



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

***Thursday, 26 March 2020 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 3 April 2020 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

March 2020

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

Note: Date of next meeting: 30 April 2020

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 - Lamarsh Road - Proposed Controlled Parking Zone

(Pages 1 - 18)

Forward Plan Ref: 2020/014

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

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

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in Lamarsh Road.

5. Oxford - Cowley Marsh Area - Proposed Controlled Parking Zone
(Pages 19 - 60)

Forward Plan Ref: 2020/015

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE5**).

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Marsh area, noting that local consultations may be carried out in respect of changes to proposals for part of Barracks Lane and also in respect of minor changes to proposals for no waiting at any time restrictions.

6. Oxford - Hollow Way North - Proposed Controlled Parking Zone
(Pages 61 - 84)

Forward Plan Ref: 2019/146

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

Report by the Interim Director for Community Operations (**CMDE6**).

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Hollow Way North area, but to review specific suggestions for minor adjustments as raised in the consultation responses as noted in paragraphs 11 and 17 of the report CMDE6.

7. Oxford North Hinksey: Botley Road and Westway - Traffic Measures - Proposed Extension of 20mph Speed Limit (Pages 85 - 94)

Forward Plan Ref: 2020/019

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE7**).

The Botley Road Improvement project builds upon objectives set out in the Oxford Transport Strategy where a study of Botley Road was completed in 2016 which confirmed, following stakeholder feedback, the value of a high-quality route prioritising sustainable transport modes to ease congestion, reduce journey times and improve journey experience. The project includes a package of measures aimed at:

- a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
- b. easing congestion on the route
- c. improving bus journey times so buses have an advantage over general traffic
- d. providing a safer, more continuous and attractive route for cyclists and pedestrians
- e. reducing vehicle emissions and improving air quality.
- f. unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.

The principal elements of the scheme were approved at the Cabinet Member for Environment decisions meeting on 19 December 2020 following a consultation in the autumn of 2019. At that meeting, however, it was agreed to carry out a consultation on an extended length of 20mph speed limit to that originally proposed. This report considers the results of that consultation.

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

8. Burford: A40 - Speed Limit Reduction and Signalled Crossing on A40 by Burford School (Pages 95 - 156)

Forward Plan Ref: 2019/082

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

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

The report presents responses received to a statutory consultation to introduce a 20mph speed limit within Burford in place of the existing 30mph speed limit, a 30mph speed limit on the A40 from just east of its junction with Tanners Lane to just east of its junction with the B4020 Shilton Road and on the A361 south of the A40 to just south of the access to Burford School in place of the existing 40mph speed limit. It is also proposed to extend the 40mph speed limits on the A40 and A361 to create an appropriate length of transitional speed limits on the approaches to the proposed 30mph limits on these roads. Additionally, the proposals included provision of a signalled crossing for pedestrians (a puffin crossing) on the A40 just to the east of the existing footbridge as a replacement for the latter.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed reduced speed limits at Burford as advertised but with

consideration being given to reducing the extent of the proposed 20mph speed limit on the A361 The Hill, but to defer a decision on the installation of a puffin crossing (a signalled crossing for pedestrians) on the A40 by Burford School in place of the existing footbridge.

9. Proposed Waiting Restrictions and Traffic Calming - Bankside, Banbury (Pages 157 - 176)

Forward Plan Ref: 2019/191

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Paul Dear, Senior Engineer Tel: 07557 082569

Report by the Interim Director for Community Operations (**CMDE9**).

The Longford Park residential development in south east Banbury is underway with a significant number of homes already completed and occupied. As the site is further developed, a new junction at Bankside is being constructed and measures on Bankside are now proposed to provide for the additional demands for travel arising from the development. If approved, these measures, which include the replacement of the existing traffic calming chicanes with speed cushions, a raised zebra crossing and the introduction of additional waiting restrictions, will be funded by the developer. Also proposed, although not requiring formal consultation are advisory cycle lanes on both sides of the road along its full length, reflecting that Bankside already forms part of a signed cycle route to the station.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed waiting restrictions, zebra crossing and traffic calming measures at Bankside, Banbury, as advertised.

10. Oxford - Oxford Road, Littlemore - Proposed Humped Zebra Crossing and Traffic calming Measures (Pages 177 - 204)

Forward Plan Ref: 2020/017

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE10**).

The report presents responses received to a statutory consultation on a proposal to introduce a humped zebra crossing and traffic calming measures comprising a flat-topped road hump, speed cushion and raised over-run areas on the Oxford Road at Littlemore put forward as a result of calls from the parish council following ongoing concerns by residents over the increasing speed and volume of traffic along Oxford Road.

The Cabinet Member for Environment is RECOMMENDED to approve the withdrawal of proposals for the introduction of a zebra crossing and investigate alternative traffic calming measures to include consideration of suggestions made during consultation.

11. Oxford - B4495 Windmill Road - Proposed Extension of 20mph Speed Limit (Pages 205 - 214)

Forward Plan Ref: 2020/018

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

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

The Access to Headington project includes a package of measures aimed at:

- a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
- b. easing congestion on the route
- c. improving bus journey times so buses have an advantage over general traffic
- d. providing a safer, more continuous and attractive route for cyclists and pedestrians
- e. reducing vehicle emissions and improve air quality.
- f. Unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.

Following the first formal consultation on the project in 2016, a request to extend the 20mph speed limit – which currently applies only to the northernmost part of the road - to include the whole road was accepted, resulting in a formal consultation in 2017. That was then approved at the Cabinet Member for Environment meeting on 7 September 2017. However, due to delays in progressing the project a re-consultation was required due to it being beyond two years since the first formal consultation. The report considers the results of the re-consultation.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised but to include also the adjacent signalled junction of Windmill Road with The Slade and Old Road.

12. Oxford: Warren Crescent - Proposed Waiting Restrictions (Pages 215 - 220)

Forward Plan Ref: 2019/136

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

Report by the Interim Director for Community Operations (**CMDE12**).

The report presents responses received to a statutory consultation to introduce a length of no waiting at any time restriction at Warren Crescent in place of the existing permit holder only bays Monday to Friday 9am to 5pm due to the development of adjacent land put forward as a result of the development of adjacent land for housing, which will require construction of new accesses to the development.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions in Warren Crescent as advertised.

13. Abingdon, Henley, Oxford and Wallingford: Amendments to Fees for Residents Vehicle and Visitor Permits and On-Street Parking
(Pages 221 - 224)

Forward Plan Ref: 2020/022

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE13**).

Following approval on 21 January 2020 by Cabinet for revised fees the County Council was then obliged to advertise its intention to alter the Traffic Regulation Order to give effect to these changes. The report presents responses received to a statutory consultation to increase fees for on-street parking and parking permits required in Controlled Parking Zones (CPZs).

The Cabinet Member for Environment is RECOMMENDED to approve the proposed increases to fees for permits for the Controlled Parking Zones in Oxford, North Hinksey and Henley on Thames and for on-street pay and display parking in Abingdon, Henley and Wallingford as advertised.

14. Oxford: Sunderland Avenue - Proposed Waiting Restrictions and Parking Places (Pages 225 - 228)

Forward Plan Ref: 2019/174

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

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

The report presents responses received to a statutory consultation to introduce a length of no waiting at any time restriction and amended daytime permit holder parking places (Monday to Friday 9am to 5pm) due to the development of adjacent land

The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and parking places by number 53 Sunderland Avenue as advertised.

15. Oxford: Sher Afzal Close - Proposed Waiting Restrictions (Pages 229 - 236)

Forward Plan Ref: 2019/134

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

Report by the Interim Director for Community Operations (**CMDE15**).

The report presents responses received to a statutory consultation on a proposal

to introduce waiting restrictions at Sher Afzal Close, Oxford put forward as a result of development of the former Cowley Swimming Pool site for residential purposes.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and a disabled persons parking place at Sher Afzal Close, Oxford as advertised.

16. Oxford: The Oval and Desborough Crescent - Proposed Waiting Restrictions (Pages 237 - 244)

Forward Plan Ref: 2019/177

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE16**).

The report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions at The Oval and Desborough Crescent, Oxford put forward as a result of the development of adjacent land for residential development.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at The Oval and Desborough Crescent, Oxford subject to consulting with the local member and bus operators on a possible reduction in their extent to address concerns over the possible unnecessary loss of parking places.

17. Oxford: Kirby Place - Proposed Waiting Restrictions (Pages 245 - 258)

Forward Plan Ref: 2019/182

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE17**).

The report presents responses received to a statutory consultation to introduce waiting restrictions at Kirby Place and Don Bosco Close, Oxford put forward as a result of concerns received from residents and City Council members about parked vehicles obstructing the relatively narrow sections of both Kirby Place and Don Bosco Close. This is a particular problem with larger service vehicles particularly in Kirby Place where the refuse vehicle is often prevented from accessing the road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at Kirby Place and Don Bosco Close, Oxford as advertised.

18. Oxford - Oriel Square and Turl Street - Amended Access Restrictions (Pages 259 - 270)

Forward Plan Ref: 2020/009

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE18**).

The report presents responses received to a statutory consultation on a proposal to amend the permitted vehicles in Oriel Square and Turl Street in Oxford.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amendments to access restrictions applying to Oriel Square and Turl Street, Oxford.

19. East Hanney - A338 - Proposed Puffin Crossing (Pages 271 - 280)

Forward Plan Ref: 2020/013

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE19**).

The report presents responses received to a statutory consultation to introduce a puffin crossing on the A338 at East Hanney put forward as a result of calls from the parish council following numerous requests from parishioners.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the A338 at East Hanney.

20. A424 - Fulbrook to Idbury Proposed 50mph Speed Limit (Pages 281 - 288)

Forward Plan Ref: 2020/006

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE20**).

The report presents responses received to a statutory consultation to introduce a 50mph speed limit on the entire length of the A424 Burford to Stow road within Oxfordshire put forward following a review of the recent accident history – including several accidents resulting in fatal injury – and, if approved, would be funded by the Road Safety budget within the County Council's Capital programme.

The Cabinet Member for the Environment is RECOMMENDED to approve the 50mph speed limit as advertised.

21. Grafton with Radcot - A4095 at Pidnell Bridge - Proposed Revocation of Structural Weight Limit (Pages 289 - 294)

Forward Plan Ref: 2020/007

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE21**).

The report presents responses to a statutory consultation to revoke the structural weight limit at A4095 Pidnell Bridge prohibiting the passage of track laying vehicles and vehicles with an axle weight exceeding 6 tonnes put forward as a result of a review of structural weight limits following maintenance of the A4095 Pidnell Bridge which has strengthened the bridge sufficiently to remove the above restrictions.

The Cabinet Member for the Environment is RECOMMENDED to approve the revocation of the structural weight limit at A4095 Pidnell Bridge.

Division(s): Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – LAMARSH ROAD – PROPOSED CONTROLLED PARKING ZONE

Report by Interim Director of Community Operations

Recommendation

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in Lamarsh Road.

Executive summary

1. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford this report presents responses to a formal consultation on a new CPZ in the Lamarsh Road.

Introduction

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

3. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, using capital funding, together with contributions secured from development, to deliver the programme.

Informal Consultation

4. Following allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment on 25 April 2019 when the inclusion of this scheme in the programme of funded schemes was approved.

Formal Consultation

5. Formal consultation on the above proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. 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. A letter was sent directly to approximately 50 properties in the area which included the formal notice of the proposals, providing details on permit eligibility and costs. Additionally, street notices were placed on site.
6. Twenty-four responses were received during the formal consultation as summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	0	18	75%
Support	2	2	17%
Neither/Concerns	2	0	8%
No Opinion	0	0	0%
<i>Total</i>	4	20	100

Response to Parking Restrictions	Businesses and other organisations	Residents	Overall Percentage
Object	0	11	46%
Support	2	2	17%
Neither/Concerns	2	3	20%
No Opinion	0	4	17%
<i>Total</i>	3	20	100

7. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses of members of the public by road

Road	Object	Support	Neither / No opinion	Total
Lamarsh Road	17	1		18
Earl Street		1		1
<i>Based Elsewhere</i>	1	2	2	5
Total	18	4	2	24

8. Thames Valley Police expressed no objections.
9. Councillor Susanna Pressel, the local member, acknowledged that the perceptions of many of the residents here are that parking pressures are currently not unduly high but that support for the scheme would very likely increase in the context of the planned wider measures for the management of access to Oxford and also noted that the provision of on-street charging points for electric vehicles would be desirable. On the latter, it is agreed that this would be desirable in principle but this is beyond the scope of this specific project. In her opinion the proposals should not go ahead at this stage, if there are a substantial number of objections.
10. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.
11. Cyclox, a local group representing cyclists, also expressed support for the proposals.
12. A significant number of objections were received from local residents in respect of the proposed CPZ. These focussed on the proposed ineligibility for vehicle permits for those properties which have off-street parking, concerns over the cost of the permits, and concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents.
13. The objections relating to the proposed waiting restrictions are similarly noted. It should be stressed that the actual changes to what are currently in place is limited to a small length of the north side of the road near the junction with Brock Grove to help ensure that access to and from this road is not obstructed.
14. The consultation also included provision of a Car Club bay near the junction with Brock Grove. If approved, this bay would, however, only be implemented if a Car Club operator confirms that they wish to provide a car for this site.

Monitoring and evaluation

15. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved.

How the Project supports LTP4 Objectives

16. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

Financial and Staff Implications (including Revenue)

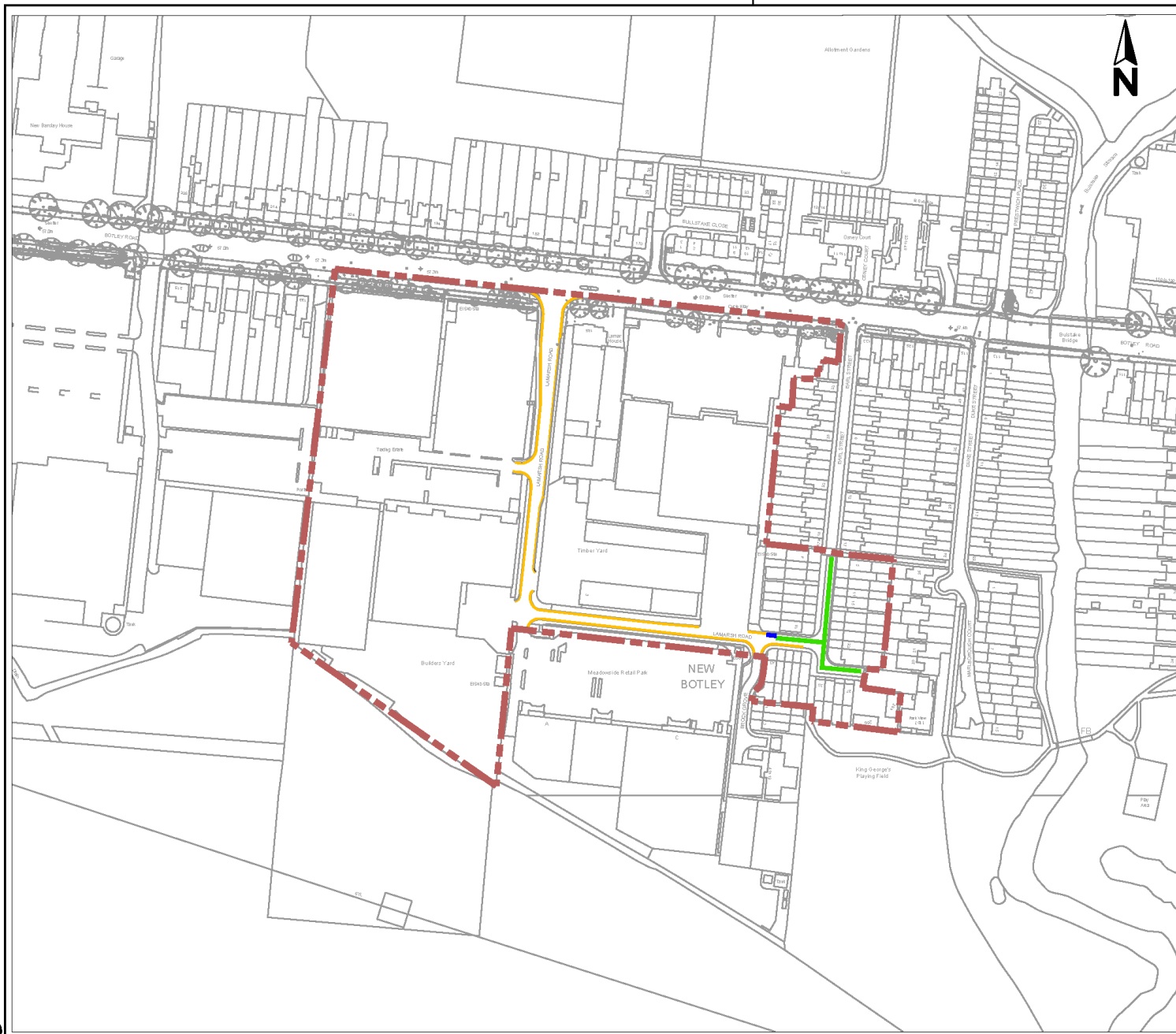
17. Funding for the proposed CPZ has been provided from the County Council's Capital Programme and from developer contributions.






JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Ben Smith 07392 318877

March 2020



Drawing No.		Revision		0		
Key						
		Zone boundary				
		Proposed 'No Waiting at Anytime' (double yellow lines)				
		Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am				
Resident and visitor permit holders exempt from the time limit						
		Proposed Car Club bay				
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805</p>						
Rev.	Date	Purpose of revision		Drawn	Checked	Approved
<div>OXFORDSHIRE COUNTY COUNCIL</div> <div>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: 01865 241577</div>						
Project title						
LAMARSH ROAD OXFORD						
Drawing title						
PROPOSED CONTROLLED PARKING ZONE						
Drawing Status						
Scale @ A3	Drawn by		Checked by		Approved by	
N.T.S.	JaC Date drawn 01/20		Date checked		Date approved	
Oxfordshire Project No. & File Ref						
Drawing No.					Revision	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
(2) Local County Councillor, (Jericho Division)	<p>Concerns – It's a pity it hasn't been made clear to residents that big changes are probably coming soon to parking in the city centre. If the bus gates and the workplace parking levy are brought in, it's likely that commuters and shoppers will park in any residential streets that don't have a controlled parking zone (and there will soon be very few of those left). People don't understand how long it takes to create a CPZ, which is why we need to start now. On the other hand, it could be that Lamarsh Road would escape becoming a commuter car park, at least for a while, since it is not very close to a bus stop. If I were them I would want to have enforcement, but I know they have several concerns about the proposals.</p> <p>My own concerns are that we should provide at least one space for an electric car club car (or better still a CPZ permit for the car), be aware of a possible need quite soon for further EV charging points, and consider whether there should be a limit of one permit per household for any new person moving into the area, as in other areas where there is intense pressure on parking.</p> <p>In my opinion the proposals should not go ahead at this stage, if there are a substantial number of objections.</p>
(3) Local Group, (Cyclox)	<p>Support – Cyclox supports the move to better control car parking as it:</p> <ul style="list-style-type: none"> a) helps to re-balance limited roadscape back to people walking and on bicycles, and away from dominance by private motor vehicles b) improves safety for all road users by regulating otherwise chaotic and often dangerous car parking, including stopping parking on pavements and in cycle lanes and making routes such safer around schools and homes c) discourages car use by reducing the number of people driving and attempting to park cars from outside the area, including use as 'informal park and rides' <p>These are already the stated policies of Oxfordshire County Council's Local Transport Plan 4.</p>

	<p>It is impossible to tell from the maps however whether the parking bays will be on road or if they will take incorporate space over pavements as has happened in other CPZ areas in the city. If any of the plans actively encourage car drivers to park on - and therefore drive on - pavements – this is unacceptable and we would place an objection. There can be no justification for taking away space from pedestrians, including for example young children on balance bikes, parents with buggies, or people in wheel chairs or mobility scooters, and handing it over for the parking for private cars. There is no need on quiet residential roads to have space to allow two large vehicles to pass if that is at the expense of pavement width. Other better alternatives are providing space for car parking on one side of the road only, or allowing some car parking at a 45 degree angle on one side of the road - even this would be better than legitimising pavement parking, and should at least be considered.</p> <p>Whilst the present plans will discourage car use by people from outside the area, perversely they may encourage car use by local people; permits should be restricted to 1 car per household, and the number of parking spaces limited, especially by limiting parking to only one side of the road at a time, which in many streets is all there is space to do safely. As we face a climate emergency we want to see policies that encourage people to give up private cars and use alternative transport with all its benefits for health, environment, congestion and the economy.</p>
(4) Local Group, (Oxford Pedestrians Association)	<p>Support – OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.</p>
(5) Local Resident, (Oxford)	<p>CPZ – Object - At the time of the initial consultation it was not made clear that there would be hardly any properties in the road eligible to have residents permits.</p>

	<p>Verbal discussions with the council indicated different properties would be eligible for permits than those detailed in this consultation. Has there been a mistake?</p> <p>There is insufficient information from your plans to indicate what is likely to happen. The proposal is clumsy and overly restrictive on residents for what is a non problem. Occasionally there are non-resident cars parked in the road but not in a way that caused a problem.</p> <p>As indicated in the reply to the original consultation - the main issue is where HMOs possess several cars and all of these are parked in the road. Limiting parking for or limiting the number of HMOs would be a better solution. In this case all residents in an HMO could end up with 250 visitors permits which between them could cover a car for a year.</p> <p>It is not clear where in the road cars with permits will be able to park. Marked bays or not? Most of the spaces in the road block drives. Some visitors park on the pavements across drives as do residents. This causes no impact on other road users but maybe disallowed by this scheme. What will be allowed and what won't? What would need a permit?</p> <p>Who will use the car club space? This may be useful but not if not filled.</p> <p>Why is the zone so large and includes a large area of retail space?</p> <p>Introducing a CPZ in Lamarsh Rd will have a detrimental effect on parking in Brock Grove. If you introduce in one road and not the other, anyone parking in one moves to the other, but then Brock Grove is private.</p> <p>Parking Restrictions – Object – The yellow lines up to Brock Grove should not extend all the way to the new car club parking bay (which you seem to have already marked out despite this only being a consultation). The yellow lines should extend no further than is necessary beyond the narrowing in the road. No further than is necessary to allow emergency vehicles through.</p> <p>The purpose of the narrowing in the road was to slow down vehicles which race to the residential area where there are often children playing. If there are yellow lines as far as the car club spot then cars do not slow down.</p> <p>I would also ask that there are yellow lines on the section opposite the entrance to the properties 25a and 25b, that is Dyl round side of 25, across two entrances and continuing a bit further than the Kerb drop (/rise, in that direction). Getting into this courtyard is incredibly difficult if vehicles park opposite the entrance or right up to it.</p>
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<p>(6) Local Resident, (Oxford)</p>	<p>CPZ - Object - We oppose these measures because there is currently no major parking issue in Lamarsh Road and by controlling parking in this way, the council risks creating such a problem.</p> <p>In the informal consultation about this CPZ which the council carried out last year, 14 of the 17 respondents said that they had little difficulty parking. This has not changed.</p> <p>9 out of 17 said they were in favour of a scheme. This is a tiny majority, and (most importantly) this was before the detail of the scheme was announced by the council.</p> <p>By restricting parking through new double yellow lines in the way proposed, vehicles will be induced to compete for the remaining very limited spaces. The DYLS will be in front of many of the houses in the street, which means that many of us will no longer be able to park in front of our own homes. We will have to obtain visitors permits for our visitors, who will then have to join the competition for spaces.</p> <p>Those of us with garages wont be eligible for a residents' permit - and most of us use our garages for storage. .The notes of the informal consultation stated that all residents would be able to apply for residents' permits, but this appears now not to be the case. The notes also say that each property can apply for multiple permits, but we have now been told that even those that can apply, can only apply for one per property.</p> <p>For these reasons, we oppose the CPZ scheme as described.</p> <p>Parking Restrictions - Object - No comments.</p>
<p>(7) Local Resident, (Oxford)</p>	<p>CPZ - Object - I do not want a CPZ. I don't know anyone who does. It will cause unnecessary stress and cost.</p> <p>If the CPZ goes ahead, why are the general public being given 2 hours free parking on our residential street? We are being treated as an overflow car park for the neighbouring retail estates, which have more than adequate spaces. At least current users and residents know that children often play in the street. People who use our street as free parking for Halfords etc won't know that.</p> <p>Parking Restrictions - Object - The current restrictions are fine. They just need to be enforced correctly.</p>

<p>(8) Local Resident, (Oxford)</p>	<p>CPZ - Object - I strongly oppose the proposed CPZ. Contrary to its supposed aim of benefitting residents of Lamarsh Road, it will actually create a problem where one does not currently exist. There is no issue with commuter parking during the day nor at weekends. Parking is actually well managed. I cannot understand therefore how a CPZ will improve things, on the contrary it will reduce the amount of parking available to residents and introduce cost. There is therefore no point in having a CPZ. The distribution of parking permits seems bizarre and I'm not sure what it is based on which raises further questions about how well considered it is.</p> <p>In summary, I feel very strongly that this CPZ should NOT be introduced as it will adversely affect the residents of Lamarsh Road.</p> <p>Parking Restrictions - Object - I do not agree with the proposed changes to the double yellow lines with the introduction of a car club space. The current narrowing of the road around Brock Grove serves as a useful way to slow down vehicles as they approach the residential area. The crossing from Lamarsh Road into the park is well used by pedestrians and cyclists and therefore slowing the traffic down is an important consideration for their safety. As a parent whose children often use the cut through to the park, I oppose any measures which take away an effective traffic calming feature.</p>
<p>(9) Local Resident, (Oxford)</p>	<p>CPZ - Object - A CPZ is not necessary on Lamarsh Road. The initial consultation showed that the large majority of residents have no difficulty parking. 17 people responded to the consultation, and only 1 person reported moderate difficulty parking during working hours (Monday to Friday during the daytime) and that person doesn't even live on Lamarsh Road. Everyone else reported little difficulty parking (the survey did not provide the option to report no difficulty parking). Outside of working hours (evenings and weekends) only 3 people reported problems parking compared to 14 people for whom parking is fine. If only 3 people express some difficulty parking out of a community of some 30 properties then clearly a CPZ is not necessary or justified.</p> <p>Creating a CPZ is an unnecessary cost for the Council and for residents. It is also an unnecessary administrative burden on the Council and residents.</p> <p>Introducing a CPZ will reduce the amount of parking available and will therefore actually create an issue with parking where currently there isn't a problem. This could make people more likely to park irresponsibly.</p> <p>Allowing some residents in Lamarsh Road to apply for resident parking permits while prohibiting others is unfair and undemocratic.</p>

	<p>I would also like to point out that in the initial consultation, the accompanying notes said that every household would be entitled to unlimited resident parking permits, however we are now told that only some households can apply for permits and it is a maximum of 1 permit. This means that the original consultation was hugely misleading; one might even call it deceptive. Of the 17 people who replied to the original consultation, 9 were in favour of a CPZ and 8 were against - hardly a strong vote in favour! And given that we were so misled about eligibility for permits, I think it is likely that had people known the reality of the proposed CPZ then considerably fewer people would have voted for it. I therefore do not think that the initial consultation provided any mandate whatsoever for the introduction of a CPZ.</p> <p>Parking Restrictions - Object - If we refer to the Consultation Plan, DYL have been added opposite the entrance to Brock Grove on the north side of Lamarsh Road. A *very* short section of DYL would be useful here towards the west to ensure easy access to the residential part of Lamarsh Road for emergency vehicles and larger vehicles at the point where the road narrows. However the proposals show approximately 10 metres of DYL added, when literally 1 metre would be ample. By adding more than a metre of DYL the proposals will reduce the amount of parking space available unnecessarily. Please add no more than a metre of DYL. This will be sufficient to enable easy access while still allowing some parking for vehicles.</p> <p>It is important to emphasise that having parking along this stretch of Lamarsh Road is necessary for public safety because it encourages drivers to slow down as they approach the residential part of the road. Without cars parking here drivers are able to drive much faster, which puts people at risk.</p> <p>Finally, I would suggest that a small section of DYL near the entrance to Park View (on the north side of Lamarsh Road, near the south wall of 25 Lamarsh Road) would be sensible. People sometimes park in this location and it blocks the road.</p>
(10) Local Resident, (Oxford)	<p>CPZ - Object - I object to the introduction of a controlled parking zone. It is unnecessary as there is not a parking problem currently so all this will achieve is an administrative burden and cost for the residents and the Council. The proposed plans also substantially reduce the parking available to residents of the road. The proposed plans themselves are poorly drafted and unclear. The initial consultation undertaken by the Council was misleading as it stated all residents would receive permits; the newly proposed plans renege on this and are unfair to certain residents. I believe the introduction of a CPZ is unreasonable and unwelcome as it is likely to create a parking problem where one did not exist before and even perhaps lead to irresponsible parking.</p> <p>Parking Restrictions - Object - I object to the introduction of double yellow lines as proposed by the Council. A small stretch of DYL may be welcome where the road narrows opposite Brock Grove (to ensure larger vehicles fit through easily) however the proposed Council plans are excessive and substantially reduce the parking space available to</p>

	<p>residents without reasonable justification. At the moment having cars parked along the stretch in question is helpful as it means that cars entering the road naturally slow down to avoid collision. This is welcome as cyclists and pedestrians (often with young children playing) cross the road to get to the park at this point and if cars were travelling faster along that stretch this could be dangerous.</p>
(11) Local Resident, (Oxford)	<p>CPZ - Object - I object to the CPZ as has been presented at the start of 2020, AK/CM/TRO/CM. During the informal consultation in 2018 I was in favour of the scheme outlined at that time, in summary that each property would be eligible to apply for a single permit. At that time I felt this would address the issue of houses with multiple cars and residents of neighboring roads parking in our roads, issues which have not gone away.</p> <p>In schedule three of the recent Draft Traffic Regulation Order, several properties would be excluded from eligibility for a single permit, which would significantly impact an established quality of life for those properties. I would be in favour of the proposals if those in the established 2001 properties Numbers 4 to 25b would be permitted a single permit. As this is not the case, I object to the current proposal.</p> <p>Parking Restrictions - Support - The extension to the DYL will help vehicle access for deliveries in particular.</p>
(12) Local Resident, (Oxford)	<p>CPZ - Object - I don't believe a CPZ is needed. There are very few traffic issues in lamarsh road - apart from when neighbours are having building work done. However, this is rare.</p> <p>If a CPZ is introduced - and even if it isn't - it would be useful to include the following: Electric car points and free parking for electric vehicles Free spaces overnight in the car parks outside Dunelm and Curries - since they are not used. You could even suggest a small fee. Disabled parking bays</p> <p>Having lived here 15 years I see no reason for a CPZ - the traffic is totally manageable. I would also request a WAP at the end of our drive if the CPZ goes ahead</p> <p>Parking Restrictions - Object - <i>See comments above.</i></p>

(13) Local Resident, (Oxford)	<p>CPZ - Object - The proposed CPZ will create problems rather than solve them. The current position works well for residents and introducing a CPZ will make life unnecessarily difficult without any tangible improvement to the environment.</p> <p>Parking Restrictions - Object - As stated above. The imposition of double yellow lines will be unfair on me and my fellow residents.</p>
(14) Local Resident, (Oxford)	<p>CPZ - Object - It is a heavy-handed solution to a problem that doesn't exist. To be sure, a few drivers do use the small Lamarsh Road parking area as a park and ride for work during the day. But the proposed parking controls and tight limits on parking permits would make parking more difficult for us residents, not easier.</p> <p>Parking Restrictions - No opinion - No comments.</p>
(15) Local Resident, (Oxford)	<p>CPZ - Object - The website mentions parking places for permit holders on Brock Grove and Earl Street, but provides no scope for adding permit spaces to Brock Grove, and the permit spaces on Earl Street have a different permit code so would not be usable.</p> <p>The website mentions parking in Barracks Lane by the allotment gardens which is the other side of Oxford - no idea why this is included.</p> <p>It's not clear how the proposed CPZ will improve the traffic situation on Lamarsh Road. Most if not all of the cars parked there either belong to residents or are tradespeople providing services to the residents. If it will not improve the traffic situation then the main consequence would be to provide an additional cost and inconvenience to residents in the street with little or no benefit in terms of parking capacity.</p> <p>It's not clear there will be enough spaces available to allow for the parking of the cars. The bulk of the residential area of Lamarsh Road consists of drop curbs for driveways, so there only seems to be enough valid parking for about eight cars. If the CPZ went ahead there would be four permanent permits granted (to Nos 27-33) and thus only space for four visitors at a time. It would be necessary to regularly enforce illegal parking to ensure that access to driveways are not blocked and any benefit at all is gained from the scheme.</p> <p>Parking Restrictions - No opinion - No comments.</p>

(16) Local Resident, (Oxford)	<p>CPZ - Object - Having reviewed both the justification for introducing the CPZ and the restrictions that will be imposed I do not believe it solves any existing problem or provides any benefit to residents. OCC statements of reasons states that Council considers "provision of suitable and adequate parking and to facilitating the expeditious, convenient and safe movement of vehicles" to be important but I believe that the proposal REDUCES adequate parking and INCREASES the potential for unsafe movement of vehicles in Lamarsh Road. On that basis I cannot see any justification for the CPZ.</p> <p>Parking is stable and managed within the street, does not present a problem for residents and does not justify the significant outlay of council funds. Commuter parking is not significant given the distance to town and station. The distribution of permits to some residents but not to others seems abstract and unbalanced. The overall capacity for parking is significantly reduced which will then CREATE problems and costs for residents. As highlighted below I also believe that these changes will increase vehicle speeds within the restricted area and create safety problems. I STRONGLY object to the proposal of a CPZ in Lamarsh Road as I fundamentally disagree with the assessment and statement of reasons that OCC have put forward. It is ill-considered and factually wrong.</p> <p>Parking Restrictions - Object - The adjustments to proposed double yellows is small and potentially justified in the context of ensuring sufficient access for emergency vehicles. However the location of the car club space at the extremity of the adjusted double yellow will create a much bigger opening to the residential portion of Lamarsh Road. The current narrow entrance has proven highly effective at reducing the speed of approaching vehicles and Lamarsh Road is a very safe area for residents and passing pedestrians. I have serious concern that the fact that the car club space is likely to be normally empty will open up this approach and allow vehicles to approach the area at much higher speeds. This may create safety issues at the following T-junction where many of the younger residents cross the road to school and park area. I do not believe that the OCC assessment has been carried out with sufficient depth or wide enough consideration so I want to make this point very strongly as safety of the children and other residents FAR outweighs any consideration for ease of parking or Council revenue. In my opinion the change is unnecessary and the benefits and downsides are simply not correct to justify the expense and inconvenience of change.</p>
(17) Local Resident, (Oxford)	<p>CPZ - Object - I do not believe this scheme is needed. I do not believe it will be of any benefit to the residents of Lamarsh Rd. I do not understand why if we were to have a CPZ that the public would be allowed to park for 2 hours on the street, I assume to do their shopping? This is not permitted in neighbouring streets where there is a CPZ including Earl & Duke Streets.</p> <p>Parking Restrictions - No opinion - We need better signage to stop cars continually entering into the cul-de-sac that is Lamarsh Road that want to enter Dunelm Mill and the other shops but have misunderstood where to go. This is a problem as they enter at speed and then have to turn abruptly we have many children who live here who like to play</p>

	<p>together in the street.</p> <p>The the bollards that have been put in place to slow down traffic entering the residential part of Lamarsh Rd are of poor quality and are yet again broken. Why can we not have metal bollards as they do in other parts of Oxford?</p>
(18) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(19) Local Resident, (Oxford)	<p>CPZ - Object - up to now I do not experience any problems with parking in the area that I live in (ParkView Lamarsh Road).</p> <p>Your Proposal with all the regulations seems very hard and is limiting parking for visitors and friends dramatically. That only one permit per flat is allowed affects is a hard restriction and will cause problems. Where should my partner park when she comes to my place with her car? Why is it not possible to get another parking allowance or visitor parking permit which is valid for a longer period of time?</p> <p>Further more is is very expensive and not comfortable to renew the permit for every new car (I must change the car at least twice a year due to my companies car scheme). Please keep the current state or amend the regulations to prevent that it affects the life of the inhabitants here so dramatically.</p> <p>But I am afraid that this CPZ as it is described will significantly impact my life and that of my girlfriend. She works on a different Plant than me and hast to go there by car too. When she stays at my place she will need the possibility to park her car somewhere. At the moment I have no idea where that could be. The visitor parking permits will not help as Anthony told me that only 50 days per year will be able to be covered with visitor parking permits. That will not be sufficient as you probably can imagine.</p> <p>Could therefore please be arranged that a partner will be allowed to get a permanent parking permit as well? Otherwise that would affect our life and relationship seriously and cause significant problems.</p> <p>Parking Restrictions - Neither - No comments.</p>

(20) Local Resident, (Oxford)	<p>CPZ - Object - The major issue with parking on Lamarsh road is the limited number of road spaces for residents and our guests. This permit system will not reduce the inherent demand for spaces as residents will still want to own 2 cars. However as most of the residents will not be permitted a residents permit, there will be nowhere available to legally park the 2nd car outside our own houses. This will likely just spread the demand for parking to other as yet unpermitted areas and not actually solve the problem.</p> <p>Could you remove the double yellow restriction from the road alongside the Hobbycraft car park, making it permit only and then allow all Lamarsh road residents parking permits (perhaps 1 per house)? This would increase the number of safe and legal parking spaces absorbing the pent up demand, prevent non residents from inappropriate parking and not cost any significant amount different to the current proposal.</p> <p>Parking Restrictions - Object - No comments.</p>
(21) Local Resident, (Oxford)	<p>CPZ - Object - Most of the residents in Lamarsh Road have their own driveways to park their cars. In this context, it does not appear that the green line as marked on the map makes much sense as there are so many driveways. The green line appears to suggest the blocking of access to people's driveways, which I am sure cannot be the case.</p> <p>Parking Restrictions - Neither - I would like consideration of double yellow lines between 8 - 10 Lamarsh Road and 15 - 17 Lamarsh Road, as people park on the pavements and block access to the alleyways between both sets of houses.</p>
(22) Local Resident, (Oxford)	<p>CPZ - Object - I'm writing to you as a house owner from Lamarsh Road about the new controlled parking proposal for Lamarsh Road. When Susanna Pressel came to our door to ask about our opinion of the 2018 CPZ proposal, for parking permits on the road, we expressed that it would be good for all existing households to be granted permits with additional guest parking permit passes. This would minimize residents from other nearby roads such as Earl Street and Brook Grove taking parking spaces from Lamarsh Households. Upon this premise we agreed that controlled parking zones would be beneficial for home-owners here.</p> <p>When parking permit plans were published a week or so later, the proposal was quite different to the one that we had discussed with Susanne. None of the existing households of Lamarsh Road with driveways would have rights to park on the road. We find this proposal would stop basic living freedoms of allowing guests to visit whilst taking away the option of having a second car. This proposal imposes on daily living and creates commuting difficulties, mostly for people who drive outside the city to get to work.</p>

	<p>As a nurse I sometimes use my car to commute to the Churchill Hospital for 13 hour shifts. I often cycle to work, but due to long working hours, with a working week (up to 80 hours including nights/ days,) driving helps with energy levels whilst keeping me safe from having to wait at bus stops alone in the early hours or late at night after shift. Like me, everyone in our road will have a legitimate use for their car, which shouldn't be stipulated by the local council, as everyone should have a right to free travel across the city. Furthermore It should be emphasized that most households in our road live centrally in order to walk and commute from the train station, or have chosen to live here as it is within short distance to the ring road, for out of city car commutes. Therefore households are not using cars frequently for inner city driving.</p> <p>On the City Council Website: it suggests any household could apply for multiple permits, at additional cost, (2 permits £60 each, the third costing £120, with addition of £180). This seems to be entirely profit focused for the council, without thought of environmental impact or to distribute spaces fairly amongst households to stop one household parking more than 2 vehicles on the road.</p> <p>In addition Susanna Pressel organised meetings to discuss the proposal at short notice, where households did not have enough opportunity to make plans to attend or respond.</p> <ol style="list-style-type: none"> 1. I ask that if controlled parking is to be introduced to the road, permits would be available for all households to apply for. 2. Limit permits to one car per household 3. Applying annual parking tariffs on households creates another council taxation system, which is profit focused, and is not centered around improving household living conditions. <p>In following the Lamarsh road email group discussion surrounding these parking proposals, residents feel the same. The new proposal is causing considerable upset, and councillors aren't listening to the wishes of local residents. Please review plans and make them less restrictive to homeowners here.</p> <p>Parking Restrictions – No opinion</p>
(23) Local Resident, (Oxford)	<p>CPZ - Support - The CPZ should include the small car park at the top of Earl Street, which is currently abused by non-residents parking to go shopping in Oxford.</p> <p>Parking Restrictions - Support - No comments.</p>

(24) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Neither - I write to you in my capacity of owner and landlord of 27 Lamarsh Road.</p> <p>I support the concept of double-yellow lines on Lamarsh Road with the following caveats:</p> <ol style="list-style-type: none"> 1. I believe the residents of 27 - 33 Lamarsh Road should have two car parking permits per household, not one. 2. I believe the car parking in front of 27 - 33 Lamarsh Road should not be open to non residents between 8.00am - 6.30pm
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Division(s): Iffley Fields and St Marys; St Clement's and Cowley Marsh
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CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – COWLEY MARSH AREA – PROPOSED CONTROLLED PARKING ZONE

Report by Director of Community Operations, Communities

Recommendation

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Marsh area, noting that local consultations may be carried out in respect of changes to proposals for part of Barracks Lane and also in respect of minor changes to proposals for no waiting at any time restrictions.

Executive summary

1. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents responses to a formal consultation on a new CPZ in the Colwey Marsh area.

Introduction

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

3. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, using capital funding together with contributions secured from development to deliver the programme.

Informal Consultation

4. Following allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment on 25 April 2019 when the inclusion of this scheme in the programme of funded schemes was approved.

Formal Consultation

5. Formal consultation on the above proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. 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. A letter was sent directly to approximately 1,500 properties in the area which included formal notice of the proposals, details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. One hundred & nine (109) responses were received. These are summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	3	42	41%
Support	2	57	54%
Neither/Concerns	1	4	5%
No Opinion	-	-	-
<i>Total</i>	<i>6</i>	<i>103</i>	<i>109 (100%)</i>

Response to Parking Restrictions	Businesses and other organisations	Residents	Overall Percentage
Object	3	27	27%
Support	2	53	51%
Neither/Concerns	1	9	9%
No Opinion	-	14	13%
<i>Total</i>	<i>6</i>	<i>103</i>	<i>109 (100%)</i>

7. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that in a number of cases, on reviewing the detail of the responses, a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses of members for the public by road

Road	Object	Support	Neither / No opinion	Total
Barracks Lane	4	1		5
Belvedere Road		5	1	6
Bhandari Close	3			3
Cowley Road	10	1	1	12
Cricket Road	7	9	1	17
Cumberland Road	2	2	1	5
Cwley Road		1		1
Don Stuart Place	2	5		7
Dove Acre		1		1
Gillians Way		1		1
Glanville Road	2	2		4
Hall Road	1			1
Kenilworth Avenue	1	3		4
Magdalen Road		1		1
Marshall Road		1		1
Morris Crescent	5			5
Reliance Way	7	5		12
Ridgefield Road	1	17		18
Shelley Road		2		2
<i>Based Elsewhere</i>		2	1	3
Total	45	59	5	109

8. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
9. Thames Valley Police expressed no objections.
10. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.
11. The remaining responses were from members of the public. Those expressing an objection cited concerns over the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive), though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as apply in all other CPZs in

Oxford and, in respect of the proposed limit of 2 vehicle permits per property, this is consistent with the adjacent CPZs.

12. Many of the objections also cited concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers.
13. Objections and concerns were also raised in respect of the proposed double yellow lines. Officers will review the scope to make minor amendments to accommodate the suggested changes but it will be important to ensure that junctions are kept clear of parked vehicles.
14. Some objections and concerns were in respect of the omission of Cowley Road itself from the proposed scheme. In response to this it is confirmed that this will be a high priority for a future scheme which will take account the effect of the current proposals, if approved, and also the major improvement proposals for the Cowley Road; although this project is currently unfunded. When progressed it will require significant changes to the current parking provision on the road.
15. In respect of the proposed 4 hour waiting in Barracks Lane to accommodate users of the allotments, subsequent to the start of the consultation, discussions with the Department for Transport on technical matters relating to the signing of minimum impact CPZs such as proposed for this CPZ may require this element of the scheme to be amended. If it is decided to do so, a local consultation will be carried out and the results reported, if necessary, to a future meeting.

Monitoring and evaluation

16. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved, but with a review of its impact specifically on the Cowley Road being carried out within six months of its implementation.

How the Project supports LTP4 Objectives

17. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes.

Financial and Staff Implications (including Revenue)

18. Funding for the proposed speed CPZ has been provided from the County Council's Capital Programme and from developer contributions.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zone

Consultation responses

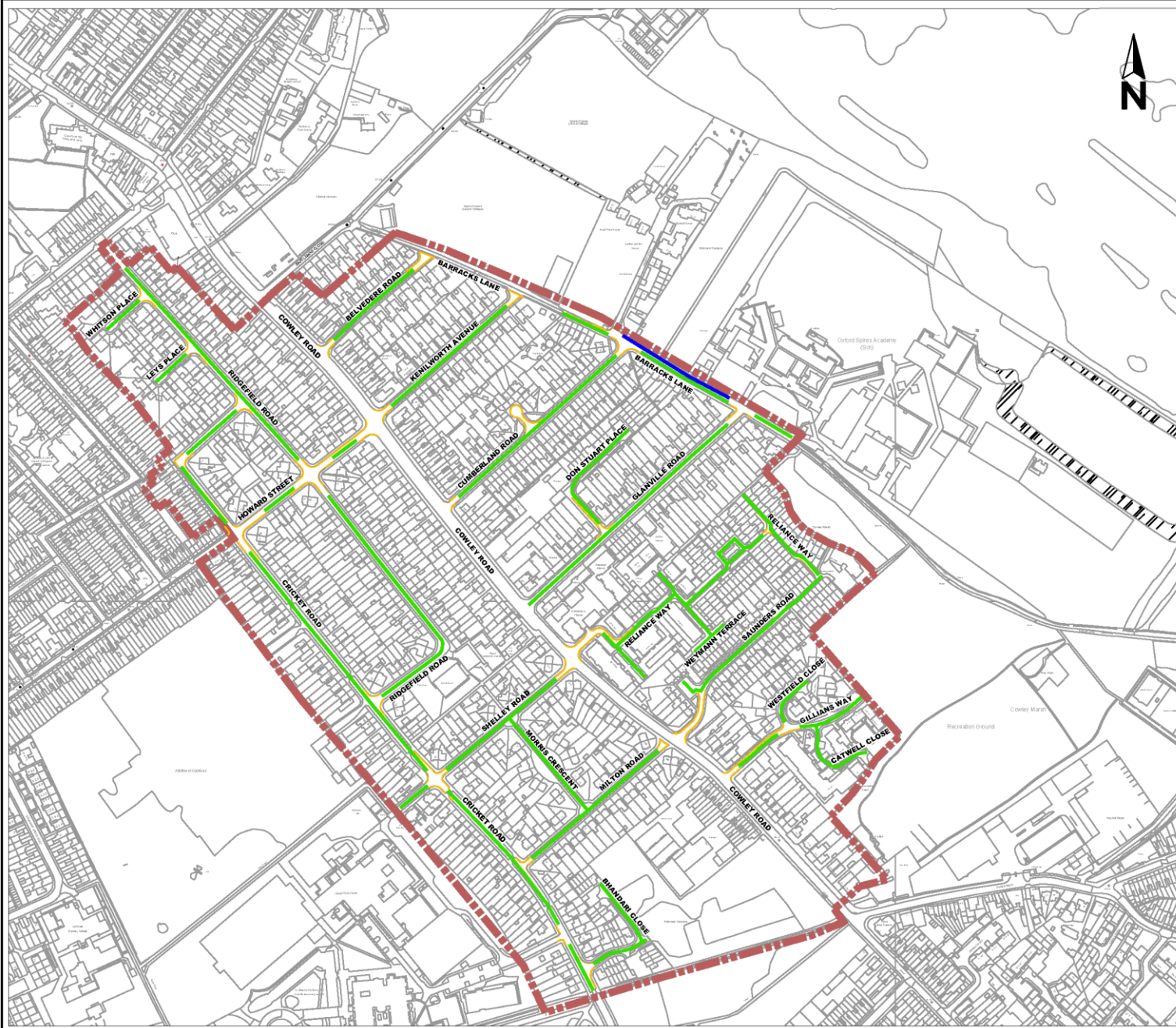
Contact Officers:

Hugh Potter 07766 998704

Ben Smith 07392 318877

March 2020

Drawing No.		Revision	
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Key			
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: red; border: 1px solid black; margin-right: 5px;"></div> <div>Zone boundary</div> </div>			
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>Proposed 'No Waiting at Anytime' (double yellow lines)</div> </div>			
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: green; border: 1px solid black; margin-right: 5px;"></div> <div> Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am Resident and visitor permit holders exempt from the time limit </div> </div>			
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: blue; border: 1px solid black; margin-right: 5px;"></div> <div> Proposed 4 hours shared parking, 8.00am - 9.30pm, Mon-Sun and Permit Holders Only parking 9.30pm - 8.00am Resident and visitor permit holders exempt from the time limit </div> </div>			
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Rev.	Date	Purpose of revision	<div style="display: flex;"> <div style="width: 20px; height: 20px; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black;"></div> </div>
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="font-weight: bold; font-size: 0.9em;">OXFORDSHIRE COUNTY COUNCIL</div> <div style="font-size: 0.7em; margin-top: 5px;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div> </div>			
Project title <div style="text-align: center; font-weight: bold;">COWLEY MARSH CONTROLLED PARKING ZONE</div>			
Drawing title <div style="text-align: center; font-weight: bold;">PROPOSED RESTRICTIONS</div>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
	Date drawn	Date checked	Date approved
	11/19		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
(2) Oxford Pedestrians Association	Support – OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.
(3) Local Resident, (Oxford)	<p>CPZ - Object - There have never been parking problems in Cricket Road and, as far as I'm aware, not many in the Cowley Marsh area. So no need for parking restrictions.</p> <p>Parking Restrictions - Object - I don't think that there should be any parking restrictions in this area. Parking has never been a problem except for Rhymers Lane which does, occasionally, cause bad traffic jams because of parking on both sides of the road and traffic caused by the school pick up and park users.</p>
(4) Local Resident, (Oxford)	<p>CPZ - Object - The roads around the area are not overcrowded and i do not want my guest to pay for their parking. It's a bad idea.</p> <p>Parking Restrictions - Object - No comments.</p>

(5) Local Resident, (Oxford)	<p>CPZ - Object - The original informal consultation did not show support for a CPZ. The resident permit cost is excessive and additional taxation and that the Council has not demonstrated there is additional benefit to residents especially given there is no unsafe parking currently. A CPZ will encourage more residents to pave over their front gardens. The Council has not put any additional funding in place to improve public transport or cycling.</p> <p>Parking Restrictions - Neither - No comments.</p>
(6) Local Resident, (Oxford)	<p>CPZ - Object - I'm very much in favour of the parking Zone and was looking forward to being able to finally park near the house. But I see it's only the side roads. Can I please request that this is also for the houses 510,508,506,504,502 and 500? The houses opposite have drives but we do not. I have spoken to my neighbours in the past about this and they too were looking forward to some parking permits. As permits will now be required for side roads this will make it even harder to park on the Cowley road where we live. Pushing all the commuter cars to park on the main road. I had been hoping to go for an electric car soon but this would be impossible- given I can rarely park by the house even now. I'm very saddened indeed by this decision which I had set a lot of hope by. It seems desperately unfair to the residents on the Cowley road by these side roads. Please can I ask the council reconsider. Most of us in the strip from 500 to 510 have just one car. At the weekends it is more possible to park- but not during the week. I can understand if you want to leave the spaces by the bus stop free to park as there are no houses there but I'd like to reiterate that we would really like permits for our part of the Cowley road.</p> <p>Parking Restrictions - Support - No comments.</p>
(7) Local Resident, (Oxford)	<p>CPZ - Object - I am concerned about the impact of the proposal on parking in Reliance Way. It is not clear from the proposal whether the numbered parking spaces in Reliance Way, linking spaces to particular properties, would require their owners to obtain permits to use them. My understanding is that the two spaces assigned to my home came with the Deeds of the property. I would be grateful for clarification of this. Such parking spaces are already under pressure from the number of HMO properties in Reliance Way, drivers from homes with more than two vehicles often use spaces allocated to other properties. In my opinion the proposed CPZ will only exacerbate this problem.</p>

	Parking Restrictions - Object - No comments.
(8) Local Resident, (Oxford)	<p>CPZ - Object - As a member of a shared, rented property in Reliance Way, I object to the proposed CPZ within Cowley Marsh. Reliance Way itself is congested with cars (as many of these houses are shared rental properties with multiple, separate individuals living within who don't have the luxury of sharing cars), but despite this, as a household we have never had trouble finding somewhere to park our cars. Further to this, we have never experienced trouble at weekends with people coming to visit Oxford and leaving their cars around; in fact, the roads tends to be more quiet as people living in Reliance Way leave Oxford to visit elsewhere.</p> <p>The previously proposed CPZ regulations did not place a limit on the number of permits per household, and so did not penalise groups of people (not families) living within one house for having no choice but to rent in a shared property. However, the newly proposed regulations limit our house of five individuals to only two parking permits, which will not be possible as we have four individuals using cars to get to work or elsewhere.</p> <p>It is unfair for the effects to be felt mainly by one group of people, this being groups of individuals renting shared houses. I'm certain that we would all much prefer to not be paying someone else's mortgage for them but unfortunately we would never be able to afford to rent alone, let alone even think about purchasing any property.</p> <p>It is ridiculous to consider that the car usage of a house of five individuals that share one property will be similar to that of a family in the area; we do not have the luxury of being able to share cars to get to individual work places and not surprisingly lead completely separate lives.</p> <p>If the proposed CPZ goes ahead, many professionals renting around this area will be forced to move elsewhere. The transport links in and around Oxford are not good enough for you to consider carrying this out exactly as proposed.</p> <p>Parking Restrictions - Object - The parking is not a problem around Reliance Way enough to put in yellow lines.</p>
(9) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>

(10) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(11) Local Resident, (Oxford)	<p>CPZ - Object - As an apprentice who has moved to Oxford from over 100+ miles away, the need to drive is unavoidable, for work (driving to Luton once a week for University) and leisure (to see family). The County Council already has an agenda to eradicate the use of all motor cars from Oxford, which will only marginalise people on low incomes like myself!</p> <p>I am strongly against the introduction of a CPZ for proposed areas due to these reasons:</p> <ul style="list-style-type: none"> - As I am sure you are aware that rent prices are phenomenally high in Oxford - so the only properties I can afford to live in are HMOs. A maximum of 2 permits per household is enforced. This may be satisfactory for a HMO housing students with no/little vehicles; however it marginalises working professionals like myself. Myself and fellow apprentices often find HMO's for professionals have 2+ car users. - Roads such as Hurst Street which already have a CPZ in place have some houses with zero cars. Despite this, other houses on the street utilising the maximum number of spaces are unable to obtain another permit. This teases those who cannot apply for another space because their HMO uses the maximum number of permits. - A subset of shoppers choose to travel by parking on the side streets of Cowley Marsh and then walking (either to Cowley Road, or further into the City centre). Although 2 hours free parking will be available (and is even further North), this will not provide satisfactory time for shopping. These shoppers who choose not to use public transport due to its impracticalities, expense, and lack of service may instead decide to pay for parking in the city centre, exacerbating traffic conditions (which the Council seem keen to get rid of completely). On the other hand, such a change may make Oxford even more of an unattractive shopping destination, meaning those individuals travel to out-of-town retail parks. - Simply put this feels like a fine on those at the lower end of society. Renters like myself, who have no means of clearing out a garden to make space for a driveway; who's flatmates cannot all apply for permits; who already contribute to what seems like expensive council tax and road tax will be impacted the most! Oxford is quickly becoming a place for only the wealthy/students to comfortably live. <p>I will end by mentioning how Oxford is becoming a very hostile place for those driving motor vehicles. The County Council should reconsider their negative outlook on motor vehicles, as they are lifeline for some in the community, and</p>

	<p>also heavily relied upon by businesses. If current plans to ban vehicles continue, Oxford will become an unattractive place to conduct business, potentially costing the jobs of 1,000's in the local area!</p> <p>If you got this far thanks for reading - I hope you seriously consider the points raised above!</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(12) Local Resident, (Oxford)	<p>CPZ - Object - I have been living here four months now and have never once had a problem getting a parking space outside or near my house. The only time it is occasionally a problem is between 3 and 3:30 when the school lets out and I'm at work then anyway. I have seen a car that was dumped here but don't feel a CPZ would really solve this as people that dump their cars do it wherever they feel like anyway. I feel the introduction of a CPZ would over complicate things and make it more difficult for my visitors to park when they are here and potentially prevent me from having such easy access to a parking space. I would also have to pay £65 a year for something I currently have for free.</p> <p>Parking Restrictions - Object - Double yellow lines in Barracks Lane, Cumberland Road and Glanville Road would severely limit the places I am able to park my car and generally be a complete nuisance. I do agree that some people park insensitively but that happens whatever you do.</p>
(13) Local Resident, (Oxford)	<p>CPZ - Object - There is no problem in being able to park my car outside my house. Why should I now start having to pay £65 per year to do what I can currently do for free?</p> <p>Parking Restrictions - Neither - No comments.</p>
(14) Local Resident, (Oxford)	<p>CPZ - Object - Commuter parking is not a problem in Reliance way. The streets are empty during the day as they are residential not business streets, meaning people drive away from them at the start of the day, and back to them at the end of the day. You are pitching this as a solution to a problem that does not exist in this street. Instead, it will make people pay for parking which was included as part of their houses when they moved in, and will disproportionately affect multiple occupancy houses given the limits on permits. This will cause problems without solving any problems.</p> <p>Parking Restrictions - Object - There are already restrictions on parking on double yellow lines. If you cannot enforce those, why add more</p>

(15) Local Resident, (Oxford)	<p>CPZ - Object - I strongly object to the proposed control parking zone. It would severely disrupt my everyday life as a student that must bring my car to uni as all my lectures are at Harcourt Hill Campus.</p> <p>As a student paying for a parking permit both for uni parking and at my place of living is unacceptable.</p> <p>One of the reasons we chose to live here was because there was free on road parking and we have already renewed our contract because of that. If this controlled parking zone begins we will be extremely upset.</p> <p>There are more people in my house who have cars that make accessing uni easier and there is not enough space on our driveway to park these cars. The input of a controlled parking zone would be really inconvenient.</p> <p>Parking Restrictions - Object - I strongly object to the addition of parking restrictions. It would severely disrupt my everyday life as a student that must bring my car to uni as all my lectures are at Harcourt Hill Campus.</p> <p>As a student paying for a parking permit both for uni parking and at my place of living is unacceptable.</p> <p>One of the reasons we chose to live here was because there was free on road parking and we have already renewed our contract because of that. If parking restrictions begin we will be extremely upset.</p> <p>There are more people in my house who have cars that make accessing uni easier and there is not enough space on our driveway to park these cars. The input of parking restrictions would be really inconvenient.</p>
(16) Local Group, (Oxford)	<p>CPZ - Object - I do not believe there is a severe enough degree of parking issues to constitute applying a controlled parking zone down this road as I have encountered no issues at my time living here and believe it would be an unnecessary cost.</p> <p>Parking Restrictions - Object - No comments.</p>

(17) Local Resident, (Oxford)	<p>CPZ - Object - Most properties on Don Stuart Place already have parking spaces for residents. I'm not against residence permits in other streets necessarily, I just don't think Don Stuart Place needs to be included in the zone.</p> <p>Parking Restrictions - Support - The junction of Don Stuart Place and Glanville Road is quite dangerous; the amount of cars parking too close to the junction really restricts your vision when pulling out onto Glanville Road. Cars shouldn't be parking within 10 feet of a junction anyway, so double yellow lines should be there regardless.</p>
(18) Local Resident, (Oxford)	<p>CPZ - Object - Object to 7 days per week restrictions. I currently park on Morris Crescent as I do not have a driveway but feel the reduced speed limit and narrower roads down Shelley and Cricket Road contribute well towards traffic calming.</p> <p>As someone who uses these roads daily and at different times I infrequently encounter hazards compared to other parts of the city.</p> <p>Parking Restrictions - Neither - No comments.</p>
(19) Local Resident, (Oxford)	<p>CPZ - Object - Is this a straight forward "measure" for the Council to exploit its residents by charging them to park on their own street? Why otherwise would the residents' parking permits be charged?</p> <p>Parking Restrictions - Support - Why aren't yellow lines considered Glanville Rd corner to Cowley Rd? Taxis often block the flow of cars coming onto/off of Glanville Rd</p>
(20) Local Resident, (Oxford)	<p>CPZ - Object - As a resident, I do not believe that there is a parking problem in Bhandari Close which necessitates a Controlled Parking Zone. In addition, I do not think the proposals take into account the access required for the Elder Stubbs Allotments.</p> <p>Parking Restrictions - Object - No comments.</p>
(21) Local Resident, (Oxford)	<p>CPZ - Object - Cricket Road doesn't currently have an obvious need for parking control. I am concerned that a CPZ will incentivise residents to pave over the remaining front gardens. This will be a loss for air quality, habitat and appearance of the road. Paving is very likely to increase water run-off and flood risk.</p>

	<p>This unnecessary CPZ will be costly and will clutter the street with additional signs.</p> <p>Parking Restrictions - Support - Double yellow lines to maintain access and safety would be valuable. On Cricket Road extra lines near the corner shop would be valuable. Cars frequently park badly on that corner creating risk for other road users.</p>
(22) Local Resident, (Oxford)	<p>CPZ - Object - My house on Reliance Way already has two labeled (painted "47") parking spaces included in our monthly rent from the landlord. My housemates and I see no benefit in being subjected to a parking permit fee and no reason why we should need one given our circumstances. With only two people owning cars in the house, and two spaces included with the house, we are happy with our current situation would like to keep things as they are.</p> <p>Parking Restrictions - No opinion - As a vehicle driver living just off Cowley Road, I would much rather have any roadworks budget put towards maintaining and fixing the terrible road conditions that plague east Oxford than any new line painting or road signage. Cowley Road is currently in deplorable condition and with near constant roadworks on gas and sewage lines, yet it never seems to get any smoother. The roadworks completed last year on the western end of Cowley Road made a significant improvement, but the majority of the road still leaves much to be desired in terms of surface quality. Please help reduce wear and tear on suspension components by making the roads smoother!</p>
(23) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(24) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(25) Local Resident, (Oxford)	<p>CPZ - Object - There are simply too many cars for too few spaces, a permit system will not aid this. I would be extremely in favour of a permit system should additional parking be made available or, if the permitting was sufficiently specific as to allow parking immediately outside the property of residence.</p> <p>Parking Restrictions - Object - No comments.</p>

(26) Local Resident, (Oxford)	<p>CPZ - Object - There is currently no parking problem. We are far from the train station and I haven't seen any widespread parking by non-residents.</p> <p>It a time when rents are sky high, it's inappropriate to charge residents to park their own car outside their own home.</p> <p>Parking Restrictions - No opinion - No comments.</p>
(27) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(28) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(29) Local Resident, (Oxford)	<p>CPZ - Object - In reliance way, we have allocated parking for each houses and it works really well. They are part of the property</p> <p>Parking Restrictions - No opinion - No comments.</p>
(30) Local Resident, (Oxford)	<p>CPZ - Object - I have no problems parking outside my house. As far as I have seen, Morris crescent is rarely used by non-residents. In addition to this, the proposed CPZ only allocates 2 residents parking permits per house. I live in a HMO of 7 people, all of whom may need a vehicle, independently of each other. Currently there are three residents in the house who own vehicles (already too many by the proposal's standards) and there is no reason there couldn't be more in future. The CPZ would result in me having to pay to park in front of my own home, or not be able to park at all if I am not one of the two residents who can get a permit - there is no upside. I get encouraging people to find other means of transport around Oxford but removing people's ability to own a car seems like the wrong solution. I already don't travel around Oxford in my car because it costs too much to park anywhere and traffic is terrible. I commute out of oxford and there is no way to make that journey by public transport, otherwise I would. Make bus travel cheaper, improve cycle lanes - these things are useful.</p>

	Parking Restrictions - Object - Again, I don't see the need. People parking does not affect the flow of traffic enough to warrant parking restrictions.
(31) Local Resident, (Oxford)	CPZ - Object - I have never had difficulties finding parking on our street or on barracks lane in the 6 years we have lived on this street. Parking Restrictions - Object - No comments.
(32) Unknown, (Oxford)	CPZ - Object - No comments. Parking Restrictions - Object - No comments.
(33) Local Resident, (Oxford)	CPZ - Object - I object to being charged £65 for the right to park outside my own house. I view this as another stealth tax. We deliberately bought a house on cricket road because of the free parking. Allowing visitors to come and go as they please without the administrative burden and cost of registering them under the visitor permit. The proposal will simply lead to less flexibility, more cost and more administration, all without any tangible benefit Parking Restrictions - Object - No comments.
(34) Local Resident, (Oxford)	CPZ - Object - No comments. Parking Restrictions - Object - No comments.
(35) Local Group, (Elder Stubbs Charity Allotments)	CPZ - Object - Bhandari Site is situated on this street. This proposed CPZ will make it very hard for our allotment holders to park during the day time. Also, there are plenty of car parking spaces on this street, thus not making it a priority. Parking Restrictions - Object – <i>See comments above.</i>

(36) Local Resident, (Oxford)	<p>CPZ - Object - I think that installing a CPZ in our street or adjacent ones won't help anybody but only put extra-financial pressure on Oxford residents (who are constatly facing increase in rent prices which are pushing people further out). My girlfriend and I have been living here for a couple of years now and have bought a car. I am completely against any sort of measure of this type in our area as this would mean impossibility for us and so many other people like us (not garage owners) to find parking spots near our house and incurring in new additional costs.</p> <p>To be fair I have never struggled to find parking in my area throughout whole day so I am not quite sure where the complaints are coming from.</p> <p>Parking Restrictions - Object - <i>See comments above.</i></p>
(37) Local Resident, (Oxford)	<p>CPZ - Object - This is not necessary as there is normally space to park as many of the properties have drive ways. This is not an affluent area and this will cause difficulty for some families, particularly those with large families who receive a lot of visitors. This is simply a way to raise money for the council.</p> <p>Parking Restrictions - Support - Where this is related to safety and visibility at junctions I think it is appropriate.</p>
(38) Local Resident, (Oxford)	<p>CPZ - Object - In years living here we've seen no evidence the strip of Barracks Lane running west from the junction with Cumberland Road is frequently used by anyone other than residents and users of the Barracks Lane Community Garden, so as far as this area is concerned the CPZ would simply be an expense for residents and would have little impact.</p> <p>We are also aware that introducing a CPZ in other areas could mean that people searching for spaces begin to use this stretch of road. In principle we do not support the CPZ but would reconsider our opinion if it was likely to impact our ability to park outside our house.</p> <p>Does the council have any evidence on what the positive environmental impact would be of a CPZ in this area? With evidence we would also reconsider our opinion.</p> <p>Parking Restrictions - Neither - It is hard to give a definitive opinion on this without seeing where the restrictions are.</p>

(39) Local Resident, (Oxford)	<p>CPZ - Object - It is wrong to have to pay to park in your own street. In addition, many households will have more cars than the number of permits that are allowed.</p> <p>Parking Restrictions - Object - It is already hard enough to find somewhere to park.</p>
(40) Local Group, (Elder Stubbs Allotment Charity)	<p>CPZ - Object – the allotment site lies between Bhandari Close and Cowley Road, with an entrance off Bhandari Close. Many of our allotment holders are elderly and drive to their allotments, and will be adversely affected by the CPZ proposals. Our allotment managers also need to park nearby, often for several hours, and they will be severely affected by this. I note that you have made special arrangements for the Barracks Lane allotments, where 4-hour waiting slots have been allocated nearby, but you have made no such consideration for our allotments. Because of time I will keep this brief, but I will write longer before your Council meeting.</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(41) Local Resident, (Oxford)	<p>CPZ - Object - I would like to oppose the CPZ for Cricket Rd on the grounds that the small print states will not be guaranteed a place to park on our street even after paying £65.00 per car.</p> <p>The issue we face is the increasing number of HMO properties in this area, which require an urgent review. The amount of drop pavements being put outside homes as people build drives, lessening the street parking. Plus the number of students parking here as they aren't paying for permits in the areas they live in so move on to this street.</p> <p>By permitting more streets you are simply moving the problem on to other un permitted streets. This is not the solution.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(42) Local Resident, (Oxford)	<p>CPZ - Object - The concern is that, you are unable to guarantee that i will have a parking space with the new parking zones in place. I have noticed that a lot of property in my area have dropped their curbs in order to get around the parking zone charges. Especially the HMO properties this also mean less space for on street parking once the curbs have been dropped!</p> <p>Sometimes there are 3 extended HMO houses in a row with dropped curbs. Once you add yellow lines on corners there</p>

	<p>will be much less spaces to park and again a reduction of on road parking spaces. As a single female I want to feel safe late at night going to and from my car! Parking in front or very close to my house is essential . Cricket road has one of the highest crime rates in Oxford!</p> <p>Reduce the HMO in certain areas, this will help with parking, especially with the student HMOS! Why are students allowed cars When they come to Oxford. Especially in East Oxford? The university is 2 miles up the road, the bus service is extremely good! The university should be stricter and make it clear that cars are not allowed! Fine the students and the universities that allow this!</p> <p>Also controlled parking is almost like an extra tax, especially for poorer households who already struggle. The more wealthy and HMO households tend to get around not paying for parking by putting in off street parking.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(43) Local Resident, (Oxford)	<p>CPZ - Object - I am writing to you to oppose the proposed Cowley Marsh parking scheme on the following grounds :-</p> <p>1) where I live on Morris Crescent, Cowley Oxford, we the residents do not have a commuter parking or any parking problems our street only has residents and visitors cars parking here.</p> <p>2) we the residents have not been consulted properly for example the signs on the lamp post are in a typing font that is unreadable. The letter that I received was not addressed to myself and did not have a an official County council notice on it. This letter could have easily been classed as junk mail. Some of my neighbours said that they haven't received a letter about this proposed cpz. The consultation has been too short it should be at least 12 weeks.</p> <p>3) I think it is unfair to ask us residents to pay £65 per car to park outside our homes when we already pay road tax when there isn't a parking problem and a 7 day a week restriction is ridiculous and will affect my family and friends visiting.</p> <p>This is another tax on us the residents which is unfair. We the residents will collectively be opposing this scheme.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(44) Local Resident, (Oxford)	<p>CPZ - Object - I am a resident of Don Stuart Place, and I am concerned about the new controlled parking zones. We have a parking space which is part of the property for our house and I feel it is unfair we have to pay for a permit. Also Don Stuart Place has designated visitor parking at the top and bottom of the close. I do not understand where our visitors will park, if yellow lines are being put in place?</p>

	<p>Parking Restrictions – Support – However I do acknowledge that yellow lines at the entrance of Don Stuart Place may help with cars being able to use the junction safely, as this is currently an issue.</p>
(45) Local Resident, (Oxford)	<p>CPZ - Object - Unfortunately we have already applied for the drop kerb, and planning permission where our application has been rejected. For this reason I feel we would have to object from the parking zones being implemented for our area.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(46) Local Resident, (Oxford)	<p>CPZ - Concerns - As I said, I'm very much in favour of the parking Zone and was looking forward to being able to finally park near the house. But I see now it's only the side roads. Can I please request that this is also for the houses 510,508,506,504,502, 500 and 498? The houses opposite us have drives but we do not . I have spoken to my neighbours in the past about this and they too were looking forward to some parking permits. As permits will now be required for side roads this will make it even harder to park on the Cowley road where we live. Pushing all the commuter cars to park on the main road.</p> <p>I had been hoping to go for an electric car soon but this would be impossible- given I can rarely park by the house even now. I'm very saddened indeed by this decision which I had set a lot of hope by. It seems desperately unfair to the residents on the Cowley itself who don't have a drive. Please can I ask the council to reconsider. Most of us in the strip from 498 to 510 have just one car. At the weekends it is more possible to park- but not during the week, in the day. I can understand if you want to leave the spaces by the bus stop free to park as there are no houses there but I'd like to reiterate that we would really like permits for this part of the Cowley road.</p> <p>What is the reason for not including the Cowley road itself which is always busy with parked cars? We also have commercial vans often parked by the houses. You stated in your email to keep an eye on the wider picture but this seems to be ignoring the obvious that most commuter cars park on the Cowley road and the side roads are not as rammed. I can easily find a spot in Gillian's way or Shelly road but that's quite a long way from my house.</p> <p>I fear that if this goes ahead without consideration for the long suffering Cowley road dwellers it will be many years before this is considered again.</p> <p>Parking Restrictions – No opinion – No comments.</p>

(47) Local Group, (Oxford)	<p>CPZ - Neither - No comments.</p> <p>Parking Restrictions - Neither - No comments.</p>
(48) Local Resident, (Oxford)	<p>CPZ - Neither - I am worried that the CPZ will not make any significant difference to finding a space to park near my house, particularly in the evening. I use my car two - three evenings a week, returning to Cricket Road (1 - 34 section) around 11pm. I can hardly ever find a park in this section of Cricket Road and struggle to find any space to park nearby. I usually find a park that is about 5 minutes walk from my house. At this time of the evening, I presume that all the cars parked in this area belong to residents, so I am not very hopeful that the CPZ will help with finding a park near my house. If this is the case, I will resent having to pay a charge for no significant change / improvement. I support the idea of introducing the CPZ with the proviso that the situation is reviewed after a trial period. If it does not make a significant improvement to availability of parking spaces for residents, I think the CPZ should be withdrawn. I have noted that parking spaces become available in this section of Cricket Road most days between 9am - 6pm (approx) but it is very rare to find a space after 6pm.</p> <p>Parking Restrictions - No opinion - No comments.</p>
(49) Local Resident, (Oxford)	<p>CPZ - Neither - We use Cumberland Road to access our off-street parking, via a laneway (unnamed) between 1 and 3 Cumberland Road. We ask that the the entrance to the laneway and adjacent driveways are clearly demarcated with no parking access lines, so that the introduction of a CPZ does not encourage others to park obstructively across the entrance of the laneway (as they do presently). Also of concern is that the CPZ will encourage parking inside the laneway itself, especially after 6.30pm. The laneway provides access for a number of cars to private parking, and any intrusive cars disrupts this access due to limited space for turning circles, etc.</p> <p>We ask the council to please clearly demarcate the entrance of the laneway and adjacent driveways at 1-3 Cumberland Road with a 'no parking' white line. We also ask the council to consider that 1 Cumberland Road is a business and may need a space in front of the property that is for customers, with differently timed zoning. This would hopefully prevent intrusive parking in our laneway from customers of the store.</p> <p>Parking Restrictions - Neither - No comments.</p>

(50) Local Resident, (Oxford)	<p>CPZ - Support - I support the CPZ introduction but object to providing any parking spaces outside the black tarmac parking provided as part of the residences on Reliance Way as parking on the estate road was expressly forbidden in the decision notice for 02/01523/RES issued by the local planning authority on 18 November 2002. Condition four says:</p> <p>vehicles shall only be parked on the areas allocated for parking on the approved plan no 250-H and under no circumstances whatsoever, shall vehicles be parked in the rear gardens of the dwellings or in front gardens other than the spaces specifically allocated for parking on the approved plan no 250-H. Reason: To maintain landscaping and the character and appearance of the area and control any increase in parking that could undermine the concept of sustainable development.</p> <p>At the moment parking on Reliance Way is out of control and there are serious safety concerns at night when there are cars parked on lots of parts of the estate road where doing so is forbidden as above. As such I believe Reliance Way needs more Double Yellow Lines, and must not have residents parking spaces allocated on the public highway as that would directly violate the above. The most urgent places DYLS are needed are on the areas that are cobbled to designate them as passing places, and in the first left hand bend as one drives into Reliance Way on the right as the existing DYLS encourage parking in that space and the pushes traffic trying to leave Reliance Way directly into the path (blindly) of traffic entering Reliance Way. I have had several near misses with speeding drivers.</p> <p>A a compromise position, rather than making lots of residents parking spaces on Reliance Way I would fully support making some spaces for car-share schemes like co-wheels etc, with some of those spaces having electric vehicle chargers provided. I believe many residents would stop owning cars if they have a vehicle close at hand they could use for occasional short journeys and that use of public highway for storing this sort of shared-use vehicle is much more appropriate than storage for privately owned vehicles. I think Reliance Way would easily support 5-10 shared vehicles as there is such good pedestrian and cycle access to the road from the surrounding area via Barracks Lane and Saunders Road.</p> <p>Parking Restrictions - Support - I support the DYLS on Reliance Way and Saunders Road but would urge the following additions:</p> <p>A DYL along the highway outside nos 42 to 58 Saunders Road to protect the pedestrian walkway as cars are still being parked between the bollards and forcing pedestrians into the road.</p> <p>DYLS across the road either side of the bollards that separate Reliance Way (near no 2) from Saunders Road (no 41) as they are removable and designed for emergency (and refuse collection) access but almost continually have vehicles</p>
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	<p>parked against them on the Saunders Road side making such access impossible.</p> <p>A DYL along the Eastern edge at the South end of the black tarmac path that runs along the side of 2 Reliance Way and the flats 60-96 Saunders Road. Cars are often parked across the bottom of that path making passage extremely difficult for those with mobility or vision impairment.</p>
(51) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support the CPZ, since Divinity Rd CPZ was introduced people started parking their vehicles in Belvedere Rd, sometimes for few days while in holidays plus going to town or work, when friends & family comes to see us they can't park their vehicles. The big concern is quite a few times vehicles been parked at the end of street where there is a fire hydrants & vehicle turning point due to dead ends. Any delivery van comes to street can't turn their vehicle and had to reverse in to main Cowley Rd which is very dangerous & accidents waiting to happen.</p> <p>Parking Restrictions - Support - With double yellow lines it will deter people to park their vehicles. If a fire engine comes to our street God forbid there may be a problem.</p>
(52) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support this proposal. The current lack of a CPZ is resulting in many student tenants bringing cars to Oxford during term time, leading to increased pressure on both parking and road capacity. Additionally, as this is one of the few areas without a CPZ, many commuters are choosing to park here rather than using the Park and Ride facilities.</p> <p>Parking Restrictions - Support - Strongly support this. Inappropriate parking is frequent and troublesome, particularly near junctions.</p>
(53) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - Assume relevant parking spaces and restrictions(yellow lines) will apply in the full length of Shelly Road, i.e. including the 'extension' from Cricket Road to the school.</p>
(54) Local Resident, (Oxford)	<p>CPZ - Support - I believe it is in the community's benefit to work to maintain some element of gardens in front of houses. By 'garden' I mean some green space, grass, trees, bushes, flower beds etc. Such front garden improve the ambience of streets, the plants and trees improve urban air quality. https://www.theguardian.com/science/2020/feb/18/plantwatch-</p>

how-urban-trees-and-hedges-help-cut-air-pollution , trees can reduce noise
https://www.acoustics.asn.au/conference_proceedings/INTERNOISE2014/papers/p83.pdf Trees and plant can reduce summer urban temperatures <https://www.forestresearch.gov.uk/research/role-urban-trees-and-greenspaces-reducing-urban-air-temperatures/>

These are all beneficial to the health and well being of our community. Trees and urban planting reduce storm water run off which otherwise contributes to the Thames flooding This is beneficial to our wider local region.

Gardens are beneficial to biodiversity conservation

<https://www.sciencedirect.com/science/article/abs/pii/S0169534709002468>

Trees, plants, gardens can help absorb CO2 and so limit climate change. So of benefit to everybody.

All the above are summarised well in https://www2.mmu.ac.uk/media/mmuacuk/content/documents/school-of-science-and-the-environment/urban-environments/ENVI69_Gardens.pdf

My suggestion is to use the controlled parking zone implementation to reduce the incentive to fully pave front gardens so that more cars parking can be achieved. My suggestion is that if more than, say, 80% of a house plot width is paved / has 'Access Way' then no parking permit is allowed for that property. If more than, say, 50% of the frontage is Access Way then only one parking permit is allowed for that property.

This is not unfair in pure parking terms either, a house with the full plot width as Access Way has no communally available parking in front of it but under the proposals such a property would still be entitled to 2 parking permits. If every house had a full plot width of Access Way and took the 2 allowed parking permits there would not actually be space on the street for all these cars.

The current proposal allow every house to have 5 cars – 3 parked in the former front garden and 2 on the street. This is far too many cars, and an incentive to landlords, who have much reduced concern over the local environment, to pave over front garden such that their property is perceived as more attractive to short term tenant's who don't bear the long term consequences of the removal of front gardens and the less pleasant street environment.

A final point is that the garden walls are an attractive part of the 1930s character of the housing in this area and so any opportunity to use Council regulations to provide an incentive to retain the walls / a disincentive to remove the walls should be taken please!

Generally I support measures that reduce the available space for car parking as making parking a little more difficult helps encourage people to use other travel options all of which (except taxis) are better for the environment, better for personal health (and hence NHS) and contribute to Oxford being more pleasant city to live in.

	Parking Restrictions - Support - No comments.
(55) Local Resident, (Oxford)	CPZ - Support - No comments. Parking Restrictions - Support - No comments.
(56) Local Resident, (Oxford)	CPZ - Support - Strongly support permit parking. Given that most properties on Ridgefield Road have a driveway for parking, and many have enlarged this through creating a dropped kerb and paving the front of the house, it seems unnecessary to allow 2 permits per household. The frontage of the properties is not sufficient to park 2 cars. One should be sufficient, and would deter student households from bringing too many cars onto the street. Would also like to see traffic calming measures introduced. Though a 20mph zone, the length of the stretch from the Magdalen Road to Howard Street junctions encourages cars to drive at excessive speeds making it dangerous for cyclists, pedestrians and making children particularly vulnerable. Parking Restrictions - Support - Strong support the extension of double yellows, especially to remove parking on pavements at the junction of cul de sacs with Ridgefield Road, which blocks pedestrians, pushchairs and wheelchair users.
(57) Local Resident, (Oxford)	CPZ - Support - I welcome the proposal for a CPZ in the proposed area. It is really desperately needed. Parking Restrictions - Support - I welcome these proposals and sincerely hope that the plan is adopted. I do have one or two questions around the operation of said plans. If an elderly resident does not request a parking permit might they still be able to apply for visitors permits e.g. for visiting relatives/friends? How is the scheme monitored? For instance is anyone checking the use of spaces and particularly between the hours of 9.30 p.m. and 8a.m if those using residents permit places have this permission?

(58) Local Resident, (Oxford)	<p>CPZ - Support - Parking has become a nightmare on Cricket Road/Drove Acre Road, with too many houses being extended for student accommodation, students bringing cars to university, and house owners building dropped kerbs, not to mention the effect of the other nearby CPZs. I think a CPZ here would relieve that.</p> <p>Parking Restrictions - Support - No comments.</p>
(59) Local Resident, (Oxford)	<p>CPZ - Support - I would very much welcome controlled parking on Ridgefield Road. I would also very much welcome white markings on the street outside no.25 to indicate to drivers not to block the drive.</p> <p>Parking Restrictions - Object - I think white lines should be enough, as long as their use is enforced. Double yellows would be excessive, unless it's in key areas like the corner of Ridgefield Road and Magdalen Road.</p>
(60) Local Resident, (Oxford)	<p>CPZ - Support - Ridgefield Road is frequently used as a "car park" by commuters, those shopping in Cowley Road, or as long-term parking by those on holiday. Obstructions to driveways are frequent and objections often are met with abuse. My wife is disabled, and this kind of behaviour has caused inconvenience sufficiently frequently to be significant. We do have an off street parking place, but those "overlapping" the ends of our dropped kerb and making safe exit and entry very difficult have cause distress and inconvenience at times. This has been compounded by those who ignore the 20 mph speed limit!</p> <p>Parking Restrictions - Support - No comments.</p>
(61) Local Resident, (Oxford)	<p>CPZ - Support - I don't agree with the timings as they don't go far enough. The restriction on Belvedere Road should be throughout the day not just in the evening because we have a major problem of vehicles who do not live on the road but come and park for days and weeks.</p> <p>Parking Restrictions - Support - Belvedere Road is a cul-de-sac. At the end of the road is a turning circle. Under the CPZ scheme, the turning circle on this road must include 'double yellow lines' in this location so vehicles do not park and block the turning circle. I have complained about this on many occasions. The turning circle also has a water main supply which is used by the emergency services as was done recently due to flooding.</p>

(62) Local Resident, (Oxford)	<p>CPZ - Support - I wholeheartedly support the proposal. Anything which reduces the amount of cars on oxford roads is essential.</p> <p>Parking Restrictions - Support - No comments.</p>
(63) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support the proposal. The current situation is untenable and getting worse. I hope that this is implemented AND enforced.</p> <p>Parking Restrictions - Support - No comments.</p>
(64) Local Resident, (Oxford)	<p>CPZ - Support - Something must be done to reduce the chaos that is caused by the number of cars that park at the top of this cul de sac. We can not have visitors park near us sometimes to the number of cars that are blocking and stay for days!! The top of the road is a turning point and there are 3 cars parked there on most days/nights and my parents have difficulty in reversing out of their driveway.</p> <p>I have written to our MP previously about this problem. Though this is a problem in this area with tenants of the numerous lettings not having parking or their own and houses not using their own driveways to park. The council must be aware of the numerous high volume rented houses along this stretch of Cowley Road, AND also those that park and then get on the bus to work in town. My own driveway has been blocked before.</p> <p>Parking Restrictions - Support - The turning point to our road should have double yellow lines and also traffic wardens to visit as the bottom of our road has cars parked on the lines</p>
(65) Local Resident, (Oxford)	<p>CPZ - Support - Very pleased that Kenilworth Avenue is included. Controlled parking should assist ambulances, refuse collectors and other large vehicles, and hopefully reduce blocked drive ways. This is a very narrow cul-de-sac often used as parking for people working elsewhere.</p> <p>Pavements are often impeded, as people park cars opposite each other. Will the new scheme go any way to improving this situation?</p> <p>Parking Restrictions - Support - I am hoping that double yellow lines will be added to the circular turning bay at the top of</p>

	<p>Kenilworth Avenue. This is often occupied by parked vehicles, making turning round in this narrow road difficult.</p> <p>I would also like to see single yellow lines painted across every driveway to discourage people from blocking them!</p>
(66) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - I would also support additional measures and/or expansion of double yellow lines around the area of St Gregory's School on Cricket Road, where there is significant congestion in mornings/afternoons due to parents dropping off and picking up pupils. This makes it extremely difficult for residents living near the school to get out of Cricket road in the mornings and to get back home in the afternoon, and the traffic discourages students of the school from travelling to and from school by bicycle.</p>
(67) Local Resident, (Oxford)	<p>CPZ - Support - Parking for residents is a nightmare on Glanville Road. Staff from the school at the end of the road park here, students from the halls on Glanville Road and Reliance Way park here despite planning permission for the halls being granted on the basis of students within halls not having cars. I am very supportive of a CPZ being brought in here and on the surrounding streets.</p> <p>Parking Restrictions - Support - No comments.</p>
(68) Local Resident, (Oxford)	<p>CPZ - Support - Since CPZ have been introduced in other nearby roads Ridgefield Road has become very congested, sometimes it is difficult to enter the road at the junction between Cricket Road and Ridgefield road as there is a stream of traffic with nowhere to pull in to allow each other to pass. I have been stranded on Cricket Road (blocking that road too) on a number of occasions in the past couple of weeks and it is only getting worse. The sooner this work is carried out the better as far as I'm concerned.</p> <p>Parking Restrictions - Support - No comments.</p>
(69) Local Resident, (Oxford)	<p>CPZ - Support - There is such an issue on the Cricket Road, specifically at the junction of Cricket Road and Ridgefield Road, by the allotment entrance, there is a business being run, which has 6 large vans, which use up most of the convenient parking spaces, owned and operated by one local resident. These types of vehicle should be parked on a trading estate and not a residential street. One can understand a local tradesperson with one white van but this person</p>

	<p>have 5 vehicles which cause a complete nuisance for all the residents.</p> <p>In addition to the vans, when the allotment is attended, rather than parking in their designated parking they park on the street, causing no end of chaos!</p> <p>Finally, as we all know the road is cut through to avoid the Howard street congestion at 5pm and not enough space is left for vehicles to pass each other, and bottlenecks occur every day by inconsiderately parked vehicles!</p> <p>Parking Restrictions - Support - Double yellows on the corners of junctions and remove the speed inhibitors, as they are so last century, instead, install 20mph speed cameras (lots of them)!</p> <p>Please replace any APM's with double yellows, as people really do not respect them in any way shape or form.</p>
(70) Local Resident, (Oxford)	<p>CPZ - Support - When previously surveyed last year I was not too bothered either way. Since the new CPZ has been introduced on the other side of Magdalen Road, the parking situation here has become much worse, and it is difficult to navigate the pavements with a buggy, and difficult for our guests to park. I am therefore now in favour of a CPZ here, although I suspect that will just move the problem further along...</p> <p>Parking Restrictions - Support - There is a huge problem with cars parking around corners in the area, making it difficult and unsafe for pedestrians to cross the road, including large numbers of schoolchildren. I am therefore very much in favour of more double yellows.</p>
(71) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support this proposal. It will make the area much safer, and will mean that residents and their visitors are able to park near their houses. This is particularly important for our elderly and disabled neighbours. I would be interested to learn how the County Council plans to enforce the restrictions when they are in place.</p> <p>Parking Restrictions - Support - I strongly support this proposal. It will make the area much safer. I would be interested to learn how the County Council plans to enforce the restrictions when they are in place.</p>
(72) Local Resident, (Oxford)	<p>CPZ - Support - Magdalen Road and the area around it is much nicer for the introduction of a CPZ last year, but the parking problem has been displaced to Cowley Marsh - Ridgefield Road in particular is a nightmare with cars parked any old where (and the Boundary Brook estate, but that isn't covered by this consultation).</p>

	<p>Fully support extending controlled parking out as far as the ring road, and then when that's done starting a gradual reduction of the number of on-street spaces and permits provided.</p> <p>Parking Restrictions - Support - With enforcement! The usual tendency is for idiots to park fully on the pavement completely inside the double yellow lines, and that has got to be stopped with aggressive ticketing.</p>
(73) Local Resident, (Oxford)	<p>CPZ - Support - Overall I support the proposed CPZ - an new zone would discourage residents of RH from parking outside their own zone and prevent commuter parking. However I have a few concerns that could be addressed. The entire zone is marked as being 2-hour waiting between 8am and 6:30pm - this differs from the neighbouring zones (DV, RH, MS) all of which are majority residents-only at all times. I do not believe having the entire zone available during the day is suitable - although the wait limit should discourage commuters, it allows too much parking for those dropping theirs cars in this area before heading to Cowley Road (or even the city centre). The council's plan should be aiming to encourage the use of the park-and-ride for this kind of activity, and this plan does not do so sufficiently. Some spaces to accommodate local businesses within the zone would of course still be required, but not the entire zone.</p> <p>Failing this, reducing the hours available for 2-hour waiting slightly would be an acceptable alternative - this would ensure that those residents who do have to commute would have space available on their return. I note for instance that the proposed Hollow Way North zone has large sections that are 9am-5pm.</p> <p>I am also unclear on the definition of "resident (short-term) for study purposes" (these are excluded from the permit scheme). Does this include all students, or only those on short secondments - i.e. does a student who rents a property on a 1 or 2-year lease count as short-term or just as resident?</p> <p>Parking Restrictions - Object - The diagram of the zone shows an extension of the double yellow lines in the north-western section of Cricket Road (outside numbers 7-11). This removes a number of spaces from this area that I believe are still needed. A similar argument could be made going NE from the same corner (alongside 185 Howard Street). The length of these no-waiting areas seems excessive in an area where parking spaces are already at a premium.</p>
(74) Local Resident, (Oxford)	<p>CPZ - Support - I am looking forward to having a controlled parking zone on Cricket Rd. The far end, near Drove Acre, has now become very busy and we frequently have to park several streets away from where we live.</p>

	<p>On the opposite side of our street residents who have larger front gardens have built dropped kerbs and so it is now not possible to park on the opposite side of the road as the whole section has become driveways.</p> <p>So our parking is severely limited - to only our side of the road. There are also three HMOs (2 with students) right next to us and this has also impacted on our ability to park near our house.</p> <p>We only have 1 car but we often have to drive around searching out a parking space 10 minutes walk away.</p> <p>Parking Restrictions - Support - No comments.</p>
(75) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(76) Local Resident, (Oxford)	<p>CPZ - Support - Although i would not enjoy having to pay extra for this. However if this is to work then there needs to be enforcement. Currently we have yellow lines on our road on Cumberland road. However as there is no enforcement everyone parks there. It would only work if there is adequate enforcement. Also our neighbours here have around 15 cars. Which means they take up all available spaces on the road. In fact every relative seems to be parking here as well. As mentioned this would only work if this is enforced.</p> <p>Parking Restrictions - Support - We currently have yellow lines in Cumberland road. However there seems no enforcement at present. Hence they are only effective if they are enforceable.</p>
(77) Local Resident, (Oxford)	<p>CPZ - Support - Fully supportive of this provided it can be adequately policed.</p> <p>Parking Restrictions - Support - No comments.</p>
(78) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>

(79) Local Resident, (Oxford)	<p>CPZ - Support - There should only be parking for residents not others . I have seen many people come and park there car in the morning on my road and then wonder off and not return back or they return back but not till late in the evening .</p> <p>Also there are those drivers who park there car in a wrong way that it causes inconvenience to other road users .</p> <p>It would be best if this was only a permit parking zone for residents only . And no return in 1hr not 2.</p> <p>Parking Restrictions - Support - I support the councils plans but as stated above in the questionnaire that a No Return in 1hr is better than 2hr . And also parking for only residents .</p>
(80) Local Resident, (Oxford)	<p>CPZ - Support - There is a parking problem in the Don Stuart Place/ Glanville Rd area. I would therefore support the introduction of a CPZ, but only on the following conditions:</p> <p>* Residents of The Mews Student Accomodation are not entitled to a parking permit. The main problem with regards to parking on Don Stuart Place relates to The Mews Student accommodation. Outside of term time, there is very little problem. However, parking becomes extremely problematic during term time (parking on street corners obscuring visibility when turning out of Don Stuart Place onto Glanville Rd; inappropriate parking on the bend of Don Stuart Place that blocks access to emergency vehicles/bin collection etc). I would only support the introduction of a CPZ on Don Stuart Place if residents of The Mews are not allowed to purchase a parking permit.</p> <p>*There absolutely should be double yellow lines on the corner of Don Stuart Place/Glanville Rd as visibility is close to zero if cars are parked on the corners and it is extremely dangerous turning out of Don Stuart Place, especially during school rush hours when it is not possible to see incoming cyclists who are often kids. This could easily result in a fatal accident with a pupil of Spires.</p> <p>*The CPZ plan should additionally include double yellow lines on the bend of Don Stuart Place. This is where there are the most parking issues. If vehicles park on both sides (on the bend and in the corner), then access is compromised. It's often difficult to exit the street with a car, but an emergency vehicle would really struggle to get through (ambulance/fire engine). This is a safety issue.</p> <p>Please note that most of the parking spaces on Don Stuart Place itself are designated private parking spaces (the land for the parking spaces belongs to the freeholders that have purchased the houses). Therefore, it needs to be clear that no parking permit should be required to park in these private parking spaces.</p>

	<p>If the above conditions were not in place (specifically relating to The Mews student accommodation), then I would object to the introduction of a CPZ, as it would not resolve the ongoing issues with parking in the area.</p> <p>Parking Restrictions - Support - There should be double yellow lines on the corner of Don Stuart Place/ Glanville Road as visibility is close to zero when turning out of Don Stuart Place if there are cars parked there. I have personally had a couple of near miss accidents there.</p> <p>I would also support the introduction of double yellow lines on one side of the bend in Don Stuart Place to reduce the access issues encountered.</p> <p>Glanville Rd itself is very congested at rush hour due to school drop offs/pick ups so something also needs to be done to ease that problem.</p>
(81) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(82) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(83) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(84) Local Resident, (Oxford)	<p>CPZ - Support - A lot of people park on these roads during the day to travel into town, and there are often people parked badly blocking access to our property and blocking the pavements.</p> <p>Parking Restrictions - Support - No comments.</p>

(85) Local Resident, (Oxford)	<p>CPZ - Support - If it's is possible can you consider extending the traffic calming road humps on Ridgefield Road too to slow down cars using this road at soeed to avoid the Cowley road speed camera ..</p> <p>Parking Restrictions - Object - I don't want to see extra double yellow lines on corners . If there are lines currently being used that will suffice. Extra lines on junctions will only reduce parking availablity. Currently many house's of multiple occupation and student housing with many cars..</p>
(86) Local Resident, (Oxford)	<p>CPZ - Support - At same time I would support traffic calming initiatives on Ridgefield road too</p> <p>Parking Restrictions - Object - I support double yellow lines to existing markings . I would object to new additional double yellow lines which would further reduce the parking on Ridgefield road</p>
(87) Local Resident, (Oxford)	<p>CPZ - Support - I am a homeowner in Ridgefield Road. The parking here has always been challenging as we are a short walk from the bus stops on Cowley Road that take people in to town. We often find we cannot find parking on our own road - particularly at night after work as non-residents have filled up our road.</p> <p>The parking situation in this road has become intolerable since the parking restrictions were put in place further in to East Oxford as a result of the new University Buildings near Charles Street. Now everyone parks here as it is one of the few areas that is not restricted - it is effectively a free car park for anyone wanting to park here or wanting quick access to the city centre. I know my neighbours - especially those with no parking in their front gardens - also find this very challenging.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(88) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(89) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>

(90) Local Resident, (Oxford)	<p>CPZ - Support - The residents of Barracks Lane (that's me included) are fed up with cars being left on our little road for days.</p> <p>We are also fed up with the Barrack's Lane Community Garden visitors that drive in and take all our car parking spaces when they easily park by the allotments in the vacant spaces there.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(91) Local Resident, (Oxford)	<p>CPZ - Support - Area is being used as parking for people using bus into city centre, cowley Rd ect. My drive way has been blocked in many occasions. Also a dangerous corner with cars parked on it next to a park.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(92) Local Resident, (Oxford)	<p>CPZ - Support - No comment</p> <p>Parking Restrictions - Support - No comment</p>
(93) Local Resident, (Oxford)	<p>CPZ - Support - In my Road some Parking places came with house dead and how will I be included in this zone</p> <p>Parking Restrictions - Support - No comments.</p>
(94) Local Resident, (Oxford)	<p>CPZ - Support - Struggling with parking and mainly are wastgate workers to blame , parking around here and taking buss to city centre.</p> <p>Parking Restrictions - Support - No comments.</p>

(95) Local Resident, (Oxford)	<p>CPZ - Support - While I support the scheme in general, I am writing to object to the proposals concerning 2 hour parking/residents' parking (i.e. parking for the residents of the Cowley Marsh area) as they affect Reliance Way. Reliance Way is a relatively recent integrated development. The main road through the development only has space for one car at a time. On either side of the road, there are designated parking spaces owned by particular residences on Reliance Way. Some areas of Reliance Way are broad enough for two cars at a time, but these are flanked by designated parking places on both sides. So there is simply no scope for the additional parking that this proposal suggests.</p> <p>So putting up signs concerning 2 hour parking/residents' parking (i.e. parking for the residents of the Cowley Road area) on Reliance Way would be a waste of public money, and misleading to people looking for a place to park and could result in cars parked on areas that would block the flow of the traffic.</p> <p>Parking Restrictions - No opinion - No comments.</p>
(96) Local Resident, (Oxford)	<p>CPZ - Support - I fully support the introduction of the proposed CPZ. However, I am puzzled at how exactly restrictions are going to apply in Reliance Way, where my wife and I live. Parking in Reliance Way is unlike parking in the local streets as most, if not all, residences have their own designated parking spaces. It is difficult to see where additional parking can be made available for public use. The present problem arises from some properties having several cars, as many as four or five in some cases. Clearly, we cannot easily accommodate the demand for parking in every case. In particular, I regret the uncontrolled parking on the through roads (brickwork) and cobbled passing areas, which restricts access by emergency and utility vehicles. I hope the proposed double yellow lines will eliminate this undesirable parking.</p> <p>Parking Restrictions - Support - <i>See comments above.</i></p>
(97) Local Resident, (Oxford)	<p>CPZ - Support - The map does not make it clear if there is to be parking on both sides of Ridgefield Road after the bend, where houses 112 - 106 face the park: or one side only: or staggered parking. This is an important detail given the amount of traffic using Ridgefield Road as a rat run. There are often traffic jams which is a hazard for pedestrian users of the playground.</p> <p>Parking Restrictions - Support - There is a sharp bend in Ridgefield Road near the community centre. I strongly think there should be double yellow lines on both sides of the road round this bend. Some drivers find it difficult to navigate the bend - there is a history of accidents here: cars are currently parked on both sides of the road which massively reduces</p>

	visibility. There is also the additional hazard of pedestrians - many young children - crossing the road to get to the park.
(98) Local Resident, (Oxford)	<p>CPZ - Support - I feel that the double yellow line should also be around both corners entering the houses as we have a lot of problems with people parking recklessly on the both corners, making it impossible for access to the houses, If there was need for emergency services to gain access I feel that they would struggle.</p> <p>Parking Restrictions - Support - I do have photos of the reckless parking.</p>
(99) Unknown, (Oxford)	<p>CPZ - Support - Having lived on Ridgefield Road with my family since 1992 (one of the few still here) we have gradually seen quiet Ridgefield Road and the surrounding area fall into a state of grubby poorly maintained student lets, with hundreds of cars parked all along the streets ,on pavements & blocking driveways! Our road is a rat run for cars & Vans regularly travelling at high speed between Magdalen road & Howard street! 20mph speed limit ignored. Enforce this?</p> <p>Cars regularly block our driveway & also park around the Both cornerS of Dove Acre Road opposite making it extremely hazardous pulling out to turn left to get to my driveway! We are fed up with it!!</p> <p>because of this We had to take down our front wall which also had lovely shrubs & flowers drop the kerb add more block paving at great cost to get better access to our house !!</p> <p>We also see many cars being parked along the street & their drivers walking away towards Cowley road end & disappearing round the corner.obviously not residents! So yes introduce controlled parking.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(100) Local Resident, (Oxford)	<p>CPZ - Support - I am supportive for this scheme to take place. There has been a lot of illegal parking taking place and this proposed scheme will tidy up all this.</p> <p>So therefore can you please mark access protection lines on the following properties. 23 Ridgefield Road, 406 Cowley Road, 408 Cowley Road as and when your works start to implement the scheme..</p>

	<p>Parking Restrictions – Support – <i>See comments above.</i></p>
<p>(101) Local Resident, (Oxford)</p>	<p>CPZ - Support - I am a resident of Drove acre road Oxford and am writing to show my support for CPZ in the Cowley Marsh area specifically Drove Acre Road.</p> <p>We have been having major parking issues in our area for some time with too many vehicles being parked & on occasions illegally.</p> <p>It has been so bad at times it has taken me up to 30 mins to find parking space when I return from work and on occasions park up to 10 minutes away from my home. When you drive in our area you cannot see oncoming vehicles whilst making a turn as vehicles are parked everywhere a space can be found which is dangerous for vehicles being driven & pedestrians crossing the road as there are too many blind spots.</p> <p>I have been forced to get permission and to drop my kerb/pavement outside my house and create parking on my driveway. As part on the consultation and the creation of this zone I would like to request a white line outside properties of 2 & 4 Drove Acre Road to help assist with parking and to help alleviate parking issues & frustrations.</p> <p>Parking Restrictions – Support – <i>See comments above.</i></p>
<p>(102) Local Resident, (Oxford)</p>	<p>CPZ - Support - I have reviewed your consultation plans and I would like to suggest the following points:</p> <p>I have been a resident on Ridgefield Road since 1985 and for the last 4 years the parking situation has become unmanageable and I am totally in favour of a CPZ to be introduced in order to help improve the current situation. In recent times I have noticed that in the manner that cars have been parked has made this nice residential road in to potential safety hazard for many reasons. the lack of respect commuters have for parking across people drives and blocking people in as well as parking on pavements making it difficult for wheelchairs and pushchairs to pass and parking on corners restricting visibility for people coming around corners.</p> <p>Under your proposal would it be possible to mark white access protection line outside of property 31 Ridgefield Road.</p> <p>At the junction of Ridgefield Road touching Howard street on the side to 71 Ridgefield Road there was a drobbed kerb</p>

	<p>which allowed my father who is wheelchair bound to cross very easily and this was taken away last year. at present we have no way to get the wheelchair down and across without going in to the road which is unsafe. please can this be re-instated.</p> <p>Parking Restrictions – Support - you are proposing to mark double yellow lines from number 3 to number 9 Cricket Road, would you consider a continuation of this double yellow line to carry through the bend in to Drove acre road in order to eliminate parking that will become a safety hazard</p> <p>At the beginning of Ridgefield Road (at the Magdalen Road end) due to the bollard the junction is already very tight and if there is a vehicle waiting at the junction to turn in to Magdalen Road and at that time if another vehicle attempts to enter its not passable especially if there is a vehicle parked to the right (if you face towards Magdalen Road). Often in this situation the road becomes blocked and I have witnessed traffic jams for up to 1 hour where cars are unable to pass through. also if a larger vehicle tries to enter Ridgefield road with a car parked to the right it is impossible to enter in to the road.</p> <p>Therefore would it be possible to extend the current proposed double yellow line on both sides to number 1 and 2 Ridgefield Road to allow vehicles to enter and leave this road easily and to make this junction safer and also considering there is a school nearby.</p>
(103) Local Resident, (Oxford)	<p>CPZ - Support – We are fed up with people parking their cars in our streets when they don't live in the area.</p> <p>Parking Restrictions – No opinion - No comments.</p>
(104) Local Resident, (Oxford)	<p>CPZ - Support – overall I think a CPZ is certainly needed in this area.</p> <p>Parking Restrictions – Support - I have noticed on your proposal map that you are proposing to mark a double yellow lines from Howard Street to number 3 Cricket Road. Some building works have been going on at number 3 Cricket Road which I think are near completion and only yesterday I noticed that white marks have been marked on the foot path indicating that they will be dropping their kerb very soon.</p> <p>I would like to see your proposed yellow line to continue from number 3 Cricket Road right around the bend into Drove Acre Road. Being a local resident of this area this is a very dangerous bend and by marking double yellow lines will make it much safer bend for the users.</p>

	<p>Recently I have had my kerb dropped outside of my property and I am making a request if white access protection lines can be marked outside of my house when you come to implement your CPZ.</p>
(105) Local Resident, (Oxford)	<p>CPZ - Object – If the Cowley Marsh CPZ is going ahead (I didn't see the need for it in the first place) then outside 506 Cowley Road should be included as otherwise everyone from all the included nearby roads will use these few free remaining spaces, making it impossible to park near my house.</p> <p>I was dismayed at the proposed charges, I already pay very high council tax, garden waste bin charge etc etc so I would hope there would be a way to provide more free or reduced permits, particularly visitor permits, to low income households such as mine. I rely on people visiting me and dropping off things I need.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(106) Local Resident, (Oxford)	<p>CPZ - Support – I have one car I keep kerbside. Permits will keep the road free of so many vehicles.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(107) Local Resident, (Oxford)	<p>CPZ - Support – I would support your proposed scheme if the safety measures (<i>see below</i>) can be incorporated.</p> <p>Parking Restrictions – Concerns – I have viewed your proposed map and have noticed that the bend near my house is the only bend on your whole scheme that does not have double yellow lines. This is a very dangerous bend as cars come very fast along Ridgefield Road approaching this bend. Also on this bend is the entrance to the Regal community centre which has a big car park serving it.</p> <p>On the inner side of this bend I would like to see marked double yellow lines from the dropped kerb serving 102 Ridgefield Road to the dropped kerb serving 104 Ridgefield Road . On the outer bend I would like to see double yellow lines from number 123 Ridgefield Road to the dropped kerb near to the entrance to Regal community centre. When I pull out of my drive in this current road situation the road safety is at minimal because cars are always parked on this bend.</p> <p>From your documents you are proposing at the junction of Ridgefield Road/Cricket Road double yellow lines to a distance of 8.5m. This is certainly not enough for safety reasons. This double yellow line should be extended to about</p>

	<p>15m. I usually take my disabled wife out and we normally cross at this junction and with your proposed 8.5m double yellow line will still leave a very dangerous crossing point considering that a school is near by and is used by school children and their parents.</p> <p>Due to illegal parking would it be possible to have a white access protection line painted outside of my drive.</p>
(108) Local Resident, (Oxford)	<p>CPZ - Support – Further to your consultation I am supportive for a controlled parking zone in this area providing the following (<i>see below</i>) can be incorporated in your works.</p> <p>Parking Restrictions – Concerns – As you enter Don Stuart Place you are proposing a double yellow line on the left hand side and I would like to see this continue right up to number 1 Don Stuart Place. Also a double yellow should be marked on the inner bend to the first parking bay.</p> <p>A lot of cars have been parking on the bend and it gets very difficult to pass by and is very dangerous. I am a pensioner and I rely on the hospital ambulance transport service to take me to the hospital and at times it has been very difficult to pass by with cars parked on the bends. Also the refuge lorry has to reverse into this road every week and at times it has been unable to pass by and it makes it very difficult for the refuge collection team to do their collection. If a fire brigade was called it would never be able to get past the bend in the way that cars are parked at this present time.</p> <p>I hope you can understand my concern and a double yellow line should be marked around the bend.</p>
(109) Local Resident, (Oxford)	<p>CPZ - Object – You will note that our home is situated within the geographic area covered by this proposal. We have suffered, along with the residents of the side roads specifically covered by the proposed parking controls, from years of fly parking by non-residents. Also, as residents of the main road, we have had the challenge of constant high levels of traffic, making the flexible use of parking opportunities elsewhere more difficult to access, especially in circumstances where we must manage combinations of children, pushchairs and baggage such as shopping. The availability of car parking on Cowley Road is already very limited and the great many residents without off-street car parking, such as ourselves, compete constantly with commuters and others for available spaces.</p> <p>Although some on-street parking is available outside our home, it is common to have to park hundreds of metres away from our house as the convenient spaces are often hogged by users who would not qualify for a resident parking permit. Our vehicle bears the scars of innumerable clumsy attempts by incredibly optimistic but talentless drivers hell-bent on squeezing their car into a gap only millimetres bigger than their car. In summary, we wholeheartedly welcome,</p>

in principle, the imposition of parking restrictions for non-residents. However, the proposal as currently formulated will only make the bad situation for those living on Cowley Road immeasurably worse.

The current proposals will bring real benefits to those living on the designated streets. However, they will displace the non-resident parkers currently using those spaces onto the extremely limited space on Cowley Road which, under the current proposal will remain unrestricted. We cannot stress enough how difficult this will make our daily lives. To compound matters, the regulations as currently formulated would prevent Cowley Road residents from qualifying for a Resident's Permit on the controlled streets. In effect, your proposal not only fails to meet Cowley Road residents' needs but makes their current situation worse by increasing competition for the very limited remaining unrestricted parking. This is unfair, discriminatory and treats the residents of Cowley Road as second-class citizens unworthy of any practical assistance to manage sensible vehicle ownership and use (we are a single-car household).

We are sure that it was not the Council's intention to create this problem and will happily withdraw our objection if either

- You extend the scheme to include the length of Cowley Road covered by the proposal, (our preferred option). We believe that this would not only improve the lives of Cowley Road residents but would also contribute to road safety by reducing on-street parking, (thereby improving visibility for road users and pedestrians alike), and reducing the continual chaotic manoeuvring by all commuters for impractical parking spaces, or
- Amend the regulation to allow residents of Cowley Road to qualify for Resident Only parking permits on the streets where controls will be imposed. While this is very much a second-best option for us it will at least give us a fighting chance of being able to park our only vehicle within a reasonable walking distance of our home.

Parking Restrictions – **No opinion**

Division(s): Churchill and Lye Valley

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – HOLLOW WAY NORTH – PROPOSED CONTROLLED PARKING ZONE

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Hollow Way North area, but to review specific suggestions for minor adjustments as raised in the consultation responses as noted in paragraphs 11 and 17.

Executive summary

2. Following approval by the Cabinet Member for Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Hollow Way North area.

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

4. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, using capital funding, together with contributions secured from development to deliver the programme. Formal consultation was carried out in September and October 2019 but, at the request of the local member and following feedback from residents in the roads closest to the new Parade Green Student accommodation, it was agreed to amend the scheme in respect of these roads to help ensure that parking pressures arising from this accommodation were adequately managed and also to propose a limit of two vehicle permits per property (with the initial consultation, no limit on the number of permits per property was set, although the cost of a third and subsequent permits did increase). In view of this the consultation responses were not reported to the Cabinet Member for Environment for a decision.

Formal Consultation

5. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. 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, the local County Councillor. A letter was sent directly to approximately 1,100 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. Thirty-nine responses were received during the formal consultation and these are summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	-	19	49%
Support	3	13	41%
Neither/Concerns	2	2	10%
No Opinion	-	-	0%
<i>Total</i>	<i>5</i>	<i>34</i>	<i>100</i>

Response to Parking Restrictions	Businesses and other organisations	Residents	Overall Percentage
Object	-	12	31%
Support	3	19	56%
Neither/Concerns	2	1	8%
No Opinion	-	2	5%
<i>Total</i>	<i>5</i>	<i>34</i>	<i>100</i>

7. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses of members for the public by road

Road	Object	Support	Neither / No opinion	Total
Burton Place	1	-	-	1
Cranmer Road	3	2	1	6
Craufurd Road	2	-	-	2
East Field Close	1	1	-	2
Fern Hill Road	1	-	-	1
Fletcher Road	-	2	-	2
Hollow Way	2	1	1	4
Horspath Road	3	-	-	3
Hunter Close	-	2	-	2
Kennedy Close	-	4	-	4
Meyseys Close	2	-	-	2
Reliance Way	1	-	-	1
Troy Close	3	1	-	4
<i>Based Elsewhere</i>	-	3	2	5
Total	19	16	4	39

8. The table summarises the main issues raised by members of the public expressing an objection, an undecided opinion or qualified support; as respondents in several cases cited more than one concern. The totals are greater than the number of such respondents:
9. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
10. Thames Valley Police expressed no objection to the proposals.
11. The Oxford City Council Transformation Project Manager expressed concerns about the inclusion of on street parking places in St Francis Court due to the potential obstruction of accesses and also numbers 226 to 238 Hollow Way being included in this new CPZ, rather than in the adjacent Lye Valley CPZ. Noting the above, a review will be carried out in respect of numbers 226 to 238 and a further local consultation carried out as part of this. In respect of the potential for the obstruction of St Francis Court by parked vehicles, it should be noted that no marked parking bays are proposed, and so – as at present – any driver of a vehicle parking in the road will need to ensure that their vehicle does not cause obstruction.

12. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.
13. Oxford Brookes University expressed support for the proposal though suggested that a limit of three vehicle permits per property would be more appropriate than the currently proposed limit of two permits taking account of the number of houses in multiple occupation.
14. Unite Student accommodation expressed support for the proposals, noting that while the tenancy agreements for their residents required the latter not to have a vehicle, it was not possible for them to enforce this and, mindful of the parking pressures so caused and the potential for conflict with other residents, they would welcome the implementation of the CPZ as quickly as possible. It should be noted that part of the funding for the scheme was secured from the development of the Unite Student's Parade Green accommodation.
15. The remaining responses were from members of the public. Those expressing an objection cited concerns over the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive), though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as apply in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, this is consistent with many other CPZs.
16. The objections also cited concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers.
17. Objections and concerns were also raised in respect of the proposed double yellow lines, including in Cranmer Road. While officers will review the scope to make minor amendments to accommodate the suggested changes, it will be important to ensure that junctions are kept clear of parked vehicles.
18. Some objections and concerns were in respect of the omission of Horspath Road from the proposed scheme. In response to this it is confirmed that the adjacent roads to the south of the current proposal are intended to be included in the Hollow Way South CPZ, though noting that scheme is currently unfunded.

Monitoring and evaluation

19. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved.

How the Project supports LTP4 Objectives

- 20 The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

Financial and Staff Implications (including Revenue)

- 21 Funding for the proposed CPZ has been provided from the County Council's Capital Programme and other developer contributions.








JASON RUSSELL
Interim Director of Community Operations

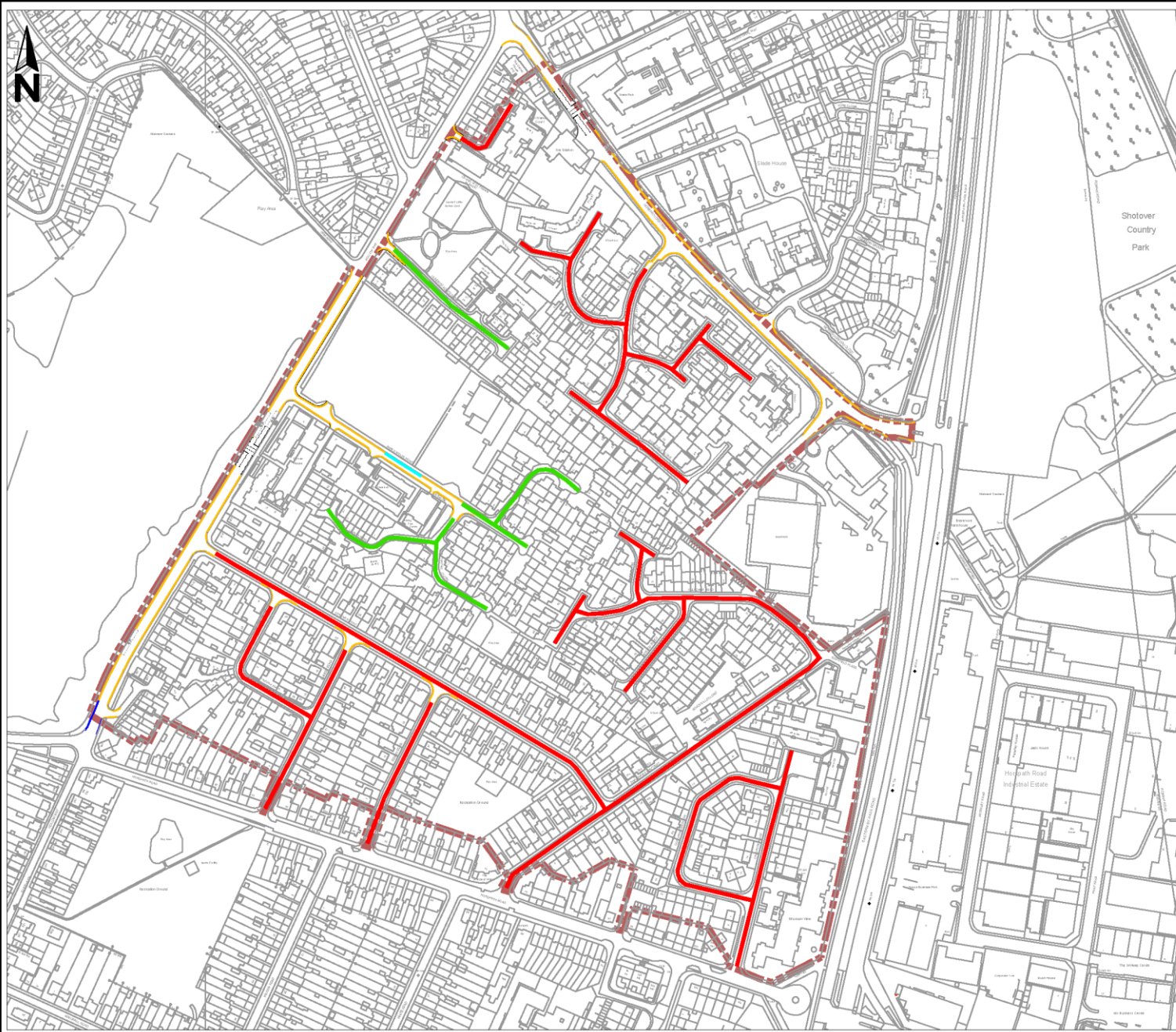
Background papers:

- Plan of proposed Controlled Parking Zone
- Consultation responses

Contact Officers: Hugh Potter 07766 998704
Ben Smith 07392 318877

March 2020

Drawing No.		Revision	
		0	
Key			
 Zone boundary			
 Proposed 'No Waiting at Anytime' (double yellow lines)			
 Proposed 30 minute parking, 8.00am - 4.00pm, Mon-Fri and 2hr parking 4.00pm - 6.30pm Mon-Fri. 2hr parking 8.00am - 6.30pm Sat-Sun. Resident and visitor permit holders exempt from the time limit. Permit holders 6.30pm - 8.00am.			
 Proposed 2hr shared parking 9am to 5pm Monday to Friday. Resident and visitor permit holders exempt from the time limit			
 Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am. Resident and visitor permit holders exempt from the time limit			
 Existing 'No Waiting at Anytime' (double yellow lines)			
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
 <div> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div>			
Project title			
HOLLOW WAY NORTH			
Drawing title			
PROPOSED RESTRICTIONS			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	09/19		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
(2) Transformation Project Manager, (Oxford City Council)	<p>Concerns – I have now had some more time to review the proposal and published plans. There are some further flaws and irregularities.</p> <p>St Francis Court is a small close/dead end that provides access to the rear parking spaces for the houses at 226-238 Hollow Way. This close also provides access to the elderly housing and a few dedicated parking spaces for them. AT the moment there are no restrictions and some of the old folks as well as residents of 226-238 park along the St Francis Court section of the road. However this currently does prevent the residents form actually using their dedicated parking (as set out in the original planning permissions form 30 years ago, and noted in the conditions/covenants of the title deeds. Therefore there should not be any designated parking in this area that would prevent from residents actually getting in/out of their rear Garden parking spaces. Which would also mean that there really is no adequate space for any off-street parking.</p> <p>A further issues arises from the proposed and existing CPZ boundaries. St Francis Court has no actual access to any of the other roads, and access is from Hollow Way. This part of Hollow Way however is part of Lye valley. According to the existing and proposed boundaries, 226-238 Hollow Way and the pub would not be in any CPZ. The parking restrictions to the front of 226-238 Hollow Way is part of Lye Valley, and now you propose St Francis to be Hollow Way North. However residents of the above addresses are the only ones with the elder neighbours to use this land. But as things stand would not be eligible to park outside their houses in either area, not have access to their parking on their land due to existing parking behaviours.</p> <p>The most sensible solution would be to include St Francis and 226-238 Hollow Way and the pub as part of Lye Valley due to the physical location and connection, and the front of the houses are part of Lye Valley anyway.</p> <p>If St Francis is included in North Hollow way, those few residents should become eligible to get permits for either the new CPZ or Lye Valley.</p>

	226-238 Hollow Way would be most suitable to the Lye valley CPZ or eligibility for both CPZ's.
(3) Local Group, (Oxford Pedestrians Association)	<p>Support - OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.</p>
(4) Oxford Brookes University	<p>Support – At Oxford Brookes University, we were pleased to hear about the Oxfordshire County Council's proposal to introduce a Controlled Parking Zone (CPZ) within the Hollow Way North area.</p> <p>We regularly receive concerns from local residents regarding vehicles parked within their street and the implementation of CPZs in other areas has made a huge difference to residents.</p> <p>We would support the introduction of a CPZ in Hollow Way North, as we have been made aware of concerns regarding the number of vehicles parked in this area. However, the information on the consultation website indicates that resident permits will be limited to one per resident with a maximum of two permits per property. Due to the number of Houses of Multiple Occupation (HMOs) in the area (many of them housing local workers), we would suggest that it may be more appropriate for each property to be allocated up to a maximum of three parking permits, rather than two.</p>
(5) Unite Students	<p>Support – I am writing to express our support for the above scheme and to stress the urgency of its introduction.</p> <p>As you will be aware, Unite Students own and operate the recently opened student accommodation buildings at Parade Green, Cowley.</p>

	<p>Unite Students paid a contribution of £46,500 towards the CPZ to Oxford County Council as part of the S278 prior to our S106 with Oxford City Council.</p> <p>Whilst our tenancy agreements clearly set out that our customers are not allowed to bring a car into the city of Oxford, our staff lack the authority to effectively enforce this condition. The perceived increase in student vehicles in the area and the delay to the introduction of the zone has been a source of frustration for longstanding residents, whose complaints have fallen at our door.</p> <p>Occasionally, disputes have resulted in conflict and even vandalism which is affecting both students and longstanding residents alike.</p> <p>We are doing our utmost to educate students and to discourage inconsiderate parking in residential areas and we are using the powers at our disposal to penalise breaches of tenancy agreements where they can be proven. However, without the effective regulation and monitoring of parking in areas surrounding our property, it is highly likely that this conflict will continue, negatively impacting the wellbeing of all residents in the area.</p> <p>We, therefore, urge you to introduce the proposed scheme as soon as possible.</p>
(6) Local Resident, (Oxford)	<p>CPZ - Object - The principle of a CPZ is OK, but the associated additional annual costs for residents is exploitative and unnecessary. Certainly too expensive.</p> <p>The result of an imposed CPZ will mean that more green front garden space will be lost to residents creating off-street parking. This is considerably bad for the environment, and is a contributory factor to flooding and pollution. There should be 1 annual residents permit at no cost, and an additional one could cost more than £65 if necessary. A total of 50 visitor permits should be free for each property. This only amounts to approx 1 visitor per week.</p> <p>Parking Restrictions - Object - They are unnecessary. The problem of congestion and car parking is mainly caused by the high number of students in the area. OCC planners approved student residential developments without due consideration of the resulting effects on the area.</p> <p>Responsibility for patrols, fines and penalties for students bringing cars to Oxford should belong to Oxford Brookes, and OCC should impose penalties upon them if they fail to do so.</p>

(7) Local Resident, (Oxford)	<p>CPZ - Object - 1. Now that you have now changed other roads near Parade Green halls (eg. James Wolfe Road etc) to 24/7 residents parking, then all the students are now going to park in Cranmer Road overnight. There are already students parking overnight in Cranmer Road. If they cannot park overnight in James Wolfe Road etc anymore, then there will be even more trying to park in Cranmer Road.</p> <p>I think these new proposals are going to make problems in Cranmer Road worse. Please can you change Cranmer Road to have the same restrictions. ie. permit holders only overnight.</p> <p>2. It is also going to be chaos in Cranmer Road at the weekends when it is student arrivals/departures weekends in Sept/May. Your proposals will not help with this. Cranmer Road should be 9am-5pm weekends as well. There should also not be any 2 hour time limited spaces either, otherwise it will become a car park for students and their visitors coming and going non-stop all day.</p> <p>2. The proposals include this text 'The development of Controlled Parking Zones) CPZs is a key element of the County Council's Parking Strategy, and forms part of action plans to tackle the problems of congestion identified for Oxford, as well as to improve air quality and the street environment. CPZs restrict the availability of commuter parking in residential streets and encourage commuters to find alternative means of transport both into and within the City. '</p> <p>Thus the CPZ is not primarily for the benefit of specific residents, it is part of a Council ideological strategy for the benefit of all citizens. Therefore, the scheme including residents permits should be paid for entirely from the general Council tax funds and not by specific individuals.</p> <p>Parking Restrictions - Object - The double yellow lines extend too far into Cranmer Road and will encourage people to obstruct and/or park very close to my driveway. This means I cannot see when pulling out of my driveway. I have to pullout blind sometimes. This is even more dangerous when cars come around the corner too fast from Hollow Way. The yellow lines will allow cars to come around the corner even faster as there will no obstructions.</p>
(8) Local Resident, (Oxford)	<p>CPZ - Object – No comments.</p> <p>Parking Restrictions - Support – No comments.</p>
(9) Local Resident, (Oxford)	<p>CPZ - Object - I believe that this measure is not for the benefit of the residents; it is just another way for the council to collect money from the residents via annual parking permits. I think that we pay already enough council tax to have to</p>

	<p>pay an additional £65 per annum.</p> <p>Again, as in my previous response in November, I would be really interested to see the results of this round of consultation. I did not see the results of the first (informal) consultation, even if I asked.</p> <p>In any case, I am certain that the CPZ measures will be applied regardless of the residents' views. Like I said above, this is only aimed at extra revenue for the Council and we, the citizens, cannot do much about it, can we?</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(10) Local Resident, (Oxford)	<p>CPZ - Object - I remain in strong opposition to these proposals. I do not believe that such a scheme is necessary in our area, and further believe that it would be detrimental to residents. The most recent, seemingly rushed revisions have done nothing to assuage my concerns.</p> <p>The intended limit of two permits per property further compounds my previous concerns: that this limit unfairly penalises residents living in HMOs, which, thanks to the state of the property market in Oxford, includes a substantial number of professionals who under these proposals would be unable to keep their vehicle near their house - many of whom would need their vehicle for commuting. I do not believe that residents should be further penalised for needing to share accommodation due to the excessive house and rent prices in the city. What exactly does the council propose they do with their vehicles?</p> <p>While on the subject of the charging structure - Article 29 (3) (b) appears to discriminate on the basis of age with no justification given (but was presumably inserted after receiving feedback in the original consultation from those who stand to benefit). What must I do to secure a similar exception for my own age group? Had this point been worded in terms of <u>_need_</u> or <u>_ability to pay_</u> it would not have needed defending.</p> <p>I also feel that students - in particular, those students of Oxford Brookes living in Paul Kent Hall and Parade Green - are being unfairly scapegoated for the introduction of this scheme. It is disingenuous to imply, as I have heard from one councillor, that we should expect a large number of these students to break the terms of their leases by bringing cars to Oxford and park where they're not allowed. I wonder if there has been any evidence gathered to substantiate these claims; and if not, they most certainly should not be used as justification to impose parking permits in the area!</p> <p>The irony remains that one of the justifications given in the "statement of reasons" is "we need a CPZ to deal with the</p>

	<p>problems caused by introducing a neighbouring CPZ". Perhaps nobody responsible sees the circular logic here?</p> <p>In general the drafting of the documentation remains poor; from the aforementioned contradiction, to a number of typographical errors (for example, conflating "residents", "resident's" and "residents'") and at times the grammar leaves the text apparently meaningless ("save for the avoidance of doubt this prohibition does not apply to...").</p> <p>Is the wording of Article 15 (3) intended to prevent drivers from parking partially on the pavement so as to leave the carriageway unobstructed? While parking in such a way as to block the pavement for pedestrian users (especially wheelchair users) is clearly unwelcome, in many places it is possible to park in such a way that the pavement remains unobstructed, and so too the carriageway, even with another vehicle parked opposite. To enforce such a restriction would effectively cut in half the available spaces for parking, which surely cannot be the intention.</p> <p>Further, I have concerns over the enforcement of these restrictions, especially given the sporadic and unreliable nature of enforcement in other parts of the city (as a walk along St Aldates on a Sunday afternoon will demonstrate). I have not received any assurances about frequency and consistency of enforcement in this zone.</p> <p>I wonder, too, how many residents will be pushed to decide to drive to work rather than use public transport, in order to not leave their car in a road covered by these new restrictions? Or how many front gardens will now become de facto driveways instead of green spaces?</p> <p>Parking Restrictions - Support - It's nice that you included the correct area in the consultation this time.</p>
(11) Local Resident, (Oxford)	<p>CPZ - Object - Why should residents be put at a financial disadvantage due to Brooke's university inability to carry out their NO CAR policy, as requested by the council in the planning approval of Parade green! Double yellow lines on the corners of these roads would be a solution rather than a CPZ!</p> <p>Parking Restrictions - Support - This is a far better solution than a CPZ</p>
(12) Online Respondent, (Oxford)	<p>CPZ - Object - All that will happen is the traffic will be displaced to area where they don't have to use a permit. So in effect the problem will be moved from one area to another within the city limits.</p> <p>1. I would like to know how much additional revenue will be generated by the requirements of residents being forced to purchase a parking permit for their own area?</p>

	<p>2. What will be the cost of enforcing the CPZ?</p> <p>3. Will this remaining revenue be used to repair damaged roads in Oxford city that have been neglected?</p> <p>4. Does the council have the intention of making the length of hollow way (from its junction of the B480 up to the slade) a no parking area at anytime?</p> <p>5. How does the council enforce parking on double yellow lines?</p> <p>Parking Restrictions - Support – No comments.</p>
(13) Local Resident, (Oxford)	<p>CPZ - Object - cannot understand why Horspath Road is not part of the proposed controlled parking zone, this road is getting more dangerous everyday with vehicles parked either side of road and on pavements and it's making harder for residents to get in and out of there drives. then you get the congestion when vehicles are banked up because the way the vehicles are parked. the restrictions proposed are only going to lead to more inconsiderate parking and making the road even more dangerous. it would be nice for a county official to come and see for themselves.</p> <p>Parking Restrictions - Object - cannot understand why Horspath Road is not part of the proposed controlled parking zone, this road is getting more dangerous everyday with vehicles parked either side of road and on pavements and it's making harder for residents to get in and out of there drives when vehicles are parked directly outside or blocking drives. you get the congestion when vehicles are banked up because the way the vehicles are parked. the restrictions proposed are only going to lead to more inconsiderate parking and making the road even more dangerous. it would be nice for a county official to come and see for themselves.</p>
(14) Local Resident, (Oxford)	<p>CPZ - Object - There is not problem on my street and not problems in the streets around, i live here for more than 5 years and we never had issues, always there is a free space for me/my family and neighbours to park, including visitors, I hardly oppose to this, the costs of living in Oxford are already expensive this will top up ever more in the living costs, everywhere where we go in Oxford we need to pay for parking, i don't want to pay for parking in my own house</p> <p>Parking Restrictions - Object - Not necessary, I drive through those streets on daily basis and there is no problem as they are at the moment, I don't want my tax contribution spent on this, and if someone ever need to park in those locations I believe that is valid and does not disturb anyone, also in general cars parked adds a extra layer of safety as the other drivers won't drive too fast so is better for protect the kids</p>

(15) Local Resident, (Oxford)	<p>CPZ - Object - The controls do not go far enough in some areas where there should be restricted parking at all times. Also, is there a plan for proposed road markings that take into consideration of off road parking?</p> <p>Parking Restrictions - Support - Double yellow lines should be introduced where they were covered up by new road surfaces at road junctions as per Highway Code.</p>
(16) Local Resident, (Oxford)	<p>CPZ - Object - The proposed parking spaces on the road in St Frances Court will prevent me from being able to access the rear of my property by car. My house backs onto St Francis Court where i have a dropped curb and gates to park my car in my back garden. If you allow cars to park directly behind this then you will be blocking my access. Please could someone offer to do a site visit so i can explain further?</p> <p>Parking Restrictions - No opinion – No comments.</p>
(17) Local Resident, (Oxford)	<p>CPZ - Object - This is nothing but a robbery against the residents. There are NO issues with parking on Craufurd Road during these times you propose. You will not get a penny out of me to park my car on the street where I live. Corruption at its finest.</p> <p>Parking Restrictions - Object – No comments.</p>
(18) Local Resident, (Oxford)	<p>CPZ - Object - If the CPZ is enforced in the streets specified, it will encourage more people to park in Fern Hill Road. I don't object to that in itself but parking restrictions need to be enforced in Fern Hill Road otherwise the whole street will be lined with cars parked on both sides of the road.</p> <p>Parking Restrictions - Support – No comments.</p>
(19) Local Resident, (Oxford)	<p>CPZ - Object – No comments.</p> <p>Parking Restrictions - Object – No comments.</p>

(20) Local Resident, (Oxford)	<p>CPZ - Object - The proposals for restricting parking on the roads surrounding Horspath Road will increase pressure on uncontrolled parking on the top end of Horspath Road, which is already pressured by parking on both sides of the road. Double decker buses using Horspath Road are hindered by the uncontrolled parking. The new CPZ will put extra parking pressures on Horspath Road, as it is not included in the proposed plans. ,</p> <p>Parking Restrictions - No opinion – No comments.</p>
(21) Local Resident, (Oxford)	<p>CPZ - Object – No comments.</p> <p>Parking Restrictions - Object – No comments.</p>
(22) Local Resident, (Oxford)	<p>CPZ - Object - There are multiple properties on Troy Close and surrounding streets that are HMO and therefore have a number of tenants living in them. Our own property has 5 tenants with 4 of those owning cars that are vital for their commutes to work. We're concerned that limiting properties to 2 permits won't allow us to park our cars on our own residential streets. Most of us travel long distances to get to work, including Milton Keynes, therefore it's not possible to not have our cars with us. We ask that the number of permits per house is increased.</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(23) Local Resident, (Oxford)	<p>CPZ - Object - I have been a resident at Meyseys Close for 4 years now and have never had any problems with parking. I own a car and work day and night shifts and never had to park on double yellow lines or other residential areas so far. This proposal offers a solution to residents at a cost for the same residents, which I personally find not fair and somehow disrespectful. As a resident we should be entitled to free parking permits. When I rented my flat 4 years ago with a2dominion I was offered free parking, obviously with the proposed CPZ fee that's not the case anymore. When I contacted the agency/landlord a2dominion they are not even aware of such CPZ propositions by the Council. I should also say that I have contacted Oxfordshire County Council regarding the implementation of protected bike sheds around our residential area before and I got no feedback so far. Working and living around Oxford City we are encouraged to cycle to work and reduce the amount of air pollution / cars around the town, however when questioned about proposed sheds / safe bicycle storage around residential areas we get no response and are obliged to leave our bicycles exposed to natural elements such as rain and snow that obviously have a extreme damage effect on it, exposed to thieves and vandalism and make our houses / flat entrances look less presentable / ugly. I would like to hear from Oxfordshire County</p>

	<p>Council on the above situations.</p> <p>Parking Restrictions - Support - No parking should ever be allowed at double yellow lines. So I agree with the above for double yellow lines restrictions.</p>
(24) Local Resident, (Oxford)	<p>CPZ - Object – I responded to the Council’s formal consultation of October 2019 and to the informal consultation at the end of 2018. On both occasions I objected to the introduction of a CPZ in East Field Close. I wish again to object to the proposals in the Council’s current formal consultation.</p> <p>I have read the Statement of Reasons and the Public Notice. I have examined the draft Order. Can I repeat what I said in my earlier responses. All properties in East Field Close and the two roads leading off it either have off-street parking or have use of off-street parking courts. There (continues to be) minimal long-term non-residential parking in the Close that is not associated with houses in the Close. Any such parking when it does occur is addressed by our informal Neighbourhood Watch.</p> <p>RPZ’s were originally introduced in Oxford in 1972-74 in pursuance of the City Council’s Balanced Transport Policy. They were introduced to tackle large-scale non-residential parking in the residential areas surrounding the City centre (ie. South, West and East Oxford and Jericho). There was no charge for residents’ parking permits then. RPZs were later extended to cover areas where there was a demonstrable need for such controls (eg. around central Headington and Summertown). These areas were attractive to non-residential car users because they could park there free of charge and commute into Oxford and to London (for Headington) and for work locally and in the City centre (for Summertown). This ‘stick’ approach to traffic and parking was coupled with the ‘carrot’ of park and ride provision on the edge of the City (Red Bridge first and then Seacourt).</p> <p>In contrast to the challenges of the past as described in the previous paragraph, there is no ‘demonstrable need’ for residents’ priority parking in East Field Close. RPZ’s were not and should not be now, used as a blanket tool of traffic management where minimal non-residential parking occurs, nor in situations where it is felt it might occur in the future (eg. the reference in the Statement to hospital developments). The Universities and the hospitals, through the planning process, must address the parking needs of their employees in ways that do not result in adverse financial consequences for local residents.</p> <p>The Statement of Reasons refers to a ‘very large new student accommodation project’ in James Wolfe Road. That development, and the Slade Park Hall development in Horspath Driftway each have a planning condition attached that relates to students having a clause in their tenancy agreement not to bring cars to Oxford. Indeed, this requirement on students is displayed on publicly viewable notices on the Paul Kent Hall wall in James Wolfe Road. If such planning</p>

conditions cannot be enforced then that is an issue for, eg Brookes, and the consequences (of any unenforceability) should not fall upon local residents.

Turning now to the detail of the advertised scheme, the Statement of Reasons does not explain how the various proposed charges are justified. The purpose of the Statement is to enable those affected to decide whether and on what grounds to object. The amount of the charges is a component part of the Order and should be justified in the Statement. Lack of justification might lead people to think that they are set as a revenue-raising exercise. That of course would be contrary to the provisions of the 1984 Act.

Neither the Statement, nor the Public Notice refers to the proposal to introduce a hotel and guest house permit scheme Part VIII of the Order contains these details. Members of the public have therefore not been consulted upon this element. Clearly therefore, this element cannot be introduced without consultation.

I have not seen any research or survey findings on parking levels, conducted before the advertisement of the Order, to support the introduction of a CPZ. I would expect such work to have been carried out otherwise you cannot say that the policy is supported by evidence.

Can I please repeat what I have said in my two previous letters, namely the alternative ways in which the Section 1 (1) Road Traffic Regulation Act 1984 objectives might be met. I reproduce the relevant part of my letters below:-

The funding to which the (County Council's informal) consultation letter refers is presumably Community Infrastructure Levy (CIL) money. I am aware that £2million CIL has been secured from the BT development (Parade Green). I think this money should be used for wider benefit. Here are two suggestions. First, it should be used to improve The Slade/ Hollow Way/Horspath Driftway roundabout. There is insufficient/no interweaving space on the roundabout. And there is no speed deterrence on the Horspath Driftway approach to the roundabout. Entry to the roundabout is a matter of nerve as well as judgement. Both these issues (most importantly the second) should be addressed using the CIL funds. Second, the money should be used to improve traffic flow for buses in the narrow stretch of Hollow Way south of Horspath Road. Bus users are frequently held up by the lack of capacity and phasing of the traffic signals at the south end of Hollow Way. This causes traffic back-up, at peak times along the entire length of the narrow part of Hollow Way.

Finally, there are two drafting errors that I have seen in the draft Order. In Schedule 2 there is a reference to East Field Road. Presumably this should be a reference to East Field Close. In Schedule 3A there is a reference to Meyseys Road. Presumably this should be a reference to Meyseys Close.

So, in summary:-

	<ul style="list-style-type: none"> • I am not in favour of a residents' parking scheme in East Field Close. • There is minimal parking in East Field Close at present that is not associated with the properties in the Close and this position has not changed as a result of the Parade Green development. • Residents' parking schemes should be used where there is a demonstrable current need for such measures to be introduced. There is no such current need in East Field Close. • The consequences of development should fall upon the occupiers of developments to address. They should not fall upon local residents. • Monies available to spend in the area should be spent for the benefit of the wider community, for example to address the issues referred earlier in this letter. <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(25) Local Resident, (Oxford)	<p>CPZ - Neither - For the sake of the theory of this- I support. However, under the current proposed roads that are included in this CPZ, I currently object. Our small cul-de-sac, which is public and NOT private, seems to have been left out of the plannings for CPZ.</p> <p>I implore you to please include us. Our road is already oversubscribed for parking- to have all the roads around us zoned and with our tiny road to be forgotten would cause hell for us residents of the cul-de-sac to park.</p> <p>I fore-see the residents of the surrounding, soon to be CPZ area, using our tiny road as a dumping ground for their extra vehicles/ vans/ taxis/ student cars etc. We have already had problems with cars being dumped by non-residents and students parking up without moving vehicles for most of the term time.</p> <p>We need to be included to avoid problems going forward.</p> <p>Our specific location- we are the small cul-de-sac off Hollow Way (yet still addressed as Hollow Way) opposite Barracks Lane, opposite the golf course.</p> <p>Please do not let our little residential road become a dumping ground for the overflow of vehicles.</p>

	<p>I am trusting of yourselves, as the council to which I happily pay my taxes to, to ensure that we are all included in this CPZ enforcement.</p> <p>Parking Restrictions - Object - I object the small amount of yellow lines proposed to the top of our cul-de-sac. We are already stretched for residents parking, and also have commuters and weekend shoppers parking in our tiny road. I would prefer to see the proposal showing our road as CPZ rather than part double-yellows.</p> <p>I raised this as an issue on your previous consultation. Please do not ignore our concerns at this late stage- WE NEED THE PARKING CPZ TOO!</p>
(26) Local Resident, (Oxford)	<p>CPZ - Neither - Cranmer Road has students parking there evening, overnight and weekends. Cranmer Road needs to have permit holders only evenings, nighttime and weekends like James Wolfe Road. Family and friends can't visit as there is no where safe for them to park because students park there in the way.</p> <p>Parking Restrictions - Neither – No comments.</p>
(27) Local Resident, (Oxford)	<p>CPZ - Support - This really needs to go ahead ASAP as parking is ridiculous In this area</p> <p>Parking Restrictions - Support - Needs to go ahead ASAP with it being controlled at the same time</p>
(28) Local Resident, (Oxford)	<p>CPZ - Support - The sooner this starts the better,to many student, contract building firms ,and residents from streets with restriction.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(29) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support - Yellow lines are essential at the entrance/exit to East Field Close from Horspath Driftway as the line of cars parked outside the flats doesn't allow for two-way traffic at this point</p>

(30) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support - Please implement as soon as possible!</p>
(31) Local Resident, (Oxford)	<p>CPZ - Support - Absolutely support the proposed plans only issue is in Hunter Close there is a large green opposite our house and adjacent to the fence of the driving test centre, whilst the construction of Parade green and indeed now students have moved in when the Close is full many cars park on the green, if cars park on the green will this be permitted with or without a permit (we hope maybe bollards could be in place to stop cars parking on the green).Also we have cars mainly at the weekend who we believe are visitors to parade green, they park on both sides of the close on the side with houses half on path half on the road and it makes getting in or out of the close hazardous our concern is that if was an emergency vehicle they would not fit through the gap, we were hoping that on the house side maybe double yellow lines could be In place.Thank you for listening to the residents and devising a very good plan.</p> <p>Parking Restrictions - Support – No comments.</p>
(32) Local Resident, (Oxford)	<p>CPZ - Support - Yes please, ASAP.</p> <p>Parking Restrictions - Support - Please make sure there are some on the corners on Kennedy Close and James Wolfe Road.</p>
(33) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support – No comments.</p>
(34) Local Resident, (Oxford)	<p>CPZ - Support - It's about time when brooks was building the student new flats we had all the builders parking now we've got the students parking plus we have people that work in the hospitals parking here and getting on the bus to work and I have talk to the local councillor and was told I it's not our fault ????? Well it's not the people that's lives around here fault so it's about time something should be don the sooner the better</p> <p>Parking Restrictions - Support – No comments.</p>

(35) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support - Although I 100% support the double yellow lines I do have one concern regarding access to my driveway.</p> <p>I live on Cranmer Road and i have a dropped kerb. My next door neighbour also has a dropped kerb and who also lives on the corner of Ridley Road. Between both dropped kerbs, at the point where the dropped kerbs rise, the space is 9 foot, 3 kerb stone width.</p> <p>The proposed double yellow lines from Ridley Road extend around the corner into Cranmer Road and over my neighbours driveway, stopping immediately after the kerb rises.</p> <p>When someone parks a small vehicle like a Toyota Yaris, which is 12 foot in lenght, they encroach over both properties driveways by approximately 1.6 foot, normally over the dropped slop of the driveway. If the vehicle is any bigger, and most are, they encroach further over our driveways.</p> <p>Due to the yellow lines stopping immediately past my neighbours driveway this will leave no space for parking for even the smallest of cars without them further encroaching over my driveway. This will mean that the smallest car parking just short of the double yellow lines will be approximately 3 foot over my drive.</p> <p>I would like this to be recognized and action taken to extend the double yellow lines to the end of my driveway in order to prevent the above.</p> <p>I strongly feel if no action is taken, then as a result, these double yellow lines will undoubtedly affect, not only our access to our property, but our view to the right when exiting our property, which will be a major safety concern, especially with vehicles entering Cranmer Road from Ridley Road.</p>
(36) Local Resident, (Oxford)	<p>CPZ - Support - I propose permit holders only starts 5:30pm. Otherwise residents who arrive home would have to wait till 6:30 for a free space.</p>

	<p>Parking Restrictions - Object - Double yellow near the junction is good.</p> <p>James Wolfe: I object to double yellow the length of the road. It would not deter student-related parking. Rather, the likely effect would be to push cars (I counted 17 this morning) into the remaining space, so most space in the surrounding roads would be full most of the time. The inconvenience of driving currently along James Wolfe is better than having to fight for space in front of your house.</p>
(37) Local Resident, (Oxford)	<p>CPZ - Support - 887 students moved into Parade Green, the cost is £163.44 per week for 42 weeks.</p> <p>UNITE / Brookes are now making £6,088,793.76 per year from Parade Green. 241 students moved into Paul Kent Hall, the cost is £140.00 per week for 38 weeks. UNITE / Brookes are making £1,282,120.00 per year from Paul Kent Hall.</p> <p>I support the CPZ but I would like some confirmation that UNITE / Brookes are contributing to this and the cost is not solely coming out of the council's budget.</p> <p>Parking Restrictions - Support - Are UNITE / Brookes contributing to pay for more traffic wardens to enforce this?</p>
(38) Local Resident, (Oxford)	<p>CPZ - Support - The dynamic of living in the area is changing and I am in complete support of the proposed CPZ area. I have 2 reasons for the proposal I am seeking .The proposal is that Fletcher Road, Yates Close and Burton Place are included in the amendment for James Wolf Road ,Hunter Close ,Kennedy Close and Lambton Close and also Hundred Acre Close .This would stop the domino effect of car owners finding the nearest alternative if they cant find a parking space.</p> <p>Reason 1./This is because to deter students and other private motorists from parking in the areas designated for most of the day and causing congestion in what is a Cul De Sac.</p> <p>Reason 2./This is also to deter motorists in general to parking vehicles in Fletcher Road ,Yates Close and Burton Place whilst they go shopping in Homebase, Aldi , Costa Coffee .Also their is a proposal to utilise the vacant building which was formerly Carpet Right into a Gymnasium ,fitness club. Even though their is a ample car park on the retail premises and these retail units are open 7 days a week .</p> <p>Parking Restrictions - Support – No comments.</p>

(39) Local Resident,
(Oxford)

CPZ - **Support** – No comments.

Parking Restrictions - **Support** - I would like to increase the number of visitors passes that we receive.

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Division(s): Jericho and Osney; North Hinksey

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD / NORTH HINKSEY: BOTLEY ROAD & WEST WAY - TRAFFIC MEASURES – PROPOSED EXTENSION OF 20MPH SPEED LIMIT

Report by Interim Director of Community Operations

Recommendation

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

Executive summary

2. The Botley Road Improvement project builds upon objectives set out in the Oxford Transport Strategy where a study of Botley Road was completed in 2016 which confirmed, following stakeholder feedback, the value of a high-quality route prioritising sustainable transport modes to ease congestion, reduce journey times and improve journey experience. The project includes a package of measures aimed at:
 - a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
 - b. easing congestion on the route
 - c. improving bus journey times so buses have an advantage over general traffic
 - d. providing a safer, more continuous and attractive route for cyclists and pedestrians
 - e. reducing vehicle emissions and improving air quality.
 - f. unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.
3. The principal elements of the scheme were approved at the Cabinet Member for Environment decisions meeting on 19 December 2020 following a consultation in the autumn of 2019. At this meeting it was, however, agreed to carry out a consultation on an extended length of 20mph speed limit to that originally proposed; the revised proposal is shown at Annex 1.

Consultation Summary

4. Formal consultation on the proposal was carried out between 23 January and 21 February 2020. 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. Notification (via email) was also sent to all of those who responded to the original consultation.

5. Twenty-seven responses were received. 4 objections (15%), 21 expressions of support (78%) and 2 neither objecting nor supporting. 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

6. Thames Valley Police offered no objection to the proposal to extend the 20mph speed limit but reminded of their stance that any proposals for such speed limits or zones should be self-enforcing.
7. Highways England similarly expressed no objection.
8. Expressions of support were received from Cyclox, a local group representing cyclists, the Oxford Pedestrian Association, OXTRAG, a local group representing the mobility impaired, the University of Oxford Estates Services Sustainable Transport, Oxford Health and sixteen members of the public.
9. Objections were received from four members of the public, including on the grounds of the appropriateness of a 20mph speed limit taking account of the character and function of the road and also citing concerns on its likely effectiveness given the lack of enforcement of 20mph speed limits elsewhere.
10. While noting the above comments, the overall balance of the responses is clearly supportive.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the convenient and safe movement of all users including pedestrians, cyclists and bus users leading to the encouragement of more use of public transport and improved air quality.

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures has been provided by a combination of National Productivity Infrastructure Fund, Local Growth Fund and local s106 contributions. Funding to deliver Phase 1 of the project has been secured whilst Phase 2, Binsey Lane to Botley Road rail bridge is currently only funded up to completion of preliminary design.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed speed limit
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Andy Warren 07881 268230

March

2020

Drawing No.

Revision 0

Key

Proposed extension to 20mph speed limit - 162 metres approximately


Proposed 20mph speed limit previously consulted on - 490 metres approximately.

Existing 20mph speed limit to remain

Existing 30mph speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

BOTLEY ROAD

Drawing title

PROPOSED 20MPH SPEED LIMIT

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 01/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

The map displays Botley Road and its surrounding residential areas, including Osney and New Osney. A central section of Botley Road is highlighted with a blue line, indicating the proposed 20mph speed limit previously consulted on, which is 490 metres long. To the left of this section, a yellow and black dashed line indicates the proposed extension of the 20mph speed limit, which is 162 metres long. The rest of the road is marked with a solid red line, signifying the existing 20mph speed limit to remain. A solid green line further to the left indicates the existing 30mph speed limit to remain. The map also shows various landmarks such as 'Botley Park', 'Allotment Gardens', 'Osney', and 'New Osney'. A north arrow is located in the top right corner of the map area.

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – One of the underlying principles of setting speed limits is the current speed of traffic. Despite asking no speed data has been forthcoming in support of this extension.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing. Providing that speed monitoring has already taken place at the location and current mean speeds support this extension. I do not object.</p>
(2) Highways England	<p>No objection - Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.</p> <p>In the case of this proposals, our interest is in the A34, specifically A34 Botley Junction. We have consulted our colleagues in Service Delivery and Maintenance team, to ascertain if the proposals will not have any adverse impact on their activities and they advised that they have No Objections.</p>
(3) Local Group, (Cycling UK Oxfordshire)	<p>Support – Many people will want to cross the road in the extension space due to the Bus Stops, the houses and Waitrose. Also, many vehicles will enter and exit Waitrose and the storage depot. The 20mph limit would provide extra protection for these people.</p> <p>This argument could be extended further down Botley Road, but the proposed extension is a short distance with a lot of activity in it, and thus gains a lot of accident prevention benefit for a small amount of speed reduction time delay. Thus, we support it as a proportionate measure.</p> <p>We think it is essential that this is an actual 20mph. 84% of drivers break 20mph speed limits, putting pedestrians and cyclists at risk. Single point speed cameras will be ineffective on long roads like Botley Road, so we would like to see average speed cameras in place.</p>

(4) Local Group, (Oxford Pedestrian Association)	<p>Support – OxPA has long campaigned for 20mph limits to be extended to so-called ‘arterial’ routes, all of which in Oxford are residential streets, degraded in living terms by their designation over many years are thought motorised traffic routes.</p> <p>Therefore, we warmly support measures to extend the 20mph limits as outlined, with the following comments:</p> <p>Roads which are intended to be kept safe for vulnerable road users and residents should have some form of calming or narrowing applied as drivers will often ignore speed limits where they can. Failing this some other means of enforcement should be in place.</p> <p>We would wish to see 20mph limits set and enforced throughout the whole of Oxford, with a maximum 15mph limits set on roads where children play or outside schools.</p>
(5) Local Group, (OXTRAG)	<p>Support – In Windmill Road, the lower speeds will make crossing Windmill Road safer for slow walkers and wheelchair users. This will be particularly helpful to people visiting the Nuffield Hospital, as most of those using cars but without blue badges park in side-streets on the far side of Windmill Road.</p> <p>Also, many children attending Windmill Primary School in Margaret Road have to cross Windmill Road on their way to and from the school. A 20mph speed limit might encourage some parents to escort their children on foot rather than take them by car. Reduction in traffic, and more exercise for children and their escorts, will be beneficial all-round.</p>
(6) University of Oxford, (Estates Services Sustainable Transport)	<p>Support – As articulated in our response to the November TRO consultation on 29 November (attached), the University of Oxford’s Estates Services Sustainable Transport team strongly supports the Botley Road Scheme (Phase 1) to improve facilities for pedestrians, cyclists and buses by reallocating road space away from private motor vehicles.</p> <p>The team is pleased to see that in this latest TRO consultation the 20mph proposals have been further enhanced by extending the 20mph zone Westwards to the Waitrose service road access. The team supports these proposals which should be expected to improve safety for vulnerable road users in a location which has high footfall and cycle</p>

	traffic in and out of Waitrose and along the Botley Road corridor itself.
(7) Local Group, (Oxford Health)	<p>Support – Oxford Health has several bases in Headington in particular (Warneford Hospital, The Slade etc) as well as a significant number of staff travelling in on Botley road.</p> <p>As a health organisation and progressive employer, we strongly support anything to make the roads safer / less polluted, and which encourages our staff and patients to take healthier, more environmentally-friendly travel options such switching from driving cars to cycling.</p>
(8) Local Resident, (Wantage)	Object - this is a waste of time and money. Traffic typically is slower than 20mph. Even if the limit is brought in, it will not be policed. So just save the money and effort and put that effort into something that is really needed
(9) Local Resident, (Oxford)	Object - Setting an obligatory 20mph zone as suggested will impede the flow of traffic out of Oxford on Botley Road. I do not believe that there is any good justification for this reduction in speed limit.
(10) Local Resident, (Oxford)	Object - The Botley Road is a major arterial road within Oxford. While I'm broadly in favour of 20mph limits on residential roads, restricting speed on larger arterial roads is counter to the idea of maintaining throughput on these roads. Where 20mph limits have been applied to major roads (e.g. St Giles), they are inappropriately slow and ignored by almost all drivers.
(11) Local Resident, (Oxford)	Object - There is no point in extending 20 mph speed limits, when the current ones are not enforced.
(12) Local Resident, (Oxford)	Support - This proposal will make cycling and walking safer which should be encouraged.
(13) Local Resident, (Oxford)	Support - This seems entirely reasonable from my experiences there.

(14) Local Resident, (Oxford)	Support - I would prefer the 20mph zone to include all of Botley Road that is bounded by housing (i.e. is a mixed-use road). This would include Earl Street and Duke Street side turnings. However, extending to include the crossing is welcome.
(15) Local Resident, (Oxford)	Support - It is not the speed limit that slows traffic in Oxford (or anywhere), it is the junctions, and their efficiency. 20 mph is by its nature less polluting (2/3rds as much acceleration, less time sat still with the engine running at the next junction.)
(16) Local Resident, (Oxford)	Support - <i>No comments.</i>
(17) Local Resident, (Oxford)	Support - It should extend to Lamarsh Road, therefore including entrances to main residential Roads
(18) Local Resident, (Abingdon)	Support - <i>No comments.</i>
(19) Local Resident, (Oxford)	Support - Motor vehicle traffic along the Botley Rd is a huge problem, and there are no simple solutions. Reducing the speed limit along this section will at least have the effect of making the road safer for the many non-car users, and will perhaps encourage others to leave their cars and use more sustainable modes of transport.
(20) Local Resident, (Oxford)	Support - <i>No comments.</i>
(21) Local Resident, (Oxford)	Support - <i>No comments.</i>

(22) Local Resident, (Oxford)	<p>Support - The Botley road rarely travels at over 20mph anyway. It seems a backwards way of implementation, with extra costs as the 20-30mph signage etc on the side roads needs to be amended.</p> <p>If the scheme is likely to be extended again further down the Botley road, after all what is the difference for pedestrian and cyclists at Binsey lane as further west on the Botley road.</p> <p>The major difference I note is the two speed cameras. How many drivers are caught from these two cameras? Can you realign then to 20mph?</p> <p>I live off the Botley road, work with n the Botley road and travel along the whole Botley road A420 frequently. I see no reason why 20mph limit couldn't be extended to the boundary with VoWH.</p>
(23) Local Resident, (Oxford)	<p>Support - Botley Road is increasingly unusable due to congestion. Reducing the speed will make little practical difference to drivers but hopefully reduce the amount of traffic and make it safer.</p>
(24) Local Resident, (Oxford)	<p>Support - I live on the affected stretch and am both a driver and regular cyclist. Given the difficulty in widening the road in places and of having a decent size cycle lane, I believe the proposed lower speed limit will improve safety, above all for cyclists.</p>
(25) Local Resident, (Oxford)	<p>Support - I think the traffic tends to flow that slowly anyway because of congestion, but when it doesn't it can be intimidating for cyclists (I cycle). It would be nice to see the proposed 20 mph zone extended past Aldi (or extra traffic lights being introduced there/a zebra crossing); it's very hard to turn right onto Botley Road when leaving that area.</p>
(26) Local Resident, (Oxford)	<p>Support - Please also put speed cameras on this road and actually prosecute people who drive above 20mph. Without this, drivers will just ignore the new speed limit like they do pretty much everywhere else in Oxford.</p>
(27) Local Resident, (Oxford)	<p>Support - As a resident of Headington who walks along Windmill Road daily, and who sometimes uses Botley Road, I strongly support the proposals to extend the 20mph speed limit on both roads..</p>

Division(s): Burford and Carterton North
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CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

BURFORD – PROPOSED SPEED LIMIT REDUCTIONS AND SIGNALLED CROSSING ON A40 BY BURFORD SCHOOL

Report by Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed reduced speed limits at Burford as advertised but with consideration being given to reducing the extent of the proposed 20mph speed limit on the A361 The Hill, but to defer a decision on the installation of a puffin crossing (a signalled crossing for pedestrians) on the A40 by Burford School in place of the existing footbridge.

Executive summary

2. Speed limits and the provision of pedestrian and cycle crossings are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns, as part of the on-going monitoring of reports on road accidents and also as part of the on-going review of the maintenance and condition of existing highway assets. Specific proposals are assessed applying national guidance on speed limits and the provision of pedestrian and cycle crossings and also the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit within Burford in place of the existing 30mph speed limit, a 30mph speed limit on the A40 from just east of its junction with Tanners Lane to just east of its junction with the B4020 Shilton Road and on the A361 south of the A40 to just south of the access to Burford School in place of the existing 40mph speed limit. It is also proposed to extend the 40mph speed limits on the A40 and A361 to create an appropriate length of transitional speed limits on the approaches to the proposed 30mph limits on these roads.
4. Additionally, the proposals included provision of a signalled crossing for pedestrians (a puffin crossing) on the A40 just to the east of the existing footbridge as a replacement for the latter.

Background

5. The above proposals as shown at Annex 1 (speed limits) have been put forward as a result of concerns from Burford Town Council over road safety and the amenity of pedestrians and cyclists in the town.
6. The proposed provision of the signalled pedestrians crossing (Annex 2) has been put forward following a review of the condition of the existing footbridge, taking account of current design standards including the protection of the bridge in the event of a vehicle strike and accessibility for those with a mobility impairment.

Consultation

7. Formal consultation on the proposals was carried out between 22 January and 21 February 2020. A notice was placed in the Oxford Times newspaper and notices placed near the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the West Oxfordshire District Council, Burford Town Council and the local County Councillor. Public notices were placed on site with letters also sent to properties in the immediate vicinity of the proposal.
8. One hundred & twenty-three (123) responses were received. These are summarised in the table below:

Proposal	Support	Object	Concerns	No opinion / objection
20mph Speed Limit	67	15	15	26
30mph Speed Limit amendments	68	17	9	29
40mph Speed Limit amendments	56	20	13	34
Puffin Crossing	25	90 (73%)	6	2

9. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

10. Thames Valley Police expressed an objection to the proposed speed limits. Specifically, they raised concerns that a 20mph speed limit on the A361 through Burford was not appropriate taking account of the 'A' road status and function as a through traffic route. They also expressed concerns over the proposed 30mph speed limits on the A40 and A361 as being unrealistic taking account of the existing speeds. They also expressed a concern that the

replacement of the existing footbridge on the A40 by Burford School by a signalled crossing could be detrimental to road safety.

11. The local member expressed support for all the proposals with the exception of the proposed extension of the 40mph speed limits on the A40 and A361, on which no opinion was expressed.
12. West Oxfordshire District Council expressed support for all the proposals.
13. Mr John White, the Mayor of Burford expressed no opinion on the proposed speed limits but expressed a strong objection to the proposed signalled crossing primarily on the grounds of the safety of the many school students crossing here at the start and end of the school day and also the potential delays for traffic.
14. The remaining responses included two from unspecified local organisations, nine from staff or governors of Burford School, with the remaining responses from members of the public. The majority of these expressed support for the proposed speed limit reductions but objected to the proposed puffin crossing.
15. The objections to the proposed speed limits are noted. Thames Valley Police objections focussed on their appropriateness taking account of current speeds and the function of the A roads as major traffic routes. It is accepted that the proposed 30mph limits on the A40 and A361 are at the margins of compliance with the national guidance on setting local speed limits issued by the Department for Transport and the same is also the case for the 20mph speed limit on the A361 High Street, particularly in respect of the length south of the junction with Swan Lane. The objections received from other parties on the proposed speed limits were also largely on the grounds of need and appropriateness, although some responses cited the need for the 20mph speed limit to be extended further.
16. There have been long standing concerns over the speed limit on the A40 and A361 by Burford School (and also concerns over the safety of pedestrians crossing the A361 between the golf club accesses on each side) and while the request for a 20mph speed limit within the built up area of Burford is more recent, there is clearly – as evidenced by Burford Town Council initiating and providing funding for this project – a strong local wish to progress these changes.
17. However, mindful that the length of the A361 south of the Swan Lane junction is a clearer departure from the national guidelines on setting speed limits, consideration could be given to amending the proposals for the 20mph limit to reduce its extent on the A361 The Hill.
18. The strong objections to the proposed puffin crossing on road safety and traffic delay grounds, including from the staff and governors of Burford School are noted and in view of this a further review of options will be carried out and presented to a future meeting. It should be noted that while the speed limit reduction on the A40 would be highly advisable in the event of a signalled

crossing being provided at a later date, local views on the need for and appropriateness of the speed limit reductions are that these are needed irrespective of whether a signalled crossing is progressed or not.

How the Project supports LTP4 Objectives

19. The proposals would help facilitate the safe movement of traffic and pedestrians.

Financial and Staff Implications (including Revenue)

20. Funding for the proposed speed limits will be provided by Burford Town Council and by Oxfordshire County Council capital programme for the proposed signalled crossing.

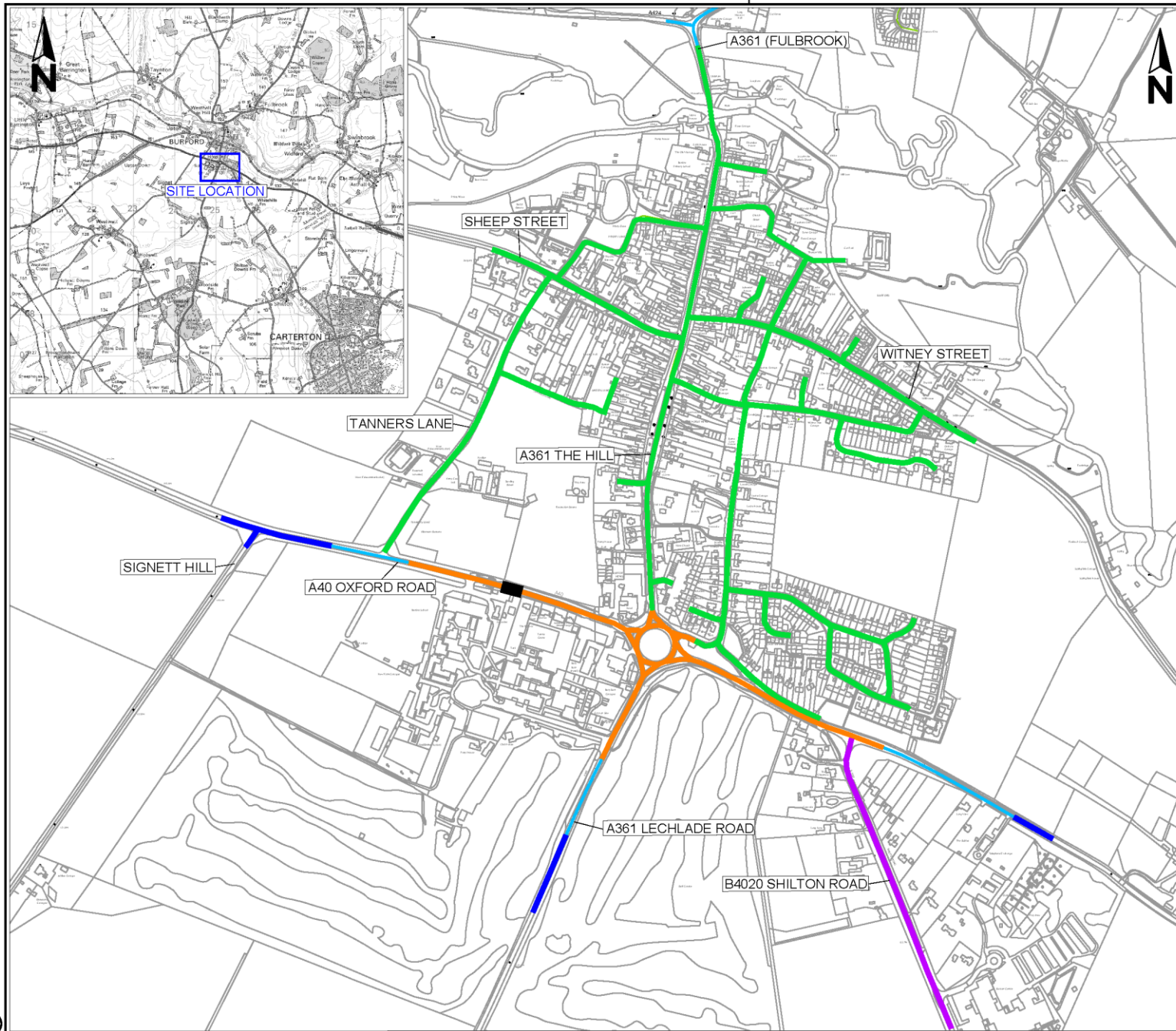
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed speed limits and puffin crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Sean Rooney 07770 734707

March 2020



Drawing No.		Revision 0	
Key <ul style="list-style-type: none"> Proposed 20mph speed limit in place of existing 30mph speed limit Proposed 30mph Speed Limit in place of existing 40mph speed limit Proposed extension to 40mph speed limit Existing 30mph speed limit to remain Existing 40mph speed limit to remain Proposed Puffin Crossing (see additional plan for details) 			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
<p>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></p>			
Project title			
PROPOSED SPEED LIMITS			
Drawing title			
BURFORD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/18		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	



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.

Key:

- Proposed Zigzags at Crossing Facility
- Red Tactile Paving
- Street Lighting Column
- Push Button Pedestrian Crossing Signal

0	08-01-20	First Issue	HOUP	TAJ
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Rev	Date	Description	Dim	Chkd
Revisions				

Drawing Originator

SKANSKA

Working On Behalf Of



Drawing Status	SAP Code
Consultation	C.AT00409.01

Project Name

Burford Pedestrian Crossing

Title Original drawing sheet is A3

Traffic Regulation Order
Proposed PUFFIN Crossing

Scale @A3 1:200	Drawn by HOUP	Checked by TAJ	Approved by TAJ
	Drawn Date 08.01.20	Checked Date 09.01.20	Approved Date 09.01.20

Drawing Number	Rev
570180-SKA-HGN-BFD-DR-CH-0001-S0-F	0

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – The police stance firmly reflects current DfT advice that 20 mph limits should be self-enforcing. Without speed data it is likely that most side roads included in the proposal would meet the criteria currently not exceeding 24mph (4 mph above the 20 speed limit) accepted upper limit.</p> <p>Thames Valley Police do however have concerns over the A361 being included for 20mph. These are Principal Strategic through routes with that aim. In the DfT guidelines this is a factor for consideration in terms of road function which sets it apart from local residential roads. The impact and change between the main route and residential sides roads would be compromised with inclusion of all in our view.</p> <p>We would not advocate physical speed reducing measures on Principle routes and would always see these as primary sections for both local and wider important strategic commercial users that should be protected.</p> <p>The A40 is also a Principal route where speed data could firmly establish current actual speeds, where in my view these are likely from on-site observations to be above DfT criteria?</p> <p>It is disappointing that the school pedestrian bridge is being removed and an at grade crossing substituted. Ignoring residual speeds with the lower limit to an unrealistic 30mph may raise the hazard potential here where engineering infrastructure and design is lead (Design Manual Roads and Bridges) by speed limit rather than actual speeds which is in our view therefore is a high risk strategy!</p> <p>Thames Valley Police formally make an OBJECTION to the proposal evidenced in this report specifically due to the inclusion of the Primary routes (A361 30mph and A40 30MPH) as cited.</p>
(2) Local County Councillor	<p>20mph - Support 30mph - Support 40mph – No opinion Fully support this.</p>

	Puffin Crossing - Support - No comments.
(3) West Oxfordshire District Council	No Objection
(4) Mayor of Burford	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object – We strongly object to the proposal because:</p> <p>(1) The risk of injury and death (the reason why the footbridge was built originally) is the prime concern. Penny pinching must not dictate the solution. (2) There will inevitably be bunching (too many students in too small an area) twice a day so the crossing will have to be policed during those times. Under no circumstances can School staff be required to undertake those duties. (3) There is no provision for fencing the road so pedestrians will be forced into the carriageway at peak times. (4) There is absolutely no protection against rogue drivers. (5) It will not take very long for the students to work out that the lights can be kept at red for long periods if they cross in groups at regular intervals.</p> <p>We counter propose that the existing bridge should be repaired if OCC cannot afford a new one. The uprights appear undamaged to the naked eye and we suspect that OCC's damage assessments (which we have not seen) will confirm that only the central span has been affected. The Puffin proposal should be withdrawn and this alternative proposal should be thoroughly investigated.</p>
() Resident, (Chipping Norton)	<p>20mph - Support 30mph - Support 40mph - Support This proposal will make cycling and walking safer which should be encouraged.</p>

	Puffin Crossing - Support - No comments.
() Resident, (Clanfield)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>The A40 is a busy trunk road and the A361 also carries a lot of traffic - hopefully these speed limits will help to keep the traffic moving through and moving safely through Burford.</p> <p>Puffin Crossing - Object - Please rebuild the footbridge. It was originally installed because a child died on that road, and traffic has only increased since then. The road is busy, and there is also the junction into and out of the school. A puffin crossing will impede the traffic, creating long queues, and will result in bunching of children on the pavements. A new footbridge is the safest option and the best option for enabling the children to get over the road quickly and safely and for keeping the traffic flowing. As a parent of children at the school, please, please, please don't put budget considerations over the lives of children.</p>
() Local Resident, (Burford)	<p>20mph - No opinion 30mph - Support 40mph - Support</p> <p>Support the slowing down of traffic in the area of the school entrances</p> <p>Puffin Crossing - Object - Primarily object as believe that surely a bridge is the safer option. Although speed restrictions are proposed, this area of road is very close to a faster stretch, and it only takes one distracted driver to not slow down and hit a child.</p> <p>Secondly, believe that a puffin crossing will cause traffic issues on an already problematic road. The stop/start of traffic in the morning will have an adverse impact and an environmental impact from the additional queued traffic</p>
() Resident, (Langford)	<p>20mph - Object 30mph - Support 40mph - Support</p> <p>I understand the need to modify the speed limits to allow for the installation of a new puffin crossing due to the bridge</p>

	<p>being demolished.</p> <p>I see no justification for the wide spread 20mph? Have there been high levels of accidents? Or is this just a reaction to globally enforce a lower speed limit?</p> <p>The High Street is busy and as a consequence it does not allow speeding traffic. Going down the hill at 20mph is not sustainable it will involve heavy breaking.</p> <p>Puffin Crossing - Support - I would have preferred to see a replacement bridge so the traffic was not interrupted?</p>
() Resident, (Carterton)	<p>20mph - No opinion 30mph - No opinion 40mph - Support No comments.</p> <p>Puffin Crossing - Object - A cost cutting exercise which endangers pedestrians. It seems crazy to mix mainly young pedestrians with heavy traffic on the A40.</p> <p>The bridge was built as a result of a child's death on the A40 surely it must be safer to repair rather than demolish.</p>
() Resident, (Oxford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - Whilst I believe a replacement bridge would be safer, a puffin crossing would probably be adequate IF a speed camera is also installed in the vicinity, since the primary problem is caused by speeding cars who ignore the current limit</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Object</p>

	<p>People do not pay much attention to speed limits without cameras.</p> <p>Puffin Crossing - Object - Whilst unsafe the bridge was the perfect solution as it didn't affect the traffic at a very busy time. The current temporary lights cause massive congestion on a very busy roundabout and surrounding junctions. After getting stuck at traffic lights cars speed away and then hit the roundabout at speed onto another road where children cross the A361.</p> <p>Whilst it isn't a dual carriageway the a40 is an extremely busy road and it seems madness to not replace a bridge that has been very successful. How many other major routes have pedestrian crossings??</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - I strongly object to this. This is an extremely dangerous road where people drive a lot faster than the designated speed limit (irrespective of whether 40mph or 30mph). Teenagers already try and cross opposite starbucks and it is highly dangerous and risky. A crossing opposite the school seems irresponsible. Please rebuild the bridge, this is the only safe option for this crossing</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - The original reason for the footbridge was following an accident to a pupil.</p> <p>There is no justification for demolishing a footbridge over a major A Road, in order to put a cheaper but more dangerous traffic light crossing.</p> <p>If the footbridge to the school is not replaced. It is likely that a young person will be seriously injured or even killed.</p> <p>Bearing in mind the fact that the original reason for building the footbridge was just such an incident: I hope that the</p>

	<p>elected people who are going to make this decision, will be able to rest easily, should another fatality occur.</p> <p>Cheap crossing in front of HGVs and fast moving cars or a footbridge to keep children safe?</p> <p>Is the life or wellbeing of a school pupil really worth so little? Reason footbridge was built? Death of a child. Reason to remove it and put in pedestrian crossing over a busy main road? Save a few quid.</p>
() Resident, (Witney)	<p>20mph - Support 30mph - Object 40mph - Object</p> <p>The speed limit should be 20mph from where the proposed 40mph limit starts. This is a fast stretch of road leading to a very busy access point to Burford School.</p> <p>Puffin Crossing - Object - As a parent of a child who crosses the road at this point, I am concerned that due to the speed of vehicles and driver distractions, installing an at-grade crossing instead of having the footbridge will be incredibly dangerous. Please install a new footbridge if the current one is unable to be mended.</p>
() Resident, (Filkins)	<p>20mph - Support 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am very disappointed to see the loss of the bridge and fail to see how any proposed solution can possibly hope to improve road safety. Taken together with speed limit reductions then that would be progress but I am convinced that losing the bridge can only increase the likelihood of accidents in the future.</p>
() Resident, (Minster Lovell)	<p>20mph - No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I most strongly object to this plan:</p>

	<p>1) The crossing is proposed as a long term solution to the removal of the footbridge. The footbridge is by far the safest way to allow the the increasing number of children who use it (due to the increased use of the public buses). The is clearly a cheap solution at the expense of the children's safety, which clearly is given no regard.</p> <p>2) The A40 around Burford suffers with chronic congestion, it defies any sort of logic to add a further requirement to reduce the flow of traffic, as well as the environmental impact of vehicles braking and then accelerating.</p>
() Resident, (Oxford)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>Provided these limits are enforced consistently - e.g. with average speed cameras, rather than with chicanes or speed bumps, these have my support. Chicanes and average speed bumps add significantly to air pollution.</p> <p>Puffin Crossing - Object - I strongly object to the Puffin Crossing. There is now a lot of evidence that traffic lights increase air pollution - indeed this is my area of academic research - https://oem.eng.ox.ac.uk/. In this case, the pollution will be concentrated right outside the school. The costs of air pollution are now calculable - https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution nowhere in your is air pollution considered or mentioned.</p>
() Local Resident, (Burford)	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>Too difficult to police. The risk is too great. It won't matter about punishing a speeding driver AFTER a child has been killed.</p> <p>Puffin Crossing - Object - It is always going to be a greater risk having children ON or BY the road when they could have the option of going OVER it.</p>
() Resident, (Kidlington)	<p>20mph - Neither/Concerns 30mph - Support 40mph - No opinion</p> <p>There is no point designating a reduced speed limit unless it can be enforced</p>

	<p>Puffin Crossing - Object - This will not provide a safe option for children crossing the road to get to and from school. The footbridge needs to be replaced.</p>
() Resident, (Fulbrook)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - My children risk their lives on a daily basis to attend school the crossing of Burford bridge from Fulbrook is just the start. By removing and not replacing the footbridge on the A40 you are endangering their lives even further.</p> <p>My children have already reported many minor incidents at the temporary lights, Cars not stopping, impatient drivers, and even lights not working and the children having to take big risks by crossing the road themselves just to get to school. That stretch of the a40 is notorious for accidents you are putting the lives of hundreds of children at risk because you don't want to spend a few quid to ensure their safety.</p> <p>I urge you to work with the community of Burford as well as the school and police to find a more sensible and workable solution to this rather than lights that will cause even more risk of accident and death as well as even more congestion on the Burford roundabout which is already blighted by accidents and incomprehensible traffic on a daily basis.</p> <p>The 7.5 tonne weight limit in Burford (which hasn't been introduced yet) will push more heavy vehicles along the A40 making traffic worse and causing chaos and increasing the risk of injury or death of a child when all they are trying to do is to get to and from school.</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - A puffin crossing is also proposed for the A40 on the east side of the Burford roundabout so why is there not a puffin crossing proposed for the A361 also? A child was recently hit crossing that road on their</p>

	way to/from school.
() Local Resident, (Burford)	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>20mph is the best of a bad choice. I still fear accidents will be inevitable. Children's safety should be put first over costs. This road needs a pedestrian bridge.</p> <p>Puffin Crossing - Object - I don't feel any speed restrictions or crossings can EVER be as safe as a pedestrian bridge. I Think the bridge should definitely be replaced.</p>
() Local Resident, (Burford)	<p>20mph - Neither/Concerns 30mph - Support 40mph - Neither/Concerns</p> <p>Less than 30 mph is unnecessarily slow.</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Carterton)	<p>20mph - Neither/Concerns 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - I believe that a pelican crossing will not be safe enough for the youngsters who need to cross the A40 to get to and from Burford School. The traffic lights would need to be of a great enough height to be visible to drivers from a considerable distance. Despite the proposal to lower the speed limit along the stretch of the A40 from the roundabout towards Cheltenham past the school, I fear that many drivers will go above this, creating danger to the pedestrians. In my opinion the safest for all concerned would be to either strengthen the structure of the existing bridge, or to build a new one.</p>

<p>() Resident, (Witney)</p>	<p>20mph - Neither/Concerns 30mph - Support 40mph - Support</p> <p>It concerns me that the 20mph speed limits have been proposed on the roads nearest to the fire station and will ultimately affect the time it takes for the firefighters to get to the station and then onto the emergency call.</p> <p>Puffin Crossing - Object - I strongly object to the bridge crossing the A40 be permanently removed instead of being replaced and the currently temporary Puffin Crossing being made a permanent fixture. I cannot believe that the council think that this is an acceptable alternative for the number of school-children (and other pedestrians) to safely cross this extremely busy main road. I have personally observed the dangerous driving that happens regularly on this quite small stretch of this road - overtaking, speeding (well over 60, let alone the currently posted 40) - what happens if a child is using this crossing - perfectly correctly - they've pressed the button and waited for the lights to change, but someone is driving like that? They certainly won't be able to stop in time. The road is already very congested leading up to the roundabout (all ways), so exacerbating it, by putting a crossing in just does not make any sense. The council seem to have forgotten why this bridge (which has been there for over 40 years) was installed in the first place - a child was knocked down and seriously injured whilst trying to cross the road to get to school. And this was back when the roads were less busy and cars were slower. Yes, we can educate our children to cross a road safely, but ultimately, they are children, being put at risk by adults. Are the council saying that a child's life is worth less than the money that would need to be spent on replacing the bridge?</p>
<p>() Local Resident, (Burford)</p>	<p>20mph - Support 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - The increased risk of a road traffic accident, the footbridge was built originally to avoid such incidents. Build up of students at peak times waiting to cross in restricted areas. No provision of fencing around the crossing to prevent students spilling onto the carriageway at peak times</p> <p>There will always be a risk of drivers 'jumping' the lights and not observing speed limits. There will always be a risk of younger students in particular not being familiar with the sequencing of crossing lights and stepping onto the road before or after they should do so. A replacement footbridge is required, the current one has served its purpose for over 40 years without issue.</p>

() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - My child uses the bridge to cross the road, twice a day, five days a week. The removal of the bridge shall mean that pedestrians and cars will need to share the same space. If cars jump the lights there will be a serious accident. The footbridge needs to be replaced.</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - The footbridge is required. It was installed to maintain safety of the students of Burford School and reduce the number of accidents. The situation has not changed (in fact there are now a lot more cars and a lot more students) so the requirement for a footbridge has not changed.</p> <p>Very simply put, if the footbridge is not replaced then the safety of children is being ignored to save a few quid. The footbridge has been damaged by collisions, why were the offending motorists not claimed from and the money used to re-build/repair?</p>
() Local Resident, (Burford)	<p>20mph - Neither/Concerns 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - My concern is that the implementation of the current temporary crossing lights has left much to be desired. The evidence would suggest that this is not fit for a permanent solution. The decision made on this</p>

	<p>consultation will be with the residents of the town, and teachers of the school (of which I am both), for the next 40 years + just as the old bridge lasted the last 40 years.</p> <p>I live and work in Burford walking to the school each day, using the crossing twice a day. Unfortunately, I regularly see my students put in harm's way. They are variously: harassed by cars frustrated with the delay; queuing up to cross in confined space close to a the road with no barriers to stop them being knocked into the path of traffic; and on numerous occasions nearly knocked over by cars 'jumping' the red light.</p> <p>Granted that some of these problems are indicative of a poorly working temporary light system. Presumably the new system would be well fenced and have some kind of enforcement cameras? Equally the school (and me personally as someone who walks this route) takes the burden of 'managing' the commute of the couple of hundred children that use this twice a day. Would this be replaced by a county employed lollipop man / woman?</p> <p>Overall it seems the previous bridge was a much better working solution for both the town and the traffic. Road users were not impeded on a busy 'A' road, students could cross in a safe and intuitive way, and additional staffing costs were minimal. Moving to a crossing might be cheaper in the short term than rebuilding / repairing a bridge but it has significant drawbacks that the community and the commuters will have to live with for the next 40 + years. I do hope this decision is made with the long term in view.</p>
() Resident, (Chipping Norton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - The current arrangement with traffic lights is unreliable and dangerous- Burford School staff have had to man the crossing, often the lights fail and staff have to step into the road to stop the traffic and allow students to cross. Oxfordshire CC do not appear to take this frequent danger to the lives of adults and children seriously. Since installation the lights have failed several times a week and sometimes several times in a day. Considering that the only other safe crossing is on Burford High Street, the current arrangement does not take into account the realities of children crossing a major A road to get to school. Often lorries and cars heading towards Cheltenham speed up after the roundabout and, on occasion jump the lights. Traffic jams build up quickly at the beginning and end of the school day. Visibility is not always great, so vehicles don't always anticipate the crossing. The footpath is narrow and not really suitable for multiple numbers of children to gather and cross. Without doubt, the only safe and sensible option is to build a new pedestrian bridge on the A40.</p>

() Resident, (Leaffield)	<p>20mph – Neither/Concerns 30mph - Support 40mph - Object No comments.</p> <p>Puffin Crossing - Object - The bridge over the A40 is used multiple times every day by the children of Burford School to make it a safe crossing. It is also used by other residents, tourists, walkers etc in the area wishing to ensure they can safely cross the A40. The A40 is a very busy road between Oxford and Cheltenham that has many wide and long lorries, MOD and agricultural and other dangerous vehicles. To remove the bridge which provides a 100% safe crossing, is an idiotic idea. If it is deemed unsafe it should be re-built. The Council obviously has the funding, if it is planning an expensive puffin crossing - or should find it for the children's safety. It should not wait until there is a fatality at a puffin crossing to do the sensible and ethical thing. The existing bridge means the traffic is not delayed or slowed unnecessarily and is kept freely flowing even in peak times. It does not interrupt access or exit from the school gates and it is not compromised by bad weather or other occurrences which might mean the lights of the puffin crossing would not operate safely 24/7. The proposed crossing would significantly hinder traffic flow in and around Burford, firstly to and from the main school gates, but also across the 361 road, Tanners Lane, the High Street and main roundabout particularly during busy times, as it would mean the traffic needing to come to a complete stop (engines probably idling so adding to the air pollution the children would be breathing) on a regular basis. The proposed puffin crossing relies on a sensor and lights, which require power (ie energy of some kind) and technology, both of which are all liable to fail at some point, particularly when the weather is poor such as experienced regularly in Burford from October to April. It would have significant installation costs as well as running and maintenance costs. By contrast the bridge is a totally Green (energy efficient) project and would not involve high running costs. Puffin crossing have only an indicator on the near side and for thus cannot provide on-going assurance of safety for the pedestrian half-way through crossing the road. Additionally one pedestrian may obscure the indicator or upset the sensor for another pedestrian. Transport for London stopped installing them in 2014 as they were considered unsafe!! You may also like to note that Birmingham Council also do not favour them. They may also not allow the pedestrian to complete their crossing of the road safely before indicating otherwise. There is also a noise associated with puffin crossing which would add to noise pollution and irritate other walkers and neighbours. To sum up - I think the idea of a crossing for children across the A40 instead of a safe bridge is preposterous and the Council needs to totally re-think this project!!</p>

<p>() Local Resident, (Burford)</p>	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
<p>() Resident, (Carterton)</p>	<p>20mph - Neither/Concerns 30mph - Neither/Concerns 40mph - Neither/Concerns No comments.</p> <p>Puffin Crossing - Object - To demolish the A40 footbridge and replace it with a pedestrain crossing does not take into account the safety of pupils and others attending or visiting Burford School.</p> <p>I don't feel that a pedestrain crossing so close to a busy roundabout and other business entrances, with cars accelerating away, will be a suitable safe crossing where it has previously been deemed necessary to build a footbridge. Replacing this should be a priority if it is not safe to repair.</p>
<p>() Resident, (Shipton Under Wychwood)</p>	<p>20mph - Support 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - This is a busy stretch of road and cars often speed here. I personally think a Puffin Crossing is far more dangerous to the school children than repairing or replacing the current bridge. I do not know what the cost differences are but I think that the council should re consider replacing the bridge.</p>
<p>() Resident, (Carterton)</p>	<p>20mph - Object 30mph - Support 40mph - Support</p>

	<p>No comments.</p> <p>Puffin Crossing - Object - The existing damaged footbridge should be replaced. The A40 is already significantly congested; adding a further impediment to the passage of traffic can only worsen the traffic flow. The Statement of Reasons makes no reference to the proposed Puffin Crossing. Given the number of school children requiring to cross the road at busy times, the crossing is at odds with your aim to facilitate the effective passage of traffic.</p>
() Resident, (Shipton Under Wychwood)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>The current speed limit along the A40 is wholly inappropriate considering that the road runs past a school. Other schools benefit from a lower speed restrictions and do not suffer from the HGVs and large volume of traffic that pass by. The current limit section does not give traffic adequate time to slow before passing the school and so should be extended further out along the A40.</p> <p>Puffin Crossing - Object - I believe that the bridge over the A40 should be replaced. The effect of a crossing at this point has the potential for accidents both from those crossing at this point without using the defined crossing area and also from impatient traffic. The crossing would be used almost exclusively by students and so I believe that the safest crossing would be a bridge or underpass at this point.</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>Support these amendments but propose lowering limit to 20mph outside Burford School at beginning and end of school days.</p> <p>Puffin Crossing - Object - Puffin crossing relies too much on traffic to stop and not hit crossing pedestrians, including numerous children walking to and from school. The footbridge should be repaired or replaced.</p>
() Resident, (Carterton)	<p>20mph - Neither/Concerns 30mph - Neither/Concerns 40mph - Neither/Concerns</p>

	<p>No comments.</p> <p>Puffin Crossing - Object - A Puffin Crossing in front of Burford school to replace the footbridge is a cost saving exercise and it does not take into consideration the safety of pedestrian, in this case students. Studies show that a footbridge is one of the safest pedestrian crossing facilities. It is important to ensure safety over budget.</p> <p>Results shows that the reducing vehicles speed is not sufficient to guarantee pedestrian safety when there is a high volume of vehicles.</p> <p>Pedestrian footbridges over busy roads (in this case the A40) give a safe passage to Burford school students and remove the danger students crossing the road unsafely or drivers not respecting speed limits and being unable to stop.</p> <p>The footbridge improves traffic congestion by removing the signalized crossing outside the school, improves the quality of air around the school as a result of smaller standing traffic</p>
() Resident, (Langford)	<p>20mph - Neither/Concerns 30mph - Neither/Concerns 40mph - Neither/Concerns</p> <p>Concerns. The 20mph limit seems superfluous as the traffic in Burford centre seems rarely to be free enough moving to hit the existing 30mph limit.</p> <p>I am not convinced that extending the 30/40 mph limits along the A40 or A361 will actually cause anyone to slow down. I believe physical barriers/obstacles/markings would be more effective.</p> <p>Puffin Crossing - Object - My objections are twofold.</p> <ul style="list-style-type: none"> - For motorists, adding traffic lights takes an already congested A40 approach/roundabout in Burford and makes it more worse. Traffic travelling on the westbound A40 will likely back up onto and block the A40/A361 roundabout. - For pedestrians, I am concerned that there is no physical separation of children from traffic from the west that has been cruising uninterrupted at 60+ mph in a straight line for the last 9 miles / 12 minutes (since the A429 roundabout), and is likely not paying sufficient attention to notice that a pedestrian crossing has just appeared across what is a major trunk road.

	<p>My suggested solution would be to put a better bridge back. This would remove the impediment to vehicles leaving Burford on the A40 and prevent children being knocked down by inattentive drivers.</p>
() Resident, (Carterton)	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>This is a very fast flowing stretch of road that passes past the school and I really believe that another footbridge would make a huge difference in the safety of everyone (both pedestrians and traffic alike).</p> <p>The temporary crossing has made this section in front of the school, even more dangerous to negotiate especially at peak times. The traffic is heavy from all directions and once stopped at the crossing can flow back right past the Burford roundabout thus I have witnessed many a near miss on several occasions where people think it is clear to proceed only to find vehicles have stopped in their path obstructing the roundabout.</p> <p>Even reducing the speed limit along this stretch is fraught with danger. Many drivers do not take any notice of the speed limit past the school and I have witnessed cars screeching the brakes on at the last minute to stop at the crossing as children step out.</p> <p>At least with a footbridge the traffic will continue to flow at all times and people can get across the road safely. Please seriously consider the knock-on effect that not putting another footbridge in place could have.</p> <p>Puffin Crossing - Object - No comments.</p>
() Resident, (Carterton)	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>This is a crazy decision. The bridge should be repaired. Some children WILL ignore any crossings/safety restrictions and some children will get killed and/or seriously injured, since they ignore things when they're in a hurry. Speed limits don't stop kids being kids.</p> <p>This may save the council some money in the short-term, but in the longer term litigation costs for death/injury to children will be very high. Liability will be placed on the council as they WILL be held accountable for lowering safety and putting short term savings before lives.</p>

	Puffin Crossing - Object – <i>See comments above.</i>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - I believe this would be a very dangerous option, after seeing a boy hit by a car outside of Burford just this afternoon I think a puffin crossing would cause a serious accident on such a main road. Also the traffic around Burford school has been chaos since the traffic lights have been used as a crossing, causing the roundabout to become gridlocked at peak times.</p> <p>In my opinion a puffin crossing is a dangerous and thoughtless option which would at some point result in a serious accident. Safety should be the priority and I don't believe a puffin crossing is a safe Option in anyway. The safest option would be to rebuild a bridge giving children no need to attempt to cross a major A road. There seems to be no regard for child safety in this proposal and I feel safety has been disregarded in favour of financial efficiency.</p>
() Resident, (Chipping Norton)	<p>20mph - Support 30mph - No opinion 40mph - No opinion</p> <p>I do not support the proposal for the Puffin Crossing. A footbridge should be reinstated. Traffic currently backs up onto the nearby roundabout at the junction of the A40 and A361, causing congestion. Reducing the speed limit on the approaches to the school is however fully supportable.</p> <p>Puffin Crossing - Object – <i>See comments above.</i></p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Neither/Concerns</p>

	<p>No comments.</p> <p>Puffin Crossing - Object - A replacement foot bridge is needed to allow safe crossing for the secondary school students. The Puffin crossing will add to traffic congestion in the area, which is already considerable at peak times of the day.</p>
() Resident, (Milton under wychwood)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>Would encourage consideration be given to 20mph limit around Burford Secondary A40 and A361 entrances to reduce the risk of collisions between cars and cars/pedestrians.</p> <p>Puffin Crossing - Support - It should help keep people crossing the road safe but it will clog the traffic around the roundabout.</p>
() Resident, (Minster Lovell)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - This is an extremely busy road, my two children cross it every day to go to school it is far safer for children to go over a foot bridge than to cross the road, this was thought a good idea 30 years ago when there were far less cars on the road why would it be a good idea to take it away now? Puffin crosses have their place but not on a main A road as cars will still travel very quickly on this road regardless of a reduced speed limit and will miss the lights. I keep telling my children DO NOT CROSS UNTIL YOU HAVE SEEN THE CARS ARE SLOWING DOWN! however they are teenage children and are easily distracted, A child will get seriously hurt or god forbid killed do you the council want this on your conscious? The other roads 361 and Burford hill need better crossings as well, a child was hit this afternoon crossing the 361.</p>
() Resident, (Minster Lovell)	<p>20mph - Support 30mph - Support 40mph - Object</p>

	<p>I think it may perhaps improve the safety of pedestrians and other vehicles passing through Burford to have a 20-30mph speed limit. However, I cannot see any particular benefit to extending the 40mph limit along the A40 and A361. At specific times of the day, it's impossible to do 20, 30 or 40mph in this area due to the amount of traffic bottle-necked around the A40 roundabout in Burford.</p> <p>Puffin Crossing - Object - Having passed through Burford for the past 6 years morning and afternoon, I was immensely disappointed to see that the footbridge had been closed and was due to be demolished and replaced with a pedestrian lights crossing. This looks and feels much more dangerous than the footbridge. The traffic is now backed up on the A40 approach to the roundabout in all directions and on the roundabout itself when the pedestrian lights are in regular use during peak traffic flow at school time. This subsequently impacts the queue of traffic approaching from the A361. I've seen so many near misses of traffic and pedestrian accidents on and around the roundabout between 8.15-8.40am and 2.50-3.20pm. Vehicles queued on the roundabout itself, struggling to get in or out of Starbucks car park whilst pedestrians try to cross the road. When pedestrians could use the footbridge the traffic flowed better and was much less stop/start on the actual roundabout. As far as I can see the closure of the footbridge has put the pedestrians, mainly children, in more danger crossing a busy main 'A' road, than walking over the footbridge ever did. It has also created more traffic congestion in the area which looks like an accident waiting to happen at peak school times. I would much prefer to see investment in reinstating the footbridge and making it safe for all to continue to use.</p>
() Resident, (Witney)	<p>20mph - Support 30mph - Support 40mph - Neither/Concerns</p> <p>There needs to be some sort of crossing on both the A40 and the A361 enabling the school children to safely get to and from the public transport bus stops before and after school.</p> <p>Puffin Crossing - Neither/Concerns - I do worry about this replacing the bridge though as if I remember correctly the bridge was built as a child was knocked over on the road. That road is such a fast road the traffic will need to be slowed down well before the crossing.</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p>

	<p>Puffin Crossing - Object - Absolutely ridiculous to consider having a puffin crossing! A bridge or subway is the only safe way to cross that road there and it's disgraceful that you are putting saving money for the council over the safety of children, as it's quite clear this is a cost saving solution!</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Support - I support a puffin crossing but prefer a bridge. As a parent, this gives one more peace of mind that the children are not exposed to any form of accidental hit and run.</p> <p>Why will the bridge not be replaced? is it because of cost? I appeal that you rethink this, a life a person is much more important than cost of a bridge.</p> <p>Furthermore, the road is a busy road, by introducing puffin crossing which will be used frequently will it not add to the traffic already on that road.</p> <p>Kindly think this through carefully and do not base your decision just on cost saving (if that is why you are having puffin crossing) but on life saving and safe and easy road usage for all users.</p>
() Resident, (Clanfield)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
() Local Group/Organisation, (Burford)	<p>20mph - Object 30mph - Object 40mph - Object The 20 mph limit needs to extend from west of Tanners Lane on the A40 West of Burford to at least south of Burford</p>

	<p>Golf Club on the A361 as well as in the town centre of Burford. The 20 mph limit zone should cover the A40 and A361 entrances to Burford School.</p> <p>The 40 and 30 mph zones should accordingly be extended beyond the 20 mph zones to a force traffic to slow down to the 20 mph zone.</p> <p>Puffin Crossing - Object - The proposal to replace the existing footbridge with a puffin crossing is fundamentally flawed as it does not maintain the existing level of safety for children crossing the A40 on the way to and from school. In addition the school was not consulted or notified about the proposals.</p> <p>The existing bridge was originally built due to the death of a school pupil crossing the A40.</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - No opinion</p> <p>The traffic lights need to be made permanent and there needs to be signs telling drivers there are school children crossing!</p> <p>Puffin Crossing - Support - Extremely important, do you really want more students to be injured?</p>
() Resident, (Shilton)	<p>20mph - Neither/Concerns 30mph - Neither/Concerns 40mph - Neither/Concerns</p> <p>My concerns are linked to: overall congestion within A40/A361 and Burford/ Wildlife park traffic and commuter traffic to Oxford and school; soon to be exacerbated with new housing development on Shilton Road. There is no joined up thinking in the development of road infrastructure within and around Burford...question lack of thought about how the residents of this new estate will connect with Burford...at the moment it is due to be an isolated estate, with people only escaping via car...there is no clear pedestrian access from this side into the town, crossing the A40 that end is impossible and dangerous, and at the moment, it looks like the links to Burford will be only by car- no consideration of connectivity, healthy planning and carbon emission/ Climate change planning. No future proofing. IN addition, slowing traffic, whilst positive, will also add to emissions levels within Burford High Street, making the environment more unhealthy. Will this be monitored? No provision for cycle routes. How can any of this be a sustainable option? Burford is such a beautiful town, but is heading to be a giant traffic jam. So sad to see this short term thinking. Not good</p>

	<p>enough</p> <p>Puffin Crossing - Neither/Concerns - I have two children at Burford school. I was driving in yesterday when I saw 2 young children trying to cross the A361, and having a close miss as a car came out of roundabout. I see close calls on a daily basis. Later that day, lo and behold a child actually did have an accident with a car. This is a disaster waiting to happen. Each morning streams of children try and cross the A361 opposite the Travellodge, it is so unsafe, and even with a reduced speed, it still would not be safe for them. One School bus drops children at the public bus stop on A40 (Oxford side), and they then walk to school all crossing the A361. Likewise crossing the A40 is difficult. It is at the peak of rush hour, and already cars back up at school drop off time, along with commuter traffic. A Puffin crossing on the A40 will just add to the congestion by stopping and starting already congested traffic. It only serves children crossing from the Burford Town (highstreet) side...and not from the Oxford side (A40)...you cannot just have a crossing on A40 as children also come from A40 side and cross A361. It needs the bridge reinstated.</p> <p>In addition again this will not help the new housing estate on Shilton Road, with no pedestrian access to Burford. Again no provision of safe cycle routes to school. My children are keen cyclists, and we live 2.5 miles away, but there is no way of reaching Burford safely from Shilton...or safely from Burford to Witney and beyond by bike. Future planning essential for climate mitigation.</p>
() Resident, (Shilton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Langford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>

() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - Completely object to this proposal. There needs to be a safe crossing as it is used daily (at least twice a day) by a large number 100+ of school children.</p> <p>Any proposal should not involve walking across the extremely busy A40 road, which is full of large lorries and fast cars. If you intend to knock down the bridge due to safety reasons (which for the last 40+ years has served its purpose in keeping people safe) then you replace it with a similar updated bridge which meets the necessary safety requirements.</p> <p>Also a bridge allows the flow of traffic to continue as would be overhead. The current traffic lights are appalling, they rarely work, teachers are having to stand either side of the road to protect the school children crossing, and the lights build up a lot of traffic.</p>
() Resident, (Shilton)	<p>20mph - Support 30mph - Support 40mph - Support More 20mph needed and traffic lights at Shilton Dip on B4020</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Chipping Norton)	<p>20mph - Neither/Concerns 30mph - Support 40mph - Support The road bridge needs to be reinstated by Burford School for the safety of students. Having worked in Burford for nearly 30 years it is vital the bridge is there. The volume of vehicles as well as the large number of lorries make the A40 very dangerous.</p> <p>Yesterday a child was hit by a car whilst crossing the road after school. I am very concerned vehicle's may not stop,</p>

	<p>there are no rails to restrict people crossing the road. The bridge has been consistently used and in an age of increasing vehicle volume and population {within Burford} the bridge is a much needed safety feature. The traffic congestion caused by the lights also is an issue.</p> <p>Puffin Crossing - Object – <i>See comments above.</i></p>
() Resident, (Carterton)	<p>20mph - Neither/Concerns 30mph - Support 40mph - Support</p> <p>It seems that the throughput of traffic on that road is such that there may well be impatience by the drivers due to the congestion this proposal will cause and so any speed limit is ok as long as the flow of traffic can be allowed to flow freely without the use of traffic lights.</p> <p>Puffin Crossing - Object - I would certainly prefer that the bridge remains in operation to keep the children away from the need to cross the road even with pedestrian crossing the congestion will build up and people could become impatient or not worse not adhere fully to the light system and cause injury to a child.</p> <p>The safest option would be for the bridge to be maintained and so provide safe and secure crossing arrangements for children and keep them off the road.</p>
() Resident, (Shilton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Shipton under Wychwood)	<p>20mph - Support 30mph - No opinion 40mph - Neither/Concerns No comments.</p>

	<p>Puffin Crossing - Object - This is a busy trunk route and it is vital that the children crossing the road to go to school see safe. The current bridge arrangement is the most sensible option as it prevents children crossing on the actual road and keeps them separate from the traffic. A pelican crossing is not adequate to cope with the volume of pedestrians and would also cause a bottleneck on what is a major thoroughfare</p>
() Local Group/Organisation, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - The increased risk of a road traffic accident, the footbridge was built originally to avoid such incidents.</p> <p>Build up of students at peak times waiting to cross in restricted areas No provision of fencing around the crossing to prevent students spilling onto the carriageway at peak times.</p> <p>There will always be a risk of drivers 'jumping' the lights and not observing speed limits. There will always be a risk of younger students in particular not being familiar with the sequencing of crossing lights and stepping onto the road before or after they should do so.</p> <p>A replacement footbridge is required, the current one has served its purpose for over 40 years without issue.</p>
() Resident, (Milton under wychwood)	<p>20mph - Support 30mph - Neither/Concerns 40mph - Neither/Concerns No comments.</p> <p>Puffin Crossing - Object - Through the suggested demolition of a pedestrian bridge to be replaced with a puffin crossing you are essentially replacing a SAFE crossing with a NOT SO SAFE one. I don't understand... Are you aware that there is a school in Burford that has hundreds of children using this bridge daily to access their place of learning?</p> <p>(In my opinion it would probably be a good idea to have both!)</p>

	<p>I've driven on this particular stretch of road for the past twenty years and have seen, inevitably, speed (sadly) and volume of traffic increase .</p> <p>Replacing an old MUCH USED pedestrian bridge with a new one is surely the only plan needed that to ensure the future safety of both pupils at the burford school and local residents.</p> <p>Have any of you making these decisions been to the site and tried to cross the road either side of the Burford roundabout where many school pupils who walk to school need to cross?</p>
() Resident, (Bampton)	<p>20mph - Support 30mph - Object 40mph - Object No comments.</p> <p>Puffin Crossing - Object - As a student of the school, we have already seen one accident which could have been avoided if we had the foot bridge back. This is ridiculous and risks school children's safety, also a 20 mph speed limit should be put close around the schools perimeter</p>
() Local Resident, (Burford)	<p>20mph - Object 30mph - Neither/Concerns 40mph - Neither/Concerns</p> <p>From published reports in London it has been demonstrated that 20mph restrictions for the sake of slowing traffic actually increases pollution levels. It also increases stop / start situations which again add to pollution levels. Not a clever move if peoples health is an issue for politicians - it should be.</p> <p>20mph restrictions outside schools or elderly homes are entirely justified for safety reasons. Elsewhere not - just virtue signalling. Burford has a zebra crossing for those that wish to use be totally safe crossing from one side to the other. As for 40mph areas reduced to 30mph. It is hard to answer when you dont indicate the distance from the roundabout. As one is most often arriving at the roundabout at snail pace it doesnt seem necessary. If the 30mph area on the Shilton road to Caterton is extended it will cause frustration. Does the council want to be at war with local residents especially in an area where we are seriously under supplied by public transport?</p>

	Puffin Crossing - Neither/Concerns - No comments.
() Resident, (Shilton)	20mph - Support 30mph - Support 40mph - Support No comments. Puffin Crossing - Support - No comments.
() Resident, (Bradwell)	20mph - Neither/Concerns 30mph - Support 40mph - Support I do feel that speed limits are not the complete answer, as so many people ignore them soother measures should also be put in place ie speed cameras, school warning lights. The bridge should also be replaced. Puffin Crossing - Support - If that is the only option however the ideal would be this for the A361 and for the bridge to be replaced over the A40 along with speed cameras. An alternative would be to install traffic lights on the roundabout.
() Resident, (Charlbury)	20mph - Support 30mph - Support 40mph - Support No comments. Puffin Crossing - Object - A puffin crossing would potentially cause severe traffic problems on a busy road. A less disruptive and safer approach would be to replace the existing footbridge with another.
() Resident, (Bampton)	20mph - Support 30mph - Object 40mph - Object

	<p>The speed limits in the whole environs of the school should be significantly lower. Also just because a speed limit is set doesn't mean it will be obeyed. The traffic on these roads is heavy and fast; drivers are impatient and frequently jump the lights or tear away from the roundabout at great speed in spite of the numbers of school children crossing at this point.</p> <p>Puffin Crossing - Object - It is crazy to expect children as young as 11 to cross roads like these with only a puffin crossing - it is a matter of time before we have a fatality. I myself have recently been witness to a 13 (?) year old boy being knocked down. It was a mercy that the car involved was being driven sensibly at a low speed, otherwise he could very easily have been killed on the spot (as he would have been by some of the idiots who drive so recklessly at the roundabout). We need the footbridge to be replaced as soon as possible - our children are literally taking their lives in their hands on a daily basis.</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - The council that had previously erected the bridge over the A40 opposite Burford School were obviously a lot more forward thinking and sensible than the bunch of penny pinching buffoons that we currently have! Who in their sane mind would consider that removing the bridge and replacing it with traffic lights is a 'sensible' solution?</p> <p>Traffic has increased dramatically since the bridge was installed, as has the speed of those vehicles, i totally understand the the bridge has degraded over the years but surely common sense would dictate that it is replaced with another bridge, ok make it higher to prevent being damaged by lorries or taller vehicles, you can even cover it to ensure the users are safe when using it, im sure with the current glut of H&S experts that seem to be hidden in every orifice of OCC somebody can be found to ensure it is safe!</p> <p>OCC stop playing with the lives of our kids, current and future students of Burford School and anybody wanting to safely cross that road - all for the sake of money.</p>
() Resident, (Witney)	<p>20mph - Neither/Concerns 30mph - Support</p>

	<p>40mph - Support No comments.</p> <p>Puffin Crossing - Object - No comments.</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Object No comments.</p> <p>Puffin Crossing - Support - Nothing you do apart from replacing the bridge will guarantee the safety of the children crossing the busy A40 to get to school. You may be taking the cheaper option but if your children or grandchildren were pupils at the school I am sure your feelings would be the same. CHILDRENS LIVES ARE IN DANGER WITHOUT A FOOTBRIDGE!</p>
() Resident, (Stow-on-the-Wold)	<p>20mph - Support 30mph - Support 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - Keep the bridge instead. It's obviously a far safer option.</p>
() Resident, (Brize Norton)	<p>20mph - No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - If this bridge is removed it will only be a matter of time before a pupil is injured, how dare you put budgets above pupils safety, it's disgusting</p>

<p>() Local Resident, (Burford)</p>	<p>20mph - Support 30mph - Support 40mph - Support Will all the drivers on the A40 obey these limits ? Sadly, I don't think they will, still making the A40 a hazardous road right outside a school.</p> <p>Puffin Crossing - Object - Replace the pedestrian bridge. Remember the history, a school pupil killed crossing the road.</p> <p>Solution : separate pedestrians/pupils from road traffic and build a highly effective bridge ensuring a safe crossing route of the hazardous A40. Number of pedestrians/pupils killed crossing the road since then = ZERO, even with many more pupils attending Burford School.</p> <p>2019 Bridge now needs repairing, due to poor driving standards of lorry drivers. 2020 Solution : Lets put pupils/pedestrians back in the "line of fire" of incompetent drivers and not replace the bridge !!! Unbelievable..... The idea of a "Puffin Crossing" is a backward step in terms of safety and if implemented will sadly lead to a future highly avoidable tragedy.</p> <p>Oxfordshire County Council Roads / Engineering / Traffic / Child Protection Departments should be ashamed of themselves. Reinvest in a NEW PEDESTRIAN BRIDGE.</p>
<p>() Resident, (Carterton)</p>	<p>20mph - Support 30mph - Support 40mph - Object No comments.</p> <p>Puffin Crossing - Object - Installing a crossing is not taking into account the safety of pupils at Burford School. A decision like this should not be drive by cost but by a full health and safety assessment- the iron bridge may be expensive to repair but I'm happy for my council tax to be spent on this as a priority as the iron bridge saves lives and helps to keep our young people safe. Please re-consider we don't want a tragic accident to occur as a result</p>
<p>() Resident, (Witney)</p>	<p>20mph - Support 30mph - Support</p>

	<p>40mph - Support No comments.</p> <p>Puffin Crossing - Object - I am a regular user of the A40 through Burford in my role as a delivery driver. I object to the puffin crossing for two reasons.</p> <ol style="list-style-type: none"> 1. There is no doubt in my mind that the safety of the pupils at Burford School is best served by replacing the current footbridge over the A40. 2. The proposed puffin crossing location will, undoubtedly, cause serious delay and congestion on the A40, A361 and Burford High Street, particularly before and after school times. <p>The best way to improve safety for the children is, in my opinion, to replace the footbridge and place a puffin crossing on the A361, outside the school.</p>
() Resident, (Alvescot)	<p>20mph - No opinion 30mph - No opinion 40mph - No opinion</p> <p>The bridge should be replaced, children's safety should never be compromised.</p> <p>Puffin Crossing - Neither/Concerns - No comments.</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>This is a very busy dangerous road. The school children should have a bridge they can go over to get to the fields safely. Putting in traffic lights is an accident waiting to happen. People don't take notice of speed signs and drive way to fast down that stretch of road. It would also cause chaos to the traffic if the lights keep changing to red before and after school.</p> <p>Puffin Crossing - Object – <i>See comments above.</i></p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support</p>

	<p>40mph - Support No comments.</p> <p>Puffin Crossing - Object - The demolition of the foot bridge over the A40 is a dangerous option. Previously my daughter attended the school and as a parent I would always tell her to use the foot bridge to cross the road. It is a dangerously busy road and a crossing will not be sufficient to prevent an accident or death of a pupil. There should be both options a foot bridge and a crossing. If cost dictates then keep the footbridge and don't make a crossing.</p> <p>When I attended the school as a teenager in the 70's a friend of ours was hit by a car and sustained a severe head injury which required surgery. The amount of vehicles has increased significantly since then and it is putting pupils lives at risk to remove the footbridge in my opinion. I travel on the road daily to and from Cheltenham and witness the traffic speed which is is incredible.</p> <p>The speed limit needs to have more measures in place like flashing signs and a gate on the A40 as one drives into Burford from Cheltenham.</p>
() Local Resident, (Burford School)	<p>20mph - Support 30mph - Support 40mph - Object</p> <p>Please note: Although I don't support the overall plan to remove the footbridge because, in my opinion, it reduces the overall safety of the people crossing this road considerably even with the proposed crossing. I have to support that the speed limit is reduced to 20 mph and there is a support speed camera there to deter cars speeding.</p> <p>Puffin Crossing - Object - I don't support the overall plan to remove the footbridge, because, in my opinion, it reduces the overall safety of the people crossing this road considerably, even with the proposed crossing. If the reason for removing the bridge is because it gets hit regularly then the new bridge should be raised and made of steel to improve repairability.</p> <p>This road is already very busy and is already a considerable bottleneck, adding a puffin crossing with not only increase traffic issues both in the town and on the A40 it will increase pollution and contribute to the environmental impact of the local area by the increased volume of acceleration and deacceleration.</p>

<p>() Local Resident, (Burford)</p>	<p>20mph - Object 30mph - Object 40mph - Support No comments.</p> <p>Puffin Crossing - Object - The removal of the bridge will cause catastrophic traffic before and after school along the A40. The bridge kept the students safe while keeping traffic flowing. Introducing a puffin crossing will cause huge tailbacks along the A40, evidence of which is there for all to see right now with the temporary traffic light crossing in place. Replace the bridge, keep students safe and keep traffic moving.</p>
<p>() Resident, (Carterton)</p>	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>The current speed limits are fine. There has not been any speed related incidents as the traffic itself keeps the speeds low. This is another waste of money proposed by west oxford council.</p> <p>Puffin Crossing - Object - There is already a bridge for foot traffic to keep people away from the traffic. To remove this bridge and replace it with a puffin crossing is a waste of money and moves foot traffic into danger by making them cross the road</p>
<p>() Resident, (Milton under Wychwood)</p>	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>There is only one solution, a bridge.</p> <p>Puffin Crossing - Object – <i>See comments above.</i></p>
<p>() Local Resident, (Burford)</p>	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>I support all the proposed speed limit reductions. However, I'd like to suggest that a simple tarmacked footpath is run</p>

	<p>along the south side of the A40 from the Burford School entrance to the turning to Westwell. People who live in Signet Hill and Westwell would benefit from being able to use this and then safely cross the road at the new traffic lights. The current requirement to cross the road at the junction with the A40 is not particularly safe</p> <p>Puffin Crossing - Support - <i>See comments above.</i></p>
() Resident, (Milton Under Wychwood)	<p>20mph - Object 30mph - Object 40mph - Support</p> <p>The speed limit on the road is perfectly reasonable. However removing the crossing will put children's lives at risk.</p> <p>Puffin Crossing - Object - removing the crossing will put children's lives at risk. A puffin crossing on a main carriageway from Gloucester and cheltenham to Oxford is foolhardy and incredibly dangerous.</p>
() Resident, (High Wycombe)	<p>20mph - Object 30mph - Object 40mph - Object</p> <p>Replace the footbridge and you will not need to slow the traffic down. Slowing the traffic down will cause more congestion on this already busy stretch of road.</p> <p>Puffin Crossing - Object - This stretch of road requires a foot bridge as a child will be killed by cars failing to stop at a puffin crossing. Stop put children's lives at risk in order to save money and do the sensible thing. REPLACE THE FOOTBRIDGE!!!!!!</p>
() Resident, (Witney)	<p>20mph - Support 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - A puffin crossing will cause huge tailbacks and extra traffic on an already busy road. Especially during morning rush hour which will coincide with when all the school children will need to use the crossing.</p>

() Resident, (Wychwoods)	<p>20mph - Support 30mph - No opinion 40mph - No opinion</p> <p>The Footbridge to Burford School is vital to the safety of the children going to / from school. A crossing will not do the same job - teenagers will chance it and the road is a lot faster than it was when first put in. Yes, it may cost more, surely the children's lives are priceless.</p> <p>Puffin Crossing - Object – <i>See comments above.</i></p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - I am extremely concerned to discover that the current footbridge is to be removed and replaced with a puffin crossing. There are hundreds of children who need to use this crossing twice a day and the removal of the footbridge will put these children at an increased risk of being involved in a road traffic accident. Since the bridge has been recently closed, there have been temporary lights put in place which have regularly broken and left the children of Burford in a very vulnerable position.</p> <p>There will be a build up of students at peak times waiting to cross the road in restricted areas. There are no plans for fencing around the crossing to prevent students from spilling on to the carriageway at peak times. There is also the risk of drivers 'jumping' the lights and not observing speed limits, further putting children at risk. Additionally, the lights will cause a build up of traffic in both directions in and out of Burford.</p> <p>The current footbridge has served its purpose for over 40 years, ensuring the safety of the hundreds of children that cross it every day and maintaining an uninterrupted flow of traffic through Burford. I would urge the council to consider replacing the bridge, instead of the plans for a puffin crossing.</p> <p>It is not acceptable to risk the life of a child and it is my sincere hope that these plans are reconsidered for the safety</p>

	of all children in Burford.
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - Please would you consider extending the footpath from the pedestrian crossing to the road to Westwell (on the left hand side of the road, if heading away from Burford). At the moment, to reach a footpath, pedestrians walking up the road to Westwell must cross the A40 on a corner, which is unsafe. If the footpath is extended from the crossing to the road to Westwell, pedestrians will not need to put themselves at risk in attempting to cross the A40.</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support</p> <p>We live on Hen N Chick Lane, Shilton. The traffic has increase dramatically in the 6 years we have lived and worked here (we work from home), plus we have horses here. The traffic using the road as a rat run from Carterton and other surrounding villages (Alvescot/Clanfield) to get to Swindon and the A40 to Cheltenham has gotten to the stage where it is dangerous as we are just outside the village 30mph speed limit. Cars are driving outside our entrance in excess of 50-60mph and we have had many near misses as they do not realise we are exiting, so the speed limit for the village needs to be extended along the whole of this lane. I assume the original placing of the signs was in the 70's prior to homes being along here?</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Clanfield)	<p>20mph - Support 30mph - Neither/Concerns 40mph - Neither/Concerns</p> <p>20mph in Burford town seems sensible. I'm dubious of the motivations behind the reduced speed limits on the A40 itself (if this is the justification for a puffin crossing, it is a poor motivation)</p>

	<p>Puffin Crossing - Object - The A40 is a major road between Cheltenham and Oxford. Whilst traffic management is necessary, the unique position of Burford school, businesses and private houses on that side of the A40 requires careful consideration to ensure the safety of any school child, staff or ANY other person wishing to cross between any of the numerous businesses, houses, etc. in the vicinity.</p> <p>A puffin crossing relies on correct use of such a crossing by both pedestrians and drivers. Any pedestrian using such a crossing correctly cannot mitigate the risk of a careless driver. My understanding is that the bridge was hit and damaged by a vehicle passing underneath - shouldn't there be grounds for an insurance claim against the driver in question to provide funds for the bridge.</p>
() Resident, (Witney)	<p>20mph - Support 30mph - Neither/Concerns 40mph - Neither/Concerns</p> <p>The bigger picture is being MISSED a speed limit will always help but as we ALL know speed limits ARE BROKEN and a broken speed limit isn't going to save a child from has been knocked over. A speed limit outside ANY school should be a mandatory 20mph not just through a town...why put a speed limit of 30mph outside a school but it's ok to reduce a speed limit in town to 20mph, why is the logic and common sense here?? Clearly safety of our children isn't a priority to our council.</p> <p>Puffin Crossing - Object - I have objected as I am baffled by a council that is clearly using funds as a decision for safety of the children at Burford secondary school, clearly none of the people making this decision have kids at the school who they are putting at risk. As I've said there seems to be no common sense used at all as please look back at why this bridge was built in the first place! As we all know you cannot control actions of other on our roads, placing a puffin crossing at any point outside this stretch of road is ludicrous, you only need to watch the traffic on that road to know cars will not see these new lights and will drive straight through, cars overtake as soon as they get off the roundabout and lights will not keep our children safe if that happens, what happens if a child walks before light have changed thinking it's clear, as we all know it's a proven fact children cannot judge speed until they are at least 15 years old!! I am gobsmacked any council has the audacity to remove a bridge that is keeping so many children safe, only last week another child was knocked over on the other road that passes the back of the school, this council is happy to let more properties be build but tell me how are the kids that will live in these new properties near Burford garden centre will get to school safely having to across these dangerous roads, whoever is at the head of these decisions needs to take a long hard look at decisions made before another child isn't so lucky when they get knocked over, and the only people to blame will be the people making these life changing decision without proper consultation,</p>

	<p>leaving a consultation open is fine but we all know you've made these changes WITHOUT consultation, as the school were not made aware the bridge was going to be closed!! Yes money is always a factor but please do not insult our intelligence by saying this is why the decision was made, it's your easy option and less hassle, well sadly our school and children are worth more than your budget and quick decision making. Look at our County....we are not in a deprived area, put our money where it's needed. I bet if the people making these decisions had children put this school it would be a VERY different story, you do not have the right to put our children's lives at risk, that bridge needs to be repaired or replaced and adequate provisions made to get the children across the other road where the young lad was know down last week. You can't put a price on our children safety.</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - This proposed Puffin crossing will stop traffic when lots of children need to cross the road, possibly for several minutes, leading to tail backs and unhappy drivers. Possibly even congestion as far back as the roundabout. With no bridge to use, there would be a temptation for children to cross anywhere near the new crossing, even without waiting, which could be very dangerous.</p> <p>I think a new footbridge is the only sensible answer, and fully justifies the cost. With the addition of a new speed limit in this area, this would make the safest way for the children to cross this very busy road. You cannot put a price on our children's safety.</p>
() Resident, (Witney)	<p>20mph - No opinion 30mph - Support</p>

	<p>40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - Not a good option, this will just create traffic to back up across the roundabout thus potential causing accidents plus the pupils are still at risk from cars as they will be in the road. What happens if the crossing fails?</p> <p>Why are you not just replacing the bridge that has kept children and other local walkers for decades safe as this is a good use of tax payers money not yet another short cut at the expenses of local children!</p>
() Resident, (Carterton)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
() Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Support - No comments.</p>
() Local Resident, (Burford)	<p>20mph - Neither/Concerns 30mph - Neither/Concerns 40mph - Neither/Concerns No comments.</p> <p>Puffin Crossing - Object - I strongly object to the puffin crossing and the removal of the bridge. I think the bridge should be re built.</p>

	<p>I am almost certain that with the selling of the field opposite the burford garden company for the construction of houses that there is enough money to rebuild it. If not there must be a way to raise the funds for the safety of our children crossing the road to school.</p> <p>I'd say it is an accident waiting to happen but unfortunately the accident has already happened, when as I gather a young student was hit by a car crossing the road a couple of weeks or so ago. Luckily this student survived but I'm sorry to say I'm sure this wont be the last incident. You cannot trust children of that age to cross that main busy road safety, or for that matter trust the drivers to slow down especially at that time in the morning when hot headed drivers are rushing to work with no regard for public safety.</p> <p>I think it will add to the congestion problems that already exist on that stretch of road.</p> <p>The field was sold, the houses were built which must have an impact on the amount of children crossing the road to that school and the only piece of infrastructure in place to protect the children was the bridge and that is being taken away and replaced with a dangerous crossing.</p> <p>I have a child myself that is a pupil at the school and has to cross that road at least twice daily. It's a REAL CONCERN!</p> <p>I think a lot more needs to be explored to get that bridge rebuilt and if it is demolished and the puffin crossing built in its place then I am sorry to say that the Oxfordshire county council will sadly have blood on their hands at some point.</p>
() Local Resident, (Burford)	<p>20mph - No opinion 30mph - Support 40mph - Support</p> <p>An increasing number of school children use the A361 (south of the Burford Roundabout) to get to and from Burford School. This number has increased significantly following the introduction of the 233 bus service and will increase further as the Shilton Road development is built out.</p> <p>Our daughter crosses here daily - it is an extremely dangerous junction (one school child was hit by a car only last week) and we note that there is a distinct lack of signage warning that children may be crossing. It is imperative that when considering road safety around Burford School this junction is fully assessed. Appropriate safety measures must be installed.</p>

	<p>Puffin Crossing - Neither/Concerns - Some form of crossing is necessary here but we feel that a replacement bridge should be explored further. This crossing should not be a substitute to that proposed to the east of the Burford Roundabout (within the mitigation works for the Shilton Road development).</p>
() Local Resident, (Burford)	<p>20mph - Support 30mph - Support 40mph - Support No comments.</p> <p>Puffin Crossing - Object - I am extremely concerned that the footbridge on the A40 used by pupils entering and leaving Burford School is to be demolished rather than repaired. This road is dangerous!! A puffin crossing will not be safe!! I live in Burford and have grandchildren at Burford School and THIS IS AN ACCIDENT WAITING TO HAPPEN!! In fact only last week a child was knocked down outside the school. THIS WOULD NOT HAVE HAPPENED IF THAT CHILD HAD BEEN ABLE TO CROSS USING THE FOOTBRIDGE. Every single day there are incidents and police sirens on the A40. Drivers are impatient and unobservant. Going West they get frustrated if they have to queue at the roundabout and on exiting the roundabout they just put their foot down on the accelerator. Going East they get frustrated following lorries and try to overtake. THEY WILL NOT NOTICE A PUFFIN CROSSING AND OXFORDSHIRE COUNTY COUNCIL MUST THINK AGAIN !! The safety of children should not come down to money and the footbridge must be repaired for the sake of young lives.</p>
() Resident, (Chadlington)	<p>20mph - Support 30mph - Support 40mph - Support I feel that in the interests of child safety a reduction in the speed limit to 20mph outside Burford School at the beginning and end of the school day would be beneficial. At the very least a flashing sign -such as is found outside Chipping Norton School would warn drivers on the A40 that they are approaching a school.</p> <p>Puffin Crossing - Object - I strongly object to the proposal of a puffin crossing to replace the current overhead bridge. Given that the bridge was first installed following the death of a student and that the speed and flow of traffic since that time have increased, a puffin crossing seems an inadequate solution to the issue.</p> <p>There is a large volume of students arriving and leaving the school each day and needing to cross the road. Since the bridge was closed in November the current temporary crossing has caused traffic to back up in both directions along</p>

	<p>the A40 and also right back to the roundabout, causing difficulties for everyone, including motorists on the A361 trying to get onto the roundabout.</p> <p>In the interests of child safety and to ensure an acceptable flow of traffic I feel the bridge should be replaced and the speed limit brought down to 30mph with a 20mph limit between 8.00am-8.30am and from 3.00pm - 3.30pm. Ensuring that there is no further loss of life must be the key consideration here and this can be achieved, alongside improved traffic flow, only with the replacement of the bridge.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - Support 40mph - No opinion</p> <p>We welcome steps to reduce the speed limit on the very busy A40 from 40mph to 30mph however, this should always have been the case, without installing a crossing as a means of trying to achieve such.</p> <p>Puffin Crossing - Object - an employee of the school, whose students were the primary users of the footbridge, I object to the OCC consultation proposals. My reasons for objecting are as follows;-</p> <ol style="list-style-type: none"> 1. The footbridge was built in the 1970's due to an incident whereby a student from the school was hit by a vehicle whilst crossing the A40. 2. The footbridge since it was built has ensured a safe means of crossing the A40 for the students of the school ensuring segregation between pedestrians and vehicles. 3. I appreciate that the footbridge has been hit on the underside by large/agricultural vehicles over time causing it now to be deemed as unsafe and recommending demolition. 4. A replacement for the footbridge eg a new footbridge, does not appear to have been considered or if so dismissed presumably due to cost however, should cost compromise safety, with school students aged between 11-18, making on average over 400 crossings over the A40 in both directions every day. 5. Our experience since November 2019 when the current temporary lights were installed, is that they have proved to be unreliable, with a dozen failures in a three month period. In such instances the onus falls upon school staff - as our students were the primary users of the footbridge - to ensure their safe crossing over the A40. This has required our staff, up to 6 at a time, to don hi-viz jackets, and step onto the busy A40 to stop traffic, to allow students to cross safely. Any future failure of lights on a crossing solution will always by default put an onus on the school to ensure the

	<p>safe crossing of students.</p> <p>6. There are further issues and risks with a crossing solution - bunching of students on the edge of the road waiting to cross, no fencing to prevent students spilling onto the A40, and heightened risk of a road traffic accident through pedestrians and vehicles sharing the same space.</p> <p>7. With a crossing solution there is no guarantee drivers will adhere to new arrangements and revised speed limits which puts pedestrians at risk.</p> <p>8. A crossing solution creates gridlock outside the school and on adjoining roads at peak times of the day.</p>
() Resident, (London)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - Please could you not dismantle the old bridge but either repair it fully or build a new bridge. Traffic lights will</p> <p>a) cause major delays on the A40 b) increase the risk of fatality as happened a number of years ago, which was the reason the bridge was created in the first place. School children will be tempted to cross the A40 when the pedestrian lights are red. Drivers may jump the lights when the traffic lights are red. A bridge is much safer.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am writing to object to the plans. The grounds for my objection are that the plans specified will not improve pedestrian safety as indicated in the consultation, will lead to heavy congestion at peak times, and will almost certainly lead to a serious or fatal injury of a student at the school as they cross the road.</p> <p>As you are aware, students who attend Burford School are the key users of the old footbridge, and this has been used for many years with no traffic accidents involving students as they cross the road. This suggests that the footbridge works as a means of ensuring young people can safely navigate the main road on their journey home.</p>

	<p>The current arrangements are highly unsafe, since there have been many occasions that the lights have not been functioning correctly, leaving many young people to cross a busy road during peak times. As a member of school staff who sometimes supervises the students as they exit the school, I have witnessed incidents where a large number of students have congregated on the crossing with the potential for someone to be accidentally pushed into the road. I have also witnessed students trying to catch the crossing before it turns red, thus endangering themselves. I have supervised the crossing on a number of occasions to prevent an incident, but am reluctant to do this since I could be considered liable if there were an accident on the day that I am supervising.</p> <p>It is my view that the demolition of the foot bridge is short sighted, and will almost certainly lead to accidents where a student from the school is seriously injured or killed on this road. Merely reducing the speed limit will not prevent this from happening. I hope that you will consider your own responsibility to the young people of Burford as take this planning consultation forward.</p>
() Local Resident, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am writing to express my deepest concern at the possibility of the removal of the footbridge over the A40 outside Burford School and a permanent crossing installed as a replacement.</p> <p>I travel passed the school on a daily basis between 8 - 8.20am and again at 5-5.30pm. What I see at both these times fills me with fear as there is an extreme build up of traffic and school children, it's an accident waiting to happen.</p> <p>In the morning the crossing is monitored by staff from the local school to ensure the safe crossing of school pupils. However, even with this pro caution in place the volume of traffic and on occasions, the speed of traffic along the A40 is creating a situation that is simply dangerous for school children to cross.</p> <p>In the evenings, at off peak times, the crossing isn't manned but pupils who have stayed late for clubs or fixtures are using the crossing in the dark and the speed of the traffic travelling along the A40 is extremely dangerous.</p> <p>The temporary lights have also caused extreme congestion at the Burford roundabout, traffic builds up down the hill into Burford and often goes as far as the Carpenters Arms in Fulbrook and the Taunton turn off.</p>

	<p>I have witnessed students on their phones and wearing earphones step out on to minor roads in Burford and narrowly escape being hit by traffic. If this happened on the A40 the consequences don't bare thinking of.</p> <p>For many years the footbridge has ensured the safety of thousands of students and I simply can not understand how a crossing over such a busy main road could offer the same level of safely.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - As you are aware, both staff and students at Burford School are the primary users of the footbridge. I would strongly advocate that for long-term safety of students and staff, the footbridge should be replaced with something similar.</p> <p>There are currently temporary lights in place in front of the footbridge. I have driven to school on several occasions recently and the lights have not been working. The onus has been on the school to ensure the safe-crossing of our students should the lights fail which should not be the case.</p> <p>Given the footbridge was originally constructed to prevent road traffic incidents I find it difficult to believe that the council considers a Puffin Crossing to be an adequate alternative given it is the safety of young children and adults we are concerned with. There is not really a large enough area on either side of the road where students can stand safely when waiting to cross and no way of preventing a student being accidentally pushed into the road.</p> <p>Very few vehicles observe the speed restrictions on that section of road and I truly believe you are putting school students unnecessarily in danger. There will always be a risk of drivers 'jumping' the lights and a risk of younger students not being familiar with the sequencing of crossing lights and stepping onto the road before or after they should do so. Students may also be inclined to take more risks with the lights - crossing the road after the lights have just changed. Students may also not be paying full attention when crossing due to listening to music or talking to others which is a real safety concern.</p> <p>The footbridge allowed students and staff to cross the road safely at any time of the school day and should be replaced. As you are probably aware a student from Burford School was recently struck by a car so I think this issue is particularly pertinent.</p>

() Local Resident, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am very worried to hear that the footbridge outside Burford School may not be replaced. Even allowing for the increased road safety measures proposed, a puffin crossing will not be safe. It cannot be guaranteed that road users, especially those on a very busy road like the A40, will adhere to the speed limits, and even if they do, there are other issues (see below) involved when we are talking about children, who will be the main users of this crossing,</p> <p>Children lack the necessary skills to cross roads safely until the age of 14 according to this study: https://www.sciencedaily.com/releases/2017/04/170420090208.htm, and this is particularly true of boys.</p> <p>I know that it will be far cheaper to just put in a crossing and a few signs, but it will be far less safe than a new footbridge. If a puffin crossing is put in then at some point a child will be harmed, if not killed, just to save money. When this happens, will the people who decided against a footbridge be prepared to explain to that child's parent why their child is maimed or dead?</p>
() Local Resident, (Milton under Wychwood)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I wish to object to the proposal to demolish the footbridge over the A40 at Burford for the following reasons:</p> <ol style="list-style-type: none"> 1. Safety will inevitably be compromised with children and vehicles using the same road space. 2. In the 40 years since the bridge was built there has been no accident.

	<p>3 .No fencing is proposed to keep groups of children from spilling into the road at beginning and end of the school day.</p> <p>4. the A40 is becoming more and more busy; a lot of drivers are tourists who may not be aware of a new road crossing so close to the roundabout.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I would like to object to the proposed plans for a Puffin Crossing on the A40 near to Burford School. I feel that a replacement footbridge is required.</p> <p>I have concerns about the safety of the pupils and staff at Burford School if having to cross this busy road without a footbridge.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am a Governor of Burford School and I am horrified by the thought that the footbridge over the A40 allowing students coming to school from Burford and our own school Boarding House and also allowing those self-same students going home at the end of the day be pulled down and no replacement built. I can remember when I went to Burford Grammar School in the sixties having to cross the A40 when there was no footbridge and the A40 was the main road into South and Mid Wales. It was extremely busy because there was no M4. It was a dangerous crossing then and it is now. The speed of vehicles going past the school is too high now at 40 mph. A Zebra or Pelican crossing is not the answer because people can still be knocked down if they are inattentive or drivers are inattentive.</p> <p>Before the bridge was built there were accidents. We are talking about the lives of students and staff and ordinary people going to and from from Burford School.</p>

<p>() Local Resident, (Burford)</p>	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am concerned that a puffin crossing and a 30mph limit is not comparable in safety terms with the existing bridge. If it is really impossible to replace the bridge then I think a 20mph limit would be preferable past the school.</p> <p>In addition, I presume that the crossing will have traffic monitoring cameras on it to ensure drivers are obeying the lights?</p>
<p>() Local School Employee, (Burford)</p>	<p>20mph – Object 30mph - Object 40mph - Object I also object to the fact that the council thinks that people down in the town centre require a 20mph zone, where traffic is normally slow due to the bridge at the bottom of the hill, but the 1400 students at our school shouldn't be afforded the same protection on two busy main roads, outside of our school.</p> <p>Puffin Crossing - Object - I am emailing to object the current plans for the road crossing and speed limit in Burford. I am a teacher at the school and I have serious concerns regarding your plans for a Puffin crossing. The current bridge was installed, after a student was knocked down on the A40. The current proposal to replace the bridge with a Puffin crossing on a 40mph road, is not acceptable. I do not think that waiting for another serious accident in order to put a new bridge in is acceptable. Furthermore, this crossing will be across a very busy road, which is also going to cause serious delays for traffic at rush hour times.</p>
<p>() Local Resident, (Burford)</p>	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I would like to register my opposition to the proposal "to construct a Puffin Crossing (a</p>

	<p>signalised crossing for use by pedestrians) to help improve pedestrian safety in the area: on the A40 Oxford Road - approx. 205* metres south-east of the junction with Tanners Lane. (The existing pedestrian footbridge over the A40 Oxford Road will be demolished)".</p> <p>I cannot understand why anyone would think that it is a good idea to put teenagers in the path of heavy traffic! A new pedestrian footbridge to allow children from school to cross the A40 safely into Burford would be the obvious solution in my opinion. I am a parent of two children at the school and it fills me with horror to think that they would be at the mercy of many impatient, distracted drivers who may not even notice a puffin crossing.</p>
() Local Resident, (Burford)	<p>20mph – No opinion 30mph - Object 40mph - Object No comments.</p> <p>Puffin Crossing - Object - I would like to oppose the proposed installation of a Puffin crossing and reduced speed limit on the A40 in the environs of Burford School.</p> <p>I believe that a Puffin crossing will not be sufficient for the needs of 1000 plus students, many of whom in the upper school leave the school at lunch time and walk into Burford. The school also houses boarding students who walk home alone to the boarding house every evening and to school alone in the morning. Children have developing brains and are not always capable of making logical decisions and judging speeds/distances and I believe they will be in significant danger if left to cross the road. It is known that many kids have been run over whilst attempting to cross roads using their own judgement and ignoring the crossing.</p> <p>We all know that many children get distracted when in a peer group, show off or act silly. A Puffin crossing will give them ample opportunity to run into oncoming traffic with no physical barrier. In addition drivers who do not know the road, travelling at 60mph will not necessarily see the change in speed restriction and/or the crossing. Many drivers may be distracted by phones (and the kids for that matter). This could have devastating consequences.</p> <p>I understand that historically the footbridge was installed after sadly a Burford student died on the road in this spot. I don't have the exact details of this death but my children have told me that their teachers have warned them. Whilst trying to find the details I found a frightening number of stories of many crashes and deaths in and around this spot in recent years. It is a dangerous road and it really fills me with fear and dread to think of my kids effectively playing chicken on this very busy road with nothing I can do to keep them safe – would you be happy for your children to be</p>

	<p>put in this situation? As a stark reminder a child was injured on the road this very evening after being hit by a car whilst trying to cross the road outside the school. A clear illustration of the truth of my argument. It will not be safe for the kids to be on or near the road!!!!</p> <p>I have been looking online and have found startling statistics about the failings of crossing and the issues as to why https://www.admiral.com/magazine/news-and-current-affairs/pedestrian-crossing-confusion-behind-increase-in-accidents-on-UK-roads. All the literature I found suggested an increase in deaths at crossings. This will be a very well used crossing so has much potential for danger in relation to these statistics.</p> <p>I firmly believe that the footbridge gave a much safer crossing solution with the kids physically removed from the traffic and out of harm's way. Kids have crossed safely using this bridge for decades without incident. This speaks for itself.</p> <p>Kids safety aside, as a commuting driver, I can imagine the crossing is going to cause considerable delays, disruption and frustration here and at the roundabout. This is itself will present a danger to drivers and other pedestrians.</p>
() Local Resident, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I strenuously object to the removal of the bridge over the A40. I have 2 children at Burford School and note today (12th Feb) that a child was hit on the temporary A40 crossing put in place as the footbridge has not been repaired or replaced.</p> <p>This will happen again on the proposed 'Puffin Crossing' - the A40 is simple too busy. Please repair/replace the footbridge - what is the price of a single child's life? Hopefully more than the cost of a new or repaired footbridge.....</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I have no particular view on the new speed limit orders, except that I welcome the council's</p>

balanced approach summed up in the Statement of Reasons: 'the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.'

I do, however, take issue with the removal of the footbridge across the A40 outside the main gate of Burford School. There is no reasons given in your consultation paperwork for its removal, but I understand that you believe that the underside of the gantry has been hit from time to time by tall vehicles, and that lack of care and maintenance now makes potentially unsafe. There is no description or analysis of the risk, so it is not possible to gauge the truth of this.

Further, I understand that this plan by the OCC was put into effect without any consultation with the school. This is quite bizarre: the school is a very significant and very long-established part of the township of Burford (there are probably more pupils in the school than residents in the town), and the school is a major business and employer.

Surely, in any circumstance in which 'safety' is clearly a key consideration, a two site school of 1400 children (many of whom walk daily to and fro from one site to another across a major trunk road) must surely warrant extensive consultation before a plan is put forward that radically changes existing conditions?

Nevertheless you have put forward a plan, and I make the following points, in no particular order:

A. Any pedestrian crossing impedes traffic flow, and there are already many times when the juxtaposition of the A40/A361 roundabout, the A40/A4425 junction, the wildlife park, the school, and other factors cause considerable traffic build-up. A puffin crossing will make it worse.

B. In the OCC consultation papers it says the plan is 'to construct a Puffin Crossing... to help improve pedestrian safety in the area'. This is disingenuous for it implies the crossing is an addition, whereas it is in fact a replacement for a much safer bridge. And, if a bridge was considered necessary in the past when the A40 was less busy, why is it not now?

C. Bridges are inherently safe to use, partly because they cannot fail periodically as the traffic lights on puffin crossings can and do (and have!), partly because they entirely protect the user from the traffic, and partly because they act as a specific channel: you either cross a bridge or you do not, whereas puffin crossers often run across when the lights are against them, or cross nearby rather than on the crossing itself. (I know this is true, for I have already seen both at the Burford crossing in the last few months.)

D. The current consultation is about one particular option: there is no background or data about the investigation of the problem to determine its nature nor consultation on the various possible options with an analysis of costs and possible

	<p>benefits. Since the only possible result of this consultation is 'no, not acceptable', OCC will inevitably have to re-open the entire process. This means delay, and delay means consistent and unacceptable danger to our pupils.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am opposed to the puffin crossing proposed on the A40 instead of the footbridge currently there.</p> <p>I work at Burford School and when I drive in, or if I am on duty, often see cars not obeying the speed limits and either not stopping at a red light or screeching to a halt. The road is far too fast for traffic lights. In addition, we have over 100 students that walk to school and have to cross there first thing in the morning. There is nowhere for them to safely wait, and they are all crowded at the side of the A40, waiting to cross.</p> <p>If the lights fail it is left to staff to get students across safely, whatever the conditions. I feel that the footbridge needs to be replaced with another bridge to ensure that everyone can safely get across.</p>
() Local School Employee, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion No comments.</p> <p>Puffin Crossing - Object - I am writing to strongly oppose to the installation of a puffin crossing on the A40 opposite Burford School,</p> <p>As both a staff member and parent of a child in school, I strongly believe that the safest course of action is to replace the footbridge as this removes the need for pedestrians and vehicles to be using the same space.</p> <p>Working in the school, I've seen the disruption caused first hand when the temporary crossing lights fail, and the danger this poses to both adults and children is unnecessary and worrying.</p>

	<p>Sheer volumes of children needing to cross the road at the same time increase the danger of an accident, there is no fencing to prevent children stepping into the road or being pushed when it's busy and drivers seldom keep to the speed limit and frequently jump the lights. The safest option for a crossing is to install a new foot bridge and I urge you to consider this.</p>
() Local Resident, (Burford)	<p>20mph – No opinion 30mph - No opinion 40mph - No opinion</p> <p>had wanted to make comment that there is a missed opportunity in this scheme to increase the provision of cycling infrastructure to encourage pupils and staff to cycle to school.</p> <p>Puffin Crossing – No opinion</p>
() Local Resident, (Burford)	<p>20mph – Support 30mph - Support 40mph - Support</p> <p>I write in support of the proposed changes to the speed limits and the addition of a new Puffin Crossing west of Burford roundabout.</p> <p>Puffin Crossing – Support – In recent times, most of the boarders and pupils from the town chose to cross the A40 close to the roundabout. I have witnessed them weaving amongst heavy traffic on the roundabout in order to reach school. I have written to the Head and Burford School Foundation several times to alert them to this dangerous behaviour. The footbridge, with its many steps up and down, has always been a disincentive for pupils to take this safer route to school. The Puffin Crossing will leave pupils with no other excuse than to take what is a safe path to the main school gate.</p> <p>The Puffin Crossing will bring an added benefit for wheel-chair / mobility scooter users wishing to attend functions at Burford School, something the footbridge restricted them from doing.</p> <p>It appears the current proposals do not include school road warning signs on the approaches, the type that flash at the start and end of the school day. I believe warning signs should be considered.</p> <p>The crossing point to the school on the south side of Burford roundabout (A361), remains a concern. I know there are</p>

	<p>plans to make what is an informal refuge on the A361 into a formal one and to reduce the speed limit on the island to 30mph - both these improvements are welcomed. However, I believe they do not go far enough given the number of pupils from the Shilton Road area using this crossing point each day is expected to rise to over 30 once the new estate is complete. Has a Puffin Crossing been considered for this branch of the roundabout too and, if not, please could it be?</p>
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Division(s): Banbury Calthorpe

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

PROPOSED WAITING RESTRICTIONS AND TRAFFIC CALMING BANKSIDE, BANBURY

Report by Interim Director of Community Operations

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed waiting restrictions, zebra crossing and traffic calming measures at Bankside, Banbury, as advertised.

Executive Summary

2. On street waiting and the provision of pedestrian crossings, cycle lanes and traffic calming measures are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns, as part of the on-going monitoring of reports on road accidents and also as part of the on-going review of the maintenance and condition of existing highway assets. Specific proposals are assessed applying national guidance on speed limits and the provision of pedestrian and cycle crossings and also the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Background

3. Development of land in south east Banbury (the Longford Park residential development) has been approved by Cherwell District Council, with a significant number of homes already completed and occupied. As the site is further developed, a new junction at Bankside is being constructed and measures on Bankside are now proposed to provide for the additional demands for travel arising from the development. If approved, these measures will be funded by the developer.
4. The proposals include the replacement of the existing traffic calming chicanes with speed cushions, a raised zebra crossing and the introduction of additional waiting restrictions - plans showing the proposals are included at Annexes 1 & 2. Additionally – although not requiring formal consultation – it is proposed to provide advisory cycle lanes on both sides of the road along its full length, reflecting that Bankside already forms part of a signed cycle route to the station and that such provision will encourage cycling in the area in accordance with broader transport, sustainability and health objectives.

5. The proposals as advertised reflect those consulted on in early 2017 and which were approved at the Cabinet Member for Environment delegated decisions meeting on 25 May 2017. However, a re-consultation is required due to the scheme not being progressed within the required two-year period from the start of the previous consultation.

Consultation

6. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Banbury Guardian newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Banbury Town Council and the local County Councillor. Street notices were placed on site and letters sent to 235 properties in the immediate vicinity adjacent to the proposals.
7. Twenty-nine responses were received in total. These are summarised in the table below:

Measure	Support	Object	No Objection / Concerns
Double Yellow Lines	15	3	11
Single Yellow Lines	14	6	9
Zebra Crossing	16	1	12
Traffic Calming	20	3	6

8. All the responses are shown at Annex 3 with copies of the full responses available for County Councillors to view.
9. Thames Valley Police and Cherwell District Council did not object to any of the proposals. Banbury Town Council expressed support.
10. The remaining responses were from members of the public. While the majority of responses were supportive, objections were received in respect of all the elements of the proposed scheme with the principal source of concern relating to the proposed waiting restrictions. Most of those concerns could be linked to the existing parking pressures here for residents, which they felt would be exacerbated by these proposals and also lead to parking being displaced to neighbouring streets. Some of the respondents, however, cited concerns that the waiting restrictions should comprise no waiting at any time throughout.
11. The current proposals reflect the consideration given to the responses to the consultation in 2017 and include some relaxation to the original proposal, in order to provide more parking for residents of Bankside.

12. The objections to the proposed traffic calming measures and crossing included concerns that these were not needed and could result in additional hazards. In response to this, it should be noted that the type of calming proposed has been widely used elsewhere and found to operate with good levels of safety.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jacqui Cox 07919 298304

March 2020



Drawing No.		Revision	
		0	


Key

- Proposed 'No Waiting at Any Time' (Double yellow lines)
- Proposed No Waiting 8am to 6pm Monday to Saturday
- Existing on carriageway restrictions to be formalised

*** note: only restrictions being introduced/amended are shown on the plan**

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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Project title

PROPOSED PARKING RESTRICTIONS

Drawing title

BANBURY BANKSIDE

Drawing Status

Scale @ A3	Drawn by JaC	Checked by	Approved by
N.T.S.	Date drawn 01/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – have visited the location several times and have no further comment.
(2) Cherwell District Council, (Development Management)	No objection
(3) Banbury Town Council	<p>Support – The consultation was considered by the Town Council's Planning Committee at their meeting held on 4 March 2020.</p> <p>It was resolved to support the proposals in all aspects. However, clarification is sought on the existing laybys at various locations along Bankside. Are these to be retained for unrestricted parking or will the single yellow lines restricting the parking apply?</p>
(4) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Neither/Concerns - No comments.</p> <p><u>Single Yellow Lines</u> - Object - PARKING ON BANKSIDE CLOSE TO THE CHURCH/CHATSWORTH DRIVE: 1. There will not be enough parking for the many residents of Bankside and you're not providing alternatives. 2. Many flats are rented and tenants don't always have access to the one garage at the rear of properties 3. Some residents have more than one car – I was led to understand that original plans were turned down for the new build opposite because not enough parking was provided and now you plan to penalise us for the very thing you opposed. 4. Where will visitors park? 5. The issue of parking on Bankside has never been a problem in the over 10 years that I have lived here so why are you trying to change it? 6. If you insist on putting in yellow lines then why don't you spend a bit of money on making parking areas on</p>

	<p>Bankside as there are for some areas further down the road? Why not give something back to tax paying residents to make their life easier instead of harder. You've built a village opposite me and almost doubled the time it takes me to get to the motorway for work and now you want to make things even harder.</p> <p>7. The garages built at the back of the flats are very old and consequently not really fit for a lot of the cars of today</p> <p>8. What grounds will you make your decision?</p> <p>9. I see proposals but not reasons why</p> <p>10. There are real issues in Banbury so why are you spending money on something that isn't necessary? eg homelessness, cuts in funding for mental health etc etc.</p> <p>11. is there a question later that asks me if I think my response will be listened to? Somehow I doubt it and doubt that you will listen either.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - No comments.</p> <p><u>Traffic Calming</u> - Support – No comments.</p>
(5) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - I support DYL because the number of cars on Bankside is a total hazard. There is no need for people including residents to park on Bankside</p> <p><u>Single Yellow Lines</u> - Support - I would suggest DYL all long Bankside but if not then single ones should be put in place. Again the reasons are the same as above</p> <p><u>Zebra Crossing</u> - Support - A crossing should be built to ensure a safe crossing over this very busy road as it is dangerous</p> <p><u>Traffic Calming</u> - Support - Definitely should have bumps / sleeping policeman. The current chicanes do not work as cars can still go through them at high speeds. Also it will keep traffic moving rather than stopping and building up</p>
(6) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - No comments.</p> <p><u>Single Yellow Lines</u> - Support - No comments.</p> <p><u>Zebra Crossing</u> - Support - No comments.</p>

	<p><u>Traffic Calming</u> - Support - removal of chicanes will allow smoother traffic flow.</p>
(7) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - Support the increase in double yellow line park restrictions, please do enforce these as currently at the end of Bankside closest to the train station quite commonly there are cars parked extended in to the double yellow lines and I've seen a penalty notice on these vehicles. The council must consider alternative measures for parking as the yellow lines will force cars on to the grass verge and ruin this for the rest of the residents. The council should also consider a limitation of cars registered at addresses in Banbury as there is noticeably some households that have an excessive number of vehicles for their parking arrangements.</p> <p><u>Single Yellow Lines</u> - Object - These do not add value and the council should just consider the double yellow line option.</p> <p><u>Zebra Crossing</u> - Support - Good idea as currently there is no crossing on all of bankside with the increased number of residents this would be useful.</p> <p><u>Traffic Calming</u> - Object - The cushions will not calm the traffic, these can still be passed at speed and will increase aggressive driving along Bankside. The current calming methods are effective although drivers race between them. The chicanes should be considered in conjunction with a speed camera or two for calming and reducing the number of 40+mph speeds between the sets of chicanes. Also, the speed cushions will add a large-scale roadworks on an already busy road given the choice of this road over Oxford Road.</p>
(8) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - No comments.</p> <p><u>Single Yellow Lines</u> - No opinion - No comments.</p> <p><u>Zebra Crossing</u> - Support - No comments.</p> <p><u>Traffic Calming</u> - Support – No comments.</p>

(9) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Neither/Concerns - The amount of drivers that use bank side to cut out using the Oxford road</p> <p><u>Single Yellow Lines</u> - No opinion - No comments.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - No comments.</p> <p><u>Traffic Calming</u> - Object - Drivers drive more erratic trying to beat on coming traffic and this will continue are the parking areas</p>
(10) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - The junction of Hightown Road and Bankside should be re prioritised to make Bankside the major road and Hightown Road the minor one as most traffic will be using Bankside. Also the yellow lines should be continued up Hightown Road as it is already obvious that some people are now parking on Hightown Road to access the Station all day causing a bottle neck near to Lambs Crescent.. Is this also joined up with the plans to change traffic flows around the Tramway Road and Lambs Crescent Junctions. NOTE. IT IS THE COMPLETE INABILITY TO PHASE THE LIGHTS AT BRIDGE STREET / CHERWELL STREET THAT CAUSES THE TRAFFIC CONGESTION UP WINDSOR STREET HIGHTOWN ROAD AND BANKSIDE. THIS NEEDS TO BE ADDRESSED AS WELL WHILST THERE IS A CHANCE TO DO SOMETHING ABOUT IT</p> <p><u>Single Yellow Lines</u> - Support - There must be a way to prevent the cars relocating to the side roads of the Estate or this will just shift the problem and cause more issues for the residents. We already have cars parking for the day in the turning area in Bridle close and occupants disappearing to the station which is a significant walk from the Bridle Close. Also the whole of Bankside needs resurfacing when this job is done.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - This may be OK for the new estate however the most significant crossing should be so that children can get to the Bankside Park.</p> <p><u>Traffic Calming</u> - Support - Needed as the road will become a race track without them.</p>
(11) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - The situation is also exacerbated by the many cars which are parked along Bankside at various places. There is no reason at all for ANY cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties...so there is no reason to park on Bankside or in the laybys (which they seem to think is their own</p>

personal parking space). There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.

Single Yellow Lines - **Support** - As above Bankside should be double yellow lines all along the full length. If single yellow lines are implemented these would just simply be ignored and people would still park on them. The full length of the road should be clear of any vehicles and my reasons are explained in section Three.

Zebra Crossing - **Support** - This road is currently so dangerous that some people including my elderly mother actually fear crossing it to take her dog for a walk in Bankside park. Many children also have to cross this road to get to the playing area in Bankside but are discouraged from going there as the road is currently too dangerous to cross so many parents will not allow it.

Traffic Calming - **Support** - As a resident on Bankside we are in full support of this proposed traffic calming layout. For many years, this road has been a hazard and we have observed and tolerated cars that continually speed along this road. It is also used as a short-cut or "rat run" between Bodicote & Banbury and we have witnessed many cars racing through the chicanes in excess of 60mph!

In addition to this the volume of vehicles has increased considerably especially since the building of additional houses in Bodicote and Longford Park which as you know will increase further. The road is often blocked for periods as cars have to stop-start at the chicanes so obviously some drivers lose patience and race to beat the oncoming vehicle or simply cut up other oncoming vehicles instead of waiting.

We have over the years witnessed several accidents some of which have been serious due to the constant speeding of vehicles and people racing through and between the chicanes. This is also evident by the severe damage that there are to the chicanes, barriers and signs all along Bankside which I assume that you are aware of?

The current layout with road chicanes simply is not effective in calming the traffic.

As you know the new proposed layout with road cushions would have the effect of allowing a constant and continual flow of traffic whilst still slowing the vehicles down to an acceptable and safe speed. It would certainly improve the safety on this road and the traffic flow and we as local residents are very pleased with the new proposal and in full support of it. I would hope that this time OCC do actually complete this work and actually do something rather than waste time and money by simply talking about it.

In fact many residents are confused as to why most similar roads on residential estates in Banbury already have this

	<p>style of traffic calming implemented however so far Bankside has been neglected. It is also very frustrating that OCC are having this "consultation" process yet again as it was done three years ago in 2017. It seems that OCC simply go through the motions but never actually implement anything along this road even when the plans are approved.</p> <p>As residents living on Bankside we are very pleased with this proposed scheme should would have liked it to be put in place several years ago. As we are the people who will be most affected by this I hope that our opinion will be taken more seriously and more weight given to it over other drivers who occasionally use this road often as a short cut.</p>
(12) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - DTL are needed along this road. It is very dangerous and people park along it using it as a public car park.</p> <p><u>Single Yellow Lines</u> - Support - Lines are required all along this road. Again it is used as public car park and by people using the train station and Cherwell Council workers who work at Samuelson House.</p> <p><u>Zebra Crossing</u> - Support - A crossing is needed because this road has no safe place to cross especially for children</p> <p><u>Traffic Calming</u> - Support - Yes, speed bumps should be put in place because the chicanes do not work. Cars simply race through them and cut each other up. They are not effective.</p>
(13) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - yes we should have double yellow lines on bankside. There is always a lot of cars parked on this road and it causes an obstruction and hazard. Other roads similar to Bankside have double yellow lines so I am confused why we have not got them here!</p> <p><u>Single Yellow Lines</u> - Support - If double yellow lines are not put in place we should at least have single ones as it "should" prevent cars being parked all day whilst people go to work (such as Cherwell council)</p> <p><u>Zebra Crossing</u> - Support - Definitely as there is no place to cross this road safely especially near bankside park</p> <p><u>Traffic Calming</u> - Support - Without any doubt bumps should be fitted. Cars travel so fast along this road, and I have even seen some overtaking at about 70mph !! It is currently unsafe and dangerous as cars have to stop / start and speed through the current chicanes. They are useless!</p>

(14) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Neither/Concerns - My main concern is the cars which always park between Hightown Road and Bankside junction to Newbold Close and those that park on Hightown Road. This makes navigating this junction very difficult. In icy conditions to exit from Bankside onto Hightown Road you need to have a clear steady acceleration to the junction. I also feel that double yellow lines into all roads off bankside will just push the parked cars further into these roads and obstruct residents driveways making the situation worse than currently.</p> <p><u>Single Yellow Lines</u> - Neither/Concerns - As comments in 3.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - I am not convinced of its position on Bankside. I feel it would be better to put a path on the canal side of the road and have the crossing allowing children safe access to the park.</p> <p><u>Traffic Calming</u> - Support - I believe road cushions may be better than the existing traffic calming measures which have a stop start effect on the traffic which adds to pollution and causes many instances of rage with drivers at the chicanes.</p>
(15) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Neither/Concerns - No comments.</p> <p><u>Single Yellow Lines</u> - No opinion - No comments.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - No comments.</p> <p><u>Traffic Calming</u> - Neither/Concerns - My concern re the traffic calming situation is more along the lines of the state of the road, Bankside. There are numerous potholes from the start of the road by Hightown road right up to the new roundabout by Chatsworth drive. Potholes, Road crumbling etc etc. So will you be repairing the road as well as installing the humps? It is greatly needed</p>
(16) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - Do you have any exceptions in being able to carry out a full resurface of the whole of the Bankside road when these new calming measures are built? I only ask as the current road surface is dangerous as it currently is.</p> <p><u>Single Yellow Lines</u> - Support – (see comments above)</p> <p><u>Zebra Crossing</u> - Support – (see comments above)</p>

	<p><u>Traffic Calming</u> - Support - (see comments above)</p>
(17) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - Of course these double yellows are required. This road is a complete hazard and is used as a public car park. I cannot understand why this has not been done yet? It was agreed three years ago but still never got implemented.</p> <p><u>Single Yellow Lines</u> - Support - Car have to keep pulling into gaps in the parked cars and this is dangerous. There is no need to park along Bankside.</p> <p><u>Zebra Crossing</u> - Support - I would suggest that TWO zebra crossings are required as Bankside is a long road and people are not going to walk a long way to use the crossing...</p> <p><u>Traffic Calming</u> - Support - All OCC ever do is talk! Three years ago it was agreed and voted for by members of the public that they wanted speed bumps! Again the public have been ignored.</p>
(18) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Object - No comments.</p> <p><u>Single Yellow Lines</u> - Object - No comments.</p> <p><u>Zebra Crossing</u> - Support - No comments.</p> <p><u>Traffic Calming</u> - Support – No comments.</p>
(19) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - Of course double yellow lines are required. I cannot believe that this has not been done yet. Many roads in Banbury on housing estates have DYL all along them so Bankside should be the same</p> <p><u>Single Yellow Lines</u> - Support - DYL are preferred all along Bankside but at the very minimum it should have single ones along the length detailed.</p> <p><u>Zebra Crossing</u> - Support - there have been several accidents involving people trying to cross Bankside. It needs at least two zebra crossings to make it safe</p>

	<p><u>Traffic Calming</u> - Support - We thought this was going to be done back in 2015 but it wasn't which is typical of OCC saying something but not doing it.</p> <p>Of course, bumps are required and a lot of them because traffic needs to keep moving- but slower than it does now and not stop / start all the time and letting people race through them.</p> <p>You can see from all the damaged signs that people speed along this road!!</p>
(20) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Support - Bankside should have DYL because there are so many cars parked all along it. There is absolutely NO reason for any cars to be parked there. Residents either have driveways or garages or parking places! People who park along this road are inconsiderate and selfish. The parked cars are a hazard.</p> <p><u>Single Yellow Lines</u> - Support - Bankside should have DYL or single yellows because there are so many cars parked all along it. There is absolutely NO reason for any cars to be parked there. Residents either have driveways or garages or parking places! People who park along this road are inconsiderate and selfish. The parked cars are a hazard.</p> <p><u>Zebra Crossing</u> - Support - There is currently no safe place to cross Bankside and I cannot believe that this is the case as this is a busy road.</p> <p><u>Traffic Calming</u> - Support - All vehicles race along Bankside. We have seen many accidents and also road rage too because vehicles that are meant to give way at the chicanes don't! Speed bumps would keep the traffic moving but at a reasonable speed. Of course they are needed and should have been put in place years ago.</p>
(21) Local Resident, (Banbury)	<p>Object – I live along Bankside and I am completely opposed to the restrictions/features. There is no need for these. We already have so many chicanes along the road, why have speed bumps too? Cars go up and down Bankside at suitable speeds so there is no need for further traffic calming; since there is no traffic to calm. What is likely to happen with speed bumps are traffic jams due to cars having to go so slowly. This will cause air pollution around the Cherwell Heights estate and, due to this, residents in the area may, subsequently, have breathing problems.</p>

	<p>Also, where will people who visit residents on Bankside and other roads where it has been proposed to have double/single yellow lines park their cars? I have people who park their cars outside my house regularly. I do not have a problem with this and they do not obstruct traffic.</p>
(22) Local Resident, (Banbury)	<p>Object – I live on Bankside in one of the maisonettes and am very concerned about the proposed "no waiting Monday to Saturday 8am - 6pm" parking restrictions for Bankside. None of the Maisonettes have a driveway and most occupants have either 1 or 2 cars. Parking will be a problem for anyone who is at home during these times or work shifts, etc. Also, what about the impact of anyone coming to visit any of the maisonettes apart from in the evening or on a Sunday? I often have friends or relatives who drop in to see me and have to park on Bankside (although this has never caused a problem with the traffic). These visitors will no longer have anywhere to park!! I am particularly worried about the restrictions being imposed on a Saturday as most of the maisonette residents will be home then and again this will cause a great problem with the parking!</p> <p>I can understand the proposal for parking restrictions further down Bankside and where it may cause a problem for the traffic but most of the residents further down all have a driveway.</p> <p>We have 2 pavements along a stretch of Bankside from the Church down to Farm Way which are not really need so has anyone considered removing the lower pathway and creating another layby for parking??</p>
(23) Local Resident, (Banbury)	<p>Object – I would like to object to the above proposals. My house faces Bankside and it is not a heavily trafficked road. The existing traffic calming measures are sufficient and there is no need for any further speed cushions. The existing chicanes make it almost impossible to reach speeds higher than the speed limit of 30mph.</p> <p>No waiting Parking restrictions are unnecessary. Residents of houses without driveway access need to be able to park their car somewhere and if you prevent this they will only park their cars in side roads such as Asbury close! The commuters who park during the day at the bottom end of Bankside cause no problem and they actually slow the traffic down.</p> <p>I have no objection to a Zebra crossing and would suggest that you provide parking bays outside those houses without driveways so that they do not have to park with one side of the vehicle on the pavement obstructing the walkway!</p> <p>Overall I feel this is another money wasting scheme. I have lived here for 14 years and to my knowledge there has never been an accident on Bankside involving a pedestrian. Far better to concentrate on fixing potholes, cutting back</p>

	the grass and hedgerows, cleaning the road signs so people can actually read them and clearing up the litter which adorns our highways.
(24) Local Resident, (Banbury)	<p>Support/Concerns – I welcome the proposals that are looking to be implemented on the Bankside estate in Banbury, however I can already see the negative impact this is starting to have on other roads near Bankside.</p> <p>The Hightown road now has a number of cars parked on it, these cars are left all day whilst the owner is at work. There are cars parked on the corner of street junctions, blocking views for people pulling out the junction. This as you can imagine is causing a traffic flow issue and some people are resorting to driving on the grass to get past other cars.</p> <p>It is becoming a serious risk to pedestrians, especially as the footpath are used by a number of children making there way to & from school.</p> <p>Also a lot of the residential cul-de-sacs on the Hightown road are now become commuter car parks. Sadly a number of council staff that work at Samuelson House are guilty of this practice.</p> <p>This is meaning that residents cannot park outside their own home.</p> <p>For example my Children's mother had to leave her car at home the other day due to someone a car across her driveway for 8 hours.</p> <p>Back to my original point, in my opinion Hightown road needs to be included within the original proposal</p>
(25) Local Resident, (Banbury)	<p>Support/Concerns – I am broadly in support of but would like to raise the following observations/queries:</p> <ul style="list-style-type: none"> • At the time of the initial consultation my neighbours and I had to raise the point of parking outside our properties on Bankside due to lack of parking elsewhere. I am pleased to see this provision included in the new plans however the single yellow line is marked to finish outside our property. I would like to see this finish maybe 5m/7m further south towards Farm Close to allow enough space for all residents in that run of homes. • I am surprised not to see double yellow lines included from the junction of Bankside and Tramway road up to Newbold Close as this is a major pinch point for traffic, and I would have thought would need to be clear for the proposed junction improvements as part of the Tramway Road Scheme. • I would also have thought that it would make sense to have double yellow lines rather than single yellow along the outside (east) side of Bankside all the way up the length of it from Tramway Road to the Roundabout access to

	<p>Longford Park to prevent double parking and reducing the traffic flow.</p> <ul style="list-style-type: none"> • I hope that the road is to be re-surfaced before the speed cushions are installed as at the moment it is falling apart with the daily use from lorries going to and from the development off Bankside.
(26) Local Resident, (Banbury)	<p>Concerns – Very much in favour of double yellow lines there, as it's almost impossible to pass parked vehicles sometimes.</p> <p>My only hope is that the cars don't then park on the side roads. Living on Bridle close - we have had many construction workers parking by our house all day, making it difficult for visiting friends & family.</p> <p>Do find that 20 pairs of speed bumps excessive though. While I appreciate the need for traffic calming it can be quite uncomfortable if one has back problems.</p> <p>Hope also that the zebra crossing is well marked and sited, as the low sun can make for difficult vision at certain times of the day.</p>
(27) Local Resident, (Banbury)	<p>Concerns – As I stated at the meeting in May 2017, I'm concerned the proposed measures are too severe and threaten to significantly inconvenience residents such as myself.</p> <p>I refer specifically to the introduction of No Waiting *at any time* - this ignores the needs of residents such as myself for parking. I appreciate the influx of train commuters taking advantage of Bankside has made the road clogged with parking, but to ban all parking on the road merely moves that particular problem to another area of Banbury, while leaving residents of Bankside permanently inconvenienced.</p> <p>Can I suggest any of the following options:</p> <ol style="list-style-type: none"> 1. Residential parking permits 2. Changing the existing ruling on Bankside residences, allowing us to build drives in front of our houses. 3. Introducing "No Waiting more than 2 hours Mondays to Fridays between 8 and 6" signs instead. This would stop those who leave their car on the road all day while they get the train to work, without impacting on residents or their visitors - or indeed those who want to use the park. <p>Any one of these will solve the current problem without causing greater issues for residents, and I hope the council will</p>

	<p>give them full consideration as viable alternatives.</p>
<p>(28) Local Resident, (Banbury)</p>	<p>Support – We appreciate and agree with your proposals for new speed calming measures along the length of Bankside which include the removal of the existing chicanes and installation of new raised speed cushions.</p> <p>We agree with the suggestion for the removal of the parking spaces on the west side of Bankside between Hightown Road and Newbold Close, and the new plans for yellow lines as set out in the letter.</p> <p>We have a serious problem with the situation of the proposed new raised Zebra crossing 30 meters north west of Spinney Drive. A good number of the new houses are now occupied and many if not most people walking out of that new estate turn right to go down Bankside into town, I would suggest they will probably not turn left to go up to a crossing to then walk down the road again having crossed over!!</p>
<p>(29) Local Resident, (Banbury)</p>	<p>Support – For many years, this road has been a hazard and we have observed and tolerated cars that continually speed along this road. It is also used as a short-cut or “rat run” between Bodicote & Banbury and we have witnessed many cars racing through the chicanes in excess of 60mph!</p> <p>In addition to this the volume of vehicles has increased considerably especially since the building of additional houses in Bodicote and Longford Park which as you know will increase further. The road is often blocked for periods as cars have to stop-start at the chicanes so obviously some drivers lose patience and race to beat the oncoming vehicle or simply cut up other oncoming vehicles instead of waiting.</p> <p>We have over the years witnessed several accidents some of which have been serious due to the constant speeding of vehicles and people racing through and between the chicanes. This is also evident by the severe damage that there are to the chicanes, barriers and signs all along Bankside which I assume that you are aware of?</p> <p>In fact, this road is currently so dangerous that some people including my elderly mother actually fear crossing it to take her dog for a walk in Bankside park. Many children also have to cross this road to get to the playing area in Bankside but are discouraged from going there as the road is currently too dangerous to cross so many parents will not allow it.</p> <p>The current layout with road chicanes simply is not effective in calming the traffic.</p> <p>The situation is also exacerbated by the many cars which are parked along Bankside at various places. There is no</p>

	<p>reason at all for ANY cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties...so there is no reason to park on Bankside or in the laybys (which they seem to think is their own personal parking space). There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.</p> <p>As you know the new proposed layout with road cushions would have the effect of allowing a constant and continual flow of traffic whilst still slowing the vehicles down to an acceptable and safe speed. It would certainly improve the safety on this road and the traffic flow and we as local residents are very pleased with the new proposal and in full support of it. I would hope that this time OCC do actually complete this work and actually so something rather than waste time and money by simply talking about it.</p> <p>In fact many residents are confused as to why most similar roads on residential estates in Banbury already have this style of traffic calming implemented however so far Bankside has been neglected. It is also very frustrating that OCC are having this "consultation" process yet again as it was done three years ago in 2017. It seems that OCC simply go through the motions but never actually implement anything along this road even when the plans are approved.</p> <p>As residents living on Bankside we are very pleased with this proposed scheme should would have liked it to be put in place several years ago. As we are the people who will be most affected by this I hope that our opinion will be taken more seriously and more weight given to it over other drivers who occasionally use this road often as a short cut.</p>
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Division(s): Rose Hill and Littlemore

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – OXFORD ROAD, LITTLEMORE – PROPOSED HUMPED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the withdrawal of proposals for the introduction of a zebra crossing and investigate alternative traffic calming measures to include consideration of suggestions made during consultation.

Executive summary

2. The provision of traffic calming measures and pedestrian crossings are 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 traffic calming measures, and also the Oxfordshire County Council Walking Design Standards

Introduction

3. This report presents responses received in the course of the statutory consultation on a proposal to introduce a humped zebra crossing and traffic calming measures comprising a flat-topped road hump, speed cushion and raised over-run areas on the Oxford Road at Littlemore.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of calls from the parish council following ongoing concerns by residents over the increasing speed and volume of traffic along Oxford Road. There have been no reported injury-accidents in the vicinity in the past 5 years.

Consultation

4. Formal consultation on the proposal was carried out between 6 February and 6 March 2020. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Notices were also placed on site and letters sent to properties adjacent to the proposals.

5. Forty-two responses were received. 22 (52%) objections, 18 in support (43%), and 2 neither objecting nor supporting. The responses are recorded at Annex 2 with copies of the full responses are available for inspection by County Councillors.
6. A more detailed response was received from a member of the public and this is recorded separately at Annex 3.

Response to objections and other comments

7. Thames Valley Police did not object.
8. Littlemore Parish Council expressed support for the proposed calming but noted that there were concerns in respect of the proposed zebra crossing as a result of the loss of parking.
9. Objections were received from twenty-two members of the public, all residents of properties adjacent to the proposals. Seventeen residents, including one of the local City councillors, expressed support. Supporters appeared to generally not be directly affected by any proposed loss of parking. One response neither objected nor supported. All objectors cited the loss of parking with many also suggesting alternative calming proposals. Some believed the current traffic speeds and flows did not merit further calming. Most supporters cited a need for the proposed pedestrian crossing with many also concerned about the general movement of vulnerable road users in the area.
10. Given the lack of reported injury-accidents and in the light of the high level and strong tone of objections it is recommended to withdraw the current proposals but to investigate alternative calming. The road width and local geography precludes speed cushions but consideration will be given to all calming suggestions made during consultation.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures was negotiated from the development of the Lawn Upton House site in nearby Sandford Road.

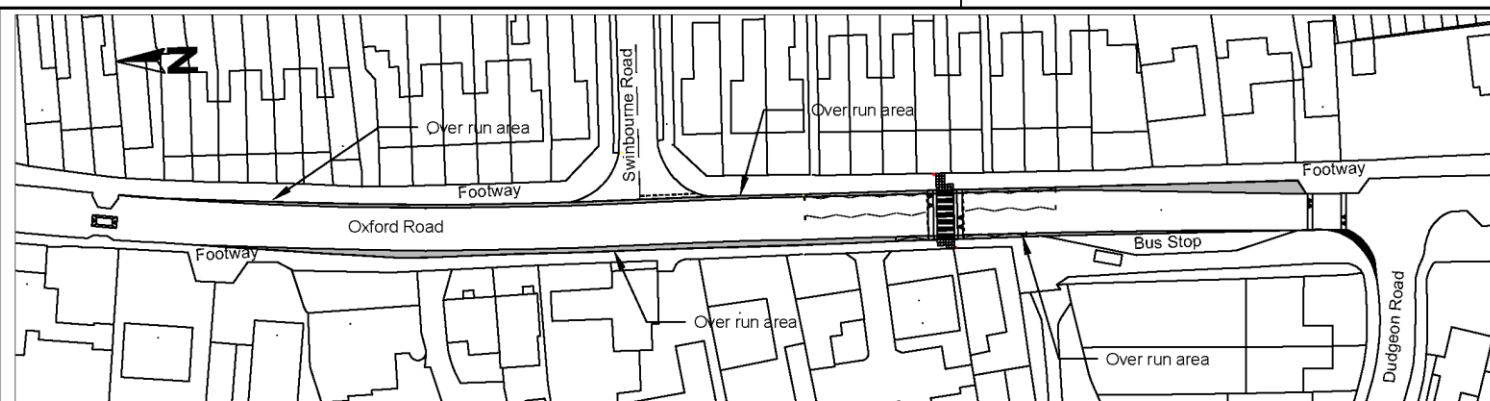
JASON RUSSELL
Interim Director for Community Operations

Background papers: Plan of proposed zebra crossing and traffic calming
 measures
 Consultation responses

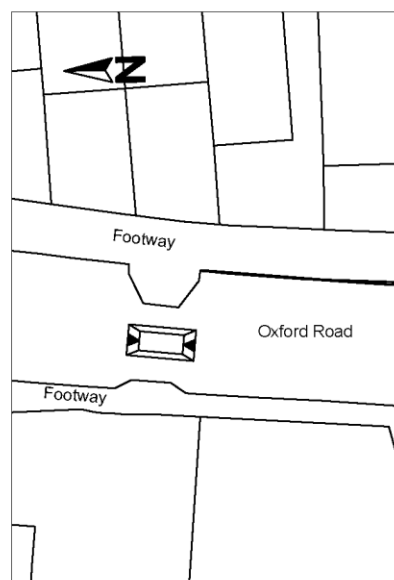
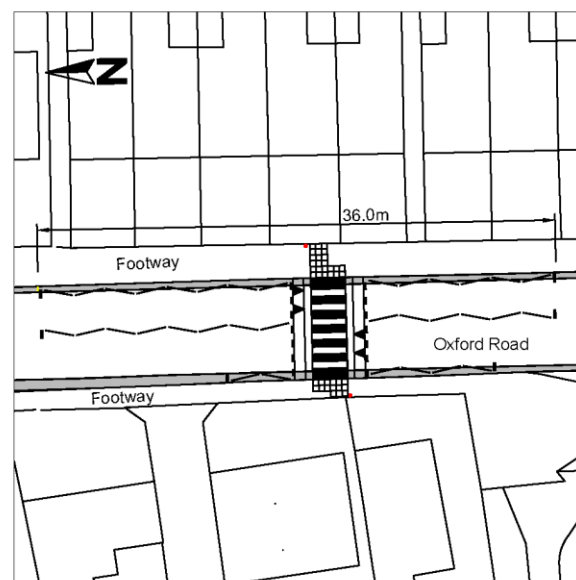
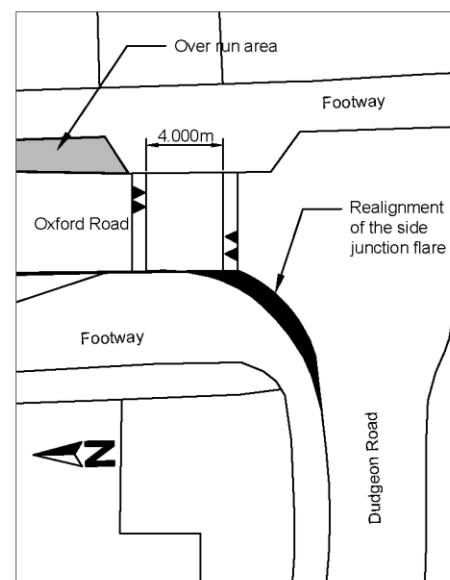
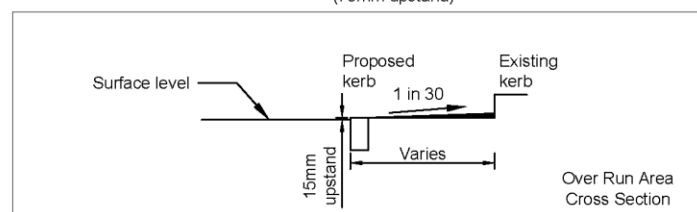
Contact Officers: Hugh Potter 07766 998704
 Geoff Barrell 07740 779859

March 2020

Drawing No. Revision



Proposed General Layout

Proposed Speed Cushion
(75mm upstand)Proposed Humped Zebra Crossing
(75mm upstand)Proposed Flat Top Hump
(75mm upstand)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
Littlemore
Oxford Road

Drawing title
Proposed
Humped Zebra Crossing &
Other Features

Drawing Status Consultation

Scale @ A3	Drawn by RGr	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comments.</i>
(2) Littlemore Parish Council	<p>Support – The volume of traffic has increased in recent years and will continue to do so with new housing schemes in the village. The Littlemore roundabout is acknowledged to be above capacity. Every new plan brings an increase in traffic but each time the increase is not judged sufficient to be grounds for objection. Nevertheless, the cumulative effect makes this bottleneck more congested, polluted and dangerous for cyclists and pedestrians. Buses have particular difficulty in navigating the road.</p> <p>Councillors are divided about the need for a pedestrian crossing. There is some strong support for having a crossing, especially in order to provide a safe crossing place for pedestrians, while others are concerned about the loss of parking spaces.</p> <p>The speed humps are welcome, the existing layout of the chicanes also causes concern. At the northern chicane, traffic travelling from the roundabout cannot see oncoming vehicles. Drivers are uncertain whether the southern chicane allows one vehicle or two to pass - there is a road marking instructing drivers to give way to traffic from the north, but the white line in the road implies that two vehicles can pass.</p> <p>We would also welcome more prominent signs to indicate maximum vehicle weight, and functioning flashing speed warning signs.</p> <p>We hope that you will take our comments into account and will be able to add the final items to the plans.</p>
(3) Local Resident, (Littlemore)	Object – (see Annex 3 for detailed submission)

(4) Local Resident, (Littlemore)	<p>Object - This is not traffic calming this is deliberate traffic jamming caused mainly by your approval of massively increased development in this area and minuscule investment in road infrastructure and traffic planning. I object to the speed bumps because many ambulances use Oxford Road. How would you as a patient in an ambulance feel being bounced around. You should install a speed camera to stop speeders and create a revenue stream to help make proper traffic planning around Oxford Road and Sandford Road. You have approved massive amounts of new housing in this area with no improvements to road infrastructure or traffic management along these roads or the bypass. I along with the other residents are being poisoned by traffic fumes from queues of stationary cars directly outside our houses and on the ring road. Our houses are being shaken to bits by double-decker busses and huge lorries over 7.5 tonnes. You have made no effort to stop these lorries and more and more busses are being scheduled on this unsuitable roadway. Please can you show the parking spaces on your plan.</p>
(5) Local Resident, (Littlemore)	<p>Object - This proposal does not take into account why cars speed in this area, and therefore it will not improve safety. The combination of parked cars and a bus route means that this road is essentially reduced to one lane with almost no visibility. As a result, traffic is either jammed and barely moving, or drivers are trying to get past the parked cars as quickly as possible because they can't see far enough ahead to establish whether traffic is approaching from the other direction.</p> <p>Although a zebra crossing will provide comfort for pedestrians, the proposed measures will cause further traffic problems in this area if the visibility issues, and the speed issues that result from them, are not addressed. The better solution would be to prohibit parking on Oxford Rd, in addition to installing the proposed traffic calming measures to slow down the traffic.</p>
(6) Local Resident, (Littlemore)	<p>Object - Speeding cars are an issue along this section of Oxford Road, and I would support measures to combat this. With the 250 new houses being built along Armstrong Road, traffic will continue to increase in the coming years</p> <p>A speed hump at the ring road end of Oxford Road would be effective in slowing cars exiting the ring road and encouraging them to follow the 20mph limit</p> <p>The current chicane at the south end is not fit for purpose. It is wide enough for two cars to pass, and aggressive drivers squeeze through rather than giving way, this leads to lots of noise - often late at night - when drivers use their horns to show their frustration. I would support plans to update this chicane to ensure drivers have to give way, as they do on Sandford road past the hospital.</p>

	<p>I do not support the installation of a zebra crossing.</p> <p>The crossing and associated markings would remove a great deal of on-street parking along Oxford Road.</p> <p>There is no suggestion made to where these cars should park. As part of a family with a young child, not being able to park outside my house would be a significant issue.</p> <p>I do not feel a crossing is necessary, there haven't been any kind of pedestrian incidents of this nature on the road for 20+years (since the current layout has been in place). I regularly cross at rush hour pushing a pram, and rarely have to wait for more than 30-60 seconds for a gap to cross safely.</p> <p>If the traffic calming is improved, slower moving cars would make it increasingly easy for pedestrians to cross, especially at the chicane points where many people naturally cross already.</p>
(7) Online Response, (Oxford)	<p>Object - I live in this area and there are enough traffic calming features on this same road and in this area. The council needs to spend money on improving the roads in the area which is has numerous potholes.</p>
(8) Local Resident, (Oxford)	<p>Object - It is clear that there is an issue with the speed of traffic at some times of day on Oxford Rd. I support measures to combat this. However, any advantages that the current proposal has seem to me to be significantly outweighed by the impact on residents of Oxford Road and other local streets.</p> <p>I would also like to express at the outset concerns about the way in which the process has been handled at the local level. Whilst residents at relevant Parish council meetings have been allowed to speak, it is unclear to me, both from the one I attended and reports of another, that their voices were treated with much seriousness. Furthermore, the most recent discussion (on Feb 27) appears to have been based on what I understand to be misinformation (whether willful or otherwise), insofar as it was claimed that the rejection of this proposal would ultimately lead to withdrawal of all funding for traffic calming in Oxford Road rather than consideration of other options.</p> <p>I am also concerned about the use of the local press, where an article entitled 'Thrilled by intervention' (Oxford Times 13 Feb 2020) employed highly emotive language in inviting people to respond to the consultation - in particular the implication that the proposal was matter of trading off parking convenience against 'protecting the lives of children'. When the author of this article, Councillor John Tanner (not a local resident) came to Oxford Road last summer to look at the way in which the scheme would look he displayed what I can only describe as a staggering ignorance of the</p>

plan itself, the history of the problem, and current the situation on the ground. He also seemed dismissive of, and to have a complete lack of sympathy for, the concerns expressed by residents regarding the impact on parking and their other carefully considered objections, based on years of living with and observing the way the road works on a day to day basis. I was saddened and deeply disappointed by his attitude at the time and to see that it appears not to have been moderated since.

The introduction of a zebra crossing as proposed will lead to a significant loss of parking capacity, on a road which is often unable to accommodate the combined needs of residents, those who use the recreation ground, visitors, and those who use the local shop. Given that surrounding roads and other parts of Oxford Rd are generally full to capacity as well, there is no scope for over-spill.

This will have a particular impact on residents with houses adjacent to the proposed crossing who would no longer have any possibility of parking outside their house, some of whom have small children. It would also completely preclude the charging of electric vehicles at a number of properties.

But it will also impact residents at other points on Oxford Rd and on other streets, given that those currently parking in Oxford Rd will seek to park elsewhere.

The case for a zebra crossing at the suggested location - as opposed to other traffic calming options - does not seem compelling.

1. There have been no injuries to pedestrians on the Road in living memory
2. While a petition did support such a crossing, it is unclear how many of those signing the petition had strong feelings or were local or frequent users/crossers of the Road.
3. There was no suggestion in the petition that there would be an impact on parking.
4. Discussion with local residents suggests that they had assumed an crossing would be placed at the current crossing point near Dudgeon Drive and would have no impact.
5. Although the current crossing point is in need of enhancement its position is adequate. And, even in its current configuration, it allows for safe crossing (I have been happy to have it used by my unaccompanied children - now 10 and 12 - for several years on their way to school).

	<p>6. The current proposal is very expensive and it seems to me that other local calming measures are in need of funding as well as those on Oxford Rd - e.g., the safety of current crossing to the East of the roundabout near the church would be enhanced by the inclusion of a hump.</p> <p>7. The current parking of cars currently serves as important block on speeding at times.</p> <p>I also have some concerns about the other calming measures in the proposal. These arise mainly from the fact that they appear to be inconsistent with recommendations made several years ago. They also fail to address the significant problems caused by the chicane configuration just north of the roundabout near the church, which leads to constant battles between drivers moving in each direction. This is both dangerous and the frequent source of noise pollution from car horns.</p> <p>My preference is for a scheme which more closely resembles that proposed several years ago, based solely on traffic calming through the introduction of speed humps and improved chicanes, where careful consideration is given to minimizing the impact on parking.</p> <p>I would also like to see the re-introduction of signs indicating the speed of traffic (the one recently installed clearly made a difference, but has disappeared).</p> <p>However, if a zebra crossing is deemed unavoidable I would wish to see the following:</p> <ol style="list-style-type: none"> 1. That consideration be given to using any powers of waiver to allow the crossing to be installed at the current crossing point adjacent to Dudgeon Drive - thus minimizing the effect on parking. 2. That the crossing be attended by the minimum number of allowable zig-zags. For example, I understand from Highways that only two lines are necessary at the point where cars have passed thorough the crossing and that this will be part of the scheme if implemented.
(9) Local Resident, (Oxford)	<p>Object - The proposed crossing it at the wrong place. It should be at the exit of the cycle path that connects Long Wall to Oxford Road, as there is more danger cycling across Oxford Road from the path across to the ring road underpath.</p> <p>This is a dangerous break in the cycle path along the ring road, as is the crossing from Newman Road across Rose Hill to the north of the ring road.</p>

(10) Local Resident, (Sandford-On-Thames)	<p>Object - I am objecting to the proposed changes to road surfaces in Oxford Road Littlemore for a number of reasons.</p> <ol style="list-style-type: none"> 1. Danger of damage to car tyres and suspensions by single speed humps. It is known that straddling these speed humps causes damage to the inner sidewalls of tyres, leading to subsequent rapid total deflation and serious accidents. 2. Damage to the environment and climate by vehicles decelerating and accelerating at the flat-top cushion. 3. Lack of need: as a resident for thirty years I frequently use this road as a pedestrian and have never felt endangered by the current arrangements. Nor have I seen any accidents. 4. Waste of resource. in a time of financial constraint, the use of funds to overcome a mythical danger to pedestrians on a comparatively little-used road with no evidenced record of speeding or danger to road-users is a complete waste. As a driver I witness all vehicles proceeding at a speed commensurate with the conditions, even if this is considerably less than the 20mph limit.
(11) Local Resident, (Littlemore)	<p>Object – Loss of many parking space and noise issues, caused by slowing down, speeding up and over the bump noise.</p>
(12) Local Resident, (Littlemore)	<p>Object - I agree that the speed of traffic on Oxford Road is a concern. However, I feel the proposed measures will create further issues, and there are better ways to help mitigate the current problem of speed.</p> <ul style="list-style-type: none"> • With the 250 new houses being built along Armstrong Road, traffic will continue to increase in the coming years • A speed hump at the ring road end of Oxford Road would be effective in slowing cars exiting the ring road and encouraging them to follow the 20mph limit • The current chicane at the south end is not fit for purpose. It is wide enough for two cars to pass, and aggressive drivers squeeze through rather than giving way, this leads to lots of noise - often late at night - when drivers use their horns to show their frustration. I would support plans to update this chicane to ensure drivers have to give way, as they do on Sandford road past the hospital. <p>I do not support the proposed zebra crossing. The removal of on street parking for residents of Oxford Road will be a major issue for those who have homes there. Many houses have young families, or older residents and not being able to park outside their homes can pose a safety risk. The safest place to get young children in and out of the car is closest to their front door, particularly on a busy road. Having to walk further to your car, and if you are also carrying shopping, trying to take a pram, wheelchair, walking frame out of the car will be difficult.</p>

	<p>The plan has no suggestion of where cars should park if the zebra crossing was to go forward. I also notice that the proposal uploaded with this consultation form shows more space loss than agreed. Is this the correct version?</p> <p>Have the residents of Swinbourne Road and Dudgeon Drive been explicitly alerted to these plans as they will be impacted too.</p> <p>I do not feel a crossing is necessary, there has never been any kind of pedestrian incident of this nature on the road and the road can be crossed easily by Dudgeon Drive.</p> <p>If the traffic calming is improved it would be increasingly easy for pedestrians to cross, especially as the chicane points where many people naturally cross already.</p>
(13) Local Resident, (Littlemore)	<p>Object – Parking is at a premium in the area and it only works between 10 - 26 Oxford Road because at the moment no household has more than one car.</p> <p>To sacrifice most of the parking between 10 - 20 would make things very difficult for residents and may even make the road more unsafe, as it is parked cars that slow the traffic down.</p> <p>There are rarely any spaces to park in Swinbourne Road after 5:30pm because so many residents of Oxford Road (mostly people from 36 onwards) already park there. Parking on Swinbourne will be put under further strain if cars from lower down the street are unable to park on the street in front of their homes.</p> <p>It is not difficult to cross the road where the zebra crossing is planned for. I regularly cross from no 32 to the shop or further down the street for the park with very little difficulty. The traffic calming area by Dudgeon Drive is also an easy place to cross.</p> <p>If there has to be a zebra crossing, which to my mind is unnecessary, if it could be at the Dudgeon Drive calming or where the double yellow lines are by the shop this would minimise disruption to parking.</p> <p>I also hate speed bumps, they create air pollution due to drivers slowing down and speeding up, they are noisy for residents (for the same reason) and they do little more than annoy drivers.</p> <p>I would like to see less cars using Oxford Road as a cut through and also to see the 20mph limit enforced. The</p>

	<p>flashing 20 sign (sadly only in one direction) has been removed. I would like to see more measures like this. But I would rather nothing is done than the current proposal.</p>
<p>(14) Local Resident, (Littlemore)</p>	<p>Object – We are writing in regard to the traffic calming plans for Oxford Road, Littlemore. We live at 18 Oxford Road, so our property is directly affected by the Council's proposals and we are very concerned about them. In particular, we are strongly opposed to the zebra crossing.</p> <p>First, there will be a significant loss of parking space either side of the zebra crossing. This will affect a number of houses along the street. We are a family with children and it will be very inconvenient for us to park away from our house. Even if the zig-zag lines either side of the crossing are shortened, it will still adversely affect parking on both sides of the road. When we had work done on our house in 2018, the builders put a skip on the street. The loss of one parking space made a real difference. It is also difficult to see where we and our neighbours will be able to park. Dudgeon Drive is already full of cars, Blewitt Court is private land so parking is prohibited and Swinbourne Road is for residents only.</p> <p>Second, we don't see why a zebra crossing is necessary. We regularly walk to the park opposite, and through it to Sainsbury's, and we have had no problems crossing the road. Occasionally, we have to wait while a number of cars go past, but at no stage have we felt the road is unsafe to cross. Furthermore, most people who come through the park to Oxford Road are heading south and so walk down to the chicane beside Dudgeon Drive and cross there if necessary. We feel it is unlikely that people will walk north and out of their way, even five metres, to use a zebra crossing when they are used to crossing further down the street.</p> <p>We appreciate that Oxford Road, like many Oxford roads, is experiencing volumes of traffic that it was not designed for and that Littlemore, as a whole, has developed without an integrated transport plan. We know that these issues are complex and people have differing opinions. Thank you for the chance to express our views and, in this case, our opposition to the planned changes. We feel that the proposed zebra crossing unfairly disadvantages the residents in our section of the street and is unnecessary. We urge you to reconsider.</p>
<p>(15) Local Resident, (Littlemore)</p>	<p>Object – I am a resident of Oxford Road, Littlemore and wish to object to your proposals.</p> <p>The introduction of a zebra crossing would not slow traffic down and would mean that parking in the road for Oxford Road residents would be extremely difficult, if not impossible, where would we park? I suggest to possibly introduce speed humps instead</p>

(16) Local Resident, (Littlemore)	<p>Object – Something certainly needs to be done here, as the road is used as a race track, but I am not confident that the following proposals will help, so I am writing to register my objections.</p> <p>Introduction of a zebra crossing - Though a protected crossing place near the park is an excellent idea in theory, there is already a crossing place nearby. I have brought up two children here and we regularly cross to the park using the chicane next door to our home. Though the speeding is noisy, unpleasant and damaging to cars, it doesn't appear unsafe for pedestrians, so I don't think there is any justification for depriving so many households of parking places. There aren't enough parking places as it is.</p> <p>Introduction of a speed bump across the chicane at Number 4 Oxford Road - Though I think that introducing a speed bump is probably a good idea, it isn't enough. The main problem here is that drivers going toward the ring road are given a double message: they are told to give way, but the chicane is wide enough for two cars to pass safely and there is a broken white line through it. This encourages people to speed up through it and there is a lot of noise from drivers sounding their horns in anger. The chicane either needs to be re-designed to match the 3 others on the road (ie the road should be made narrower so as to make it clear that drivers must give way) or the give way sign needs to be removed, and drivers encouraged to drive slowly and carefully by a speed table. Either measure would improve the crossing point. If the chicane is to be left in place please note that it doesn't have adequate drainage: mud and leaves build up across the driveway to my home. I gather that the same happens at the chicane near the ring road.</p> <p>Introduction of a speed cushion at the chicane near the ring road - I can't see how this will improve anything: the main problem here is people refusing to give way as they come off the ring road, and a single cushion might simply force them into the centre of the road, making it even more dangerous for pedestrians and for oncoming traffic.</p>
(17) Local Resident, (Littlemore)	<p>Object – my objections are detailed below</p> <ul style="list-style-type: none"> • I don't quite follow the logic of having a raised hump at one end of the traffic calmed area (or "rat run" as we know it) but at the top side merely a speed cushion (which can easily be driven over without reducing speed). I would prefer a raised hump at either end • Has any consideration been given to the fact that adding a zebra crossing in the middle will not only badly affect localised car parking, but in removing the cars, the traffic will actually get faster (up until the crossing and again after).

	<p>This was evidenced 2 years ago when a car was abandoned more or less at the site of the proposed crossing. Whilst there (for some 2 weeks), cars were forced to slow down as they could not pass 2 across with ease at speed. Once the car had been removed, they were able to zoom past again.</p> <p>Personally, I would be in favour of a flat top hump there which did not restrict localised parking as I absolutely want to avoid pushing further car parking in to Swinbourne Road.</p> <ul style="list-style-type: none"> • Is there actually a need for a zebra crossing “outside” the park. Having spoken to a few parents (us being one), yes it would be “nice” to have a crossing there but not an absolute necessity. For one, I am not aware of any accident there involving pedestrians. Most people either cross where there are no parked cars or at the existing traffic calmed places. • Would it make sense to add a black and white lines to the new humped zones (I propose) at either end of the traffic calmed area. Whilst not proper zebras most people do give way to people waiting at the black and white lines. <p>In short, I would like to see a flat top hump at each of the currently proposed points with black and white lines on the humps at each end (and in the middle if this does not present a problem to existing parking spaces) but no ZEBRA crossing. Additionally I would like to see a further speed awareness sign like the present one but on the other side of the road (opposite Swinbourne Road).</p>
(18) Local Resident, (Littlemore)	<p>Object – I wish to register my objection to some of the proposals.</p> <p>I have lived in Oxford Road since 1974 and have witnessed the increase in traffic during that time. Speeding motorists have been an issue in the past, but the increase in both speed and numbers of vehicles speeding has been dramatic more recently. The current traffic calming measures have become completely ineffective, if in fact, they ever were. That there is a need for measures to reduce the speed at which traffic moves can be in no doubt, but I cannot see a need for a zebra crossing.</p> <p>I live on the West side of the road, and my property backs onto the Oxford Road recreation ground. The recreation ground has, in my experience, been used for, among other activities, football matches where juniors have played up to three matches in a weekend. Clearly, the majority of the players and their families have travelled to the area and, in the forty-five years since I have lived in Oxford Road, have all managed to find their way to the recreation ground without a single road traffic accident. Clearly, people are quite capable of crossing Oxford Road without accidents occurring.</p> <p>Whilst I accept that there is an argument to say that the presence of a crossing will offer a level of safety for pedestrians, I believe that this will not be the case in the early mornings and late evenings, or for people who are in a</p>

	<p>hurry. I cannot see a circumstance where a pedestrian will, say, late in the evening, press the button and wait for the lights to change. My belief is that human nature will prevail and that the pedestrian will simply cross without waiting. Similarly, those in a hurry simply will not wait.</p> <p>I firmly believe that the most effective way to reduce the speed at which traffic moves is through physical barriers. Driving over speed humps, cushions, raised tables and the like at speed is uncomfortable, and again, human nature will prevail, and a speeding motorist will reduce their speed, not for the common good, but for their own comfort.</p> <p>The introduction of the zebra crossing would remove on-street car parking space for at least seven houses. We are fortunate in that we have off-street parking, so I have no vested interest here. It is fallacious to suggest that those residents affected can park in nearby side streets. These streets are already filled to capacity and there is simply nowhere else to park. In addition, if the zebra crossing is formed, that stretch of wide, open road where no cars are able to park will simply encourage those who wish to speed to do so. The presence of parked cars, usually on both sides of the road, does, in my opinion, act as some measure of natural traffic calming.</p> <p>I have no experience in traffic management, and consequently have no valid opinion to offer on the other proposals in your documents. However, as a driver since 1967 I can state that painted lines at the side of a road, apparently to create the illusion of a narrowing of the highway, have never made any effect on my driving. Having witnessed on countless occasions drivers mounting the footpath, specifically in Oxford Road, in their attempts to progress, I can confidently predict that the majority of speeding drivers will pay no heed to such devices.</p> <p>It is essential that something is done about speeding traffic in our road, and if effective measures are taken to reduce the general level of speed, then a level of safety can be achieved without the need for the expense of a costly, and for the most part completely redundant, zebra crossing.</p>
(19) Local Resident, (Littlemore)	<p>Object – I would like the following points to be taken into account when considering the proposals for traffic calming in Oxford road Littlemore;</p> <p>The flashing speed warning that was in place temporarily (for traffic coming from the ring road) seemed to work well although it has disappeared now? I believe this should be back in place.</p> <p>The pedestrian crossing by the entrance to the park will cause huge problems for residents parking, but more importantly I fear that cars may pick up more speed if there are none parked on this stretch of the road, thus making it more dangerous rather than safe for children to cross. If this proposal is to go forward I think the crossing should be</p>

	<p>upgraded to one with traffic lights.</p> <p>Speaking to Officers I understand that if the 75mm speed humps are not effective other options can be considered. I suggest one similar to the raised crossing/hump at the junction of Oxford road Marston and Cherwell drive which is very effective but this may be higher than 75 mm.</p>
(20) Local Resident, (Littlemore)	<p>Object – I have lived in Littlemore village all my life and for over 30 years at 12 Dudgeon Drive. I do not experience the daily problems of the Oxford Road face-to-face, though I often hear them, but since I am in such close proximity I feel I have some right and experience to comment about the latest proposals. And as with all aspects of traffic management what happens in one place has a knock-on effect elsewhere.</p> <p>There are some things over which we have little control: eg the 40%+ increase in the volume of vehicles using the ring road over the past 10 years, making the Oxford Road an ideal `rat run`; the dramatic deterioration in the quality of driving skills and decent interaction between human beings; and the building of more and more houses in places close to the village where there is no infrastructure to sustain them. The quality of the air, particularly along the Oxford Road, has deteriorated due to the increased pollution. Noise pollution there is equally as bad. These issues require more long-term, joined up approaches. Remember a sponge can only absorb so much before it becomes saturated. Those who have power, especially planners, please note: Littlemore is creaking.</p> <p>In an ideal world the village should become a No Through Road/Access Only place for residents. Or even become a One-Way system.</p> <p>We are grateful that monies have become available to improve the Oxford Road's chronic problem. I accept there is no silver bullet but this is an opportunity to improve things especially for the residents of Oxford Road, and in turn the wider village.</p>
(21) Local Resident, (Littlemore)	<p>Object – I wish to register my objections to the above proposal. I have been a resident in Oxford Road for the past forty-six years. The first ten years on the East side next to what is now Blewitt Court and the remainder on the west side, our home backing onto the recreation ground.</p> <p>Whilst agreeing that some measure of traffic calming is needed, I feel that the Zebra crossing is a very costly and unnecessary solution. During my time in Oxford Road I have raised three children and now look after my grandson on a regular basis. I have never had any difficulty safely crossing the road with or without children.</p>

	<p>A Zebra crossing would have a disastrous effect on the residents of Oxford Road. Where would the occupants of the houses within the zig zag lines of the proposed crossing park their cars? Seven houses are directly affected, potentially fourteen cars? There is no parking available anywhere in the vicinity.</p> <p>I suggest that a series of speed bumps similar to those in Kennington Road, Kennington would be an effective method of traffic calming in Oxford Road.</p>
(22) Local Resident, (Littlemore)	<p>Object – Although traffic calming would be welcome, we do not find ourselves in agreement with all aspects of the proposed actions. We do not believe that the proposed zebra crossing will have the desired effect, partly because of another disadvantage, i.e. the proposed siting will result in the loss of parking between numbers 6-28. If anything, this will result in an increased risk of speeding.</p> <p>The loss of parking in itself will cause other problems, as residents will be forced to park on Swinbourne Road and Dudgeon Drive, both of which are already under pressure and this would be a source of friction with the residents of those roads.</p> <p>We would support the additional traffic calming measures which you mention. We also support any measures (e.g. a delay on the lights at the roundabout) which would allow the traffic from Oxford road to enter the roundabout when the westbound traffic comes to a halt. I suspect that this is only necessary because of the tendency of some motorists to go through on amber or even red on the one hand, or to anticipate the signal to go on the other.</p>
(23) Local Resident, (Littlemore)	<p>Object – I would like to register my concerns with the proposed zebra crossing and traffic calming features for Oxford Road, Littlemore.</p> <p>While I support the idea of the traffic calming features of the flat top hump next to Dudgeon Drive, and the single speed cushion north of Swinbourne Road, I believe that the proposed humped zebra crossing is not necessary and would cause more issues.</p> <p>I have been a resident of Oxford road for 40 years and have never had any safety issues as a pedestrian. I feel that the proposed humped zebra crossing is not required as the amount of foot traffic in the road does not warrant this measure.</p>

	<p>A major concern is the impact that the humped zebra crossing would have on residents of Oxford Road with regards to parking. The majority of the houses that are closest to the proposed area for the humped zebra crossing do not have off road parking and so need to park on the road. If these on road parking spaces were lost then this would impact the rest of the residents of Oxford Road as well.</p> <p>There are no other options for local residents with regards to parking. Swinbourne Road is already limited to parking for residents of that road only, and Dudgeon Drive does not have any space for additional parking either.</p> <p>The shop that is located on Oxford Road opposite the junction with Swinbourne Road often has two to four cars parked outside throughout the day as customers require somewhere to park. If these spaces were unavailable due to residents requiring somewhere to park then this may have an impact on the business, which could potentially lead to the closing of a much needed shop.</p> <p>While I object to the humped zebra crossing, I believe that it would be beneficial to install speed cameras as I feel that this would be the most effective way to reduce the speed of drivers entering Oxford Road from the Rosehill roundabout.</p>
(24) Local Resident, (Littlemore)	<p>Object – Zebra Crossing</p> <ul style="list-style-type: none"> • I would like it recorded that we at No10 formally object to the proposed humped zebra crossing at its shown location. It's not needed and not required. • The proposed crossing would remove residents parking for some of my neighbours property fronts, some of whom have young children, when these proposals were first muted, Mr Barrell response was for them to park in neighbouring roads and private parking areas in Blewitt Court – who's residents I am sure have not been consulted about this . I would like it noted that, as my property has a drive way, the parking issue will not directly affect me, but I feel sorry for my neighbours with small children and an elderly couple who are currently seeking to move home partly as a direct response to these proposals. • We have lived at this address for the past 20yrs and cannot recall a RTA involving a pedestrian in all of this time, so why have a crossing. The vast majority of pedestrians currently use the Dudgeon Drive Chicane narrow as a crossing point very successfully, without incident. <p>Similar to this, would also improve this crossing point without losing parking.</p> <ul style="list-style-type: none"> • What we do know all too well is the amount of car on car accidents that have occurred due to the poor design of the chicane at the junction of Dudgeon Drive , so further work on this chicane should be considered and possibly

	<p>incorporate the traffic calming measures , these traffic calmers will also improve the safety of pedestrians further nullifying the requirement for a poorly conceive raised Zebra crossing</p> <p>Traffic Calming</p> <ul style="list-style-type: none"> • No Objection in theory • I would propose instead of the Zebra Crossing additional sets traffic calming raised sections either side of Swinbourne Road- adjacent to numbers 30 & 32
(25) Local Resident, (Oxford)	<p>Neither - In principle I do not object to a Zebra crossing however it will not address the following safety issues on Oxford road so with that I have some major concerns:</p> <p>1) the speed and determination of drivers leaving the bypass/ring road roundabout and entering Oxford Road, there needs to be a speed cushion soon after leaving the roundabout;</p> <p>2) the chicane (north) approached at speed as leaving ring road is largely ignored and drivers do not adjust speed and push through with on-coming traffic. The proposed speed cushion on this chicane may help. On-coming traffic will mount the very narrow pavement just past north chicane (sometimes lorries) putting pedestrians in significant danger. Residents who park on this road as they enter their parked cars are often physically touched by the vehicles Extremely dangerous for the residents' children to enter the parked cars</p> <p>3) the zebra crossing in my view will not decrease speeding along the road as a whole, only at the point of the proposed site of the zebra crossing, I believe a number of speed cushions along the road is the only solution to reduce speed on Oxford road</p> <p>4) the markings / signs on the road need to be updated as all worn and barely visible</p> <p>I think the road would benefit from a series of speed cushions along the road</p>
(26) Local Resident, (Oxford)	<p>Support - I am one of the City Councillors for Littlemore.</p>

(27) Local Resident, (Oxford)	<p>Support - the traffic is busy with cars that drive fast and recklessly down our road on their way into and out of Oxford. The level of traffic has increased over the last decade since we moved here and the style of driving has become more aggressive during this time.</p> <p>We have two small children (4 and 7) and it is unsafe for them on this road system, particularly as the access to the road is crowded with parked cars.</p> <p>Traffic calming measures would therefore be a beneficial solution to this problem.</p>
(28) Local Resident, (Oxford)	<p>Support - We have long needed a way for children and others to cross between the park and our homes. The current pinch point is just a place for cars to take turns and doesn't allow pedestrians a safe place to cross. I strongly support this application, particularly as Oxford Road will continue to get more traffic as the planned new homes are built.</p>
(29) Local Resident, (Oxford)	<p>Support - No comments.</p>
(30) Local Resident, (Oxford)	<p>Support - This could make Littlemore much safer for pedestrians.</p>
(31) Local Resident, (Oxford)	<p>Support - This is a good proposal that should improve the safety of everyone using Oxford rd Littlemore. At present those taking children to the park or catching the bus have nowhere safe to cross the road. Every day there are parents crossing the road while taking children to school, many also struggling with buggies and shopping. This crossing should provide them with one safe place to cross the road.</p> <p>Additionally the fact that the zebra is to be humped should, together with the speed cushions, help to slow the speeding traffic that can make the road such a hazard. I very much hope this plan is accepted and goes ahead.</p>
(32) Local Resident, (Littlemore)	<p>Support - No comments.</p>

(33) Local Resident, (Littlemore)	Support - The speed cars pass down that street is far to fast and a zebra crossing would help slow that making it a safer road to cross
(34) Local Resident, (Littlemore)	Support - I approve of any measures that reduce speed on that road as people do tend to bomb down it when it's not busy. It is however a shame that there isn't any cycle provision included in this - it is an unpleasant road to cycle down as you are often boxed in by traffic and parked cars.
(35) Local Resident, (Littlemore)	Support - The speed humps and raised crossing would seem to render the existing chicanes unnecessary. These encourage drivers to dart through and are trouble for cyclists; please remove them as part of the same work.
(36) Local Resident, (Sandford-on-Thames)	Support - On an increasingly busy road children' safety and independence are of great importance
(37) Local Resident, (Oxford)	Support - I believe the traffic calming north of Swinbourne Road should be much closer to the ring road or even have an additional one in said position as traffic currently does not adjust speed to limit when entering Oxford Road. More signs and road markings need to be in place to alert traffic of speed limit. The more traffic calming cushions along Oxford road the better as seen in many quieter roads in Oxford.
(38) Local Resident, (Oxford)	Support - In general this is a great move - especially the introduction of the zebra crossing. Where the road is to be narrowed, separated and unrestricted cycle lanes should be installed either side, as they are at the two narrowed points in Sandford Road. This makes it much easier to cycle along the road and thus encourages sustainable transport. This should also be done for the existing narrowed point by Dudgeon Road, if possible with a cycle lane which clearly crosses the carriageway towards the Sandford Road/Cowley Road roundabout so that cyclists turning right at the roundabout have a clear right of way across the carriageway to get into position (as has been done at the High St approach to the Plain).

(39) Local Resident, (Oxford)	Support - It would be massively helpful. Crossing that road is very dangerous as people still speed down it and I'm able bodied and haven't got any children etc. It's a major crossing point as well because of the bus stop and the cut through the park.
(40) Local Resident, (Oxford)	Support - I welcome a zebra crossing and traffic calming measures on Oxford Road in Littlemore. I live just off this road and frequently walk along it and cross it. A lot of the traffic goes too fast, more than 20mph. Often cars pass very fast and very close to the pavement because the road is narrow, which is scary for pedestrians. Crossing the road is difficult because of the parked cars and because of the number and speed of cars passing.
(41) Local Resident, (Littlemore)	<p>Support - Broadly, I support the proposals, but I also wanted to add some further context. I use Oxford Road daily as a pedestrian, a few times a week as a driver, and once a week or so as a cyclist; though I cycle every day, I avoid Oxford Road if I possibly can, as it does not feel safe for vulnerable road users. The road is heavily used, and in rush hour, queues often extend along Sandford Road. I understand that more housing developments may be started in the area, which would add to the amount of road use. The current layout is poor for a number of reasons:</p> <ul style="list-style-type: none"> • There is no traffic calming or pedestrian crossing • The chicane near the ring road roundabout has poor visibility for those who don't have right of way (coming south) • The road markings on Oxford Road have in places worn out, so drivers are unclear on who has right of way • The chicane by Dudgeon Drive has misleading road markings so that those who don't have right of way often think that they do. <p>I do support the introduction of zebra crossing, flat top hump and speed cushion in principle; I am not an expert on what these things will do to the safe movement of traffic off the busy ring road roundabout (one of the three other roads leading to the roundabout is not traffic light controlled), but trust that this has been considered. I imagine there will also be an impact on parking for local residents.</p> <p>I ask that you also resolve the misleading road markings at the Dudgeon Drive chicane, repaint the road, and consider what can be done to make the chicane near the ring road safer.</p> <p>I wanted to add a related point, which may involve joining up this consultation with a different department of the council, if you would be so kind: the bus service in Littlemore. It is woeful. It does not run on a Sunday and does not</p>

	run after around 7pm from Monday to Saturday. There are two an hour and they are consistently 5-20 minutes late – I would say 12 minutes late on average. When I drive from Littlemore I am always making single occupancy car journeys. I would do this less, and others might too, if there was a reliable bus service.
(42) Local Resident, (Littlemore)	Support - I am writing to say that as a resident of Littlemore and someone concerned about the amount of traffic which uses Oxford Road, Littlemore, and the speed at which it travels, I am strongly in support of the proposed new zebra crossing and traffic calming measures.

Response to proposed traffic calming: Oxford Road Littlemore:

Page 1: Context of the current request for traffic calming measures.

Page 2: My comments on the current proposals.

Page 3: My suggestions.

Page 4: Some of Mr David Tole's 2015 correspondence.

I have lived on Oxford Road for 35 years and was a founder member of Oxford Road Action Group.

We formed in 2015 and were a group of residents of at most, 75 households in Oxford Road, Dudgeon Drive and Swinbourne Road. We formed a group to campaign for traffic calming measures in Oxford Road after one resident had the back door of her car torn off by a car coming from the ring road while she was unloading her 2 year old from the car.

The concerns of Oxford Road Action Group were:

- The road is not built to carry the weight of traffic that has resulted from continued development of the neighbourhood, and from its being a rat run from the Science Park, from Kassam Stadium, and from the A4074.
- Many through-drivers seem to have given up caring that this is a residential road, and this is divisive of the community.
- The existing traffic calming measures (chicanes each end) are badly designed and seem to encourage some drivers to accelerate through the give way signs: rather than calm traffic, the chicanes cause some to use the road as a race track.
- Danger to life near the northern chicane where the road is its narrowest and there are walls on either side of the road.
- Repeated damage to parked cars (most is probably not reported to the Police): some Oxford Road residents prefer to park in Swinbourne Road, though this is for residents only.
- There is no phase of the ring road traffic lights which allows cars out of the road.
- Alternating congestion in the rush hour and speeding when the road is emptier makes it hard for Swinbourne Road residents to turn out into Oxford Road.

In 2015 we discussed our concerns with the then Traffic, Safety and Area Steward Manager, David Tole, and asked for a solution that would not reduce available parking on the road.

Mr Tole's reply:

During the course of his discussions with us in the early summer of 2015, he said that both chicanes were badly designed: the northern one was 'in the wrong place' and the southern one was 'half-hearted'.

He said that Oxford Road is unsuitable for HGVs and that he would organise a sign to say this (none has been placed).

He suggested either that each chicane should be rebuilt, or that most of the build outs should be removed and that the road should instead have between 4 and 6 sets of speed cushions (speed bumps were then unfashionable).

In subsequent correspondence to Cllr John Tanner and Gill Sanders of the Parish Council (see his email page 4) he settled on the second idea. This was to cost £25-30,000. Plans weren't drawn up as the money wasn't available and we were told by our then MP that the Parish Council was the only body empowered to raise it. We repeatedly lobbied the Parish Council, one of the founders of the group joined it in order to empower her voice, but the Parish Council did not regard it as a priority. Various sub groups contacted the police to form speed watch groups, but nothing was achieved and we were left feeling helpless.

The current petition for a zebra crossing was raised by another resident of the road, unaware of our previous efforts, unaware of our wider concerns, and unaware of suggestions made by Mr Tole.

The problem with the petition is that it is too focussed. Many non-residents will have signed it feeling that zebra crossings must always be a good thing, or knowing that there is something seriously wrong with the road, but not concerned about the detail.

I am seriously concerned that Mr Tole's wisdom about the poor design of the existing chicanes is at risk of being lost.

Because the current suggestions don't properly address the problems with the design and location of the two chicanes, because they reduce parking space on a road where there is already a problem with parking, because there is no clear health and safety need for a zebra crossing, and because loss of parking space will make some Oxford Road residents' lives worse, I object to them (see over).

The Parish Council has recommended that those of us who object should make our own suggestions, so please find my ideas on page 3.



MY RESPONSE TO THE CURRENT PROPOSALS

addition of a single speed cushion at chicane 4: **objection**

My concern about this is that I can't see how it will prevent aggressive drivers continuing to come off the ring road at speed and refusing to give way to north-going drivers, who have the right of way. They justify jumping the give-way sign because the chicane is on a curve in the road (see aerial photo) and it can be difficult to see the traffic you are supposed to give way to. As far as pedestrians are concerned, this is the most dangerous part of Oxford Road: the west side pavement is narrow and bounded by a wall (see photo below). A single central speed cushion might simply force drivers into the middle of the road, making it even more likely that north going traffic will drive on the narrow pavement. The east side pavement is raised, so residents parking here have to load and unload their cars into the road. One lost her rear door while she was lifting her 2 year old out of the car. To my certain knowledge (I saw them all) 3 cars have come off the ring road and overturned as a result of rushing through this chicane: two came to rest near Swinbourne Road, the other spiralled down to hit the wall of the house next to the park entrance. I'm not confident that such risks will be prevented by this measure alone.



chicane 4 looking south

addition of a zebra crossing north of the park entrance: **objection**

The dangers of speeding here are to parked cars, & most residents have had to replace wing mirrors. There have been no recent accidents involving people. The last was 35 years ago when a 5-year old ran out of his front garden into the road and sustained life changing head injuries. He might have been less hurt if there had then been a 20mph limit, but this was not a problem caused by speeding, nor one that could have been prevented by introducing a Zebra crossing. The majority of people who cross the road here are coming from local schools and home via the park. They cross safely at chicane 3: the proposed zebra will be out of their way. Since many who want the zebra don't wish to go out of their way to chicane 3, it is possible that many who have crossed at the chicane for years won't want to go out of their way either. It risks being a waste of money. Some who want an additional crossing approach the park from the north: there may be sense in having an additional crossing nearer the shop (the original plan was for a third chicane near the shop), but a zebra crossing here is not necessary. It would deprive about 9 households of parking space, though there is already insufficient space for all residents, and there are no side roads which residents might use as alternatives (Dudgeon Drive is full, Blewitt Court is private land, and Swinbourne Road is for residents only). Swinbourne residents already complain that Oxford Road residents flout this because there isn't room in the north end of Oxford Road, and because it isn't safe to park on Oxford Road.

addition of a speed bump across the road at Chicane 3: **objection**

I have a particular interest in this as I live beside this chicane: the main problem here it is that its design is ambiguous: a sign tells north-going traffic to give way to oncoming vehicles, but the road is wide enough for cars to pass, and there is a dotted white line through it (see photo). It has to carry exactly the same sort of traffic as the 3 other chicanes between the Littlemore Hospital and the ring road, but the road is more than 1 metre wider at this chicane than at the other 3. So north-going traffic which has been calmed by the 2 chicanes near the railway bridge speeds up to go through this one, even though south-going traffic has right of way. The result is a lot of noise: swearing, and prolonged horn blowing by south going traffic. The proposal solely to add a speed bump will do nothing to address these issues and might simply add to the disturbance in my home.



chicane 3 looking north

NB: I would be more open to the introduction of a speed bump if the design of the chicane were improved (see over).

addition of white zig-zag lines: **neither for nor against**

I don't understand how they are expected to work. Much of the severe speeding is at night when they will be obscured by parked cars.



MY PROPOSALS

I think that the traffic management of Oxford Road, Sandford Road, Cowley Road Littlemore, St Nicholas Road and Newman Road needs to be reviewed as a whole. However, if only Oxford Road is to be changed my suggestions would be:

at the northern chicane:

traffic coming straight off the ring road should be slowed by a cushion or a speed bump or table before it reaches the bend in the road which carries the chicane: if it is to be a cushion, and such cushions need to be paired, then a pair, as illustrated left. if this slowing can't be done by mechanical means there should be a live enforcement camera facing north at the chicane

at the southern chicane:

- **either:** the give way build out and the give way sign should be removed, the other wide build out left in place, and a wide speed bump/table placed right across the road to enhance the existing crossing point
- **or:** the give way sign should be left in place, the road should be narrowed so that it matches the width of the road at the other 3 chicanes, so that cars cannot pass two abreast, and a speed bump placed right across to enhance the existing crossing point

between the two chicanes:

- the square area of road at the junction between Oxford Road and Swinbourne Road should be raised to slow traffic in the middle of the road, to help Swinbourne Road residents come out of their road, and to enable pedestrians from the north end of the road and from Cowley Road to cross without having to go as far as the south chicane
- an additional set of speed cushions, or a single bump across the road should be placed in the long gap between the southern chicane and the speed table outside the shop

in the neighbourhood in general local road signage should be changed to

- discourage Sandford traffic coming through (there is no sound reason why drivers on the ring road are told to come through Littlemore to get to the hotel)
- discourage Science Park and Kassam traffic from using the road solely to get to the ring road
- spell out that Oxford Road is unsuitable for HGV traffic
- make it clearer that the speed limit is 20: ie there is a need for more 20 roundels and live speed indicators****

on the ring road:

a tiny delay of possibly only about 3 seconds should be added to the phasing of the ring road traffic lights to allow time for traffic to leave the road. At the moment, cars on the ring road and on the roundabout move on amber, or continue to drive on red. They will continue to do this but the purpose of the delay is to create the gap that would exist if people were obeying the lights.

for the record, a single speed indicator placed in Oxford Road for several months last year was felt by many residents to be very effective: though it didn't affect those determined to speed, it helped those who wanted to keep to the limit, and residents all over Littlemore have said to me that they want more of them (people speak to me because I edit the local news sheet).

From: Tole, David - E&E

Sent: 11 September 2015 16:53

To: Cllr John Tanner; Cllr Gill Sanders

Subject: Traffic issues on Oxford Road, Littlemore

All

Thank you for your patience whilst waiting for my response to the site meeting we had in July – I'm afraid my assumption of a quite summer to catch-up on projects such as yours was wishful thinking.

I have been out several times to look at the situation that you face and have discussed the issues with colleagues. I set out below the changes to the road environment which we feel would give some improvement to the local environment.

- To try to reduce the speed of traffic entering the road from the Rose Hill roundabout we will paint a "20" roundel on the road and we are looking at relocating the 20mph signs to make them more visible when entering Oxford Road. We have already put up some temporary posters reminding drivers of the speed limit and **will seek to supplement these from time to time.** (This was not done JG.) We will move the "20" signs on the lamp column near No. 54 to the column on the other side of the road near No. 35 – this should make them more visible to drivers as they will be closer to the available carriageway.
- To address concerns about HGVs using Oxford Road we will get the vegetation on the By-pass cut back so that the sign advising of the weight limit can be more easily seen, and supplement it with an **'Unsuitable for HGVs' sign** (we have used such signs at Quarry Hollow in Headington Quarry). (This was not done JG) We will also ask our Trading Standards team to carry out some enforcement of the weight limit.
- We feel that the long-term solution to calm the traffic that does go along Oxford Road would be to remove the majority of the build-outs/chicanes and put in a series of speed cushions (there are examples of these in Oxford Road, Garsington and The Avenue, Kennington). This would need formal public consultation and the consideration of objections before it could be approved. We've not done any detailed design but given the length of the road between the two roundabouts road we think 4 pairs of cushions would be about the right number to keep traffic speeds down; we estimate the cost of installation of the cushions plus removal/alteration of the existing chicanes etc would be around £25k-£28k. The County Council currently has no funding for such measures but your Councillors may be able to access funds arising from new housing developments in the area.

I hope you will feel that we have tried to address the principle issues raised both in the site meeting and subsequent correspondence. I'm afraid I will not be able to attend your meeting on 23rd but will be happy to meet you afterwards if that would help

David Tole

Traffic, Safety and Area Steward Manager
Environment & Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
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OX1 1NE

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Division(s): Headington and Quarry; Churchill and Lye Valley
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CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – B4495 WINDMILL ROAD– PROPOSED EXTENSION OF 20MPH SPEED LIMIT

Report by Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised but to include also the adjacent signalled junction of Windmill Road with The Slade and Old Road.

Executive summary

2. The Access to Headington project includes a package of measures aimed at:
 - a. encouraging greater use of more sustainable modes of transport - buses, cycling and walking
 - b. easing congestion on the route
 - c. improving bus journey times so buses have an advantage over general traffic
 - d. providing a safer, more continuous and attractive route for cyclists and pedestrians
 - e. reducing vehicle emissions and improve air quality.
 - f. Unlocking economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.
3. Following the first formal consultation on the project in 2016, a request to extend the 20mph speed limit – which currently applies only to the northernmost part of the road - to include the whole road was accepted, resulting in a formal consultation in 2017. That was then approved at the Cabinet Member for Environment meeting on 7 September 2017. However, due to delays in progressing the project a re-consultation is required due to it now being beyond two years since the first formal consultation.

Consultation Summary

4. Formal consultation of the proposal was carried out between 23 January and 21 February 2020. 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 local County Councillors. Notification (via email) was also sent to all of those who responded to the original consultation.
5. Twenty-eight responses were received. 6 objections (21%), 21 expressions of support (75%) and 1 raising 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

6. Thames Valley Police objected to the proposals on the grounds that current measured speeds on the relevant part of Windmill Road are above the threshold (24mph) indicated by national guidelines issued by the Department for Transport for setting 20mph speed limits without supporting traffic calming measures.
7. A response from the Oxford City Council traffic team suggested that a very minor extension of the speed limit to include the signalled crossroads with Old Road would be helpful, noting that a 20mph speed limit already applied on both arms of Old Road and the suggested amendment would simplify the signing of the speed limits here.
8. Expressions of support were received from Cycling UK Oxfordshire a local group representing cyclists, the Oxford Pedestrian Association, OXTRAG, a local group representing the mobility impaired, the University of Oxford Estates Services Sustainable Transport, Oxford Health and sixteen members of the public.
9. Objections were received from five members of the public on need for and appropriateness of a 20mph speed limit taking account of the character and function of the road and citing concerns on its likely effectiveness given the lack of enforcement of 20mph speed limits elsewhere.
10. While accepting the concerns of Thames Valley Police that the current average speeds fall slightly outside the threshold cited in national guidance for a 20mph speed limit not supported by traffic calming measures, the overall balance of the responses is clearly supportive.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the convenient and safe movement of all users, including pedestrians, cyclists and bus users leading to the encouragement of more use of public transport and improved air quality.

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures has been provided from the Access to Headington programme.

JASON RUSSELL

Director of Community Operations

Background papers: Plan of proposed speed limit and Consultation responses

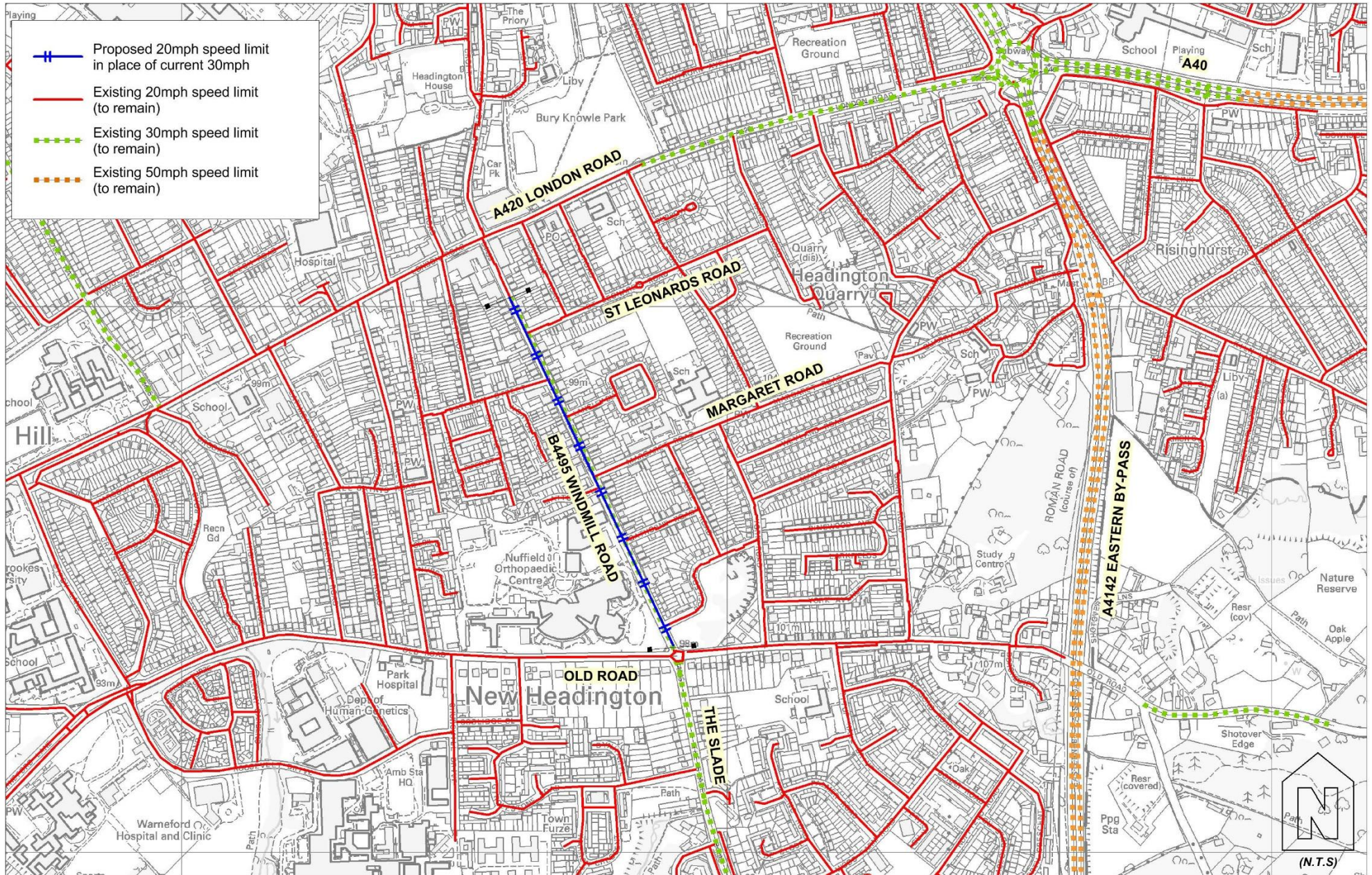
Contact Officers: Hugh Potter 07766 998704 and Andy Warren 07881 268230

March

2020

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Page 207



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Date drawn: 19/06/2017
 Drawn by: CJM

Map centre:
 easting. 454920, northing. 206750

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Object – My objection to previous consultation remains unless considerable engineering is included in order to combat the high numbers of motorist in excess of 24mph.
(2) Oxford City Council Traffic Officer	<p>Concerns – It seems that the current proposal might end up being more confusing if the signs are positioned where Steve indicated that they might be placed.</p> <p>Wanted to put forward the suggestion that the entire junction, plus the top end section of the Slade would be 20mph. This would mean simply two set of signs (either side of the Slade) prior to the junction.</p> <p>There have been issues with drivers as they exit old road, see the 30mph sign, and miss the 20mph sign on the other side of the junction.</p>
(3) Local Group, (Cycling UK Oxfordshire)	<p>Support – Windmill Road is a major cycling route across Headington, connecting on from The Slade to Headington centre. There are many hazards on the road, most of all parked cars that cyclists have to negotiate. But, unlike The Slade, cyclists do not have the protection of a separate stepped lane.</p> <p>To provide some safety, the best alternative is to reduce traffic speeds to 20mph.</p> <p>We think it is essential that this is an actual 20mph. 84% of drivers break 20mph speed limits, putting pedestrians and cyclists at risk. Single point speed cameras will be ineffective on long roads like Windmill Road, so we would like to see average speed cameras in place.</p>
(4) Local Group, (Oxford Pedestrian Association)	Support – OxPA has long campaigned for 20mph limits to be extended to so-called 'arterial' routes, all of which in Oxford are residential streets, degraded in living terms by their designation over many years are thought motorised traffic routes. Therefore we warmly support measures to extend the 20mph limits as outlined, with the following comments:

	<p>Roads which are intended to be kept safe for vulnerable road users and residents should have some form of calming or narrowing applied as drivers will often ignore speed limits where they can.</p> <p>Failing this some other means of enforcement should be in place.</p> <p>We would wish to see 20mph limits set and enforced throughout the whole of Oxford, with a maximum 15mph limits set on roads where children play or outside schools.</p>
(5) Local Group, (OXTRAG)	<p>Support - the lower speeds will make crossing Windmill Road safer for slow walkers and wheelchair users. This will be particularly helpful to people visiting the Nuffield Hospital, as most of those using cars but without blue badges park in side-streets on the far side of Windmill Road.</p> <p>Also, many children attending Windmill Primary School in Margaret Road have to cross Windmill Road on their way to and from the school. A 20mph speed limit might encourage some parents to escort their children on foot rather than take them by car. Reduction in traffic, and more exercise for children and their escorts, will be beneficial all-round.</p>
(6) University of Oxford, (Estates Services Sustainable Transport)	<p>Support – The team also supports the proposals to lower the speed limit on Windmill Road, Headington from 30mph to 20mph which should be expected to improve safety for vulnerable road users, especially the adjacent primary school and the Nuffield Orthopaedic Centre.</p>
(7) Local Group, (Oxford Health)	<p>Support – Oxford Health has several bases in Headington in particular (Warneford Hospital, The Slade etc) as well as a significant number of staff travelling in on Botley road.</p> <p>As a health organisation and progressive employer, we strongly support anything to make the roads safer / less polluted, and which encourages our staff and patients to take healthier, more environmentally-friendly travel options such switching from driving cars to cycling.</p>
(8) Local Resident, (Wantage)	<p>Object - Unnecessary and a waste of money</p>

(9) Local Resident, (Oxford)	Object - There is no good reason why Windmill Road should be 20mph. Traffic currently flows perfectly well as is.
(10) Local Resident, (Oxford)	<p>Object - There is no need to reduce the speed limit to 20 mph. This would be especially true if all the on-street parking is retained as this slows the traffic naturally. Headington residents have been really disadvantaged by the (No) Access to Headington scheme and this just adds to the inconvenience. There are very few, if any, accidents along Windmill Road so I do not understand the justification for a speed limit reduction. There is already a Pelican crossing so that children going to and from Windmill School can cross the road safely.</p> <p>The main breakers of the speed limit as it stands are ambulances and other emergency service vehicles for which this is a major route and all residents suffer from the excessive use of sirens along this route. This will be made worse if these vehicles are further delayed by slower traffic.</p>
(11) Local Resident, (Oxford)	Object - Windmill Road is a major arterial road within Headington. My comments regarding the Botley road apply to Windmill road, but in addition, the roads approaching Windmill Road will rightly remain 30mph limits (e.g. the Slade). There is sense in maintaining the major routes through Headington at 30mph to facilitate consistent flow of traffic.
(12) Local Resident, (Oxford)	Object - I live in the Headington area on London Road. This has 20 mph speed limit but signs stating speed limits are poor. Recently the road markings were repainted and the Council could have painted 20 mph on road surface. When 20 mph speed limits were originally proposed the Police said they would NOT enforce them. That is still the case in Headington.
(13) Local Resident, (Oxford)	Support - <i>No comments.</i>
(14) Local Resident, (Oxford)	Support - This is essential; in quieter times, cars and especially motorcycles travel at very high speeds here. I suspect speed cameras will need to be deployed more frequently.

(15) Local Resident, (Oxford)	Support - <i>No comments.</i>
(16) Local Resident, (Oxford)	<p>Support - As a local resident who walks regularly (with and without children) speed limits and drivers' approach to Windmill Road must be tempered. The recent speed test apparatus was located where it was blatantly obvious it would give a lower average speed than most sections of the road. (It was located on one of the pinch points, where the residents parking bays are and cars naturally slow for this tighter section)</p> <p>The southbound traffic drives incredibly close to the kerb, which is barely 2 inches high, with a narrow pavement on long sections on the east side. A number of the Windmill Road residents also leave their wheelie bins out on the pavement regularly/permanently.</p> <p>A work colleague in High Wycombe lost a child in a very similar situation - one moment she was holding his hand, walking him home from school, the next moment he was 20m down the road because a car mounted the pavement. Very sadly he did not survive.</p> <p>The objection of the police is daft. A speed limit display would be very useful, as per Sunderland Road (which incidentally currently has the same speed limit as Windmill Road - the difference being that residents on Sunderland Road walk some 20m away from the 30 mph traffic; on Windmill Road the proximity is say 1ft from a car wing-mirror, separated by a 2 inch high kerb!)</p>
(17) Local Resident, (Oxford)	Support - <i>No comments.</i>
(18) Local Resident, (Oxford)	Support - <i>No comments.</i>
(19) Local Resident, (Oxford)	Support - As a resident on Windmill Road, it is clear that some vehicles travel at excessive speed at quieter times (especially later evenings) down the road. Motorcyclists are of particular concern, often travelling much faster than 30mph. Given the desire of the council to promote cycling on the road, a slowing in speed to 20mph is to be welcomed from the perspective of safety.

(20) Local Resident, (Abingdon)	Support - <i>No comments.</i>
(21) Local Resident, (Oxford)	Support - <i>No comments.</i>
(22) Local Resident, (Oxford)	Support - Cycling along this stretch of road is dangerous, with the combination of the current speed limit and the on-street parking. I'd like to see the speed limit reduced and street parking limited further as well.
(23) Local Resident, (Oxford)	Support - <i>No comments.</i>
(24) Local Resident, (Oxford)	Support - <i>No comments.</i>
(25) Local Resident, (Oxford)	Support - Similar reasons; slower motor traffic makes life better for cyclists, and I think makes sense in built-up areas.
(26) Local Resident, (Oxford)	<p>Support - Please also put speed cameras on this road and actually prosecute people who drive above 20mph. Without this, drivers will just ignore the new speed limit like they do pretty much everywhere else in Oxford.</p> <p>Please also put more pedestrian crossings on this road and make them zebra crossings which prioritise pedestrians. The waiting times to cross this road and the danger involved in doing so is unacceptable.</p> <p>Please also put mandatory, segregated cycle lanes along this road. The planned removal of on-road parking spaces will help make this road safer for cyclists, but without a proper dedicated cycle path which car drivers are not able to drive/park in, I still won't feel it is safe enough to let my children cycle on the road here.</p> <p>Please also make the pavements wider. The current pavements are inadequate for the pedestrian traffic and put pedestrians way too close to moving cars. It is particularly bad where there are bus stops and crossings.</p>

(27) Local Resident, (Oxford)	Support – As a resident of Headington who walks along Windmill Road daily, and who sometimes uses Botley Road, I strongly support the proposals to extend the 20mph speed limit on both roads.
(28) Local Resident, (Oxford)	Support – I fully support the implementation of 20mph speed limit on Windmill Road.

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Division(s): Churchill and Lye Valley

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD: WARREN CRESCENT– PROPOSED WAITING RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposed no waiting at any time restrictions in Warren Crescent as advertised.

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 a length of no waiting at any time restriction at Warren Crescent in place of the existing permit holder only bays Monday to Friday 9am to 5pm due to the development of adjacent land.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of the development of adjacent land for housing, which will require construction of new accesses to the development.

Consultation

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. 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 Councillor. Street notices were placed on site and letters sent directly to approximately 75 properties in the immediate vicinity, adjacent to the proposals.
6. Seven responses were received. Six objections and a no objection from TVP. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Thames Valley Police responded expressing no objections to the proposals.
8. Objections were received from six members of the public expressing strong concerns over the loss of parking for residents in an area already subject to significant parking pressures.
9. While noting the above, the proposals reflect that new vehicle accesses are being provided that require a revision to the existing parking places.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

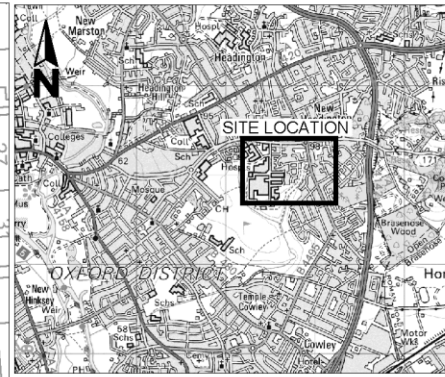
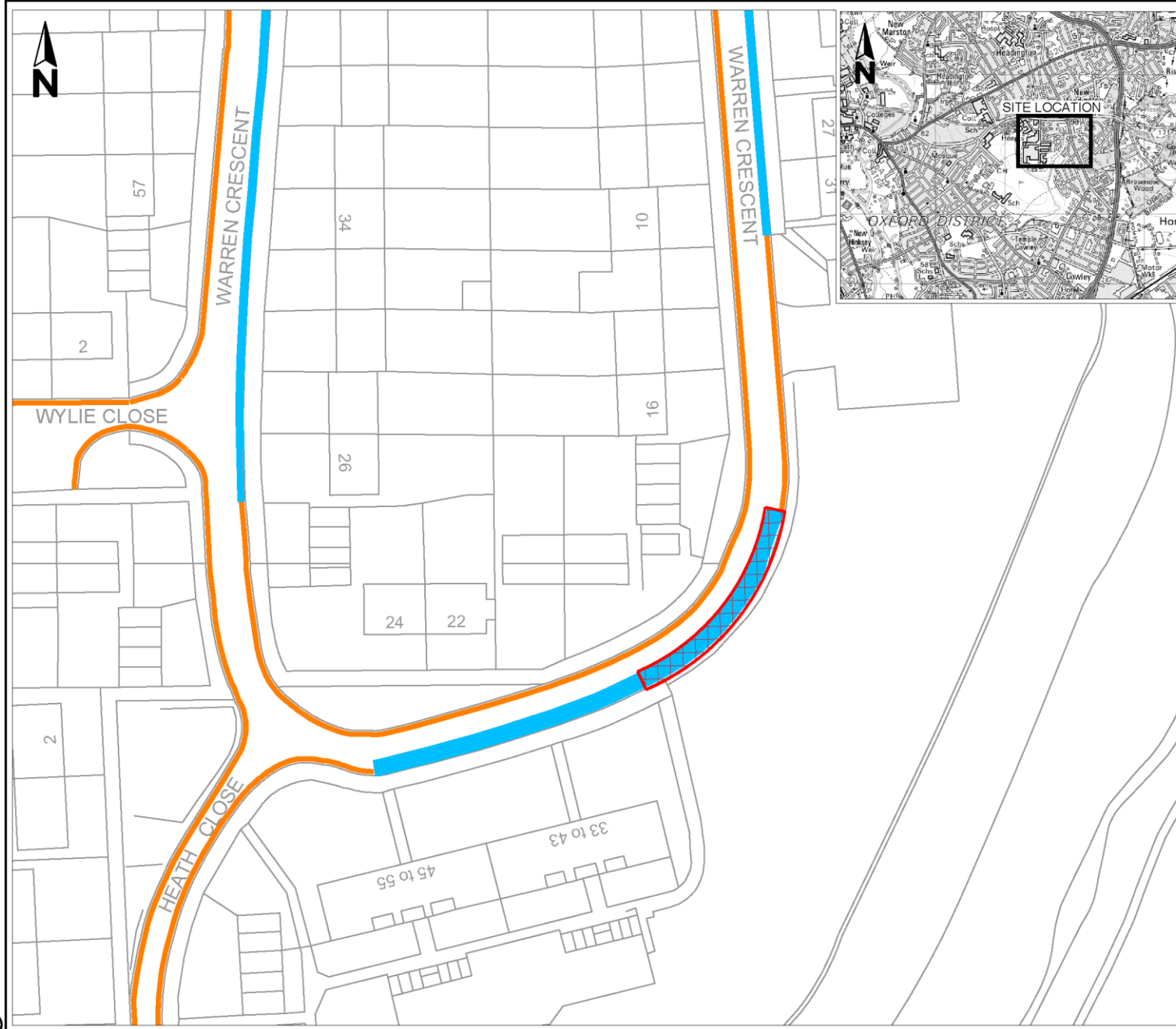
11. Funding for the proposed measures has been provided by the developer of adjacent land.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2020



Drawing No.		Revision	
		0	
Key			
		Existing Parking Restriction - 'Permit holders only Mon - Fri 9am - 5pm'	
		Existing Parking Restriction to be removed and replaced with 'No Waiting at Any Time' (double yellow lines)	
		Existing 'No Waiting at Any Time' (double yellow lines)	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
Project title		WARREN CRESCENT HEADINGTON OXFORD	
Drawing title		PROPOSED NO WAITING AT ANY TIME	
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
07/19			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – These proposed restrictions place no burden on Thames Valley Police in terms of enforcement.as they fall within an area of Civil Enforcement.
(2) Local Resident, (Oxford)	<p>Object – I am totally against the removal of ANY parking spaces in Warren Crescent. The area has 28 flats as well as houses and there is not enough parking as it is.</p> <p>The proposed new houses should have been car free. The development is going to increase pressure on Heath close parking will increase. I am aware there is a proposal for CPZ but evening parking will be horrendous for the 30 properties and 8 parking spaces.</p>
(3) Local Resident, (Oxford)	<p>Object – I have lived in the flats on Warren Crescent for 15 years. each person in my block of flats has a car and we already struggle for space to park when all in. it also does not help that one of the houses opposite our flats has become a house of multiple occupancy and they also all have cars meaning we are fighting for space. I completely oppose the idea of taking away what little space we already have to park especially since I pay for a permit to park outside my own property.</p>
(4) Local Resident, (Oxford)	<p>Object – There is never enough spaces at the moment for everyone to park their cars at the moment, let alone taking spaces away. In my block of 6 flats there is 6 cars at least, and then you have the block of 6 flats next to me which people also own cars, then there is a student house where there is also 3 or 4 cars so taking away meters of parking space is totally unreasonable since they have closed the car park where people also used to park their cars. There is never any room for people that are visiting either, you either have to park your car up the road or walk.</p>
(5) Local Resident, (Oxford)	<p>Object – Parking is already an issue for residents and their visitors. The fact you want to cut parking, yet add further housing, seems ridiculous!</p>

(6) Local Resident, (Oxford)	Object – Already enough parking for residents.
(7) Local Resident, (Oxford)	<p>Object – This is absolutely ridiculous! Most people in this day have cars and it is hard enough to park outside my own house as it is ! Not only do we pay for a permit annually but I have a small child and work for the NHS so cannot park at the hospital I need to be able to park near my house! It is not our as residents fault they are trying to squeeze as many properties in as they can, which means taking our parking away!</p> <p>If this is going to happen there needs to be an alternative like the front grass bank at the front of our flats made accessible to park on! This is unfair and is causing me stress and anxiety about this future issue!</p>

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Division(s): All Oxford divisions; Abingdon East; Abingdon South; Henley on Thames; Thame and Chinnor

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

ABINGDON, HENLEY, OXFORD AND WALLINGFORD: AMENDMENTS TO FEES FOR RESIDENTS VEHICLE AND VISITOR PERMITS AND ON-STREET PARKING

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed increases to fees for permits for the Controlled Parking Zones in Oxford, North Hinksey and Henley on Thames and for on-street pay and display parking in Abingdon, Henley and Wallingford as advertised.

Executive summary

2. Fees for on-street parking and parking permits required in Controlled Parking Zones (CPZs) are periodically reviewed taking account of inflation and the costs incurred by Oxfordshire County Council in administering CPZs.

Introduction

3. This report presents responses received to a statutory consultation to increase fees for on-street parking and parking permits required in Controlled Parking Zones (CPZs) as set out at Annex 1.

Background

4. Following approval on 21 January 2020 by Cabinet for the revised fees as shown at Annex 1, the County Council was obliged to advertise its intention to alter the Traffic Regulation Order to give effect to these changes.

Consultation

5. Formal consultation on the proposal was carried out between 5 February and 6 March 2020. A public notice was placed in the Henley Standard, Oxford Times and Oxfordshire Herald series newspapers and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Abingdon Town Council, Henley Town Council, Oxford City Council and Wallingford Town Council and County & Oxford City

Councillors and other parties judged to have an interest, with street notices placed by the on-street affected Pay and Display parking places.

6. Four responses were received. One objection, two in support and one neither supporting nor objecting. The responses are included 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.
8. Abingdon Town Council expressed support for the proposals but sought clarification on the proposed annual fee for a resident's vehicle permit, which is confirmed will remain at £120 rather than being increased to £130.
9. One objection was received from a member of the public but with no grounds stated.
10. One expression of support was received from a member of the public but again with no grounds stated.

How the Project supports LTP4 Objectives

11. These changes are in-line with LTP4 Objectives which are to improve air quality and making better provision for walking and cycling

Financial and Staff Implications (including Revenue)

12. There are no staffing implications and any financial surplus that may arise out of the proposed increases will be redirected into improving transportation measures and assisting the objectives of LTP4.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jim Whiting

March 2020

Annex 1

Proposed Fee Increases

a) Oxford Controlled Parking Zones

1. All Residents Permits currently costing £60 will be increased to £65 per annum index linked for the 1st & 2nd car
2. All Residents Permits currently costing £120 will be increased to £130 per annum index linked for a 3rd car
3. All Residents Permits currently costing £180 will be increased to £200 per annum index linked for a 4th car
4. All Residents Permits currently costing £15 will be increased to £16 per annum index linked.
5. All Visitors Permits currently costing £20 for a block of 25 (second allocation) will be increased to £25 index linked. The initial block of 25 will remain free of charge as will all Visitors Permits for zones covered by the Kassam Stadium Orders.
6. Annual Business Permits will increase from £100 to £110.
7. Contractors/traders permits currently costing £20 will be increased to £25.

b) Abingdon Residents Parking Scheme

1. Abingdon Visitors Permits will cost £25 for 2nd allocation of 25 permits.

c) Henley Residents Parking Scheme

1. Henley Residents Permit currently costing £80 will increase to £100 per annum index linked

d) Abingdon, Henley and Wallingford - On -street parking places fees:

Designated parking places	Parking Charge	Parking Period	Excess Charge		Discounted Excess Charge	Excess Period	Visitors Charge		Visitors Period
Henley	60p	1 hour	£50		£25	2 hours	£1.00		24 hrs
	£1.00	2 hours							
Wallingford	40p	1 hour 30 minutes	£50		£25	2 hours	n/a		n/a
Abingdon	60p	1 hour	£50		£25	2 hours	£1		24 hors
	£1	2 hours	£50		£25				

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Abingdon Town Council	<p>Support – Following discussion of this proposed amendment at our recent Planning Meeting, members agreed the proposals in principle.</p> <p>However, they noted that some of the figures appeared to not match up in some of the paperwork:</p> <p>In the Order it stated for Item 2 “ All Residents Permits currently costing £120 will be increased to £130 per annum index linked for a 3rd car”. On the Schedule it started on Item 1 that “Residents’ Permit Charge is £120 per annum”</p> <p>Could this be clarified and / or amended as necessary?</p>
() Online Response, (Oxford)	Object – No comments.
() Local Resident, (Oxford)	Support – No comments.

Division(s): Wolvercote and Summertown
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CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD: SUNDERLAND AVENUE- PROPOSED WAITING RESTRICTIONS AND PARKING PLACES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and parking places by number 53 Sunderland Avenue as advertised.

Executive summary

2. Waiting restrictions and parking places 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 a length of no waiting at any time restriction and amended daytime permit holder parking places (Monday to Friday 9am to 5pm) due to the development of adjacent land

Background

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

Consultation

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. 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 Councillor. Street notices were placed on site, and letters sent directly to approximately 25 properties in the immediate vicinity, adjacent to the proposals.
6. Two responses were received. One objection and one non-objection from Thames Valley Police. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Thames Valley Police expressed no objection
8. An objection was received from a member of the public but citing no specific grounds.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for the proposed measures has been provided by the developer of adjacent land.

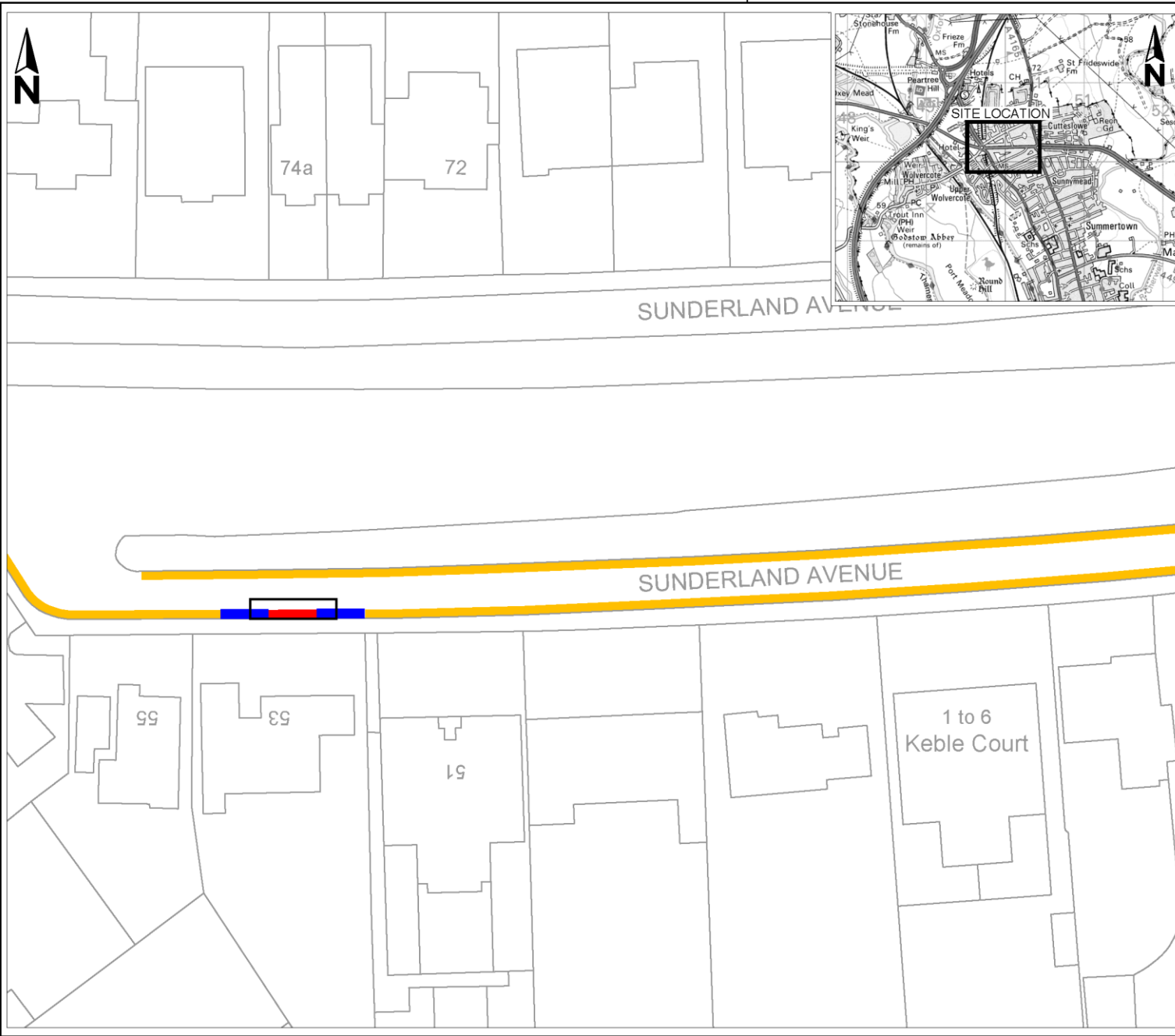
JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions and parking places.
Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2020

Drawing No.		Revision	
		0	
Key			
		Existing Parking Bay to be amended	
		Proposed Permit Holders only 9am to 5pm Monday to Friday in place of existing double yellow lines	
		Proposed 'No Waiting at Any Time' in place of existing permit holders parking	
		Existing 'No Waiting at Any Time' to remain	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="display: inline-block; vertical-align: middle; text-align: left; padding-left: 10px;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div>			
Project title <div style="text-align: center; font-weight: bold;">SUNDERLAND AVENUE</div>			
Drawing title <div style="text-align: center; font-weight: bold;">PROPOSED PARKING RESTRICTIONS</div>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	Date checked	Date approved
	01/20		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - These proposed restrictions place no burden on Thames Valley Police in terms of enforcement.as they fall within an area of Civil Enforcement.
(2) Local Resident, (Oxford)	Object – <i>No comments.</i>

Division(s): Cowley

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD: SHER AFZAL CLOSE– PROPOSED WAITING RESTRICTIONS

Report by the Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and a disabled persons parking place at Sher Afzal Close, Oxford as advertised.

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 on a proposal to introduce waiting restrictions at Sher Afzal Close, Oxford.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of development of the former Cowley Swimming Pool site for residential purposes.

Consultation

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. 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 Councillor. Street notices were placed on site and letters sent to properties in the immediate vicinity adjacent to the proposals.
6. Eleven responses were received. 4 objections, 6 in support and 1 non-objection from Thames Valley Police. These are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Objections related to the loss of parking opportunities with concerns being expressed about the pressure that the displaced vehicles would have on the surrounding area as a result of the piecemeal introduction of additional waiting restrictions, especially noting that at present a Controlled Parking Zone (CPZ) is not in place in this area.
8. It should be noted that the consultation on the waiting restrictions here was carried out at the same time as that for the proposed restrictions in Don Bosco Close and Kirby Place which are very close to this site and that some of the responses include comments on these other roads, which are, though, also included in the separate report being considered at this meeting.
9. In respect of the concerns raised on the loss of parking and displacement of parking the issue of parking provision at Sher Afzal Close was carefully reviewed as part of the planning process ahead of approval being given for this development.
10. A CPZ in the Temple Cowley area is included in the wider CPZ programme for Oxford. Although this scheme is currently unfunded, a review of sources of funding to complete the programme is being carried out, noting the significant benefits of this programme in the context of other major projects to address transport issues in the county.
11. The local member and five members of the public expressed support for the proposal.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by developer of the residential development at Sher Afzal Close.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2020

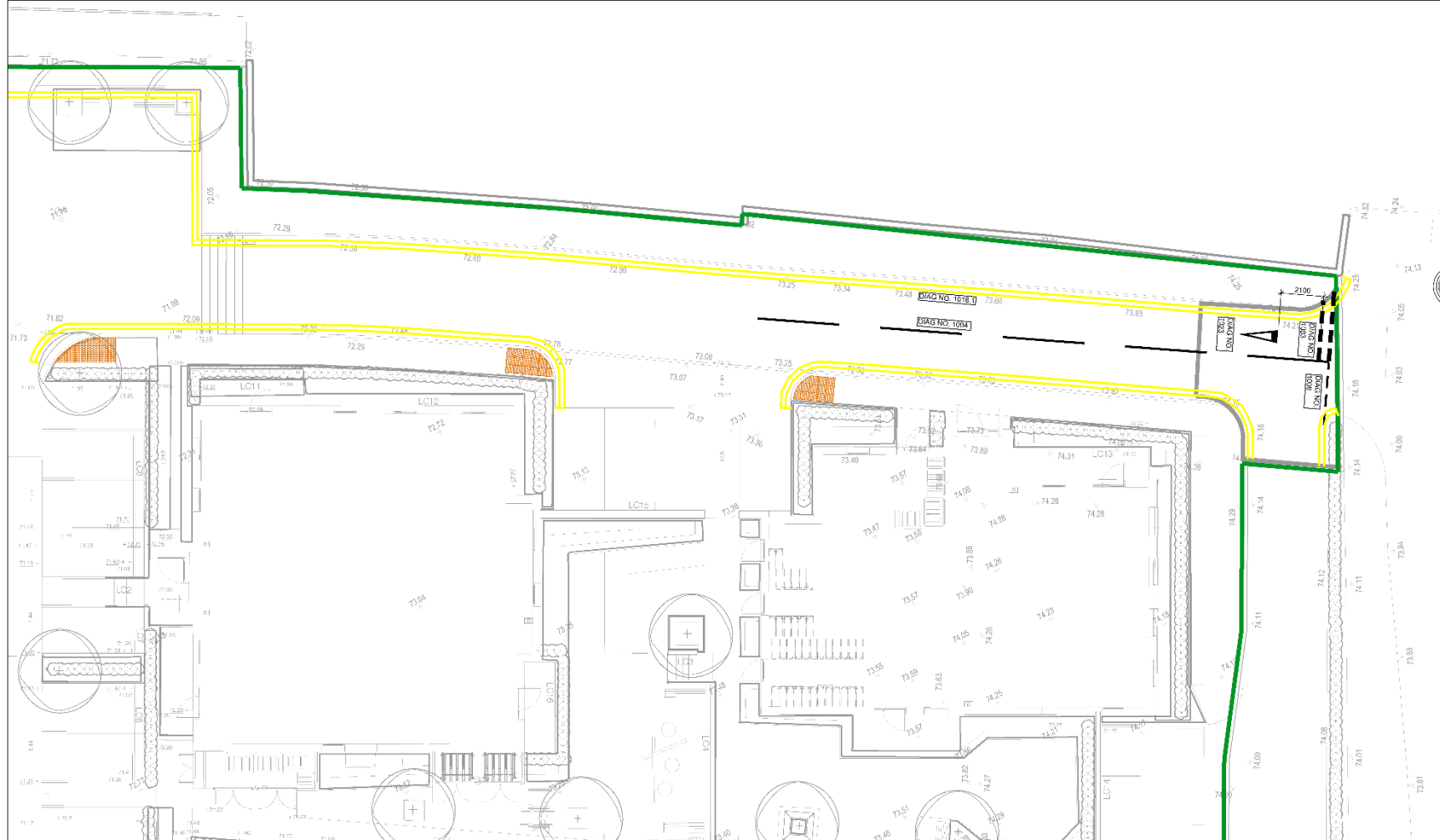
TSRGD Diagram Number	Mark (mm)	Gap (mm)	Width (mm)	Colour	Comments
1003	600	300	200	White	-
1004	4000	2000	100	White	-
1009	600	300	100	White	-
1018.1	Continuous	-	150	Yellow	Double yellow lines
1023	Continuous	-	-	Yellow	Give Way Marking



Notes :

- This drawing is to be read in conjunction with all relevant Architects, Engineer's and specialists' drawings and specifications.
- Do not scale from this drawing in other paper or digital form. Use written dimensions only. To check that this drawing has been printed to the intended scale this bar should be 50mm long @ A1 or 25mm long @ A3.
- Health & Safety :**
All specific drawing notes are to be read in conjunction with the project "Information Pack" and "Site Rules".
For general notes refer to Drawing No. 24834-GN02.
For drainage drawings refer to 24834-600 for more information.
- All works and materials are to be in accordance with Highways England Specification of Highways Works.
- All existing white and yellow lining is to remain and be refreshed in the immediate surrounding area.

DRAINAGE LEGEND	
Site Boundary	



Ver	Date	Drawn	Eng	Amendment
6	28.05	SK	JST	Updates in line with OCC comments
5	28.05	SK	JST	Updates in line with OCC comments
4	28.05	SK	JST	Updates in line with OCC comments
3	28.05	SK	JST	Tree removal
2	28.05	SK	JST	Issued for information
1	28.05	TW	JST	Issued for information

TEMPLE COWLEY POOL OXFORD OX2 2EZ	
ROAD MARKINGS	
Status	FOR APPROVAL NOT FOR CONSTRUCTION

Drawn: TW	Eng: JST
Scales: 1:100 at A1	1:200 at A3
Drawing No: 24834 / 765	Ver: 6

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local Citry Councillor, (Cowley Marsh)	Support – Resident in Kirby place & Don Bosco Close will be relieved and happy finally to get these Double yellow lines because parked cars obstructing the access which many times council waste collection lorries returned without the collection or the crew have to bring the bins manually to the Main road to be emptied. Currently with obstruction on both roads there is a difficulty for the emergency vehicle to access. Please allow the scheme.
(3) Local Resident, (Oxford)	Object – You have removed the parking places previously available at the library and have not provided sufficient parking for library users. The parking in Sher Azfal close should have some parking spaces for library users.
(4) Local Resident, (Oxford)	<p>Object – I object in the strongest terms to these proposed parking restrictions. If the proposed restrictions in Kirby Place and Sher Afzal Close are approved, then the current parking problem will be pushed further up the road. Temple Road and Junction Road will become even more difficult for residents to park in than it currently is and if the double yellow lines are extended as proposed into Don Bosco Close it will be almost impossible for residents to park near their homes.</p> <p>Parking for residents in this area and the surrounding area is increasingly under pressure due to an increase in use of the parking bay in Junction Road from local commuters, Oxford Brookes students who have cars, parents parking during school hours, local schools and businesses, contractors working on housing projects (which looks to continue). Residents in Junction Road find it very difficult to park in the bays outside their houses for the above reasons. If there were double yellow lines in Don Bosco Close as outlined in the proposal, this would remove parking space for residents in Junction Road when they are unable to park in the parking bays on Junction Road because the spaces are being taken up by non-residents.</p> <p>We need a CPZ in the parking bays in Junction Road before these proposals could even considered as potential</p>

	options. What is the purpose of these restrictions other than depriving local residents of much-needed parking spaces?
(5) Local Resident, (Oxford)	<p>Object – I live in Junction Road and recently I have had to park in Don Bosco Close the majority of the time. On-road parking in Temple Cowley has become more difficult in the past couple of months, coinciding with the completion of the development of the Temple Cowley Pool site. The City Council was well aware that Temple Cowley could not absorb any more traffic yet granted planning permission for the development of 48 units, with only 29 allocated parking spaces. Sher Afzal Close is wide enough for cars to park on one side at least and could be wider still if the pavement were not so wide. Infill new developments with lovely open spaces should not be built at the expense of existing households.</p> <p>As a result of the new development, there is now a need for more on-road parking, not less. If you restrict parking in Don Bosco Close and Kirby Place, the cars that currently park there will have nowhere to go. If you keep these roads open for parking, the situation is no different to most of the side streets in East Oxford, where cars, emergency services and waste-collection lorries have to negotiate narrower road widths than in Temple Cowley.</p> <p>However, I do agree that parking on the bend of the north-east side of Don Bosco Close should be restricted and also on the south-west side of the Close (where cars do not park in any case). Don Bosco Close is very wide: there is no need to restrict parking on both sides of the road. Kirby Place is both narrow and quite bendy, but why not restrict parking on one side only?</p> <p>Any new restrictions should be limited to those that are absolutely necessary (i.e. on bends, or one side only) and should not be implemented until a controlled parking zone has been introduced for Temple Cowley residents who do not have off-road parking, to protect existing households and ensure that students at Oxford Brookes University do not bring cars to Oxford.</p> <p>I would love to be able to cycle to work, and did so for many years, but currently have to travel Milton Keynes, a five-hour round trip by public transport, door-to-door. No car, no job, and the same is true for many Council taxpayers. We live on a small, crowded island with house prices and stamp duty land tax at levels that necessitate high-impact lifestyles for those unable to find work in Oxford, and there's no point in pretending otherwise.</p>

(6) Local Resident, (Oxford)	Support – We need proper parking spaces marked out in Don Bosco Close and elsewhere. We may not be in the first phase of CPZs but we need to stop drivers parking on footways and corners. Since we will eventually have a CPZ I don't see why we couldn't get the benefit of having parking spaces marked out in the meantime.
(7) Local Resident, (Oxford)	Support – I welcome these restrictions to stop the dangerous and extremely inconsiderate parking which local residents have had to endure for far too long. If the council implements controlled parking zones then the parking problem just moves to the next easy area which for far too long has been Temple Cowley. At weekends and evenings the difference is stark as the regular commuters including people from St Joseph's (Kings), and people who work at the police station and county council at Knights court (among the persistent people who park in my road) are not here! Local residents must support a CPZ when the next consultation is held as if not the world and his wife will be parking in these streets.
(8) Local Resident, (Oxford)	<p>Object – If new restrictions are introduced piecemeal like this without a proper plan for residents' parking this will only exacerbate our current problems. Residents of Junction Road often rely on parking in Don Bosco Close, especially on weekdays, because all the space on our road is occupied by commuters, users of the doctor's surgery and library in Temple Road (for which no parking provision has been made although these are public services in regular use), and parents collecting children from local schools.</p> <p>What has happened to the formal consultation we were promised after the informal one came round last year? It is not acceptable that I had to find out about this proposal from a scrappy piece of paper on a lamppost near the library. There has to my knowledge been no information delivered to residents who will be directly affected and it has taken me 15 minutes of online searching to find this consultation.</p>
(89) Local Resident, (Oxford)	Support – No comments.
(10) Local Resident, (Oxford)	Support – Fully agree with this proposal for the exact reasons as set out in the councils statements of reasons.
(11) Resident, (Abingdon)	Support – No comments.

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Division(s): Rose Hill and Littlemore

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – THE OVAL AND DESBOROUGH CRESCENT - PROPOSED WAITING RESTRICTIONS

Report by Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at The Oval and Desborough Crescent, Oxford subject to consulting with the local member and bus operators on a possible reduction in their extent to address concerns over the possible unnecessary loss of parking places.

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 on a proposal to introduce waiting restrictions at The Oval and Desborough Crescent, Oxford.

Background

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

Consultation

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Oxfordshire Times Newspaper newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 70 properties in the immediate vicinity, adjacent to the proposals.
6. Eleven responses were received. 6 objections, 3 expressions of support and 2 neither objecting nor supporting, but nevertheless raising concerns. The

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

7. Thames Valley Police expressed no objections.
8. The local member expressed reservations on the grounds that the proposals were too restrictive noting that she had not observed the parking here to be resulting in a problem.
9. Objections were received from six members of the public on the grounds of the loss of parking for residents and their visitors and expressing the view that the current parking did not present a difficulty for other road users.
10. Expressions of support were received from three members of the public

Response to objections and other representations

11. While officers consider that additional waiting restrictions are required in this area in particular to reduce the risk of the buses on this busy bus route being obstructed by parked cars, it would seem appropriate to review with the local member and representatives of the bus companies the scope for reducing their extent from those currently proposed.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

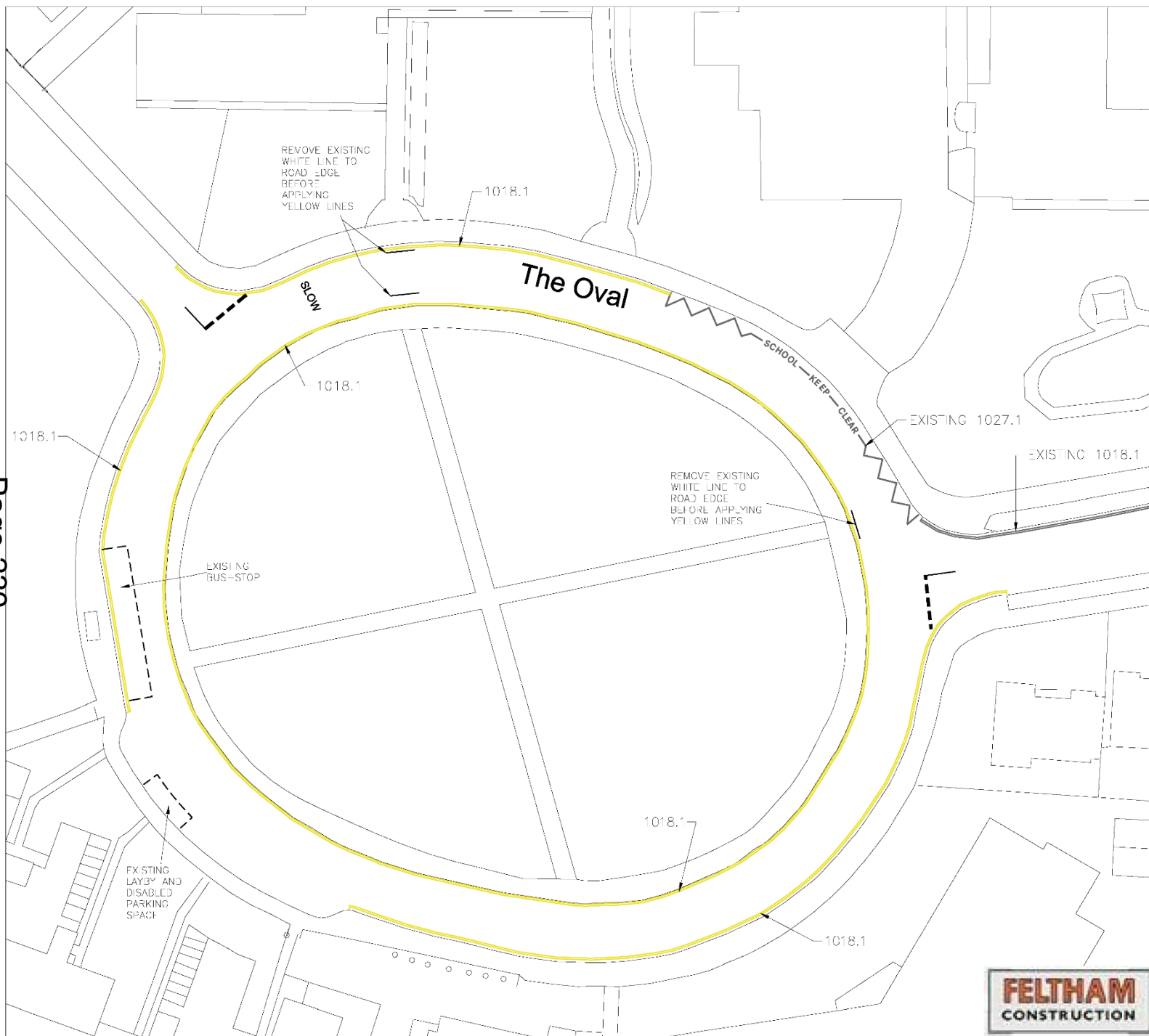
13. Funding for the proposed measures has been provided by developers of adjacent land

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2020



KEY	
Marking	Description
1018.1	Continuous Double Yellow (Oxford Dream)

P1		M.H.	NA	C2.02.18	DRY1 MINISTRY
REV	DN	OK	DN	DN	DN

ARCHITECT
THE

JOB
ROSE HILL PROJECTS
OXFORD
DESBOROUGH CRESCENT

DATE
1.2.00 (p.41)

DATE
July 2019

DN
M.H.

OK
CH

DRS
PLANNING CONDITION 20
THE OVAL
NEW ROAD MARKINGS

SCALE
1:200 (p.41)

DATE
July 2019

DN
M.H.

OK
CH

DA
CONSULTING STRUCTURAL ENGINEERS

Ground Floor Offices: T: 01235 734998
9A Stephens House
Dogfild Way
Farnham
Surrey GU14 7UD

DEG. NUMBER
3542-110

P1



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection –These proposed restrictions place no burden on Thames Valley Police in terms of enforcement.as they fall within an area of Civil Enforcement.
(2) Local County Councillor, ()	Concerns – I have never seen parking at The Oval as being a problem. Obviously parking on the inner circle should not happen but can't see what the problem is with parking on the outer circle.
(3) Local Resident, (Oxford)	<p>Object – I would like to put forward several objections with regards to the proposed parking restrictions on the Oval, Rose Hill.</p> <p>Myself and many of the tenants at Maureen Christian House, Desborough Crescent at Rose Hill feel that the Oval itself does not pose 'dangerous or obstructive parking' concerns as has been suggested. I myself live overlooking the Oval and have witnessed the traffic at all times of the day and night and can vouch that buses which use the Oval may have issues when they park directly behind their designated bus stop, but for the vast majority of the Oval, this "dangerous and obstructive parking" is simply not a common occurrence at all. I would argue that if the area were assessed, you would find that serious parking issues actually take place around 'Rose Hill Primary School' on Ashhurst Way, especially outside the school gates during pick up/drop off times, and outside Rosehill Community Centre where you will find cars parked on dangerous junctions and corners blocking views to oncoming traffic. Many buses are stuck there trying to pass on this narrow, very busy part of Ashhurst Way.</p> <p>One suggestion we thought might alleviate the parking issues surrounding the bus stop at the Oval would be to provide a 'bus only zone space' for two double deckers to park one behind the other. This would therefore double the space for them to park safely and provide an efficient service. The rest of the Oval need not be affected.</p> <p>A second objection is the suggestion that a 'No Waiting At Any Time restriction would be a useful restriction on the Oval. I would like to reiterate the point that the Oval has no specific safety issues as cars have ample space to park safely even when bigger vehicles like buses and vans need to pass by. If a vehicle is in fact blocking the route around</p>

	<p>the Oval because of the way it is parked, then surely this would be a traffic infringement issue not a parking issue? No vehicle should ever block a public road anywhere or at any time, never mind the parking requirements. By doing so is acting unlawfully and ignoring the highway code completely and therefore the traffic wardens would have every right to fine them in the appropriate way. My point is, it seems unfair that for the very few bad drivers who would park in this way no matter their location, a complete no-parking zone is being threatened. It seems unduly harsh and is simply penalising those who abide by the law and behave decently.</p> <p>A third objection is the lack of parking provision in this part of Rose Hill and that is without the proposed restrictions on the Oval. I am not sure if you are aware but there are currently two blocks of flats being built; one of them overlooking the Oval just behind the bus stop, and the other right next to Rose Hill Community Centre. You would think there would be provision for parking for these flats but sadly due to lack of space, I imagine, at least with the flats next to the Community Centre, there will be none provided. So, although there will be more families and children in the area, there will be fewer spaces to park and that is without the proposed parking restrictions. So it just does not make any logical sense.</p> <p>A final objection is that by restricting parking on the Oval will only increase the risks of dangerous parking not reduce it. Safety is a big concern and I believe that by restricting parking on the Oval will just make matters far worse on Ashhurst Way and adjoining streets. As I mentioned earlier there are many children playing in and around the Oval near the Primary School. Parents are constantly picking up and dropping off their children at the Community Centre, Nursery or school. This is a hotspot for potential accidents and needs alleviating. The Oval, at least, gives people a place to stop safely. If you take this away, of course, dangerous parking will be inevitable and believe me, it is bad enough as it is. I would prefer to prevent accidents happening rather than raise the risk as this parking restriction would likely end up doing.</p> <p>We, the residents at Maureen Christian House ask you to seriously reconsider the parking restrictions at the Oval and instead consider what would be best for the safety of the local community.</p>
(4) Local Resident, (Oxford)	<p>Object – As a Desborough crescent resident which is already very congested, I'm very concerned about the idea of double yellow lines around The Oval!!</p> <p>With new flats currently being built which will only increase that problem what are they plus their guests and visitors meant to park?</p>

(5) Local Resident, (Oxford)	Object – I live in Maureen Christian house on the oval and strongly object to the idea of parking restrictions!! People that visit need somewhere to park and what about households with two vehicles
(6) Local Resident, (Oxford)	<p>Object – Removing parking on the Oval will be directly detrimental to the residents, especially of the Maureen Christian House flats and the new flats now being built. Several of our neighbours at MCH have more than one vehicle, meaning that they need to park one outside on the road - Desborough Crescent already being busy most of the time.</p> <p>My partner and I have elderly parents who visit us regularly and find the ability to park just outside on the Oval more convenient than having to find parking further away. As they will only have reduced mobility as they get older this will continue to be important in the years to come.</p> <p>Furthermore, as the entrance to MCH is on the Oval, deliveries will be impossible if lorries or vans cannot stop outside. There is an entrance on Desborough Crescent, but it is up a steep flight of stairs and leads on to a hallway which is quite narrow. I cannot imagine successfully getting a sofa down that hallway and around a corner, for example, while the entrances on the Oval side have wider vestibules and lifts.</p> <p>The passing trade to the shops will also suffer, which can only be of detriment to the entire area. In short, penalising everyone for the actions of a small group of occasional idiots seems like a massive overreaction. If you must restrict parking around the Oval, perhaps consider extending the permit scheme - with visitor permits available for people who live in the area.</p>
(7) Local Resident, (Oxford)	<p>Object – I have lived on The Oval for over 8 years and have not experienced dangerous and obstructive parking. But you could see obstructive parking on Ashurst Way between Rose hill primary school and New Community centre. The Oval has always been a quiet place for parking and never had a problem parking there at days or evening times.</p> <p>Cleary against any restriction for parking and double yellow line on The Oval, as this will affect my household and all my neighbours too, as we rely parking if front of our home.</p>
(8) Local Resident, (Oxford)	Object – I have lived on The Oval for over 8 years and have not experienced dangerous and obstructive parking. If this happens it will affect my family and all my neighbours with kids in a negative way as we all rely on parking by our home.

	<p>The Oval has been always been a quiet place for parking and I've never had a problem parking there at days or evening times.</p> <p>Cleary against any restriction for parking and double yellow line on The Oval.</p>
(9) Local Resident, (Oxford)	Support – No comments.
(10) Local Resident, (Oxford)	Support – Fully agree with this proposal for the exact reasons as set out in the councils' statements of reasons.
(11) Local Resident, (Abingdon)	Support – No comments.

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Division(s): Cowley

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD: KIRBY PLACE AND DON BOSCO CLOSE– PROPOSED WAITING RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions at Kirby Place and Don Bosco Close, Oxford as advertised.

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 waiting restrictions at Kirby Place and Don Bosco Close, Oxford.

Background

4. The above proposals as shown at Annexes 1 and 2 have been put forward as a result of concerns received from residents and City Council members about parked vehicles obstructing the relatively narrow sections of both Kirby Place and Don Bosco Close. This is a particular problem with larger service vehicles particularly in Kirby Place where the refuse vehicle is often prevented from accessing the road.

Consultation

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. 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 Councillor. Street notices were placed on site and letters sent directly to approximately 70 properties in the immediate vicinity, adjacent to the proposals.
6. Twenty-five responses were received as summarised in the table below:

Proposal	Object	Support	Neither / Concerns	No opinion	Total
Don Bosco Close	6 (24%)	10 (40%)	3	6	25
Kirby Place	4 (16%)	10 (40%)	1	10	25

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Don Bosco Close.

8. Of the six objections all generally objected to the loss of parking opportunities. One supported the proposed prohibitions but only if permit controls were implemented first. This objector and another, who supported the proposals, felt that the proposed controls on the northwest side went too far and wanted the gap between the controls near number 47 increased. Concerns were also expressed about the pressure that the displaced vehicles would have on the surrounding area and a Landlord was concerned about where vehicles servicing his property would park.
9. While it is accepted that approximately four or five cars would be displaced the amount of controls proposed are those needed to protect the minimum ten metres around junctions recommended in the Highway Code and a dropped kerb. Others are to prevent vehicles simply swapping sides of the road where none currently park.
10. Comments regarding the need for Resident Parking Permits to mitigate the effect of these proposals lie outside the scope of this consultation, which is intended to solve a very localized issue surrounding obstructive parking.
11. Comments were made regarding new developments. However, these are beyond the scope of this consultation and should be made as part of the developments' formal planning proposal.
12. Comments regarding levels of enforcement lie beyond the scope of this consultation.

Kirby Place

13. The extent of the proposals in Kirby Place were developed following a site meeting with a member of Oxford City Council, local residents and representatives of Oxford Direct Services who indicated where cars parked at that time were hampering waste collection service.
14. The request for additional lines in Kirby Place is noted but this is probably best dealt with as part of a possible permit parking scheme since concerns have been received about the loss of parking opportunities due to the displacement it will cause for residents in the road and nearby development.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

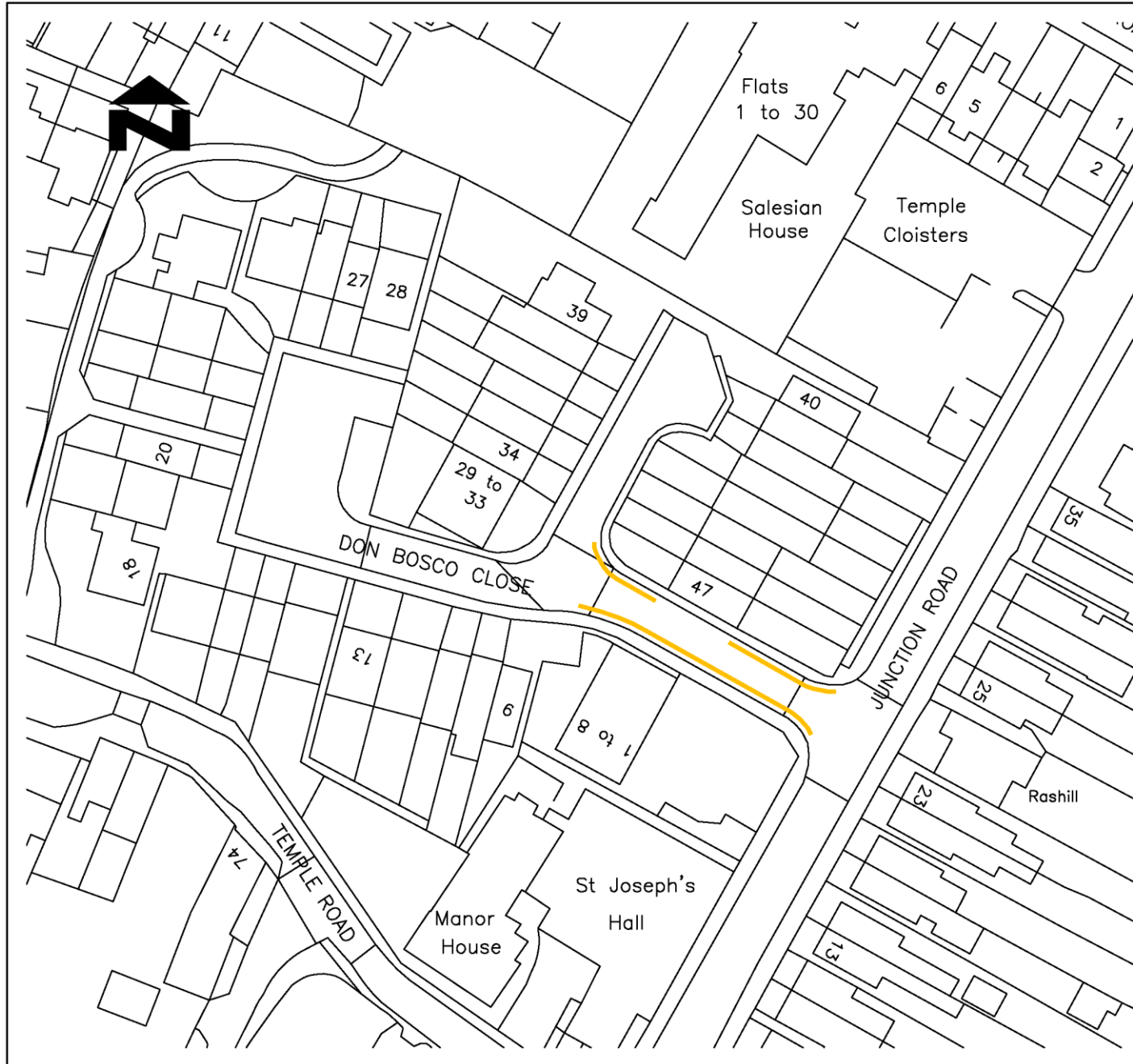
16. Funding for the proposed measures has been provided by Oxford City Council.

JASON RUSSELL
Interim Director of Community Operations

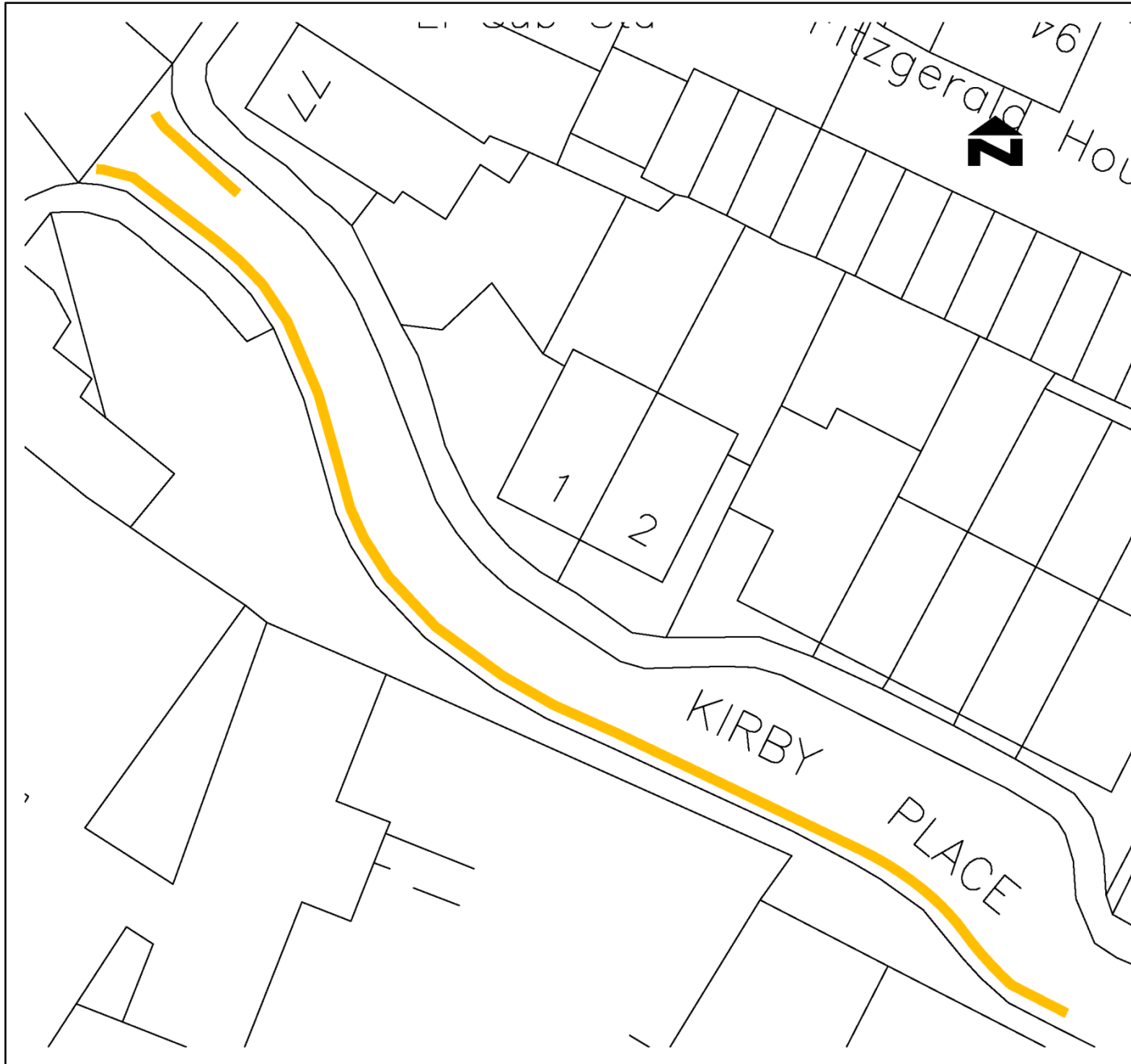
Background papers: Plans of proposed waiting restrictions
 Consultation responses


Contact Officers: Hugh Potter 07766 998704

March 2020



<p>Notes</p> <p>— Proposed additional no waiting at any time.</p>					
<p>Do not scale this drawing</p>					
Rev	Description	By	Date	Chk'd	Auth
<p>Oxford Direct Services Marsh Road, Oxford OX4 2HH T: 01865 335400 E: oxforddirectservices@oxfordds.co.uk</p>					
<p>Client:</p>					
<p>Project:</p> <p>Oxford: Don Bosco No Waiting at Any Time 2020</p>					
<p>Title:</p> <p>Layout of Waiting Prohibitions</p>					
Scale 1:500	Drawn By SMA	Checked By	Approved By		
	Date 17.01.20	Date	Date		
<p>Drawing Number 0005/A3/00153</p>					Rev



Notes  Proposed no waiting at any time.																	
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<table border="1"> <tr> <td>Rev</td> <td>Description</td> <td>By</td> <td>Date</td> <td>Chk'd</td> <td>Auth</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						Rev	Description	By	Date	Chk'd	Auth						
Rev	Description	By	Date	Chk'd	Auth												
Oxford Direct Services Marsh Road, Oxford OX4 2HH T: 01865 335400 E: oxforddirectservices@oxfordds.co.uk																	
Client: 																	
Project: Oxford: Kirby Place No Waiting at Any Time 2019																	
Title: Layout of Waiting Prohibitions																	
Scale 1:500		Drawn By SMA		Checked By 													
Date 28.08.19		Date		Date													
Drawing Number 0024/A3/00151					Rev 												

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local City Councillor, (Cowley Marsh)	<p>Don Bosco Close - Support Kirby Place - Support</p> <p>Resident in Kirby place & Don Bosco Close will be relieved and happy finally to get these Double yellow lines because parked cars obstructing the access which many times council waste collection lorries returned without the collection or the crew have to bring the bins manually to the Main road to be emptied. Currently with obstruction on both roads there is a difficulty for the emergency vehicle to access. Please allow the scheme.</p>
(3) Local Resident, (Oxford)	<p>Don Bosco Close - Object Kirby Place - No opinion</p> <p>If new restrictions are introduced piecemeal like this without a proper plan for residents' parking this will only exacerbate our current problems. Residents of Junction Road often rely on parking in Don Bosco Close, especially on weekdays, because all the space on our road is occupied by commuters, users of the doctor's surgery and library in Temple Road (for which no parking provision has been made although these are public services in regular use), and parents collecting children from local schools.</p> <p>What has happened to the formal consultation we were promised after the informal one came round last year? It is not acceptable that I had to find out about this proposal from a scrappy piece of paper on a lamppost near the library. There has to my knowledge been no information delivered to residents who will be directly affected and it has taken me 15 minutes of online searching to find this consultation.</p>

(4) Local Resident, (Oxford)	<p>Don Bosco Close - Object Kirby Place - No opinion</p> <p>I see no reason for the restrictions on Don Bosco close. There is no through traffic or danger as far as I can see.</p>
(5) Local Resident, (Oxford)	<p>Don Bosco Close - Object Kirby Place - No opinion</p> <p>There are always 4-6 cars parked in this area, regardless of whether it is day, night, week or weekend. Restricting the parking here would push these cars to park on Junction Road. As a resident of Junction Road, I find it is getting harder to find a parking spot by our house and would be concerned that if this were implemented, it would get harder still. I would be interested in considering residents parking on Junction Road if the restrictions on Don Bosco go ahead.</p>
(6) Local Resident, (Oxford)	<p>Don Bosco Close - Object Kirby Place - No opinion</p> <p>I have been made aware of the proposal to introduce a 'No Waiting at Any Time' parking restrictions on Don Bosco Close by my current tenants. I have a four bedroom HMO property at no:42 that requires regular maintenance involving a variety of contractors that carry out works at the property throughout the year. In order for them to conduct these works they often rely on street parking. This proposal would drastically affect the ability for these contractors to park their vehicles in order to service the property.</p> <p>I have owned the property at 42 Don Bosco Close for 14 years now and have never known of any difficulty for emergency services to access the close during which time weekly refuse lorries have consistently had no problems with accessing all properties.</p> <p>If this proposal is to go ahead I would urge you to put a suitable allowance in place that allow for properties to be serviced by works vehicles.</p>
(7) Local Resident, (Oxford)	<p>Don Bosco Close - Object Kirby Place - Object</p>

	<p>I object in the strongest terms to these proposed parking restrictions. If the proposed restrictions in Kirby Place and Sher Afzal Close are approved, then the current parking problem will be pushed further up the road. Temple Road and Junction Road will become even more difficult for residents to park in than it currently is and if the double yellow lines are extended as proposed into Don Bosco Close it will be almost impossible for residents to park near their homes. Parking for residents in this area and the surrounding area is increasingly under pressure due to an increase in use of the parking bay in Junction Road from local commuters, Oxford Brookes students who have cars, parents parking during school hours, local schools and businesses, contractors working on housing projects (which looks to continue). Residents in Junction Road find it very difficult to park in the bays outside their houses for the above reasons.</p> <p>If there were double yellow lines in Don Bosco Close as outlined in the proposal, this would remove parking space for residents in Junction Road when they are unable to park in the parking bays on Junction Road because the spaces are being taken up by non-residents.</p> <p>We need a CPZ in the parking bays in Junction Road before these proposals could even considered as potential options. What is the purpose of these restrictions other than depriving local residents of much-needed parking spaces?</p>
(8) Local Resident, (Oxford)	<p>Don Bosco Close - Object Kirby Place - Object</p> <p>I live in Junction Road and recently I have had to park in Don Bosco Close the majority of the time. On-road parking in Temple Cowley has become more difficult in the past couple of months, coinciding with the completion of the development of the Temple Cowley Pool site. The City Council was well aware that Temple Cowley could not absorb any more traffic, yet granted planning permission for the development of 48 units, with only 29 allocated parking spaces. Sher Afzal Close is wide enough for cars to park on one side at least, and could be wider still if the pavement were not so wide. Infill new developments with lovely open spaces should not be built at the expense of existing households.</p> <p>As a result of the new development, there is now a need for more on-road parking, not less. If you restrict parking in Don Bosco Close and Kirby Place, the cars that currently park there will have nowhere to go. If you keep these roads open for parking, the situation is no different to most of the side streets in East Oxford, where cars, emergency services and waste-collection lorries have to negotiate narrower road widths than in Temple Cowley.</p> <p>However, Don Bosco Close is very wide: there is no need to restrict parking on both sides of the road. Kirby Place is</p>

	<p>both narrow and quite bendy, but why not restrict parking on one side only?</p> <p>Any new restrictions should be limited to those that are absolutely necessary (i.e. on bends, or one side only) and should not be implemented until a controlled parking zone has been introduced for Temple Cowley residents who do not have off-road parking, to protect existing households and ensure that students at Oxford Brookes University do not bring cars to Oxford.</p> <p>I would love to be able to cycle to work, and did so for many years, but currently have to travel Milton Keynes, a five-hour round trip by public transport, door-to-door. No car, no job, and the same is true for many Council taxpayers. We live on a small, crowded island with house prices and stamp duty land tax at levels that necessitate high-impact lifestyles for those unable to find work in Oxford, and there's no point in pretending otherwise.</p>
(9) Local Resident, (Oxford)	<p>Don Bosco Close - Neither Kirby Place - No opinion</p> <p>I strongly support the double yellow lines on the SW side of Don Bosco Close, and on the curved parts of the NE side.</p> <p>However, I think that the lines on the NE side (by no 47) are too long for their intended purpose. My concern is that this will likely serve to displace parked cars into less suitable areas of the close. After all, the same number of cars will want to park in the neighbourhood as before - the proposed changes will not affect demand for parking.</p> <p>The only way to stop this would be to enact broader measures to encompass the entire street, which is not what is being proposed.</p> <p>My proposal would be to shorten the length of the proposed double yellow lines on the NE side, to just the two curved sections of the kerb, plus an extra few meters (say ~5m) near the junction with Junction Road to aid cars passing each other. This would still leave about 20-25m for cars to park on the NE side of the road, rather than the 9m of parking which is being proposed.</p> <p>As far as I can see, this will still achieve the requirements in terms of better access, and better visibility for vehicles and pedestrians, while still allowing for some parking in a relatively safe location.</p>

(10) Local Resident, (Oxford)	<p>Don Bosco Close - Neither Kirby Place - No opinion</p> <p>As a resident of Don Bosco Close I welcome some of the proposed Parking restrictions, however I am concerned that individuals will attempt to park in the wider roadway at the bottom of Don Bosco Close, already sometimes people park next to each other limiting movement here, and for the purpose of making access better these proposals may just displace the issue. I believe that expanding the central portion of the north side of the road to allow a little more space would still allow for vehicles to manoeuvre in and out of the close. Perhaps a couple of metres on either side of the current proposed clear space.</p>
(11) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - No opinion</p> <p>WE fully support the County Councils proposed restrictions for no waiting on the narrow entrance road to Don Bosco Close. Unregulated parking on the entrance road off Junction Road causes major problems for residents and refuse lorries entering the Close.</p>
(12) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - No opinion</p> <p>At present there is a huge amount of inconsiderate parking in Don Bosco Close which endangers pedestrians and could prevent a large vehicle (e.g. an ambulance or fire engine) from getting in and out of the close.</p>
(13) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - No opinion</p> <p>As a resident of Don Bosco Close I was under the impression that resident permits (CPZ) were to be implented so am a little confused with this proposal, however am in favour of these restrictions to discourage commuter parking.</p>

(14) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - Support</p> <p>We need proper parking spaces marked out in Don Bosco Close and elsewhere. We may not be in the first phase of CPZs but we need to stop drivers parking on footways and corners. Since we will eventually have a CPZ I don't see why we couldn't get the benefit of having parking spaces marked out in the meantime.</p>
(15) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - Support</p> <p>I welcome these restrictions to stop the dangerous and extremely inconsiderate parking which local residents have had to endure for far too long. If the council implements controlled parking zones then the parking problem just moves to the next easy area which for far too long has been Temple Cowley. At weekends and evenings the difference is stark as the regular commuters including people from St Joseph's (Kings), and people who work at the police station and county council at Knights court (among the persistent people who park in my road) are not here! Local residents must support a CPZ when the next consultation is held as if not the world and his wife will be parking in theses streets.</p>
(16) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - Support</p> <p>As a resident of Don Bosco Close I strongly support this proposal. The small close has simply become a car park for commuters who work at nearby St Joseph's Hall. The entrance to Don Bosco Close from Junction Rd is narrow and the current parking situation makes exiting the road extremely hazardous. The poor and often obnoxious parking by employees of the nearby St Joseph's Hall (blocking driveways, parking on corners etc) has often led to delivery vans and refuse collection vehicles struggling to access properties. Implementing the double yellow lines would make such an enormous difference and improve road safety for drivers, cyclists and pedestrians - a large number of which are school children walking to nearby St Christopher's School. All properties in Don Bosco Close have off road parking provision so implementing the scheme would have little negative impact in terms of parking provision for residents. Please introduce the scheme asap. I would also support the introduction of a CPZ in the vicinity. My only other comment would be to re-paint the existing double yellow lines on Junction Rd which have almost completely disappeared in places - particularly the section in the road directly opposite the entrance to Don Bosco Close.</p>

(17) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place - Support</p> <p>Fully agree with this proposal for the exact reasons as set out in the council's statements of reasons.</p>
(18) Resident, (Abingdon)	<p>Don Bosco Close - Support Kirby Place - Support</p> <p>No comments.</p>
(19) Local Resident, (Oxford)	<p>Don Bosco Close - No opinion Kirby Place - Support</p> <p>This is splendid news - not a moment too soon.</p>
(20) Local Resident, (Oxford)	<p>Don Bosco Close - No opinion Kirby Place - Support</p> <p>I would urge, as a resident further into Kirby Place, where the majority of non-resident parking actually takes place, that the council consider adding double yellow lines in part to the south of the hedge adjacent number 14, so that only one vehicle may park - this avoids the drive up, into and out parking for numbers 15, 16, 17 and parking spaces of numbers 4, 5 and 6 being hindered and also avoids a turning restriction for any emergency vehicles, especially a fire tender, should they need to gain access. Similarly I would urge the council consider placing double yellow lines to the west of number 20, along the adjacent brick boundary wall with Bennett Crescent, to a length of 3 metres, to give a gap between potential visitor or non-resident parking at number 20 parking access and other reversing vehicles.</p> <p>Furthermore, whilst I wholeheartedly thank the council for their proposals, can they assure residents that they are</p>

	<p>providing resources to enforce the proposed new restrictions? I have lived in the area for some years and have not once seen a traffic warden, despite witnessing, almost every day, someone who is parked wholly or partly on the current double yellow lines at the bottom of Kirby Place. What assurance can the council give to residents that these additional traffic parking restrictions will actually provide the deterrent they are clearly planned to provide?</p>
(21) Local Resident, (Oxford)	<p>Don Bosco Close - No opinion Kirby Place - Support</p> <p>No comments.</p>
(22) Local Resident, (Oxford)	<p>Don Bosco Close – No opinion Kirby Place - Object</p> <p>Kirby Place is not a through road. The restrictions would make it difficult for residents to park. Furthermore, guests visiting would have nowhere to park nearby; after residents have scrapped-over/taken the space left in the unrestricted zone. The current parking situation has not caused me any difficulty to park at in my designated bay at the end of Kirby Place (which entails driving past the proposed restricted zone).</p> <p>Therefore, it is my belief the proposed restrictions do not deliver any benefits to the residents. Only a hindrance.</p>
(23) Local Resident, (Oxford)	<p>Don Bosco Close – No opinion Kirby Place - Object</p> <p>Kirby Place is not a through road. The restrictions would make it difficult for residents to park. Furthermore, guests visiting would have nowhere to park nearby; after residents have scrapped-over/taken the space left in the unrestricted zone. The current parking situation has not caused me any difficulty to park at in my designated bay at the end of Kirby Place (which entails driving past the proposed restricted zone).</p> <p>Therefore, it is my belief the proposed restrictions do not deliver any benefits to the residents. Only a hindrance.</p>

(24) Local Resident, (Oxford)	<p>Don Bosco Close - Support Kirby Place – No opinion</p> <p>Further to the recent letter received on proposed (various) parking restrictions which affect Don Bosco Close, we just wanted to say that we sincerely hope the proposal goes through. We moved here when the Close was first built but the last few (4/5) years parking has been a nightmare, it's difficult to get in and out of the close by car with the parking right to the end of the close, if a car tries to turn in while you are trying to turn right there is nowhere to go, both us and our neighbours have had instances where a delivery lorry has been unable to get into the close to deliver furniture and fittings and had to try to carry the furniture/fittings down from the top of Junction road.... and how the refuse lorries manage to get into the close is a miracle. What astounds us is the fact that some drivers think it is OK to park on all the corners i.e. outside No 47 and outside the apartments (29 to 33) leaving it so tight to access the properties. Vehicles also park outside the apartments (1-8) and with cars parked opposite them sometimes you can't get the car between them. Additionally, so many of the properties are multiple occupancy, with 3/4 vehicles at the property so this also creates an additional problem. We do appreciate that if the new parking restrictions go ahead, it will push some of the parking down to the road opposite our property but we already have a major problem with parking there, with the staff from Kings Language school parking all over the close during the day and residents from Junction road parking in the evening. However, we still believe the proposed parking restrictions will help significantly.</p> <p>I know I am speaking on behalf of my fellow residents from number 9 to 14 who all experience the same problems as us. Our one concern is how the proposal (if approved) will be monitored, as currently no one seems deterred by the double yellow lines currently in Junction road - or elsewhere in Cowley for that matter.</p>
(25) Local Resident, (Oxford)	<p>Don Bosco Close – No opinion Kirby Place - Support</p> <p>We are all in favour of the double yellow lines proposed for our road. We have been inundated with parking for the last two years by builders, police, people using the doctors and the library and even people parking all day and going to work elsewhere, to the extent that we cannot park anywhere near our own houses. There have even been occasions when people have parked both sides of our road which is very narrow and twice the refuse collection vehicles were unable to get through to empty the bins at the top of the road. Imagine if emergency vehicles could not get through!</p>

Division(s): Isis; University Parks

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

OXFORD – ORIEL SQUARE AND TURL STREET: AMENDED ACCESS RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amendments to access restrictions applying to Oriel Square and Turl Street, Oxford.

Executive summary

2. The introduction of new equipment to enforce bus lanes and streets with access restrictions within Oxford has required the amendment of the traffic regulation orders to facilitate the effective use of this equipment.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to amend the permitted vehicles in Oriel Square and Turl Street in Oxford.

Background

4. Automatic rising bollards were installed in 1999 to support the implementation of the Oxford Transport Strategy (OTS). The Oriel Square and Turl Street bollards restrict vehicular access within the historic city centre, specifically preventing vehicles from by-passing the High Street Bus Gate. Bollards are raised between the following times:

Oriel Square 07:30–18:30;
Turl Street 07:00-23:00.

5. Certain vehicles are exempt and, therefore, eligible to travel through these restrictions, including police, ambulance and fire services and those used for essential servicing. Authorised vehicles can also access any premises, car park or garage on Turl Street, south of the Market Street junction.
6. The Council previously authorised other vehicles to pass through the Oriel Square restriction and traverse Turl Street to High Street. This has led to a significant increase in traffic volumes at both locations, particularly delivery vehicles requesting access via the intercom systems situated adjacent to each bollard control point.

7. Automatic access to restricted areas was previously controlled by proximity (“swipe”) cards, with the Council permitting Oxford University colleges to issue cards to its own staff. An audit in 2019 found that 74 cards had been supplied to university staff and a further 63 to other businesses.
8. In September 2019, work commenced on implementing an Automatic Number Plate Recognition (ANPR) based system. This will remove the need for individual car drivers or colleges to hold such cards, reduce administration costs and enhance overall system control. Details for all exempt vehicles will be securely stored on the ANPR back-office system and used to automatically trigger the raising and lowering of bollards. This system is due to be installed and commissioned in April 2020.
9. As such, this proposal seeks to fulfil the original intention of the relevant traffic regulation orders, restrict access to certain areas of Oxford City Centre and support the implementation of an ANPR control solution.

Consultation

10. Formal consultation on the proposals was carried out between 9 January and 31 January 2020. 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, the Local Taxi Association, Oxford City Council and local County and City Councillors. Letters were also sent directly to approximately 170 properties in the immediate vicinity and street notices placed on site.
11. 23 responses were received. These are summarised in the table below:

Proposal	Support	Object	Neither/Concerns
Oriel Square	4	11	5
Turl Street	4	4	1

12. Copies of the responses are recorded at Annex 1 with full responses also available for inspection by County Councillors.

Response to objections and other comments

Oriel Square

13. Thames Valley Police did not object to the proposals
14. Two objections were received from University College (Oxford) on the grounds that the proposal would increase congestion and pollution due to longer journey times and that it would make servicing and maintenance more inefficient. The College also referred to regular closures of Merton Street during university exam seasons to permit “trashing”. Four college employees (two Carterton residents) raised similar objections and two more concerns.

15. Whilst noting that journey times for some trips, including those relating to college maintenance, may increase, the Council considers that the hours of bollard operation provides some flexibility to accommodate different working/servicing patterns. In addition, cycling and walking and frequent bus services to central Oxford provide viable alternatives for many commuters. Furthermore, it should be possible for the College authorities to consider alternative last mile delivery models such as cargo bikes where appropriate.
16. On the practice of “trashing”, both emergency and local authority (refuse) vehicles are already exempt from the restriction and are, therefore, able to service Oriel Square from either the Merton Street or High Street directions. In addition, any road closure restricting access to/from Merton Street at its eastern end, requires the County Council’s approval.
17. Three objections and one concern were received from local businesses (one Oxford resident) regarding the difficulties in accessing Merton Street from the High Street direction and adverse impacts on congestion and pollution. This specific problem is recognised but targeted parking enforcement should minimise the impact of delivery vehicles blocking this key access route.
18. Two further general objections were submitted by Oxford residents, one citing that the proposal would hinder commerce.
19. A concern was raised by the local medical practice that GPs’ vehicles, parked in the Doctor bays at the junction of Oriel Square and King Edward Street, would need to pass through the restriction if/when they are required to conduct a home visit for a patient too unwell to be able to attend an appointment at the surgery. This is noted and such vehicles are exempt from this restriction when driven on an emergency call.
20. One resident was concerned about increased congestion and pollution and that the proposal would lead to an increase in disputes between Council officers and drivers. He suggested re-instating the previous access and control arrangements and reviewing traffic levels before determining whether further restrictions are necessary. Having carefully considered this option, the Council believes any additional journey time disbenefits can be mitigated through take-up of alternative travel modes and smarter delivery models within an acceptable time-frame. Indeed, the effect will be to reduce traffic levels in the immediate vicinity. Administrative costs should also reduce over time, given the greater clarity over which vehicles are actually exempt from these restrictions.

Turl Street

21. Thames Valley Police did not object to the proposals
22. Two specific objections and one concern were received from businesses in Turl Street on the grounds that the proposal would create barriers to trade, that the impact of surrounding development work had affected delivery routes

and that the ability to pass through both the Turl Street and Oriel Square restrictions should be retained.

23. The proposal would not change any of the existing (authorised) access to business premises south of the Market Street junction, only remove authorisation for vehicles travelling through this junction onto High Street (i.e. trips that are not for the purposes of accessing any premises, car park or garage in Turl Street south). Therefore, this change should not affect the vast majority of businesses on Turl Street.
24. The two further general objections (see clause 18), also apply to Turl Street.

Other responses

25. The remaining responses from members of the public expressed support or no opinion with no other comments.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

27. Funding for the proposed measures will be met from capital funding allocated for the ANPR scheme.

JASON RUSSELL
Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
Chris Spry 07990 368319

March 2020

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) University College, (Oxford)	<p>Object – We need to have access to the bollard for the reasons listed below. Why we also understand the council’s situation trying to reduce the amount of traffic that comes through Oriel square with many people using it as a rat run including taxis and food delivery companies.</p> <ol style="list-style-type: none"> 1. It will add to city pollution as people will be forced to take long detours around Donnington Bridge, up Iffley Road and past the Plain – increasing distance travelled by 75% (or thereabouts) 2. It will add to traffic congestion in those roads – thereby adding more pollution from greater traffic jams 3. We have residents in Oriel College that live on site (not only students) who require access to their residences from all directions 4. College vehicles need to gain access to the Colleges from all sides and this becomes wholly inefficient to take the long way round – particularly when responding to urgent or emergency maintenance needs. 5. Certain delivery vehicles are unable to negotiate the bends at the eastern end of Merton St or perform 180 degree turns in Oriel Square – this might include the Local Authority / contractor waste removal vehicles – 6. The city council regularly closes off the Eastern End of Merton Street during university exam seasons to permit “trashing” to take place (a practice we also disagree with) and this would then leave Merton St completely inaccessible for the periods of those closures including to emergency vehicles – this can be for considerable periods of a day in summer. <p>Colleges have administered the card scheme for many years and restrict the number of issued cards to the absolute minimum - this should be control enough</p>
(3) University College, (Oxford)	<p>Object – have a number of objections to this as follows:</p> <ol style="list-style-type: none"> 1. We have a number of residents in Merton Street who require access to their homes from all directions (these are

	<p>not only students).</p> <p>2. The Council regularly closes off the eastern end of Merton Street during the university exam seasons so as to permit 'trashing' to take place and this would then leave Merton Street completely inaccessible for the periods of those closures, including any emergency vehicles wishing to get through. This of course can be for considerable periods of a day in the summer.</p> <p>3. Our College vehicles need to gain access to the colleges from both sides and it would become totally inefficient to take the long way around, particularly when responding to urgent or emergency maintenance needs.</p> <p>4. Indeed certain of our delivery vehicles are of a size that they are simply unable to negotiate the bend at the eastern end of Merton Street or perform an about turn in Oriel Square. Of course this will include the Local Authority and/or contractor waste removal vehicles. Closing this route will simply make the running of the colleges in Merton Street much more difficult.</p> <p>5. Surely you can see that people will be forced to take long detours around Donnington Bridge and Iffley Road and this will add to the city pollution.</p> <p>6. This of course will have a knock-on effect in that it will add to traffic congestion on those roads, thereby adding more pollution from greater traffic jams.</p> <p>7. Colleges have administered the card scheme for many years and restrict the number of issued cards to the absolute minimum. This should be control enough.</p>
(4) Local Business, (Oxford)	<p>Object – You will no doubt appreciate that Retailing in the traditional areas of the City has been badly hit by the opening of the new Westgate Shopping Mall. Shoppers are naturally attracted to the Westgate by the car parking available there and will not make the walk to the old established retail areas of the City. Therefore, any additional barriers to being able to trade easily and successfully in Turl Street or The High Street are not going to be welcome and will be seen as a further blow to independent Retailers and ultimately will have further cost implications to us and additional exhaust emission issues for Oxford City Council.</p> <p>For commercial stock movements in and out, and to service our Turl St shop and our customers (mainly Colleges for the latter), easy access to the street is vital. For many years our light van has been provided with an access card to the Turl Street barrier and this has worked extremely well and without problems. In particular right now with Turl Street being closed to vehicular access from High St, it is our only means of being able to continue servicing our Walters shop and our various stocks in and stocks out. Were this card facility to be withdrawn clearly our business would suffer and be prevented from properly servicing our shop's needs to keep the business operating properly and efficiently. When Turl Street is eventually reopened to vehicles from the High Street end this will again give us alternative access. However, frequently an option to enter and exit at either end has its advantages when close by as it saves a great deal of time and of course unnecessary further exhaust pollution as compared to circumnavigating</p>

	<p>the City to enter at one end only.</p> <p>With regards to our High Street shop our light van services both Turl Street and High Street locations. Again for previous reason mentioned access through the Oriel Square whilst the bollard is down has provides greater efficiencies in terms of saving time and reducing emissions by again drastically reducing the additional exhaust pollution by avoiding having to circumnavigate Oxford City centre.</p> <p>For the above reasons we do need please to retain our access card for Turl St and continue to have the ability to swipe through the Turl Street barrier, and if the Oriel Square barrier is reinstated we would also need a card to swipe through that barrier also.</p>
(5) Local Business, (Oxford)	<p>Object – As a director of a company on Turl S & Market we have been massively inconvenienced by the ongoing Lincoln College & Jesus College refurbishments. There have been many occasions where delivery vans have been denied access and just driven away leaving us without important supplies and another delivery charge.</p> <p>The changes to access will and has confused delivery vans. Even though there will be signs telling them access from the High St (for example) that's a 20-30-minute diversion and a driver just won't do it.</p> <p>Please re think yet another unnecessary change as Turl St / Market St is suffering because of the council allowing the colleges to do what they want, when they want as far as huge building operations.</p> <p>Commercially we are all struggling as a once busy walk through roads are now avoided by possible consumers.</p> <p>Maybe for once think of the many business owners paying massive business rate charges suffering as yet more changes to suit the council (or the colleges) are set to cause businesses more misery. I'm sure PR will say it's good for all but that's not been true in recent years.</p>
(6) Staff at University College, (Oxford)	<p>Object – Staff at the College lodge and other departments on Merton Street work unsociable and long hours with many travelling in from the West and North West of Oxford.</p> <p>The current ability to drive through Oriel Square allows them to avoid driving all the way round the south of Oxford via Donnington Bridge to park which in turn would add to the terrible traffic and added pollution.</p>

	<p>If considering allowing each college on Merton Street an allowance of keys/ fobs to facilitate the ongoing use of Oriel Square, I would request and urge the council to permit at least 20+ which will enable staff to travel west of the city after long and tiring shifts without the added inconvenience, time and pollution involved.</p> <p>The alternative is to allow each lodge at the 4 colleges in the immediate area to have an intercom system which would allow the lodge to manage their staff access.</p>
(7) Staff at University College, (Oxford)	<p>Object –I am objecting to this proposal as a staff member at a College. This proposal will detrimentally affect members of College staff that drive to work via Oriel Square. For those staff who live outside and to the west of Oxford (most of our staff are unable to afford to live in Oxford) the removal of access through Oriel Square will significantly add to their journey times and the stress of queuing into and out of work on a daily basis.</p> <p>The proposed restriction will also increase traffic volumes to the north and south of the city centre, adding to the existing congestion/pollution over Donnington Bridge and Iffley Road - this will not only impact upon those commuters using this route, but the many residents and businesses who will be grid locked as a result.</p>
(8) Local Business, (Oxford)	<p>Object – These proposals (as far as Oriel Square are concerned will adversely affect the College (which only has road access from Merton St) and the environment as follows:</p> <ol style="list-style-type: none"> 1. They will add to city pollution as people will be forced to take long detours around Donnington Bridge, up Iffley Road and past the Plain – increasing distance travelled by 75% (or thereabouts) 2. They will add to traffic congestion in those roads – thereby adding more pollution from greater traffic jams 3. We have residents in Merton St (not only students) who require access to their residences from all directions 4. College vehicles need to gain access to the Colleges from all sides and this becomes wholly inefficient to take the long way round – particularly when responding to urgent or emergency maintenance needs. 5. Certain delivery vehicles are unable to negotiate the bends at the eastern end of Merton St or perform 180 degree turns in Oriel Square – this might include the Local Authority / contractor waste removal vehicles – closing this route off completely will make running the Colleges on Merton St much more difficult. 6. The city council regularly closes off the Eastern End of Merton Street during university exam seasons to permit ""trashing"" to take place (a practice we also disagree with) and this would then leave Merton St completely inaccessible for the periods of those closures including to emergency vehicles – this can be for considerable periods of a day in exam periods. 7. Colleges have administered the card scheme for many years and restrict the number of issued cards to the

	<p>absolute minimum - this should be control enough - especially as the telephone system to the College lodges was removed some years ago.</p> <p>If the County Council wish to control access further, then perhaps they should control the issue of these cards and only issue at the request of the resident Colleges to agreed standards. However, this creates a bureaucratic process for the Local Authority.</p>
(9) Resident, (Oxford)	Object – No comments.
(10) Resident, (Oxford)	Object – Too much nanny state. Cancel the whole idea and allow commerce in Oxford to thrive. There is more to Oxford than the life sapping West Gate vulgarity.
(11) Resident, (Oxford)	<p>Object – During my work I support many of the businesses and colleges around Oriel Square and Merton Street with 'urgent' audio-visual and IT responses. I need to transport goods and people to and from Ferry Hinksey Industrial Estate to these frontages. Around four times a month I would use the key-card scheme to lower the bollards in Oriel Square to allow deliveries to Magpie Lane and Merton Street. The alternative route via St-Giles and Longwall Street would be extremely inconvenient, adding time to our response for these businesses and creating a far longer journey.</p> <p>Public transport is not an option due to goods to move to/from.</p> <p>Please do not revoke the key-card scheme to lower the bollards.</p>
(12) Resident, (Carterton)	Object – I currently reside outside of Oxford and work 12hr shifts in a college on Merton Street. Entering and exiting Merton Street onto the high street - heading in the direction of the plain is already difficult and sometimes hazardous to get out so adding extra vehicles to this in my opinion is not a good idea.
(13) Resident, (Carterton)	Object – I am an employee of a College and park in the College's car park on Merton Street and have used the Oriel Square access during my 12 years employment. I live in Carterton and my normal journey to and from work is via

	<p>the Toll Bridge and Botley Road which normally takes 45 minutes. I hold a responsible position in the office and am very tired by the time I arrive home following a seven-hour working day and travelling 40 miles. At times I have had to travel out of Oxford via Marston or Summertown and down the A40 which always has a heavy load of traffic, adding a great deal more time to the journey causing increased stress. Restricting the access will mean that all vehicles including delivery vans will have to enter and exit Merton Street onto the High Street which is not an easy task due to the constant stream of buses, bicycles, vans and all other modes of transport. Of course, this will lead to further congestion on all the roads out of the city causing further delay. I strongly believe that I should have the right to access my place of work via Oriel Square with a valid pass as I have done in the past and would appreciate you considering my objection to this restriction amendment.</p>
(14) Resident, (High Wycombe)	<p>Concerns – Whilst I am broadly very supportive of the aim of reducing the number of vehicles using Merton Street, which is in dire need of - at the very least - conservation work to halt the degradation of its historically-significant cobbled surface, I believe that removing access as described in this proposal will result in major inconvenience for businesses and other organisations in the affected area, their suppliers, and their staff.</p> <p>The consequence of this will be both an increased administrative burden on the council, who will ultimately have to resolve the disputes that will inevitably arise, and an overall increase in traffic and pollution levels as vehicles are forced to make more circuitous journeys to reach their destination.</p> <p>As the rising bollards in Oriel Square have been out of action for such a considerable period of time, surely a more sensible approach would be to return them to operation for a period of time, monitor the resulting reduction in traffic, then take a view on whether further restrictions prove necessary; this would also allow those organisations and individuals who would be affected by the restrictions currently proposed a reasonable period of time to make suitable alternative travel, delivery, and supply arrangements.</p>
(15) Local Business, (Oxford)	<p>Concerns – You will appreciate that our busy retail business premises is located on Turl St so we are positioned between the Rising Bollard and the entrance to High Street.</p> <p>In the past years when the rising bollard was fully functioning, we were issued with a swipe card which enabled us to lower the bollard and allow access to goods vehicles making essential deliveries of goods and services to our store, also for our customers picking up a quantity of hired suits for a wedding. This system worked well for all.</p> <p>I would politely request that the same arrangement is re-introduced when the Rising bollard becomes operational</p>

	again, allowing us quiet enjoyment of uninterrupted trading.
(16) Local Business, (Oxford)	<p>Concerns – Merton Street is already busy from the plain end of the High Street and blocking off access as is proposed from the other end will mean a heavy increase in traffic. The only entry will be by The Eastgate Hotel and this turning is already narrow and only allows one car width, this causes cars wishing to turn left into Merton Street to wait if a car is already trying to pull out onto the High Street. With increased traffic this could back up to the traffic lights, which are only yards away, and cause not only a big jam but also not allow access for the many emergency vehicles that frequently use the High Street.</p> <p>Access to Merton Street is crucial via Oriel Square. There are always huge lorries parked in Merton Street delivering food/goods to the Colleges and if access to Merton Street is restricted to the High Street, coming in from the Plain roundabout, the lorries would have to manoeuvre around the very small blind bend into Merton Street which is extremely hazardous at the moment for all vehicles but even more so for these huge lorries giving grave concerns for not only traffic safety but pedestrians too.</p> <p>There are gas works along St Clements which, whilst only temporary, are due to go on for months and more traffic will undoubtedly cause more congestion and delays for people trying to get to work.</p> <p>If this restriction has to take place, can you at least reduce the time they are up to 9:30am – 6:00pm.</p>
(17) Local Medical Practice, (Oxford)	<p>Concerns – I wish to respond on behalf of the Medical Practice to say that whilst we support the proposal we will need to retain access for the GPs' vehicles, as they park in the Doctor's bays at the junction of Oriel Square and King Edward St, and will need to come and go via Oriel Square when they are required to conduct a home visit for a patient too unwell to be able to attend an appointment at the surgery.</p> <p>Our GPs currently have possession of bollard keys which I understand will no longer work once the proposal is adopted.</p> <p>I trust that the GPs and the Midwife working at King Edward St Medical Practice will continue to be exempt for the purpose of restricting motor vehicles but I would appreciate it if this could be confirmed by the council.</p>

(18) Staff at University College, (Oxford)	<p>Concerns – we are able to park at a Private carpark in Merton Street. I come from the North and if I don't come via St Aldates, it means I have to drive down Museum Road down South Parks Road and then via Longwall and then to the Plain and back over Magdalen Bridge and back into the High Street, so that I can enter Merton Street.</p> <p>It feels that I will be using so much unnecessary fuel. I wonder if people who are accessing the Street to go to their place of work (not as a rat run) could be given access via the bollards using either a pass or via the lodge, as we used to in the past.</p>
(19) Staff at University College, (Oxford)	<p>Concerns – I would like to express my concerns about being able to get to work on time at the College if there are bollards in place between 7:30am and 6:30pm. Staff use a car park on Merton Street and this traffic restriction will impact on staff being able to get to access this and could cause further hold ups at the top end of High Street.</p>
(20) Resident, (Oxford)	<p>Support – Excellent proposal, I fully support it. The city centre needs much greater restrictions on motor vehicle use, which should be permissible only for exception reasons, such as providing access for people with disabilities that prevent them from walking from appropriate parking places.</p>
(21) Resident, (Oxford)	<p>Support – I hope I have understood the proposal correctly - I agree that fewer cars should be allowed through Merton lane/Oriel Square and Turl St. Taxis should not be allowed through.</p>
(22) Resident, (Oxford)	<p>Support – Would this barrier be on a time limit like the high street so before 7-30am you can pass though, and after 6pm? Or is it no access 24/7.</p>
(23) Resident, (Oxford)	<p>Support – No comments.</p>

Division(s): Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

EAST HANNEY – A338 – PROPOSED PUFFIN 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 puffin crossing (a signalled crossing for pedestrians) on the A338 at East Hanney.

Executive summary

2. The provision for pedestrians 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 to introduce a puffin crossing on the A338 at East Hanney.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of calls from the parish council following numerous requests from parishioners. Residents from the new developments seek help accessing village facilities most of which lie on the opposite side of the busy A338.

Consultation

5. Formal consultation on the proposal was carried out between 5 February and 6 March 2020. A notice was placed in the Oxfordshire Herald series newspaper and notices placed in the vicinity of the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, East Hanney Parish Council and the local County Councillor. Letters were sent directly to approximately 55 properties in the immediate vicinity, adjacent to the proposals.

6. Nineteen responses were received. One objection, sixteen (84%) expressions of support and two neither objecting nor supporting. 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 and neither did the Vale District Council.
8. East Hanney Parish Council support the proposal but made no detailed comments.
9. One objection was received from a local resident citing concerns that a signalled crossing would be less safe than an uncontrolled option, suggesting that children in particular who relied on the green pedestrian signal may be vulnerable if drivers failed to comply with a red signal. There were concerns over the proximity of side road junctions and potential increase in noise and air pollution from vehicles stopping then accelerating.
10. Expressions of support were received from fifteen parties including two local groups and thirteen members of the public.
11. Two supporters of the crossing queried (and a further actually objected to) the proposed footway widening with consequent grass verge and hedge loss to the north of the crossing and the forfeiture of its screening and noise reduction provision. There were also several concerns over the increase in lighting pollution.
12. The hedge removal will be required to meet visibility standards, especially critical with the open nature of the site and high prevailing vehicle speeds. The lighting improvements are also required to meet design standards although the design will be as sensitive as possible.
13. Suggestions were also made to review the signing for an adjacent business premise and remove a traffic island to improve visibility.
14. In the light of comments received it is proposed to implement the pedestrian crossing.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

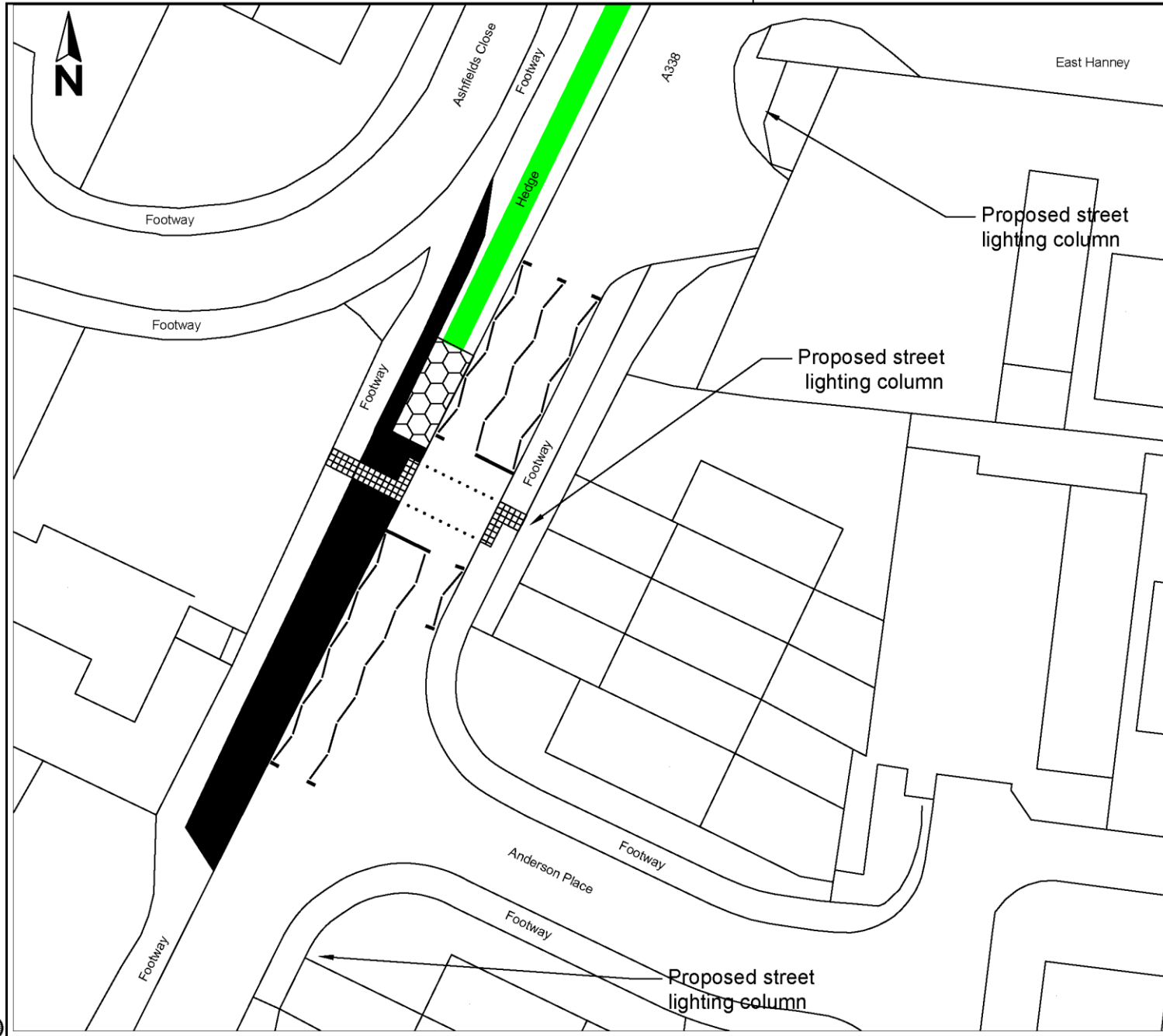
16. Funding for the proposed measures has been provided by the developers of land adjacent to the proposal.

JASON RUSSELL
Interim Director of Infrastructure Delivery

Background papers: Plan of proposed puffin crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Geoff Barrell 07740 779859

March 2020



Drawing No. 000000/IFC/1300/001		Revision 0													
<p style="text-align: center;">Site Location Map</p>															
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION Underground services present. TAR bound material in c/w and footway.</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION Underground services present. TAR bound material in c/w and footway.</p> <p>© Crown Copyright and Database rights 10023943 2017</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) East Hanney Parish Council	Support – No comments.
(3) Vale of White Horse District Council	No objection.
(4) Local Resident, (East Hanney)	<p>Object - If a crossing is needed it should have been part of the planning when ALL of these new houses were built on the other side of a busy A road. Why were the developers not required to include this in their plans from the beginning?</p> <p>It is more dangerous to put a crossing on the proposed site than to have people waiting for a gap in traffic to cross safely. There are junctions too close to the proposed crossing according to the usual rules applied when designing road safety features.</p> <p>Traffic control measures to reduce the speed of the traffic coming round a blind corner towards Anderson Place and coming into the village from the Marcham direction should be put in place before a crossing is installed. It is 30mph but very few vehicles slow down coming into the village and coming out of the village most speed up once past the speed camera at the cross roads. In my opinion it is safer to carefully cross a road waiting for a gap in the traffic than it is to teach children to trust that a green man means it is safe to cross. It also falls outside the rules of no street lighting in Hanney which keeps down light pollution and promotes the safety of wildlife.</p> <p>On a personal level, the noise of the traffic on the A338 is already too high, you will now be adding stationery traffic with engines running and polluting the air around us.</p> <p>The hedge you are proposing to cut down currently provides some barrier from the noise for the people in Ashfield</p>

	<p>Close, most of whom are elderly and the street lights and constantly changing traffic lights will be intrusive.</p> <p>There have been no accidents on this stretch of road without a crossing. What if you put in a crossing and someone gets hit by a speeding vehicle who didn't see them in time or by ploughing into unexpected stationary vehicles on a blind corner?</p>
(5) Local Group, (East Hanney)	Support - No comments.
(6) Local Group, (Hanney)	<p>Support - I strongly support this proposal. The crossing has been needed since the first new developments were built on the east side of the A 338 some 10 or more years ago, and it reflects badly on those in 'power' at the time that it wasn't pushed for then.</p> <p>The number of new developments continues to increase, without any sign of letting up, with the need becoming greater and greater. Forgive the old cliché but this really is a case of an accident waiting to happen.</p> <p>The only vague objection I've heard expressed is that this will increase the 'urbanisation of our sleepy little village'. East Hanney ceased to be that many years ago. It now has an extremely busy A road, on which the 30 mph speed limit is consistently ignored, running through it. When there are traffic problems on the A 34, which there frequently are, the already heavy traffic load increases dramatically. There are, currently, planning applications lodged for a further 90+ properties in East Hanney, with 2 other developments, totalling about 75 new homes nearing completion. Factor in the Fontana restaurant's large and intrusive floodlights, the industrial estate and the large Sovereign Housing premises, all on the east side of the main road, and it is clear that this part of East Hanney is 'urban' and will remain so. It needs a crossing urgently.</p>
(7) Local Resident, (Wantage)	<p>Support - I support the installation of a signalised crossing at this location, but I would like to raise an objection over the large area of verge that is shown on the map as being tarmaced over.</p> <p>East Hanney is a rural village and therefore large expanses of tarmac are out of place along what is currently a grass verge and hedge.</p> <p>Can the footway be widened only to a width that leaves a grass verge along the side of the road, as I also believe that without suitable prevention methods, such as wooden posts, the large area of tarmac will quickly be used as a car</p>

	park whenever someone has a party nearby or a delivery van needs some where to pull up, this will then impact on the safety of the crossing.
(8) Local Resident, (Wantage)	Support - My children currently have to cross this road each morning in order to get to the school bus stop located opposite the Black Horse PH in the village. The visibility is often poor, and both the volume of traffic and the speed of vehicles make this an extremely dangerous place to cross. They have already had several near misses (one of my children has dyspraxia, and has poor spatial awareness), and I worry every morning that they have to cross this road. There are already been 3 large building developments completed on this side of the A338, another is in the process of being built, with planning submitted for a further 40+ houses on the Rosybee nursery site. The crossing would also benefit many of the residents in the main village who rely on the buses which pass through the village. Given all of the above I find it astonishing that no safe crossing has been installed before now.
(9) Local Resident, (East Hanney)	Support - The A338 is a busy and dangerous road and the ever increasing number of houses built to the East means that there is an ever increasing number of pedestrians wishing to cross - particularly children on the way to and from school. The provision of street lighting is essential. I fully support this overdue development.
(10) Local Resident, (East Hanney)	Support - For the amount of housing that has now been built on the other side of the A338 from the main village, it is vital that there is a crossing. Many houses have young children who walk to school each morning. Once children are at secondary and catching the bus, they are often walking to the bus stop without an adult. Crossing the A338 is difficult and an accident is inevitable unless action is taken. I whole-heartedly support a crossing to be built.
(11) Local Resident, (East Hanney)	Support - I am very much in favour of this proposal which combined with traffic calming measures will help to make the A338 safer for pedestrians, particularly those living in the new developments on the eastern side of the road.
(12) Local Resident, (East Hanney)	Support - This section of A338 is extremely fast and cars rarely slow down to 30mph and means children cannot safely cross the road. This new crossing will not only slow traffic down through the village but also make crossing the road much safer. My son walks home from school on his own and I am always scared that he is going to get knocked down and this

	crossing will provide me with peace of mind.
(13) Local Resident, (East Hanney)	<p>Support - Minimal use of street lighting in keeping with the dark skies desires in the village.</p> <p>What would greatly improve road safety in this location would be the removal or repositioning of the Sovereign Vale entrance signs, which block visibility to the north when emerging from the small business estate in this area. Pulling out blind just before this crossing is not as good as it could or should be. Maybe somebody should have a word with Sovereign Vale.</p>
(14) Local Resident, (East Hanney)	<p>Support - This crossing is essential for the safety of children's travel to school. Traffic is not slowing down on this busy road, so risks have to be taken to cross the road. More and more houses will increase the number of people crossing this road. A crossing is required now.</p>
(15) Local Resident, (East Hanney)	<p>Support - I am generally in favour of a safer road crossing. I have minor concerns that the proposed site is not close enough to the bus stops and people will still cross the road further north, close to Ashfields Lane.</p> <p>I am also unclear as to the purpose of the proposed "hard standing". Is it to be incorporated into the widening of the footpath or is it for another purpose? As shown on the plan it looks like a car parking space and that would be wholly inappropriate.</p> <p>I would hope that the proposed lighting would be as discrete as possible and at as low an intensity as possible so as not to affect the nearby houses or the generally unlit nature of the village.</p>
(16) Local Resident, (East Hanney)	<p>Support - I'm in great favour of the puffin crossing this is a dangerous road to cross and I feel would slow traffic down, a calming system as well as this really does need to be put in place in 2009 I asked Thames valley police for a further speed camera but was refused as cars speed up to 57 mph along this stretch of road and this has been proven from our own speed awareness volunteers, so anything traffic road safety are happy to do I'm happy to support with more houses being built traffic calming and being able to get out of junctions would be a great help.</p>

(17) Local Resident, (East Hanney)	<p>Support - I support the installation of a Puffin pedestrian crossing at the proposed location. The A338 is a very busy road and the bend in the road next to the La Fontana restaurant restricts the field of view to the south, which is critical as vehicles heading north tend to escalate after passing the speed camera and as they exit the 30 MPH speed restriction. A pedestrian crossing will allow pedestrians to cross the A338 safely. The new housing developments off the Steventon road are likely to result in more pedestrians crossing the A338 to access East Hanney and the bus-stop for buses heading towards Abingdon and Oxford.</p> <p>If a Puffin crossing is installed, recommend the island in the middle of the A338 opposite the bus-stop next to the junction with Ashfields Lane is removed. When a bus heading towards Abingdon or Oxford stops at this bus-stop, the stationary bus totally blocks the north-bound lane. Vehicles behind the bus are forced to pass the stationary bus by driving on the wrong side of the traffic island. This is potentially dangerous and probably breaches the Highway Code. If a Puffin crossing is installed as proposed, the island will be largely redundant and should be removed, allowing vehicles to pass a stationary bus more safely. Pedestrians should be encouraged to use the Puffin crossing only.</p>
(18) Local Resident, (East Hanney)	<p>Support - wanted to take this opportunity to express our relief in this project moving forward, in light of the increased traffic flow along the A338 (and which my house backs directly onto).</p> <p>We also wanted to confirm if this type of crossing will impact and improve the excessive flow of traffic that runs along this road? We have noticed a significant increase in both traffic flow AND speed in the past few months, to the point where our (relatively new build) house actually shakes when large vehicles such as HGV's and construction vehicles pass at high speed behind our house. (We would invite you to visit our home, at your convenience, to witness this happening first-hand).</p> <p>Hopefully the installation of this new crossing will deter speeding vehicles and if not, will your department consider speed bumps before and after the crossing? There are already signs warning of a 30 mph limit on the road through East Hanney, but these are ignored and vehicles speed through continuously all day and night. This needs to be addressed before someone is seriously injured or killed on this road.</p>
(19) Local Resident, (East Hanney)	<p>Support - I just very quickly wanted to indicate my strong support for a crossing on the A338 at East Hanney. I'm not sure whether the proposed type or site of the crossing is the best option, but any crossing is better than none. I would personally have thought that it should be located as close as possible to the junction with the High St (i.e near La Fontana), but I expect there are reasons why the site further up the road has been chosen.</p>

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Division(s): Burford and Carterton North; Charlbury and Wychwood

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

A424 – FULBROOK TO IDBURY – PROPOSED 50MPH SPEED LIMIT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the 50mph speed limit as advertised.

Executive summary

2. Speed limits 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 road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 50mph speed limit on the entire length of the A424 Burford to Stow road within Oxfordshire.

Background

4. The above proposals as shown at Annex 1 have been put forward following a review of the recent accident history – including several accidents resulting in fatal injury – and, if approved, would be funded by the Road Safety budget within the County Council's Capital programme.

Consultation

5. Formal consultation on the proposal was carried out between 15 January and 14 February 2020. 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, Fulbrook, Taynton, Milton under Wychwood, Fifield and Idbury parish councils, West Oxfordshire District Council and local County Councillors.
6. Nine responses were received. 3 objections, 4 in support and 1 response not objecting but expressing some concerns. These 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 expressed no objection to the proposal noting the poor safety record of the road including three fatal accidents in recent years and also that the speed surveys carried out by the County Council at their request indicated that a 50mph speed limit may be appropriate. A site visit has also been carried out with officers to identify possible sites for police enforcement.
8. West Oxfordshire District Council, Fifield Parish Council and Fulbrook Parish Council expressed support for the proposal along with one response expressing support also received from a member of the public.
9. Three objections were received from members of the public citing concerns that the proposed 50mph speed limit was not needed and could be counterproductive if it resulted in an increased number of hazardous overtaking movements by road users frustrated by the slower speed of vehicles ahead complying with the proposed limit. One of these responses expressed concerns specifically on the approximately 2.5km length of the route north of the Tangley Farm junction, which they considered to be suitable for the current national speed limit given the comparatively straight alignment of the road and which they considered provided safe overtaking opportunities, noting also that no proposal has been made for a 50mph on the adjoining part of the route within Gloucestershire.
10. A response was also received from a member of the public which – while not expressing an objection – raised concerns that the a 50mph speed limit would not be effective unless enforced and that a lower (possibly 40mph) speed limit would be appropriate at the junctions along the route. Concerns were expressed also on the need for improved road markings and signing at the junctions in particular.
11. Noting the above, 50mph speed limits have been introduced on a large number of rural A class roads, including those with very similar widths and alignments and have found to help reduce accident risks with no evidence of an increased number of accidents involving overtaking. The proposed limit is considered to be consistent with Department for Transport guidelines on setting local speed limits. The introduction of lower speed limits in the vicinity of junctions as suggested by one of the respondents is not considered to be consistent with the above
12. The existing traffic signs and road markings - particularly those at junctions – will be renewed as required as part of the works to implement the speed limit in response to the concerns raised on this matter.

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 speed limit has been provided from the Road Safety budget within the Oxfordshire County Council Capital programme.


JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mike Wasley 07393 001045

March 2020

Drawing No.		Revision			
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
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Project title					
A424 Fulbrook - Idbury - Proposed 50mph					
Drawing title					
Location Plan					
Drawing Status					
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	Date drawn	Date checked	Date approved		
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – This section came to note in the last few years with several fatal collisions. In view of the safety record Police requested speed profiles to establish or eliminate speed causations on what is an undulating very rural road. Speed was identified by the data and consideration to a lower limit with some supervision taken to Oxon CC.</p> <p>I have been to site with County officers with a view to locating hardened areas suitable for mobile enforcement vehicles at appropriate locations which is justified with the collision evidence. Any enforcement will be at the discretion of Thames Valley Police on road safety grounds.</p>
(2) Fulbrook Parish Council	<p>Support – that we totally agree with the speed reduction limit. The current 60 mph is not acceptable. You have the complete backing and support from Fulbrook Parish Council. If we can help you with anything at all, then please don't hesitate to ask.</p>
(3) Fifield Parish Council	<p>Support – This is excellent news, which we have been seeking for many years. However, I will be grateful to know how it is to be "policed" – bearing in mind the present 60mph is exceeded by over 30% (with impunity) on a daily basis and both Thames Valley Police and the County Council have repeatedly contradicted local knowledge about the speed of traffic and declined any action on the ground they do not perceive any problem?</p>
(4) West Oxfordshire District Council	<p>Support – In the interests of pedestrian and road safety, West Oxfordshire District Council supports the proposed reduction in speed limit on the A424 Burford to Stow-on-the-Wold road from the A361 Fulbrook roundabout to the Gloucestershire Country Boundary at Idbury.</p> <p>This information is based on the proposal being carried out in accordance with the details supplied in the Public Notice, Statement of Reasons, Consultation Plans, Speed Limit Order, General Traffic Signs Schedule, Road Markings Schedule, Location Map and Draft Traffic Regulation Order that accompanied the enquiry.</p>

(5) Email Response, (unknown)	<p>Object – I'm really worried about this one. It's not because I'm interested in ragging down the A424 at speed - it's because I stick to the limits on both my motorcycle and in the car.</p> <p>I use the A424 a lot. It's clear, wide and open with good, long views. Most of the issues I see are around frustration overtakes - even at the existing speed limit - and poor judgement at junctions. I believe the new limit would increase the former whilst doing nothing about the latter.</p> <p>I can't see any crashes from the data that would imply any benefit for a 50 limit. In fact, a lower limit is far more likely to increase disengagement from task and increase distraction and a tendency to mentally switch off.</p> <p>From the Stats 19 data, I can't see anything that would be improved by the addition of a 50mph limit on a road where (I'm guessing) the 85th percentile speed would be higher - quite possibly the mean speed too. If drivers are already frustrated at 60, they'll be far more likely to overtake at 50.</p> <p>Most frustration overtakes I see are from drivers often following older drivers who are running considerably below the limit - usually at between 45 and 55mph. They build up huge queues of weaving, irritated followers who become eager to pass. A 50 will, I believe, increase this tendency for frustration overtakes.</p> <p>Making drivers drive at 50 on a road with these characteristics is going to feel artificially low for the road conditions, leading to massive non-compliance. Oxfordshire's limits are already so low in places that I'm regularly overtaken when complying with them - yesterday through Curbridge's 30 limit, earlier in the week leaving Clanfield in the 30, then in the 50 extending up to Faringdon.</p> <p>A lot of these crashes look like junction-related accidents. Would OCC consider specific VAS rather than a limit?</p>
(6) Local Resident, (Bledington)	<p>Object – No evidence has been given that this stretch of road is particularly dangerous.</p>
(7) Local Resident, (Oxford)	<p>Object - I object to the proposed speed limit as described in the public consultation.</p> <p>I would not object if the northern limit of the speed limit were to be at a point about 200 metres north of the Tangley Hall junction.</p>

	<p>However, immediately north of that point there is clear forward visibility of more than a kilometre, almost as far as the Merry mouth Inn. This provides by far the safest opportunity for overtaking in the 9 miles between Burford and Stow. When overtaking a vehicle travelling at about 45mph, restricting the speed to 50mph would make the overtaking prolonged and difficult. There are no junctions or dwellings on this length. I most recently drove this route (southbound) on Sunday 2nd February.</p> <p>From a search on Gloucestershire County Council's website, it appears that they are not consulting on a speed limit north of the County Boundary. The length of A424 between Merry mouth Inn and the County Boundary (about 1 kilometre) probably does not need a 50mph speed limit.</p>
(8) Email Response, (unknown)	<p>Concerns – does not believe that a 50mph speed limit would make much difference in slowing down traffic on this road unless it is enforced. The speed limit should be lowered at junctions to possibly 40mph. The junctions should have improved lining and signing to help slow traffic as people tend to overtake at junctions. Also a query about the limit not continuing within Gloucestershire.</p>
(9) Local Resident, (Abingdon)	<p>Support – No comments.</p>

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Division(s): Carterton South and West; Faringdon

CABINET MEMBER FOR ENVIRONMENT – 26 MARCH 2020

GRAFTON WITH RADCOT – A4095 AT PIDNELL BRIDGE - PROPOSED REVOCATION OF STRUCTURAL WEIGHT LIMIT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the revocation of the structural weight limit at A4095 Pidnell Bridge.

Executive summary

2. Structural weight limits are reviewed as part of the on-going maintenance of highway structures.

Introduction

3. This report presents responses to a statutory consultation to revoke the structural weight limit at A4095 Pidnell Bridge prohibiting the passage of track laying vehicles and vehicles with an axle weight exceeding 6 tonnes.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of a review of structural weight limits following maintenance of the A4095 Pidnell Bridge which has strengthened the bridge sufficiently to remove the above restrictions.

Consultation

5. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. 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 Councillor. Street notices were placed on site in the immediate vicinity, adjacent to the proposals.
6. Eleven responses were received. 6 objections (55%), 1 in support, and 4 neither objecting nor supporting or raising concerns. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Thames Valley Police did not object to the specific weight restriction but cited the need to ensure retention of the signing for the remaining weight 7.5 tonne environmental weight limit.

7. The local member for the Faringdon division supported the proposal with the proviso that it is confirmed that the structural weight limit is no longer required.
8. The local member for the Carterton South and West division, however, expressed an objection on the grounds that removal of the weight limit would result in larger lorries using the route and also the consequent risk of damage to the adjacent bridges.
9. Faringdon Town Council also expressed an objection on the same grounds. A similar objection was received from a local business and four members of the public.
10. It should be stressed that the proposal is only to revoke the existing structural weight limit of 6 tonnes at the A4095 Pidnell bridge, which is not required following bridge strengthening works and which cannot reasonably be continued. The existing 7.5 tonne environmental weight limit will, however, remain in force and, therefore, there should be no increase in the number of goods vehicles using the route as the result of the revocation of the structural weight limit.

How the Project supports LTP4 Objectives

11. The proposals are consistent with the effective management of highway structures

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures has been provided by the Oxfordshire County Council capital budget.


JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed weight limit revocation
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
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March 2020

Drawing No.
Revision 0

Key
 Proposed weight limit revocation

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
PROPOSED WEIGHT LIMIT REVOCATION

Drawing title
RADCOT
PIDNILL BRIDGE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 01/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.
Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Please ensure you do not remove the weight limit signs for Radcot Bridge.
(2) Vale of White Horse District Council	No objection – <i>No comments.</i>
(3) West Oxfordshire District Council	No objection – <i>No comments.</i>
(4) Faringdon Town Council	<p>Object – At the recent planning committee members of Faringdon town council considered the revocation order and commented that the next bridge also has a weight restriction.</p> <p>Faringdon town Council felt that both should remain in place and would like to register their objection the removal of the weight restriction.</p>
(5) Local County Councillor, (Faringdon Division)	Support – I'm supportive of this if the strengthening work to the bridge has definitely strengthened it sufficiently to allow for the proposal to remove the existing weight limit and ensure safety.
(6) Local County Councillor, (Carterton South & West Division)	Object – Im worried as to the size of vehicles more than the weight, I feel if you remove weight limit you will get large vehicles, there are three bridges here two are very narrow with damage done to the brick work is always ongoing so I don't support this change
(7) Local Business, (Radcot)	Object – This move is bordering lunacy! There are already two actions being sought by the Trading Standards in respect of two vehicles that have damaged our property and become stuck on the following Radcot Bridge. I have contact names and emails if you wish to follow this up. I will of course, raise this with them directly too.

	<p>There are already significant problems with groundings, caused by long-wheeled based vehicles attempting to cross Radcot Bridge. Although the current restriction relates to the weight of the vehicle, it follows that if the weight restriction is lifted, larger vehicles will attempt to cross the bridge, resulting in more groundings and subsequent periods of the road being closed. We have had serious damage to the bridge as well as walls knocked down and damaging cars in our carpark, there are currently two companies being taken to court for flouting the road signs.</p> <p>We have had the road shut in both directions on at least 5 occasions in the last year which include police attending the scene to redirect traffic, one lorry was stuck so severely it took over 6 hours to be released.</p> <p>We actually need more weight restrictions with less large and heavy vehicles coming through this direction.</p>
(8) Local Resident, (Radcot)	<p>Object – The bridge has not changed shape or size, so longer lorries will still get stuck on it which causes traffic chaos in the surrounding areas, that combination of bridges does not enable large vehicles to cross it safely, please do not allow this to happen. Only a couple of nights ago there was chaos on that bridge due to a lorry that was too long trying to get over it</p>
(9) Local Resident, (Grafton)	<p>Object – This bridge has had too many lorries getting stuck on it due to its narrow width and the way the road bends away from the bridge. If you take away the weight restriction, you will inevitably get larger lorries coming down the road and there is just no way they will be able to successfully get over the bridge. To my mind more weight means bigger lorries which will cost the council ie us the tax payer thousands to repair when the money should be going into road repairs etc.</p> <p>You really need to be discouraging large lorries using this road with bigger and better signs not encouraging them.</p>
(10) Local Resident, (Faringdon)	<p>Object – Even with the existing weight restriction in place over Pidnell Bridge a number of heavy, long wheel-based vehicles ignore the warning road signs on the approach to Radcot Bridge from Clanfield regarding the weight restrictions and proceed onto the Radcot Bridge. The turn is impossible for long wheel-based vehicles and they become stuck and grounded - blocking access over Radcot. The delay in getting these vehicles moved off the Bridge is significant, exacerbated by the damage that removing them inevitably causes to the Bridge.</p> <p>It seems inevitable that, if the current weight restriction is lifted, drivers of heavier vehicles will assume that the Radcot Bridge is now accessible. It's not. It cannot carry long wheel-based vehicles. Surely all that's going to happen is that</p>

	<p>heavier vehicles will become stuck between Pidnell Bridge and Radcot Bridge - being unable to pass over the latter. Or they will attempt to cross and become grounded causing more damage to the road, margins and verges in attempting to turn around.</p> <p>I strongly object to this Weight Limit Revocation.</p>
(11) Local Resident, (Radcot)	<p>Concerns – I am very concerned about this proposal and the indirect consequences this change could have. I have witnessed many long and heavy commercial vehicles either grounding out or battering into the historic bridge parapet walls. Invariably this causes gridlock, the severity of which is increasing constantly as new house building in the area attracts more cars to the A4095.</p> <p>The current weight limit on Pidnell bridge assists in deterring long vehicles from attempting the crossing of the Radcot Thames bridges. The logic is that most long vehicles are also heavy. With the weight limit in place Pidnell acts as a defence for problems that long will regularly have (sometimes daily, most definitely weekly).</p> <p>Before lifting the weight limit on Pidnell bridge please do more to deter long vehicles from coming to Radcot. Once new deterrents are established and proven to work, then lift the weight limit on Pidnell?</p>