road and the width of the road is small which means when cars park on the road it forces passing cars to mount the pavement OR they park blocking the footpath causing pedestrians into the road OR half and half forcing pedestrians into the road and passing cars to mount the pavement. Parked cars use both sides of the road thus creating a slalom course for pedestrians and passing cars and on regular occasions these parked cars block access for residents to their property and/or leave too small a gap blocking access from one end of the street. The current situation is dangerous for pedestrians, causes damage to the footpath and results in residents not being allowed access to their properties.</p> <p>I have required the emergency services, both Fire and Ambulance and both were delayed in getting to my address due to the parking at either end of the street and therefore I strongly agree with this proposal.</p>

(8) Local Resident, (Witney)	<p>Support – Since living here, I have been very distressed to see people struggling to use the pavements on this street, in particular mothers with buggies, wheelchair users, and recently a blind neighbour with a newly-trained dog trying to negotiate the parked cars, forcing her to walk in the middle of the road.</p> <p>A neighbour has a disabled son, and should an ambulance be needed, access is always difficult.</p>
(9) Local Resident, (Witney)	<p>Support – There has been a persistent problem for a number of years on Highworth Place. Residents have been unable to easily access driveways and gates due to non-residents and guests not parking considerately. This has been a problem especially for residents with disabilities who have had their gates blocked by people parking directly in front of them. Something as simple as accessing their own properties has been made a consistent struggle.</p> <p>Furthermore, emergency services would be unable to access many parts of the road due to the parking, putting residents' lives in danger. The lack of access for many vehicles down the road has been shown by the fact that residents bins are consistently not being collected due to the bin lorry not being able to access the road.</p> <p>I believe you would struggle to find a single resident of Highworth Place who does not fully support the proposed parking restrictions. We hope that they will be enforced as soon as possible.</p>
(10) Local Resident, (Witney)	<p>Support – Highworth place is a small road providing access for residents exclusively, its width is only just over that of a modern car and due to its location close to town it's become a free car park for those who work and shop on corn street. There are 2 public pathways either side of the road. Due to the small width of the road parked cars either park on the road forcing passing cars to mount the pavement OR they park blocking the footpath causing pedestrians into the road OR half and half forcing pedestrians into the road and passing cars to mount the pavement. Parked cars use both sides of the road thus creating a slalom course for pedestrians and passing cars and on regular occasions parked cars block access for residents to their property and/or leave too small a gap blocking access from one end of the street. The current situation is dangerous for pedestrians, causes damage to the footpath and results in residents not being allowed access to their properties. www.highworthplace.com has testimony from residents and photos showing the problems parked cars cause. In a local resident survey 94% of those who responded supported the parking restriction being proposed. I completely support this proposal.</p>

(11) Local Resident, (Witney)	Support – Some days it is impossible to get down the road due to people parking in a manner that blocks traffic completely and also a lot of people who work on corn street use the street and a car park. Very frustrating.
(12) Local Resident, (Witney)	Support – Though I realise that this solution may not suit everyone also my visitors arriving by car will need some planning to ensure legal parking. However, I really feel that in the interests of safety this is the only option and I fully back it. I would be reassured in the case of an emergency that the services could reach any property in Highworth place without any delay. I also feel that pedestrians and vulnerable people of all ages going to and from schools and shops would have a safer passage to their destinations.
(13) Local Resident, (Witney)	Support – For safety of pedestrians, access to residents and council operators. Emergency vehicles also need unimpeded access.
(14) Local Resident, (Witney)	Support – Something needs to be done to address the parking issues on Highworth Place. I am disappointed however that no residents parking scheme has been considered as this will restrict the parking available to residents and their visitors.
(15) Local Resident, (Witney)	Support – I have lived on Highworth Place for a number of years the parking on the street has become increasingly worse I have four children one of which is disabled trying to get his wheel chair up and down the road is very difficult my son also has transport to a specialist school it's almost daily that the transport is not able to get down the road we have also had incidents where ambulances have been delayed getting to my house due not being able to get down the road enough is enough !!! Very happy with the purposed yellow lines can't come quick enough.
(16) Local Resident, (Witney)	Support – I think this is needed because so many people park either side of the road that at times it's nearly impossible for residents to access their driveways. It also makes it very difficult for the emergency services to get down the road.

(17) Local Resident, (Witney)	Support – I thoroughly support this idea as it's impossible to walk on the path with a pushchair or wheelchair due to cars being parked half on the path both sides of the road
(18) Local Resident, (Witney)	Support – I am in support of double yellow lines being installed for the whole length of Highworth Place on both sides. This will make access easier for ambulances and other emergency vehicles; will help facilitate deliveries and removals and will make the road much safer for the dozens of people who walk along this road each day.
(19) Local Resident, (Witney)	Support – I live on the street and find the way people park on pavements dangerous to pedestrians who have to walk in the road and subjected to other road users. People park on both sides meaning both pedestrians and other users have to navigate into the road. People who live here have driveways blocked. Emergency services struggle with the road
(20) Local Resident, (Witney)	Support – I'm VERY much in favour of some parking restriction being implemented, but disappointed that residents parking is not being considered. At times mainly, Mon-Fri during office hours Highworth Place can be difficult to navigate, especially for larger vehicles. Only the other week my front fence was damaged by a delivery lorry trying to get down the road. When walking down the road at busy times the only option is to walk down the middle! So if double yellow lines are the only option being offered then I'm in favour.
(21) Resident, (Abingdon)	Support – We visit family who live in Highworth Place and are often unable to drive down the street safely due to parked cars. I have witnessed mothers with pushchairs have to walk in and out of the road and worry that emergency services would not be able to gain access when needed.
(22) unknown, (Witney)	Neither – We are both concerned that as we are the only house without a driveway we are going to have to park even further away once the double yellow lines are in place. Currently the front of our house is constantly occupied by cars of the public people who work in town so it's a struggle to park now. I believe these people will then park in roads off Highworth Place to which we will have to park even further away. We have a child who we have to get out the car with

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	our hazards on and also when bringing shopping home. So it would make things difficult We are asking number 14 if we can have a permit to park.
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Division(s): Eynsham

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

CASSINGTON, HORSEMERE LANE: PROPOSED PROHIBITION OF MOTOR AND HORSE DRAWN VEHICLES, REVOCATION OF ONE-WAY ORDER AND WEIGHT LIMIT AND REVERSION OF STATUS TO RESTRICTED BYWAY

Report by Director for Infrastructure Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed prohibition of motor and horse drawn vehicles, the revocation of the existing one-way restriction and weight limit and change of status to restricted byway at Horsemere Lane Cassington as advertised.

Executive summary

2. Horsemere Lane is single track road linking Bell Lane within Cassington village to the A40. The road is currently subject to a one-way order (the road being one-way from north to south) and also has a 5-tonne weight restriction, but concerns have been expressed over many years of the adverse impact of traffic on Bell Lane using Horsemere Lane to access the A40 and also the safety of pedestrians and cyclists using the lane itself, together with concerns over the safety of the junction of Horsemere Lane with the A40. It is also reported that quite frequently vehicles contravene the one-way restriction resulting in danger to all users of the lane. In view of this the local member has requested that the lane is closed to motor vehicles and horse drawn vehicles (other than those accessing a property on the lane), with a gate being provided approximately mid-way along the lane to make the restriction self-enforcing. The lane would be available to all users in both directions up to the gate from both Cassington village and the A40, with the existing one-way restriction and 5-tonne weight restriction being revoked, noting that only pedal cyclists (and pedestrians) and anyone requiring access to land adjacent to the lane would in practice have cause to use the lane.
3. Proposals currently being developed for providing a bus lane on the A40 between Eynsham and Oxford would – separately from consideration of above concerns – include the above closure of Horsemere Lane to vehicles (other than pedal cyclists and vehicles requiring access to adjacent land) as a preferred option to accommodate the scheme.

Introduction

4. This report presents responses received to a statutory consultation on a proposal to introduce a prohibition of motor vehicles restriction on Horsemere

Lane, Cassington as a result of representations by the local member, Cllr Charles Mathew.

Background

5. The current proposals have followed previous consultations on similar proposals carried out between 10 January and 8 February 2019 (see Annex 1 for plan, and Annex 5 for the responses, comprising 11 objections and 10 expressions of support) and - following input and further clarification of the highway status and additional input from the County Councils 'Rights of Way' & Legal (Environment) teams - a second consultation carried out between 7 March & 5 April 2019 (see Annex 6 for the responses, comprising 8 objections, 6 expressions of support with the Parish Council neither supporting nor objecting but outlining their concerns).

Consultation

6. Following the above consultations further input from Legal Services a final proposal was prepared and this is shown at Annex 2.
7. Formal consultation on the updated proposal was carried out between 6 June and 5 July 2019. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Cassington Parish Council and the local County Councillor. Public notices were also placed on site and letters sent directly to approximately 65 properties in the immediate vicinity, adjacent to the proposals.
8. Twelve responses were received during the third consultation period. 5 objections, 1 supporting the principal but not the use of a single gate to enforce, 4 expressions of support and a response from Thames Valley Police not objecting. The British Horse Society had concerns about the possible re-classification of the route in light of restricting its use. These responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.
9. Detailed responses were received from a single member of the public to the various consultations and these are set out at Annex 4.

Response to objections and other comments

10. Thames Valley Police while objecting to the initial proposal expressed no objection to the current (final) proposal on the grounds that it would be self-enforcing.
11. Cassington Parish Council responded to the consultation in March with a concern that the proposed closure will cause an increase in traffic at the traffic signalled junction of the A40 with the Eynsham Road, Cassington and have expressed the view to the designers of the Bus/Lane Park and ride scheme

that a slip road toward Oxford together with re sequencing of the lights will be necessary to accommodate this extra traffic.

12. West Oxfordshire District Council expressed support for the proposals.
13. The British Horse Society expressed concerns that the proposal would make it impossible for horse drawn carriages to use the lane contrary to its status as a restricted byway, noting that if the permitted users are to be limited to pedestrians, cyclists and equestrians then bridleway status would be appropriate. However, it should be noted that the current proposals still permit vehicles of all types to access the lane in both directions, but with a closure point to prevent it being used as a through route other than by pedestrians and cyclists. While accepting that the practical effect of the proposal would still make this an unusable route for horse drawn carriages, it is understood that the actual usage of the lane at present by such vehicles is effectively nil and, therefore, that the proposal, if approved, would not in practice have any adverse impact in this respect.
14. Objections were received in all the consultations from members of the public (predominantly residents of Cassington) on the grounds of the additional time and distance required for traffic currently using the lane to access the A40 to travel east to use the only alternative local route via the Eynsham Road and its signalled junction with the A40. These representations included concerns over the lack of justification for the scheme, noting that there were no relevant reported injury accidents within the last 10 years. Concerns were also expressed that there appeared to be no technical assessment of the additional queuing and delays at the A40/Eynsham Road junction that would result from the traffic currently using Horsemere Lane diverting to the Eynsham Road. Concerns were also expressed over the impact of the additional traffic on Eynsham Road at Cassington, including increased noise and vehicle emissions
15. Expressions of support were also received in all the consultations from residents of the village citing concerns over the volume and speed of rat-running traffic and also noting the illegal use - often at speed- of the lane by traffic travelling into the village against the one-way restriction. However, one of these also expressed an objection to the current proposal in respect of the risk of vehicles entering the lane failing to see that it is closed ahead and continuing to the closure point where they would be unable to turn around; additionally, concerns were raised on the risk of fly tipping or other illegal activity and expressed a preference for the options previously consulted on.
16. While the overall balance of opinion as reflected in the consultation responses - while reasonably close – falls on the side of those objecting or raising concerns to the proposal and noting also the current uncertainty over its impact on queuing and delays at the A40/Eynsham Road junction, the case for proceeding does appear sufficiently strong to recommend approval, on the understanding that monitoring is carried out to assess its actual impact and that the scheme is reviewed within six months of its implementation should it be approved.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

18. Funding for the proposed measures has been provided by the Councillor Priority Fund.

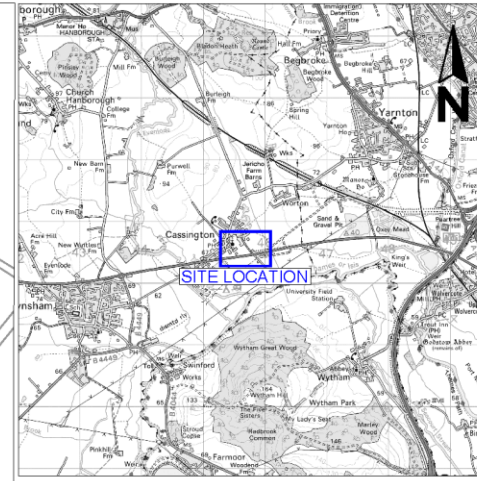
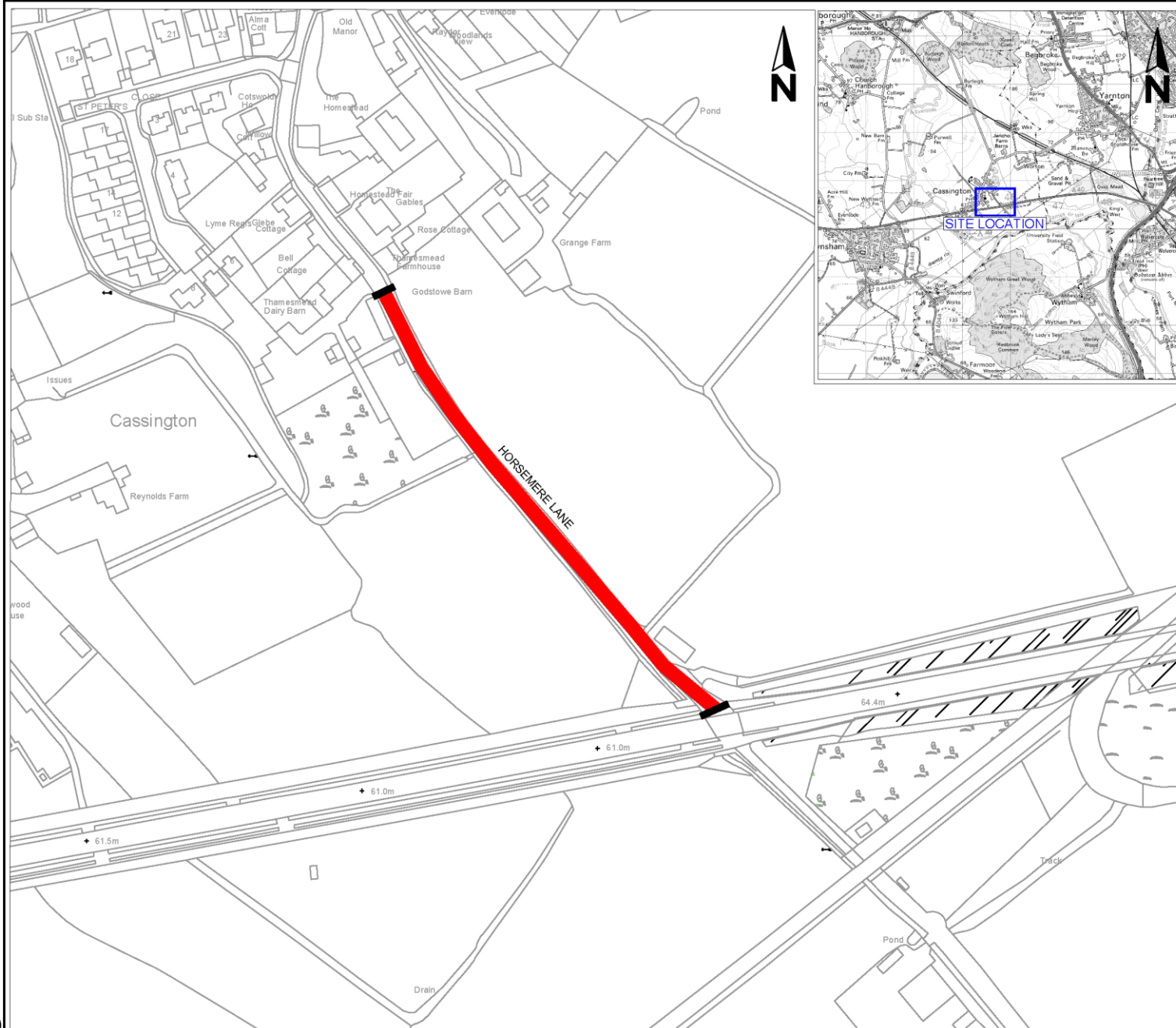
OWEN JENKINS



Director for Infrastructure Delivery

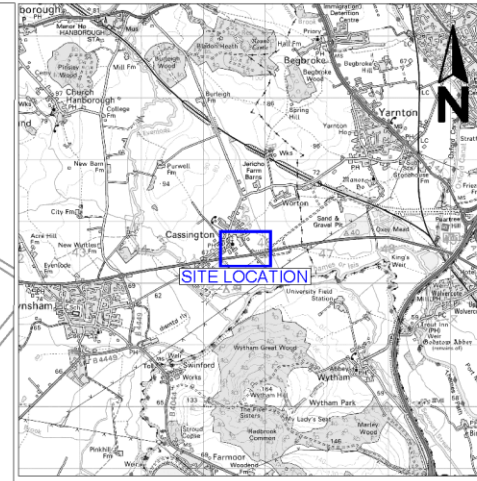
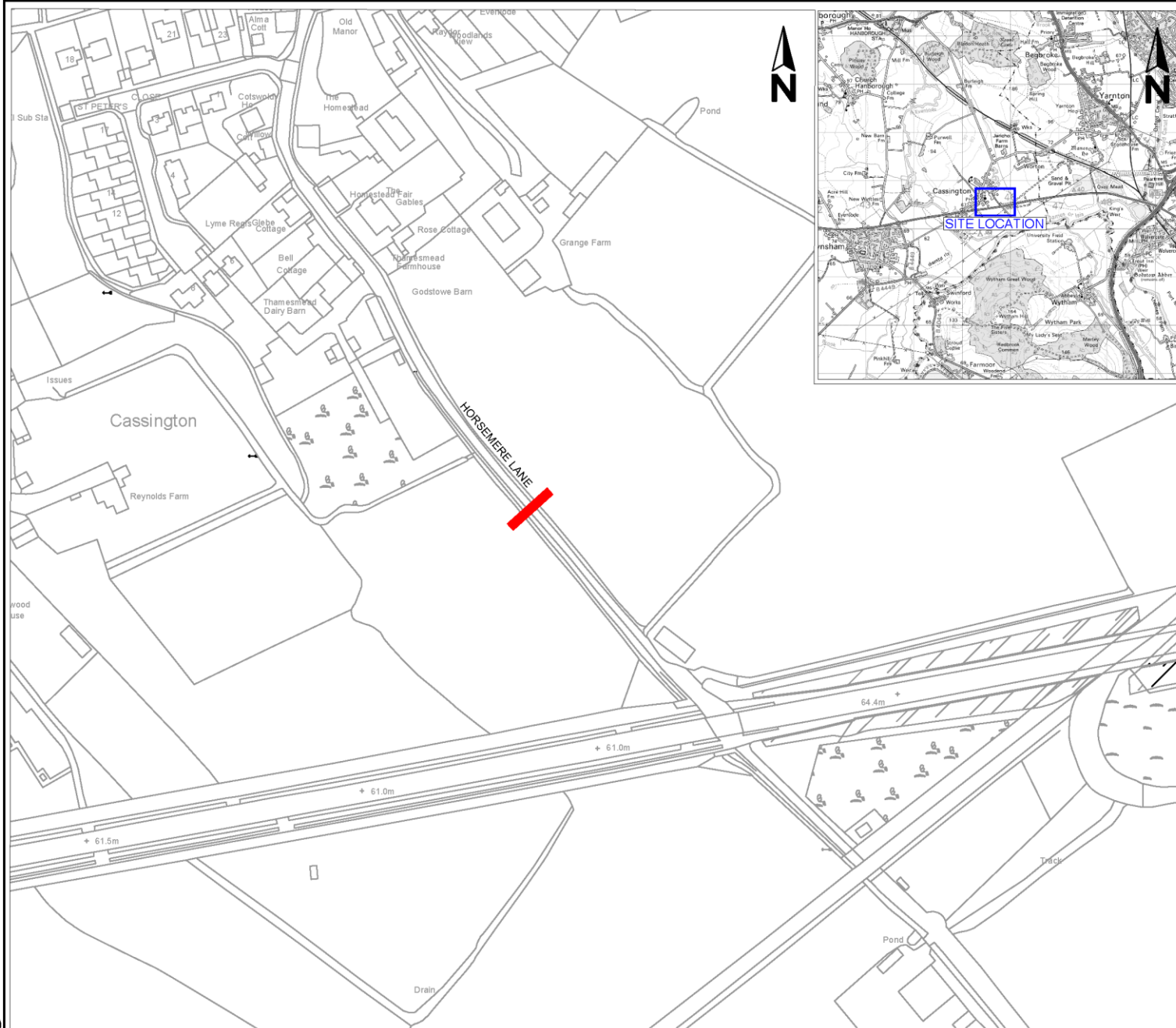
Background papers: Plan of proposed restrictions at Horsemere Lane
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Eric Stevens 07500 918216

September 2019



Drawing No.		Revision 1																	
Key  Section of highway to be closed																			
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – The restriction will be self-enforcing by gate which is fundamental to our response which must be placed maintained and be effective by the Highway Authority without the need for Police supervision. It is imperative given the road safety mitigation and justification from OCC that this is the case as the junction with A40 has poor site lines which could be considered high risk in road safety terms should some traffic use this for access illegally.
(2) Local Resident, (Cassington)	<p>Object - The traffic will know build up through the village going to the traffic lights at Cassington turn onto the A40 when Horsemere Lane Closes</p> <p>This will cause more noise for residents of Eynsham road along with more pollution. which the county council should be reducing not increasing.</p> <p>To my knowledge there has been no accidents on the approach to Horsemere lane or turning onto the A40.</p> <p>You will not solve any problem by closing Horsemere Lane, because there is still no Path for Children or Adults to walk on as Bell Lane goes into Horsemere Lane.</p> <p>There are properties down there where motor vehicles come out as you know.</p>
(3) Local Resident, (Cassington)	Object – (See Annex 4 for detailed response)
(4) Local Resident, (Cassington)	Object – I have previously objected twice already and I am confused about why there is a new proposal as nothing appears to have materially changed which will influence any previous objections already raised. I have to wonder whether this is simply tactics on the part of the council and others involved to slowly wear down those who have already objected twice. My assumption is that not only views expressed this time around will be taken into consideration, but that all previous objections will also be taken into account given (as I said) that there is no real

	<p>meaningful change to the proposal. Failure to do so would, I believe, constitute a failing on the part of the county council to give a fair hearing to all objections raised, and to follow due legal process.</p> <p>Firstly - this is an example of extreme nimby-ism. A very small number of residents are asking for a road to be closed without any due consideration given to the impact of the closure on other village residents. I have yet to see (and I believe that none is available) any data which has analyzed the impact of traffic moving to Cassington lights (or potentially through Yarnton). How many cars will be backing up the Eynsham Road, how will the phasing of the lights be adjusted to accommodate increased flow, what delays will this cause to (for example) the school buses? There will be additional build-up of traffic at a set of lights where accidents been known to happen quite frequently in the past, including children walking and cycling to school.</p> <p>On the other hand, I have been informed that there is no history of any traffic incidents on or near Horsemere Lane. If one of the reasons being given is potential danger and risk of accident, the risk of accident and danger through diverting the traffic to Cassington lights will be much greater, Again, residents living near Horsemere Lane are only thinking about themselves.</p> <p>In addition, I believe that the way this has been handled by the local Parish council has been very poor, and not worthy of those serving in an elected public body. Apparently there has been a referendum at some point in the past, but I was certainly not informed of this and I know of other people in the village who are similarly unaware that a referendum happened. I would be interested to know whether the referendum made it clear that in closing Horsemere Lane there would be very negative impact on other parts of the village. It is my belief that only those living near Horsemere Lane and in favour of the closure have been communicated to properly, indicating bias on the part of the Parish Council who should be representing the views and interests of all villagers.</p> <p>This closure should not go ahead for the above reasons - there is total lack of any evidence to support the stated reasons for closure, and most importantly the negative impact has seemingly not been assessed at all. Finally, I find it really rather incomprehensible given the amount of tax and council tax that I pay and all of the news of cuts and budget squeeze, that you are choosing to spend so much time and money on this biased, 'nimby-istic' proposal. What a ridiculous waste of time, money and effort.</p>
(5) Local Resident, (Cassington)	<p>Object – The proposal will put unnecessary pressure on other exit points from the village, and in Yarnton. Also, it will increase travel journey times especially to work. Alternative traffic slowing and/or restricting methods (such as resident only access) would be preferred.</p> <p>There is no evidence of accidents, or injuries although I would agree that some using the lane (for example as a rat run) do drive too fast - thus the suggestion of alternative restriction measures.</p>

(6) Local Resident, (Cassington)	<p>Object – There is no reason at all to close this road and there are also serious concerns over the way the proposal has been presented. There have been no accidents at all on the lane in over ten years. The only accident has been on the pavement crossing it - and that was due to a driver - in a queue - illegally turning up the road and hitting a cyclist. This is not a justifiable reason to close the road. Indeed, if it were, the junction from Cassington at the traffic lights would need to be closed, where over 20 accidents have occurred in that same time period.</p> <p>Horsemere Lane at present simply helps reduce the amount of traffic that would otherwise cause congestion at the Cassington traffic-light junction. It saves time for people heading eastwards along the A40. If everyone were made to drive to the lights instead it would simply increase the traffic through the village and add to the time it takes all drivers to reach the Wolvercote roundabout. It would have no positive effect at all. Junction at Horsemere Lane is plainly no more different or dangerous than countless other T-junctions, given the easy views of straight road both ways and the natural breaks in the traffic caused by the traffic lights. The lane itself needs to be better maintained - that's all - and maybe a 20mph limit put in - though speeding is not an issue there.</p> <p>There seems to be no evidence at all that closure of the road is justifiable on any grounds. Nor has there been any evidence of research on the impact on traffic at the lights. The Council have been asked repeatedly by interested parties to provide the relevant research and stats to support closure - no info has been sent, despite repeated requests.</p> <p>There does not seem to be any proper research or procedure to back the closure at all, in short. It can only be concluded that the proposed closure has been motivated by a small number of local residents and is not objective or representative of the public interest. As pointed out above, there are also serious concerns over the whole manner in which the matter has been conducted.</p> <p>Surely the much simpler and better option, anyway, is to save scarce money by simply doing the following to ensure the continued safety of those living near the lane or using the lane and junction: Put clearer signs for drivers and cyclists at the convergence of lane and cycle-way - including new Give-Way signs on the pavement and a standard cyclist-slowng railings at either side before the junction. Put clearer "no left/right turn" signs on the A40. And put a 20mph speed limit on Horsemere Lane. There is no need at all to close the road.</p>
(7) Local Resident, (Cassington)	<p>Support – Firstly we would like to say we SUPPORT the closure of Horsemere Lane, for the following reasons:</p> <p>The majority of the use of the lane is by rush-hour traffic seeking a short-cut to the A40. The structure of the lane is unsuitable for the volumes and speeds of such traffic which run to hundreds of vehicles each weekday morning.</p>

	<p>The legal status of the lane is actually already a Restricted Byway and has been since the classification was changed by the 2000 act. It is only the incorrect signage and lack of restrictive bollards/gates that allow vehicles to use the lane as a road. A properly implemented closure would restrict use of the lane to its correct classification.</p> <p>Although one-way, the attractiveness of a short-cut off the A40 results in occasional cars choosing to travel the wrong way up the lane during the evening peak hours.</p> <p>The newly proposed bus lane improvements on the A40 will result in the exit from Horsemere Lane onto the A40 being less suitable.</p> <p>Object – We fully supported the plans put forward in the first and second consultations, which saw the lane being blocked/gated at both ends. The third consultation has changed the proposed closure to a single point approximately halfway down the lane. We OBJECT to this specific aspect of the proposal for the following reasons:</p> <p>We feel that vehicles will continue to try and use the lane, only to come across the closure and need to reverse back up the quite narrow lane.</p> <p>We feel the unrestricted access to the ‘dead-end’ parts of the lane may result in use of the lane for fly-tipping or other illegal activities, given the centre point is largely hidden from view.</p> <p>We feel the need to maintain loading/unloading along the length of the lane is unnecessary. The lane is bordered on the entire south-west length by a stream (highlighted in blue on the attached PDF). The majority of the north-east side is bordered by land owned by us (hatched purple), and we fully support the proposal and have no requirement for loading/unloading, we feel the access provisions in consultation one and two were perfectly adequate.</p> <p>We therefore feel that the closure would best be implemented by two points of closure as indicated by the green marks on the attached. However, we would rather see the lane closed, and if a single point of closure is legally the only option available, we would rather see that option than the lane not be closed</p>
(8) Local Resident, (Cassington)	<p>Support – Closing Horsemere Lane would make Bell Lane safer. The number of cars using the lane is an issue as they come up the wrong way. We also get lorries trying to get down, which are over the weight limit. Bell Lane in places is only wide enough for one car and has no pavements. The road is not designed for this current usage. The main Cassington road is suitable for two-way traffic and has pavements.</p>

(9) Local Resident, (Cassington)	<p>Support – Bell Lane is not suited to traffic and pedestrian mixed traffic.</p> <p>The carriageway is not particularly wide at the "lower" end of the lane, and pedestrians especially children walking to school are often in conflict with traffic (especially in the morning rush hour). Although there is a weight restriction within the village and also within Horsemere Lane, this is not policed and heavy vehicles vs pedestrians is not a good mix!</p> <p>Vehicles leaving Bell Lane are often in conflict with vehicles travelling South towards the A40, making access difficult for local residents who live closer to the A40 beyond Bell Close.</p> <p>Although traffic surveys have not been conducted it is common knowledge that the majority of traffic using Bell Lane in the morning actually enters from the Yarnton side of the village and as such has entered from the north via Bladon. The lane is not designed to cater for such traffic, this has caused significant wear to the surface of Horsemere Lane.</p> <p>The council have proposed closure, and we strongly support the closure due to the improved safety that this will provide to pedestrians and cyclists in Bell lane.</p>
(10) Local Resident, (Cassington)	<p>Support – Horsemere Lane is a small single-track road that is used as a rat run by hundreds of cars a day and it isn't fit for purpose. I have witnessed cars coming up the wrong way to avoid the traffic at Cassington lights numerous times. Cars drive too fast on the lane and it is worrying when you see children and animals unable to cross the road. A number of pets have been hit and it is unsafe. It is very difficult to pull out of our drive at rush hour (we live in Bell Lane) as cars rush down around the corner at speed. Overall, I believe it is dangerous and it is used as a rat run by vehicles outside the village. If it is closed, the traffic will dissipate. When the roadworks were being done at the Peartree Roundabout, the flow of traffic decreased dramatically and did not build more at the Cassington village lights on Eynsham Rd so it is unlikely it would happen if Horsemere Lane was closed.</p>
(11) Local Resident, (Cassington)	<p>Support – My property on Bell Lane (to the west) and the ONLY property which has a garden running adjacent Horsemere Lane. I don't want to build houses on the "flood meadow" and therefore I don't want nor see the need for a gate half way down. The field to the east is also flood plain and has access to the field at the bottom of Bell Lane and therefore they also would not benefit from a single gate. The office property behind Godstow further to the west</p>

	<p>accesses their land from a gate either on the A40 for the larger field to the west and the office from a shared driveway with Godstow barn, Thame mead farm and the old dairy. Again, all supporting the need for not wanting a single gate.</p> <p>If we do have a single gate, this will be a black spot, with no street lighting or pavements negativity affecting burglaries, fly tipping, dogging, car-pooling and not using the park and ride, generally misbehaving. This would have a negative impact on people wanting to use Horsmere Lane re cyclists, walkers, horses. This will increase the possibility to injury to both humans and animal alike.</p> <p>As agreed with OCC Officers and others in past meetings with OCC, most traffic using horsmere lane is transient from neighbouring villages and towns looking for the rat run. We believe most traffic looking for alternative routes rather than horsmere Lane would access the A40 via Freeland on to the A40 sooner. Any traffic from Bladon and Woodstock would more than likely continue to Yarnton therefor we would find an overall decrease in traffic through our village. This would make Witney and Freeland drivers more likely to use the park and ride! Robert courts visited my property and also agreed there could be a slip road helping traffic access the A40 and would help campaign for that in the A40 plans thus helping the issue of traffic blocking up. Obviously when horsmere Lane was build it was built for villagers and farmer to access the A40 and adjacent fields and was never designed to old much traffic, Bell Lane has no pathway or street lights as with horsmere lane which make traffic very dangerous. The road just was never built for such traffic. So where would a traffic increase if any would go, the only place it should go is ON THE MAIN ROAD. Recently I have suggested villagers introduce child snake or crocodile system for village children to get to school. This would ease traffic at the school gates. 446 vehicles using horsmere lane was an extreme week, much road works was surrounding the area e.g. Wolvercote roundabout. But more importantly from my own survey on that same week 70% of 446 used the lane between 6-8am commuters getting into the office or around Oxford thus would not affect the school bus or junction at Cassington lights. The impact on Cassington lights with horsmere lane shut and a slip road at the lights would be a positive and safest thing to do for all.</p>
(12) British Horse Society	<p>Concerns - It is important to include equestrian where ever possible as we are all considered as 'vulnerable' road users.</p> <p>I would like to point out that the consultation states that the lane will be closed to 'motor vehicles and horse drawn vehicles'. But the third point states that the lane will be a 'restricted byway'.</p> <p>The definition of a restricted byway is -</p> <ol style="list-style-type: none"> 1. Sections 47-50 of the 2000 Act introduce a new category of highway called the "restricted byway". A restricted byway is defined as a highway over which the public have restricted byway rights, with or without the right to

	<p>drive animals of any description. "Restricted byway rights" include a right of way on foot, on horseback or leading a horse and a right of way for vehicles other than mechanically propelled vehicles (this includes a right of way for pedal cycles and horse drawn vehicles).</p> <p>This will cause confusion as, by law, a restricted byway includes all non-mechanically propelled vehicles (e.g. horse drawn vehicles)</p> <p>If a route is only open to horse riders, cyclists and pedestrians it would need to be classed as a 'bridleway'.</p>
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Response to 3rd Consultation

Objections to the proposal

The entire grounds for closure of the lane have stemmed from the selfish desire of residents that live close to Horsemere Lane to the detriment of residents who use the lane and residents at the other end of the village who would be impacted by the closure.

The council propose to close Horsemere Lane to motor vehicles for road safety reasons. There is no evidence that there is a road safety issue.

This is the third consultation. No objections have been disseminated from the first two rounds or made available to the public.

It is clear that as the outcome of closure would be the same under any of the draft orders, which have clearly been amended to stave off future legal challenge, that objections filed for all three consultations must be collated and considered.

The argument that there is a road safety issue must be struck as invalid using the council's own evidence.

The evidence from accident data collected over the last ten years shows zero accidents on Horsemere Lane and only one accident at the A40 junction on the pavement. There have been zero accidents involving pedestrians or cyclists on Horsemere Lane in the last ten years, (01/01/08 – 31/10/18).

Using this factual evidence collected by the council, point 2 and point 3 hold no water. The one accident at the junction was caused by a queuing motorist travelling eastbound making an illegal left turn into Horsemere Lane and hitting a cyclist travelling east on the cycle path. Clearly illegal, extremely rare and ill-advised manoeuvres by motorists can't lead to road closures otherwise many motorways and dual carriageways would be closed.

By contrast, there have been 23 accidents at the Cassington Lights where most of this traffic would be forced to join the A40, following closure.

The council state that Horsemere Lane is used as a 'rat-run' to the A40. Horsemere Lane is a road, documented in legal documents for 50+ years and provides a vital link between the village and the A40 particularly for traffic travelling eastbound.

Horsemere Lane provides a significant time benefit to users' early in the morning, when diverting via Cassington lights would double or triple the time taken to travel from the village to the Wolvercote roundabout. (needs of the locality)

The council's traffic surveys show a volume of traffic using the lane, particularly between 0800HRS and 0900HRS. However, despite numerous requests, no analysis or modelling has been presented to understand what impact closing Horsemere Lane would have on traffic flow through the village and at the Cassington lights junction.

I have asked the council on numerous occasions by letter and by telephone for this impact analysis. The requests have been ignored.

This traffic has to go somewhere if the road closure goes ahead, impacting other junctions. In the meeting of 1st June 2018 attended by representatives of OCC and CPC, it was

acknowledged that the additional traffic would impact the Eynsham Road/A40 signalised junction.

A jet lane request was re-iterated at this meeting. This would be inaccessible at peak times as measurements will show that due to the land available it would only take 5 – 6 cars to block the eastbound slip road/jet way.

This was further acknowledged as a problem by Cllr Charles Matthew who stated in correspondence that "cars are ignoring the instruction preventing, when the lights change, the Cassington traffic to gain access to the A40 – on occasion for more than one change of lights". This will be significantly compounded issue if Horsemere Lane was closed. However, assuming the Cassington lights were phased to change every 3 minutes in favour of traffic exiting Cassington, and assuming clear access onto the A40 in both directions, (which is never the case in peak hours), there will be a build-up of 12.5 vehicles for every sequence in addition to the traffic that already builds up at the junction and isn't able to exit west or east on the A40. Taking an average car length of 4.8m (the standard parking space in the UK is 4.8m), that equates to an additional tail back of 60m.

The tailback will extend further back than there is room to create an eastbound slip road/jet lane, so cars wanting to turn left will be building up and blocking cars who are already queuing to turn right towards Witney, including the school bus. Cars will also restrict the ability of residents to exit driveways. It will be evident that the slip road will also cross the cycle path.

Additionally, currently the law is not adhered to at the yellow cross-hatched zone at the Cassington lights. It will be crucial that this zone is equipped with camera and ANPR system to discourage and prosecute habitual yellow box offenders, who will further jam up this junction with the significant additional volume of traffic.

The argument proposed that turning left onto the A40 presents "potential conflict" is an unsubstantiated argument. The traffic accident data clearly shows this has not caused an issue during the past ten years. Further, 'T' junctions featuring a minor road joining a major exist in their thousands countrywide. The A40 approach is substantially straight in this area, providing excellent visibility. Anecdotally eastbound traffic is pretty accommodating for vehicles leaving Horsemere Lane. At times of free-flowing faster traffic, the break in the traffic created by the phasing of the Cassington lights provides natural gaps. Phasing could be modified to create increased gaps.

Locally, a 'T' junction created by the exit from Tesco's east of Cuckoo Lane has the potential for far more incidents due to the volume of traffic leaving Tesco's. This traffic crosses the cycle path without significant signage nor devices to slow down the progress of cyclists or make them aware of the hazard.

East of Horsemere Lane, approximately 500m away, another exit, frequented by lorries from M & M Waste Solutions, also crosses the cycle path and due to road elevation, visibility for traffic from the west is reduced.

It is stated that degradation of the road surface is a reason for closing the road. Degradation has been perpetuated by poor maintenance in the past and as with other roads the solution is to resurface the short road to a higher standard.

As with thousands of lanes and smaller unclassified roads country-wide, more caution may be required from drivers, however the 5-tonne weight limit and the council's own factual evidence showing there have been no recorded incidents along Horsemere Lane supports the argument that road users are driving appropriately for the road and conditions.

The average speed across all data is shown to be 19.9 mph and between 0800 – 0900 HRS 21.3 mph.

Therefore, the closure is objected to on the grounds that no evidence has been presented to support the reasons presented for closure in the "Statement of Reasons".

I further object, as the council have failed to take sufficient steps to notify all road users having a vested interest. No signage was placed at the entrance to Bell Lane, Horsemere Lane nor at the end of Horsemere Lane facing oncoming traffic, which would be clearly visible to motorists. This objection was raised during the first consultation period. The small tokenistic signage finally affixed, was not put up at the start of the 2nd consultation period. It is also noted that the traffic survey data provided after repeated requests, isn't up to date. A further objection is raised on the grounds that the parish council have sought to include only some residents of the village "at that part of the village" at meetings, illustrating an inequitable bias to certain residents in preference to all residents and to road users who have a vested interest.

At a Parish Council meeting in June 2019, a resident from the Cassington Lights end of the village raised concerns about the impact of the closure of Horsemere Lane.

An objection is made as the Parish Council have proposed to misuse Section 106 money to fund closure of the road.

It is stated in the minutes of a Parish Council Meeting held on Thursday 2nd August 2018 that –

"Received an email re the gates. Cllr Thomas would like to have a meeting with the residents with regards to the gates. However, the price didn't include the signage. A gate would need to be used at each end so that we can avoid fly tipping. There is £3k from the section 106 which would cover the Traffic Order. There maybe some money over which could possibly help cover the cost of the gates."

It will be understood that Section 106 money is to be used for Social and community projects.

This meeting was not opened up to all residents and was held at a time that would ensure working people could not attend.

The public have a statutory right to attend meetings of the parish council and its committees and they should be held at a time that is reasonable for most people to attend.

This closure proposal is objected to as the Parish Council have failed to follow an open and transparent process and have clearly been led by a very small group of residents with selfish interest. In response to a Freedom of Information Request, it has been stated that meetings went un-minuted and the council claim not to understand the term "correspondence" and have failed to provide a single copy of any letter or email to or from the council relating to this matter.

The Parish council have however stated that key evidence has been deleted.

"If they are emailed to the clerk then they would have been put up on the 2 notice boards in the Parish but the emails would have been deleted as copies would be available for anyone to request direct from OCC."

The Parish Council are surely aware it is not acceptable to delete records during a process and the OCC have repeatedly ignored requests to provide supporting evidence of the traffic survey and any subsequent impact analysis.

The Parish Council will no doubt be aware under Section 77 Public authorities should make

sure that their staff are aware that under section 77 of the Act it is a criminal offence to alter, deface, block, erase, destroy or conceal any information held by the public authority with the intention of preventing disclosure following a request under the Act for the information. Evidence gathered under a Freedom of Information Request has shown that the Parish Council have failed to include all village residents and sought meetings with the OCC and "residents of connecting Bell Lane". This shows a bias.

This closure proposal is objected to on the grounds of 'poor and inappropriate use of council funds', since the cost of traffic order, court costs, road closure and cutting an eastbound slip road will be significant and with tight budgets could be better spent on education social or health infrastructure.

The council appear to agree and stated at the meeting on 1st July 2018 that there wouldn't be funds available to close the lane unless this formed part of the A40 bus lane scheme. Since no factual arguments have been offered, illustrating the scale any of the alleged issues, and the arguments offered cannot be substantiated, it can only be concluded that the proposed closure has been motivated by a few local residents at the head of Horsemere Lane at its joining with Bell Lane and not at the behest of the wider motoring community. Since not one single accident has been reported on Horsemere Lane, in the last ten years, and using the traffic flow data cited by the Parish Council, at the low estimate, 520,000 vehicles have used this route without incident during the last ten years there are no valid grounds for closure.

Further impact would be caused by the closure with villagers living in Bell Lane, Bell Close, Peter's Close etc now forced to turn left onto Yarnton Lane, using the already dangerous Yarnton Lane/Bell Lane junction where it is widely acknowledged visibility is poor and speed limits are not adhered to.

Speed and general junction issues and the County Council's resistance to a convex mirror to aid awareness of ongoing traffic are all issues that have been raised at parish council meetings.

In correspondence obtained with a Freedom of Information Request it has been shown that certain residents will "find the money for the gates and signage" to close the road. It is completely unacceptable for Oxford County Council to accept funding from one group of residents with self-interest to close a highway used by other residents of the village and numerous other motorists and a road that was paid for by the villagers. Such closure will only push the problem to the other end of the village where there is no space to cut a slip road to alleviate traffic flow.

In regard to point 4.

Should the council consider on reflection that remedial work be worthwhile to raise awareness and reduce the chance of incidents in the future, there are a number of simple cost-effective measures that could be put in place to "avoid danger" and "ensure danger is minimised".

- Repaint the give way signs on the pavement on the A40 cycleway
- Place a red triangle warning road sign "Cycleway ahead" at the end of the road
- Install a 'no left turn' on the eastbound side of the A40
- Install a 'no turn right' on the westbound side of the A40
- Restrict the speed limit along Horsemere Lane and Bell Lane to 20mph from the junction with St. Peter's Close
- Place a "Give Way" sign at the end of Horsemere Lane where it joins the A40
- Place traffic calming railings on the cycle path in such a layout, as commonly used that forces cyclists to reduce speed, zig-zag and be aware of the junction they are about to cross.

Considering all the above, closing the road does not consider needs of 'all' the locality.

Response to 2nd Consultation

Objections to the proposal

The council propose to close Horsemere Lane to motor vehicles for road safety reasons. There is no evidence that there is a road safety issue. In fact, the evidence from accident data collected over the last ten years shows zero accidents on Horsemere Lane and only one accident at the A40 junction on the pavement.

There have been zero accidents involving pedestrians or cyclists on Horsemere Lane in the last ten years, (01/01/08 – 31/10/18).

Using this factual evidence, point 2 and point 3 are inarguable.

The one accident at the junction was caused by a queuing motorist travelling eastbound making an illegal left turn into Horsemere Lane and hitting a cyclist travelling east on the cycle path. Clearly illegal, extremely rare and ill-advised manoeuvres by motorists can't lead to road closures.

By contrast, there have been 23 accidents at the Cassington Lights where most of this traffic would join the A40, following closure.

The council state that Horsemere Lane is used as a 'rat-run' to the A40.

Horsemere Lane is a road and provides a vital link between the village and the A40 particularly for traffic travelling eastbound.

Horsemere Lane provides a significant time benefit to users' early in the morning, when diverting via Cassington lights would double or triple the time taken to travel from the village to the Wolvercote roundabout. (needs of the locality)

Crucially the council have presented no supporting evidence to support the claim that Horsemere Lane is a 'rat run'. No statistical data has been published to support this statement, presenting traffic numbers using the road against time of day.

Further, 'if' it can be demonstrated that the 'rat run' claim can be substantiated with traffic surveys, no analysis or modelling has been presented to understand what impact closing Horsemere Lane would have on traffic flow at the Cassington lights junction.

I have asked the council on numerous occasions by letter and by telephone for this data and analysis. The request has been ignored.

The Parish Council have also refused to provide this data. However, in the minutes of the Parish Council meeting held on Wednesday 10 June 2015 it is stated "that between 0800 and 0900, 200 – 250 vehicles use this Lane."

This traffic has to go somewhere if the road closure goes ahead, impacting other junctions. Assuming the Cassington lights are phased to change every 3 minutes in favour of traffic exiting Cassington, and assuming clear access onto the A40 in both directions, (which is never the case in peak hours), that means there will be a build-up of 12.5 vehicles for every sequence in addition to the traffic that already builds up at the junction and isn't able to exit

west or east on the A40. Taking an average car length of 4.8m (the standard parking space in the UK is 4.8m), that equates to an additional tail back of 60m.

This will extend further back than there is room to create an eastbound slip road, so cars wanting to turn left will be building up and blocking cars who are already queuing to turn right towards Witney, including the school bus. It will be evident that the slip road will also cross the cycle path.

Additionally, the law is not adhered to at the yellow cross-hatched zone at the Cassington lights. It will be crucial that this zone is equipped with camera and ANPR system to discourage habitual yellow box offenders who will further jam up this junction with the significant additional volume of traffic.

The argument proposed that turning left onto the A40 presents “potential conflict” is not a substantiated argument. The traffic accident data clearly shows this has not caused an issue during the past ten years. Further ‘T’ junctions featuring a minor road joining a major exist in their thousands countrywide. The A40 approach is substantially straight in this area, providing excellent visibility. Anecdotally eastbound traffic is pretty accommodating for vehicles leaving Horsemere Lane. At times of free-flowing faster traffic, the break in the traffic created by the phasing of the Cassington lights provides natural gaps. Phasing could be modified to create increased gaps.

Locally, a ‘T’ junction created by the exit from Tesco’s east of Cuckoo Lane has the potential for far more incidents due to the volume of traffic leaving Tesco’s. This traffic crosses the cycle path without significant signage nor devices to slow down the progress of cyclists or make them aware of the hazard.

East of Horsemere Lane, approximately 500m away, another exit, frequented by lorries from M & M Waste Solutions, also crosses the cycle path.

It is stated that degradation of the road surface is a reason for closing the road. Degradation has been perpetuated by poor maintenance in the past and as with other roads the solution is to resurface the short road to a higher standard.

As with thousands of lanes and smaller unclassified roads country-wide, more caution may be required from drivers, however the 5-tonne weight limit and the factual evidence showing there have been no recorded incidents along Horsemere Lane supports the argument that road users are driving appropriately for the road and conditions.

Therefore, the closure is objected to on the grounds that no evidence has been presented to support the reasons presented for closure in the “Statement of Reasons”.

I further object, as the council have failed to take sufficient steps to notify all road users having a vested interest. No signage was placed at the entrance to Bell Lane, Horsemere Lane nor at the end of Horsemere Lane facing oncoming traffic, which would be clearly visible to motorists. This objection was raised during the first consultation period. The small tokenistic signage finally affixed, was not put up at the start of the consultation period.

A further objection is raised on the grounds that the council have repeatedly refused to answer reasonable requests for statistical data and analysis gathered to support this initiative.

It is also noted that if the traffic survey data exists, as cited in the Parish Council minutes, this data isn’t up to date.

A further objection is raised on the grounds that the parish council have sought to include only some residents of the village “at that part of the village” at meetings, illustrating an inequitable

bias to certain residents in preference to all residents and to road users who have a vested interest.

An objection is made as the Parish Council have proposed to misuse Section 106 money to fund closure of the road.

It is stated in the minutes of a Parish Council Meeting held on Thursday 2nd August 2018 that – “Received an email re the gates. Cllr Thomas would like to have a meeting with the residents with regards to the gates. However, the price didn’t include the signage. A gate would need to be used at each end so that we can avoid fly tipping. There is £3k from the section 106 which would cover the Traffic Order. There maybe some money over which could possibly help cover the cost of the gates.”

It will be understood that Section 106 money is to be used for Social and community projects.

This meeting was not opened up to all residents.

This closure proposal is objected to as the Parish Council have failed to follow an open and transparent process and have clearly been led by a very small group of residents with selfish interest. In response to a Freedom of Information Request, it has been stated that meetings went un-minuted and the council claim not to understand the term “correspondence” and have failed to provide a single copy of any letter or email to or from the council relating to this matter.

The Parish council have however stated that key evidence has been deleted.

“If they are emailed to the clerk then they would have been put up on the 2 notice boards in the Parish but the emails would have been deleted as copies would be available for anyone to request direct from OCC.”

The Parish Council are surely aware it is not acceptable to delete records during a process and the OCC have repeatedly ignored requests to provide supporting evidence of the traffic survey and any subsequent impact analysis.

The Parish Council will no doubt be aware under Section 77 Public authorities should make sure that their staff are aware that under section 77 of the Act it is a criminal offence to alter, deface, block, erase, destroy or conceal any information held by the public authority with the intention of preventing disclosure following a request under the Act for the information.

This closure proposal is objected to on the grounds of ‘poor and inappropriate use of council funds’, since the cost of traffic order, court costs, road closure and cutting an eastbound slip road will be significant and with tightening budgets, money could be better spent on education or health infrastructure.

Since no statistical, and factual arguments have been offered, illustrating the scale any of the alleged issues, and the arguments offered cannot be substantiated, it can only be concluded that the proposed closure has been motivated by a few local residents at the head of Horsemere Lane at its joining with Bell Lane and not at the behest of the wider motoring community.

Since not one single accident has been reported on Horsemere Lane, in the last ten years, and using the traffic flow data cited by the Parish Council, at the low estimate, 520,000 vehicles have used this route without incident during the last ten years, then there are no grounds for closure.

Therefore, closing the road does not consider needs of ‘all’ the locality. In regard to point 4.

Should the council consider on reflection that remedial work be worthwhile to raise awareness, reduce the chance of incidents in the future, there are a number of simple cost-effective measures that could be put in place to “avoid danger” and “ensure danger is minimised”.

- Repaint the give way signs on the pavement on the A40 cycleway
- Place a red triangle warning road sign “Cycleway ahead” at the end of the road
- Install a ‘no left turn’ on the eastbound side of the A40
- Install a ‘no right turn’ on the westbound side of the A40
- Introduce a speed limit along Horsemere Lane and Bell Lane to 20mph from the junction with St. Peter’s Close
- Place a “Give Way” sign at the end of Horsemere Lane where it joins the A40
- Place traffic calming railings on the cycle path in such a layout commonly used that forces cyclists to reduce speed, zig-zag and be aware of the junction they are about to cross

Response to 1st Consultation

Objections to the proposal

The following documents have been cited but not included in the document pack ~
The County of Oxford (*Horsemead Lane, Cassington) (One Way) Order 1967.
The County of Oxford (Weight Restriction) (*Horsemead Lane, Cassington) Order 1961.

Lack of sufficient public notice to all road users

No physical notice in a position likely to be clearly visible by road users has been placed at either end of the highway. (evidence collected).

Publicised in a newspaper with a circulation of a mere 12,638.

Publicised on a notice board on Bell Lane that most motorists would be passing travelling at 20mph – 30mph and have zero chance of seeing. Only walkers would see this who won't be negatively impacted.

Publicised in Cassington News without reference to the website address for consultation documents.

A notice should be posted to all residents of Cassington, Worton, Long Hanborough, Freeland and North Leigh who are likely to use this route onto the A40 but do not receive Cassington Parish News.

Lack of impact analysis

No analysis has been published documenting the number of users, or evidence of use at peak times.

No impact analysis has been provided showing where traffic would impact other highways, junctions or villages and all road users.

What assessment has been done on the volume of traffic that would be forced to queue at the traffic lights at the A40 junction and back up into the village, limiting access to the A40 Westbound and Eastbound?

What study has been undertaken to simulate re-phasing the traffic lights to ensure this additional volume of traffic isn't held up unnecessarily. Without the additional traffic, it can often take three or four light sequences to get out of Cassington towards Witney.

Reasons not evidenced

I frequently use this public highway, and access to the A40 is simple and easy as with other 'T' junction onto main roads. Sometimes a short wait is required for a break in the traffic but often road users signal their intention to grant one passage.

There is no greater conflict or safety issue than with any other 'T' junction access to the A40 without traffic lights such as those at Barnard Gate and Cuckoo Lane.

In the 14 years + that I've used the highway, I've probably come across contra-flow pedestrians or cyclists less than two dozen times. If this is considered an issue then merely make the highway a 20mph zone.

No factual grounds or evidence has been presented with regards to road safety.

Impact on other road users

The impact of closing Horsemere Lane, is likely to have an impact on villagers at the Eynsham Road end of the village with the additional weight of traffic forced to exit the village at the traffic lights on the A40. The traffic lights at the junction of Eynsham Road and A40, is already a bottle-neck in the morning without additional volume of traffic.

The Cassington school bus will also be impacted by the increase in traffic at this junction.

There is no room to create an eastbound slip road at this junction, ensuring that traffic intending to turn left, will be mixed in a queue of traffic waiting to turn right. At the rush hour, both morning and evening traffic backs up and can take numerous cycles of the traffic lights to make it out onto the A40.

Analysis on a daily basis during January 2019 at 6 o'clock in the morning suggests that the time taken to travel from Bell Lane to the Wolvercote roundabout via the Cassington lights is at least double the time taken when using Horsemere Lane. At other times, between 7 and 9 for instance the time penalty is likely to be significantly greater. Only on two occasions did I see another vehicle using Horsemere Lane!

With the new developments at Vanbrugh Meadows, Hanborough Gate and other developments on the outskirts of Long Hanborough this highway provides a vital link from Long Hanborough, Worton and Cassington through to the A40 will be increasingly important.

Reasonable requests for analysis ignored ~ lack of transparency

Despite writing to the county council and parish council on numerous occasions, for more than six months, OCC have refused to answer questions or provide the results of traffic surveys or impact modelling.

I've written on the following dates –

3rd July 2018

1st September 2018

1st January 2019

24th January 2019

Re: Horsemere Lane

Statement of Reasons dated 10th January 2019

In the above document the aim is stated as to ""improve road safety and reduce conflict with traffic on the A40.""

It is further stated that aim is the provision of ""safe movement of vehicles and other traffic, and the proposed measure is aimed at ensuring that danger is minimised whilst considering the needs of different classes of traffic."" [emphasis added]

Presumably the since the reason proffered for inconveniencing certain classes of road tax paying traffic, there must have been one or more recorded incidents along Horsemere Lane or at the junction of Horsemere Lane and the A40.

CMDE14

It is requested that you publish supporting statistical evidence for this claim as would be provided to the Dept. of Transport during the last ten years, by year, providing number of incidents and trends.

Evidence showing

Casualties involved in reported road accidents by DoT measurement criteria ~

Killed

Seriously injured

Slightly injured

Since no supporting evidence has been published, the consultation should be extended until the following documents are placed in the public domain for review.

Traffic surveys, showing volume against time of day and day of week

Impact analysis of road closure

Evidence of reported accidents

Further notice of consultation should be published widely by postal delivery to other road users who would be affected by such closure including residents of Long Hanborough, Freeland, North Leigh, Combe, Stonesfield, Yarnton etc and additionally a clear advertising of the consultation on notices at the entrance to Horsemere Lane."

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – I have visited the location and familiar with the route which from my observation gets occasional but continual use by motor vehicles which could be a problem given that Police supervision would not be a long-term solution given the remote location and a very low priority in the circumstances. In which case locals observing the feature would be unhappy and frustrated in the ineffective outcome, although placed with understood safety justifications.</p> <p>I note that the TRO allows Police and other emergency services access which I would expect in this type of order although from a response time/operational perspective for Police would not see this as essential. The alternative route is fairly short distance to access the A40 and Police do not see that as justification in keeping this lane open for their purpose.</p> <p>From my experience users are likely to continue using the route illegally and accept and acknowledge egress being difficult to access the A40 with the limited site lines. I would promote therefore that this restriction should be self-enforcing (M veh' Restriction) with locked bollards that emergency services could open as required or as a fully closed stopped up road!</p> <p>Thames Valley Police will object to this order unless firm arrangements are made to make this self-enforcing or alternatively considered for a road closure order and is physically stopped up in those circumstances</p>
(2) Local Resident, (Cassington)	<p>Object – I live off the lane and use it daily to access A40. While I fully understand why the residents in the lane want it closed I feel the volume of traffic having to use the lights to exit the village on the A40 will increase and cause major delays the lights only allow about 3 cars out at a time.</p> <p>This will impact my working day as I will have to allow extra time to queue. This could be solved by having a slip road onto the A40 at the lights to allow more traffic out. The lane closure needs to go hand in hand with the creation of a slip road. This lane is used as a rat run by other villages as a quick way onto the A40 ideally would like it kept open for village use only.</p>

(3) Local Resident, (Cassington)	<p>Object - 1) its a handy route to the A40 - needed more than ever now with additional houses in the village.</p> <p>2) as a resident of over 20 years I've not seen any increase in traffic on the road</p> <p>3) residents on the road brought or moved to the houses fully aware of the road - complaining about the road is like moving to the country and complaining about the smell.</p> <p>4) have not heard a convincing case that supports the road closure</p> <p>5) this is a historic right of way. Why do the few residents who want to close it have the right to close this historic route and turn this village into a single route village, benefiting the few and putting the wider public out?</p>
(4) Local Resident, (Cassington)	<p>Object – COMPLETELY OPPOSED TO CLOSE A ROAD THAT PROVIDES ALTERNATIVE ROUTE OUT OF THE VILLAGE</p>
(5) Local Resident, (Freeland)	<p>Object – Traffic is far too heavy at rush hour. The Cassington junction is insufficient to manage traffic as seen by extensive traffic jams every weekday morning and evening. This will get worse with all the new housing. Having this road allows at least some relief I. The pressure points in Cassington, Eynsham and on the a40 and it is utterly unhelpful to remove roads in the area that has some of the worst rush traffic jams I. Oxfordshire.</p>
(6) Local Resident, (Cassington)	<p>Object – Here are the reasons for my objection to the proposed road closure:</p> <ul style="list-style-type: none"> - no impact analysis data has been shared or provided - has this in fact been done? - I use Horsemere Lane to access A40 every morning at 7.30, at the most there is one car in front or behind me, usually there are none so I simply (based on personal experience) do not believe that there is an issue to resolve here - the result is that this proposal appears to be purely based on the desire of a very small number of houses (5 max) not to have traffic driving past their doors; in no way does this represent a safety hazard, any more so than for any other houses which opens directly onto a road; these residents knowingly purchased a property with direct access onto a road, so why do they want to make others suffer for their past decisions? - in line with other nimby-ists, local residents who want this clearly don't care about the fact that the volumes of traffic will be pushed somewhere else, most likely towards the Cassington lights (or through Yarnton); the phasing of the lights does not cope with any build up of traffic as is, so how will it cope if morning and evening commuter traffic ends up there? There is one access lane (realistically, the left turn is too short to matter) and traffic will build up through the

	<p>village in front of other people's houses. Again - have numbers been done and an analysis of impact and phasing of lights been carried out? Apparently not.</p> <ul style="list-style-type: none"> - as a result of the above, it is likely that school buses will end up arriving late in the morning - the whole proposal smacks of bias and a lack of impartiality; certain people in the village appear to have close ties with certain people on the council; is this proposal being treated according to due process and with objectivity? <p>Requests for impact studies have been ignored, current road users have not been communicated to effectively (are they really supposed to see a small notice on a village noticeboard or stumble across a notice in the Oxford Times?); a line in the Cassington News with no link in case residents want to object - really?. Anyone interested or affected should be requesting all relevant information (including emails between village residents and members of the council) via the Freedom of Information Act.</p>
(7) Local Resident, (Cassington)	<p>Object – I use Horsemere Lane every day to get to work. It would increase my journey time to work everyday. I use the road at different times of the day (from 7am to 9am) in the morning and there is never any significant traffic on it (rarely one car in front, waiting to turn onto A40). Closing this lane will divert more traffic down to the Cassington lights and I am concerned that as there is no 'slip road' to go left at the Cassington traffic lights, then the queue will be long and back up through the village. The light timings at Cassington would have to change but even then there are often cars queueing on the A40 and people turning right (leaving Cassington) would block the option to turn left (into Oxford).</p>
(8) Local Resident, (Freeland)	<p>Object –Can't understand this. It's perfectly safe to turn left into the A40 from Horsemere lane as the Cassington lights halt traffic anyway and allow a window even if traffic is heavy. Visibility is good regardless. Turning right maybe could be prohibited as a compromise as I can see that is sometimes dangerous with the speed of traffic on the Westbound carriageway. But please don't stop the left turn and add to the massive congestion at Cassington lights from the village at morning and evening rush.</p>
(9) Local Resident, (Cassington)	<p>Object – Horsemere lane should remain open.</p> <p>When the council has the means to build a relief road, then that is the time to look at closing Horsemere Lane. For the moment it needs to remain open.</p> <p>Being a resident of Bell Lane I do not agree this will improve road safety in the village you will just be creating new problems.</p>

	As for your reasoning to reduce conflict with traffic on the A40 east of Cassington you will be putting more pressure on traffic travelling through the Village of Yarnton joining the A44 to travel to Oxford and of course traffic travelling to the East of Oxford.
(10) Local Resident, (Cassington)	Object – Horsemere Lane was opened up for villagers' access to the A40 not transient traffic from other areas and there is plenty of room for a slip road
(11) Local Resident, (Cassington)	Object – (See Annex 4 for detailed response)
(12) Local Resident, (Cassington)	Support – At certain times of the day, it is extremely difficult to reverse my car off my drive! I believe this volume of traffic to be totally unacceptable.
(13) Local Resident, (Cassington)	Support – The volume of traffic has increased over the time that I have lived in Bell Lane. I believe that it is now at an unacceptable level and it has become difficult to reverse of my drive at certain times of the day.
(14) Local Resident, (Cassington)	Support – The legal status of Horsemere Lane is already a Restricted Byway and use by motor vehicles should not actually be allowed. However, legacy signage, combined with the 'rat-run' benefit sees hundreds of cars every morning using Bell Lane and Horsemere Lane to achieve a short-cut onto the A40. As local residents to the lane, our household fully support the proposed closure.
(15) Local Resident, (Cassington)	<p>Support – Thank you for proceeding with this closure. Traffic uses this road as a rat run, this is unsafe for pedestrians especially children trying to walk to/from school.</p> <p>Motorists continue to ignore the one-way system and do so at break neck speed.</p> <p>Converting Horsemere Lane to a bridleway suitable for cyclists will ease access into Cassington when entering from Oxford as walking against the traffic flow is equally dangerous at the moment.</p>

(16) Local Resident, (Cassington)	Support – I support the closure to Horsemere Lane as it is currently unsafe due to lack of a footpath and not fit as a road to support the over 250 cars that use it as a "rat run".
(17) Local Resident, (Cassington)	Support – The speed cars come up bell lane and Horsemere Lane is so dangerous and so frequent. We cannot pull out of our drives in the morning, I've nearly had several accidents like my neighbours as the corners are blind and there is no footpath. Children especially are at risk with no pavement. If you try and walk a dog or your elderly walking down Horsemere Lane (BRIDLE PATH), there is no where to go and stand, cars beep their horn intimidate you. I'm just waiting for a large accident on the a40 at the Horsemere Lane junction, the speed camera is placed in a very precarious position and takes drivers eyes off the road. The lane was never designed to be a proper road and now it's just plain abuse, one day 600-700 cars. 50 years ago when the village gave the road to OCC traffic was a lot different and less frequent and dangerous. I believe it was opened to help the villagers and not be a rat run. In the 100 metre section of lane there must be 50 potholes which never all get fixed. Please close the lane and have the traffic stay on the main roads where they belong before someone get hurt. Three years ago OCC wanted the lane closed, please just do it, then cyclist can continue to go both ways and thats much greener. Robert Courts from Baldon brought up the dangers of rat runs through his village in parliament and all the pms agreed we need to have good planning for the a40 and surroundings. I cannot see how cars could possibly pull on to the a40 through a bus lane safely. We see businesses like Thames water vans coming up the wrong way and when you contact the police with photographic evidence they do nothing. Other problems include oversized lorries. It plain ridiculous. It will take me 2 minutes extra to drive around and I'm not bothered at all for safety's sake and it's a dangerous junction to pull out of anyway.
(18) Local Resident, (Cassington)	Support – No comments
(19) Local Resident, (Cassington)	Support – I would like reassurance that my access will not be restricted by the proposed changes..
(20) Local Resident, (Cassington)	Support – The lane has become far too busy as it is used as a 'rat run', with many cars zipping along Bell Lane to enter Horsemere Lane. Joining onto the busy A40 can take time and often leads to drivers becoming impatient and taking risks to join the A40.

<p>(21) Local Resident, (Cassington)</p>	<p>Support – Bell Lane has become extremely busy with vehicles taking a short cut to the A40 during rush hour periods in order to avoid Cassington traffic lights. Horsemere Lane is certainly not in a suitable condition for the vast amount of vehicles using this route.</p> <p>There is also an increased risk of accidents on the A40 due to the number of vehicles now exiting this junction which was never intended as a busy exit onto the A40.</p> <p>For all of the above reasons I am in support of the 'Prohibition of Motor Vehicles' on Horsemere Lane.</p>
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ANNEX 6 (Consultation 2 - March 2019)

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Object - (See Annex 5 for response)
(2) Cassington Parish Council	<p>Concerns – The proposed closure will cause an increase in traffic at Cassington Lights as traffic tries to exit the village toward Oxford.</p> <p>The Parish Council have made it clear to the designers of the Bus/Lane Park and ride scheme that a slip road toward Oxford together with re sequencing of the lights will be necessary to accommodate this extra traffic.</p>
(3) West Oxfordshire District Council	Support – In the interests of pedestrian and road safety, West Oxfordshire District Council supports the closure of Horsemere Lane to motor vehicles and horse drawn vehicles.
(4) Local Resident, (Cassington)	Object – (See Annex 4 for detailed response)
(5) Local Resident, (Cassington)	Object – My Views remain the same. Please present them again. Also point out that in School Holidays Horsemere lane is less used.
(6) Local Resident, (Cassington)	<p>Object – I would like to make a formal objection to the above proposal. There is no reason at all to close this road and there are also serious concerns over the way the proposal has been presented.</p> <p>First, there have been no accidents at all on the lane in over ten years. The only accident has been on the pavement crossing it - and that was due to a driver - in a queue - illegally turning up the road and hitting a cyclist. This is not a justifiable reason to close the road. Indeed, if it were, the junction from Cassington at the traffic lights would need to be</p>

closed, where over 20 accidents have occurred in that same time period.

Horsemere Lane at present simply helps reduce the amount of traffic that would otherwise cause congestion at the Cassington traffic-light junction. It saves time for people heading eastwards along the A40. If everyone were made to drive to the lights instead it would simply increase the traffic through the village and add to the time it takes all drivers to reach the Wolvercote roundabout. It would have no positive effect at all.

The junction at Horsemere Lane is plainly no more different or dangerous than countless other T-junctions, given the easy views of straight road both ways and the natural breaks in the traffic caused by the traffic lights. The lane itself needs to be better maintained - that's all - and maybe a 20mph limit put in - though speeding is not an issue there.

There seems to be no evidence at all that closure of the road is justifiable on any grounds. Nor has there been any evidence of research on the impact on traffic at the lights. The Council have been asked repeatedly by interested parties to provide the relevant research and stats to support closure - no info has been sent, despite repeated requests. In sharp contrast to such silence, the parish council were proactively concerned to encourage residents "at that part of the village" to attend meetings on the issue. This was clearly not going to give a representative sample of opinion on the matter.

I also understand that the Parish Council have proposed to use Section 106 money to pay for the costs of the closure. This money is for social and community projects, not to be misused for this kind of action. Furthermore, there are no minutes or records of relevant correspondence, which should be available to all under the Freedom of Information Act. I understand that the Parish council have said that this information has been deleted.

In response to such requests for information it has been stated that meetings went un-minuted and the council claim not to understand the term "correspondence". Again, despite repeated requests, it has failed to provide a single copy of any letter or email to or from the council relating to this matter.

There does not seem to be any proper research or procedure to back the closure at all, in short. It can only be concluded that the proposed closure has been motivated by a small number of local residents and is not objective or representative of the public interest. As pointed out above, there are also serious concerns over the whole manner in which the matter has been conducted.

Surely the much simpler and better option, anyway, is to save scarce money by simply doing the following to ensure the continued safety of those living near the lane or using the lane and junction: Put clearer signs for drivers and cyclists at the convergence of lane and cycle-way - including new Give-Way signs on the pavement and a standard

	cyclist-slowing railings at either side before the junction. Put clearer "no left/right turn" signs on the A40. And put a 20mph speed limit on Horsemere Lane. There is no need at all to close the road.
(7) Local Resident, (Cassington)	Object – Live off this lane unless junction onto A40 is improved with a slip road will cause chaos through village use this lane every day and do not want it closed.
(8) Local Resident, (Cassington)	Object – I use this route to commute to work every day. I'm concerned that the traffic lights at the end of Eynsham Road (that joins A40) are not going to cope with the increase in traffic leading queueing through the village. If you want to turn left onto A40 (leaving Cassington) - no option of a slip road.
(9) Local Resident, (Cassington)	<p>Object – The proposal to close this road is deeply flawed. It is based on the wishes of a small number of residents, and is not supported by any evidence or data around where the traffic will be diverted and the potential impact on residents on the other side of the village.</p> <p>It is a vital link from the village to the A40, diverting via the Cassington lights would have a very negative impact on journey times for people living in the village, especially as the volume of traffic on the A40 is likely to continue to increase.</p> <p>We should not be spending any money on this, and the proposal to divert some 'community budget' to make this happen to fulfil the selfish desires of a small number of residents is outrageous.</p>
(10) Local Resident, (Freeland)	Object – Provides a way of gradually adding access to the A40 rather than forcing a traffic queue in Cassington.
(11) Local Resident, (Cassington)	Support – No pavements and parked cars on a single-track road at the bottom of bell lane, start of Horsemere lane makes walking on bell lane dangerous, and is worst on Horsemere lane due to the width of the lane, children are at major risk and have to be accompanied on their walk to school. Pets have been killed this year. No street lights compound this issue. Horsemere Lane has grass and moss growing on it 12 months of the year. Cars, vans, a motorbikes regularly come up the wrong way to escape the A40. My house shakes with the traffic from 07:00-09:00 and again 16:00-18:00 as cars drive fast. 700 cars in one day according to the survey OCC did last year. This is causing structural damage to some of the oldest set of houses in the village and many are grade II listed. Horsemere

	<p>Lane was never designed for that amount of heavy traffic and the pot holes never go away. OCC contractors don't fill all of the pot holes and report the crumbling lane as defective and not suitable for its current use. Pulling out of my drive often take several minutes and is dangerous, due to lack of pavements, blind corners and speed and volume of traffic. Lorrie's get stuck on a regular bases and turn around on my gravel drive causing further damage. I know of a car hitting a bollard and over turning due to blind corners and speed. The lane was originally given to OCC for residents of the village a second exit onto the A40, this is now abused and known as the rat run. Where Horsemere joins the A40 to the East is a large bridge and opposite the lane traveling west is a speed camera, people are looking at their speedos there're not to get a speeding ticket. This causes added dangers of pulling out onto the A40. There are already too many deaths on the A40 and I expect this is already a black spot, hence the gatso camera. Any changes to the A40 with a bus Lane is going to make this hazard much worst. People who oppose the closure I think are very selfish. As the police don't have resources to patrol the lane, residents are left to deal with abusive and aggressive drivers who often guest and sound their horns between 07:00-09:00. Many residents are old and this causes much stress and anxiety directly affecting their health. Since moving here I am now prescribe diazepam to help. I speak on behave of 95% the residents who have to deal with these issues on the lane. The survey the parish council conducted had overwhelmingly support to close the lane. The parish agreed that the lane should also be closed. I believe four years ago OCC wanted the lane closed. On a freedom of information request. Closing the lane would save thousands of pounds each year. Another green issue is that many people use the lane for cycling to and from Hanborough train station to oxford. I believe this is a hot topic for OCC a requires more support and is a OCC initiative. Please close the lane.</p>
(12) Local Resident, (Cassington)	<p>Support – As a resident close to Horsemere Lane, we bear the full brunt of the early morning 'rat-run' of Oxford destined vehicles looking to obtain a shortcut onto the A40 along a route unsuitable for this purpose. Horsemere Lane is, by legal definition, already a restricted byway and therefore this proposal to restrict movement along the lane with physical barriers and correct signage seems the correct approach, particularly with the separate plans for the A40 recently consulted on.</p> <p>As a landowner directly adjacent to Horsemere Lane, we will however require access for verge and fence maintenance.</p>
(13) Local Resident, (Cassington)	<p>Support – Objections on the grounds of additional traffic going to the Cassington Lights junction ignore the origin of most of this traffic. It predominantly comes from the direction of Long Hanborough and Bladon and would, when the lane is closed, either go through Yarnton or through Bladon and not through the village at all. Most of these are "rat-runners" who will take the hottest route. There are daily near misses in Bell Lane as we residents try to make our way</p>

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	out of the village against a continuous stream of cars, often seemingly oblivious to the fact that the lane is two way to the last dwellings. We need this restriction now.
(14) Local Resident, (Cassington)	<p>Support – Traffic continues to use the road as a rat run, the pathways are not suitable for traffic and vehicles to mix especially for children and youngsters walking to school.</p> <p>The volume of traffic entering the lower end of Bell Lane - into a blind corner in the mornings makes it very difficult to exit Bell Lane safely, forcing vehicles into the almost non-existent pathway.</p> <p>Traffic regularly travels in the wrong direction during the evening rush hour.</p>
(15) Local Resident, (Freeland)	<p>Support – On driving away from a relative's home in Horsemere Lane there have been frequent occasions when I have been shocked/surprised by vehicles coming the wrong way up Horsemere Lane from the A40. Vehicles appear to travel far too quickly because the drivers know they are in the wrong and are trying to get away asap. I have been very lucky not to have had an accident. Also it is impossible to sleep with large noisy commercial vehicles inconsiderately using the lane in early mornings.</p>

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Division(s): ALL

CABINET MEMBER FOR THE ENVIRONMENT – 12 SEPTEMBER 2019

HEATHROW AIRPORT CONSULTATION

Report by Director for Planning & Place

RECOMMENDATION

- 1. The Cabinet Member is RECOMMENDED to approve the proposed consultation response on the Heathrow Airport Expansion, as set out in Paragraph (9) below**

Introduction

2. The consultation on the Heathrow airport Expansion opened on 18 June 2019. The consultation closing date is 13 September 2019. The consultation is based around a number of topics and themes, which can be found at <https://aec.heathrowconsultation.com/topics/>
3. It was agreed that the county council would aim to submit a joint response with Cherwell DC. Internal and external engagement with officers from both local authorities was undertaken on this basis.

Responses

4. The main concern raised by the proposals relates to the “Travelling to and from Heathrow – surface access” theme, specifically the potential impact of the proposals on the strategic transport network – both Highways and Public Transport.
5. Under Public Transport proposals, the consultation document includes the following statement: “We are committed to improving both the choice and range of options for people travelling to and from Heathrow”
6. However, a particular concern is the strategy for rail access to the airport, which does not currently include the Western Rail Link (Access to Heathrow) infrastructure project (as this is only a proposal, not a committed scheme).
7. It has also been questioned as to why any modelling of rail demand from areas further afield, such as Reading, the West Country and the Midlands (incl. Oxford) has not been undertaken.

8. The lack of guarantee of strategic public transport solutions coming forward places risk of significant additional pressure on the strategic road network, including the A34 corridor.
9. Our consultation response therefore proposes to make the following points and raise the associated questions:
 - i. Concern about how the strategic transport network is going to be able to accommodate additional trips, which requires proper consideration of how the impact on the strategic network is proposed to be mitigated;
 - ii. How investment in rail infrastructure (in particular) can be secured, for example the Western Rail Access to Heathrow project, complemented by potential strategic bus solutions linked to regional transport hubs;
 - iii. What opportunities are being taken to build in innovation, for example in relation to goods and servicing access to the site.

Exempt Information - N/A

Financial and Staff Implications - N/A

Equalities Implications - N/A

SUSAN HALLIWELL
Director for Planning & Place

Background papers:

An overview of the consultation can be viewed at:
<https://aec.heathrowconsultation.com/about/>

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August 2019

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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