



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

Thursday, 18 June 2020 at 10 am

Please note that due to guidelines imposed on social distancing by the Government this meeting will be held virtually and can be viewed [via this live stream link](#)

For further information on this please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports are attached. Decisions taken will become effective at the end of the working day on Friday 26 June 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

June 2020

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

Note: Date of next meeting: 16 July 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

This Cabinet Member for Environment Delegated Decisions meeting will be held remotely in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 12th June. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk together with a written statement of your presentation to ensure that if the technology fails then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting (16th June).

Where a meeting is held remotely and the addressee is unable to participate remotely their written submission will be accepted.

Written submissions should be no longer than 1 A4 sheet.

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**).

The report presents responses to a formal consultation on a new CPZ in the Lamarsh Road.

The Cabinet Member for the Environment is RECOMMENDED not to approve proposals for a Controlled Parking Zone (CPZ) in Lamarsh Road, with a future scheme being kept under review by officers and the local member taking account of local parking pressures and the views of residents.

5. Oxford - Oxford Road, Littlemore - Proposed Humped Zebra Crossing and Traffic calming Measures (Pages 19 - 46)

Forward Plan Ref: 2020/017

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

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

The report presents responses received to a statutory consultation 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.

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

6. Didcot - A4130 Didcot Northern Perimeter Road - Proposed Toucan Crossing (Pages 47 - 52)

Forward Plan Ref: 2020/012

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

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

The report presents responses received to a statutory consultation to introduce a toucan crossing on the A4130 at Didcot put forward as a result of the development of adjacent land and funded by the developers of that land.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a toucan crossing (a signalled crossing for pedestrians & pedal cyclists) on the A4130 Northern Perimeter Road at Didcot

7. Harpsden - Gillotts Lane - Proposed Traffic Calming Measures (Pages 53 - 68)

Forward Plan Ref: 2020/056

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

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

The report presents responses received to a statutory consultation to introduce a

traffic calming buildout and narrow the width of part of Gillotts Lane, Harpsden put forward in conjunction with Harpsden Parish Council, who have undertaken to part fund the project in conjunction with the County Council's highway maintenance budget subject to approval being given to proceed with the scheme.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a traffic calming buildout and carriageway narrowing at Gillotts Lane, Harpsden, as advertised.

8. Sydenham - Sydenham Road: Proposed Traffic Calming Chicane
(Pages 69 - 74)

Forward Plan Ref: 2020/046

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Ralph Green, Officer – Noticing & Scheduling Tel: (01865) 815816

Report by Director for Community Operations (Interim) (**CMDE8**).

The report presents responses to a statutory consultation to introduce a traffic calming chicane at Sydenham proposed by Sydenham Parish Council, who have undertaken to fund the project subject to approval being given to proceed with the scheme.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a traffic calming chicane at Sydenham as advertised.

9. Faringdon: Southampton Street & Berners Way - Proposed Shared Use Footpath/Cycletrack (Pages 75 - 82)

Forward Plan Ref: 2020/039

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

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

The report presents responses received to a statutory consultation to widen or convert sections of existing footpath at Southampton Street and Berners Way, Faringdon to create shared use footpath/cycle tracks put forward by Faringdon Town Council as part of providing an improved and safer cycle route between the Folly View housing estate including Folly Sports Park & The White Horse Medical Practice and the town centre, including Faringdon Junior School. Funding for the proposed measures has been provided by Faringdon Town Council using Section 106 monies.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed widening of a footpath at Southampton Street and the proposed conversion of a footpath at Berners Way to provide sections of shared use footpath/cycle track.

10. Buckland - Carswell Lane: Proposed 20mph and 30mph Speed Limits (Pages 83 - 88)

Forward Plan Ref: 2020/033

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

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

The report presents responses received to a statutory consultation to introduce a 20mph speed limit and 30mph speed limit on Carswell Lane, Buckland in place of the existing national speed limit requested by St Hugh's School and, if approved, funded by them.

The Cabinet Member for Environment is RECOMMENDED to approve the 20mph and 30mph speed limits as advertised.

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Division(s): Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020

OXFORD – LAMARSH ROAD – PROPOSED CONTROLLED PARKING ZONE

Report by Interim Director of Community Operations

Recommendation

The Cabinet Member for the Environment is RECOMMENDED not to approve the proposals for a Controlled Parking Zone (CPZ) in Lamarsh Road, with a future scheme being kept under review by officers and the local member taking account of local parking pressures and the views of residents.

Executive summary

1. 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 responses to a formal consultation on a new CPZ in 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, with it being agreed to use capital funding, together with contributions secured from development to deliver this programme.

Informal Consultation

4. Following the 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 at her delegated decisions meeting on 25 April 2019 and the inclusion of this scheme in the programme of funded schemes was approved at that meeting.

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 local County Councillor. A letter was sent directly to approximately 50 properties in the area which included formal notice of the proposals and providing details on permit eligibility and costs. Additionally, street notices were placed on site.
6. Twenty-four responses were received during the formal consultation. These are 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 for 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 did not object.
9. County Councillor Susanna Pressel, the local member, acknowledged that the perceptions of many of the residents here were that parking pressures were 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 were 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 were 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 is 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 confirmed 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

June 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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
**LAMARSH ROAD
OXFORD**

Drawing title
**PROPOSED CONTROLLED
PARKING ZONE**

Drawing Status

Scale @ A3	Drawn by JJaC	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 – 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 roadspace 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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(6) Local Resident, (Oxford)	<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 won't 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>
(7) Local Resident, (Oxford)	<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>

<p>(24) Local Resident, (Oxford)</p>	<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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CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 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 the Environment is RECOMMENDED to approve withdrawing proposals for the introduction of a zebra crossing and to investigate alternative calming including 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 to a statutory consultation 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

5. 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 local County Councillor. Notices were also placed on site with letters sent to properties adjacent to the proposals.

6. 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 available for inspection by County Councillors.
7. A more detailed response was received from a member of the public recorded separately at Annex 3.

Response to objections and other comments

8. Thames Valley Police have not objected expressed no objection to the proposals.
9. 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
10. 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.
11. 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

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

Financial and Staff Implications (including Revenue)

13. 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

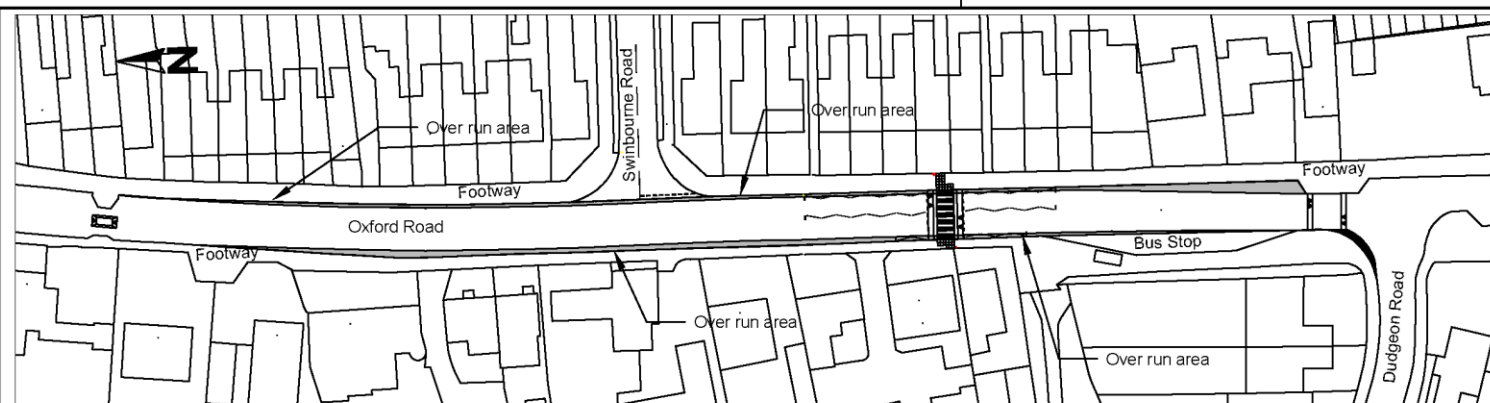
CMDE5

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

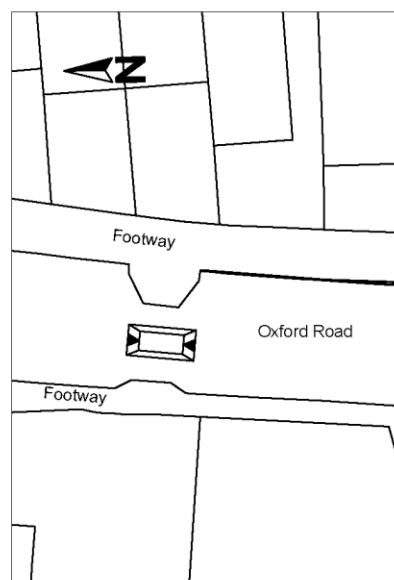
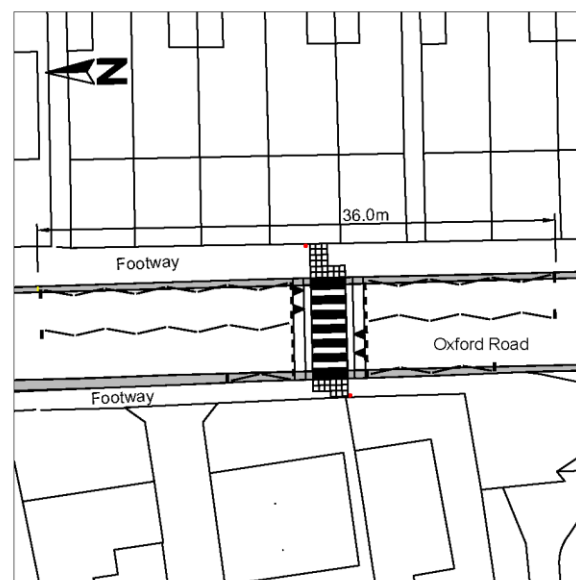
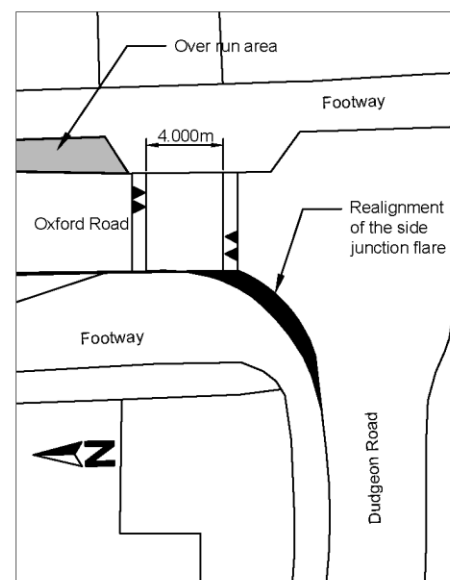
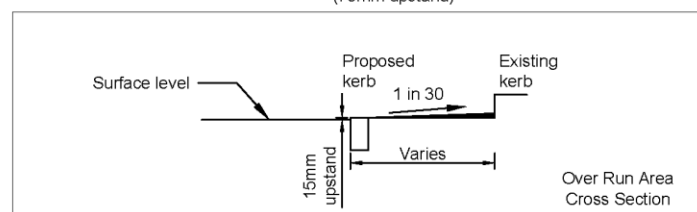
Contact Officers: Hugh Potter 07766 998704
Geoff Barrell 07740 779859

June 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>

	<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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The case for a zebra crossing at the suggested location - as opposed to other traffic calming options - does not seem compelling.</p> <ol style="list-style-type: none"> 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).
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	<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 to 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

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	<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 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>

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(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>

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(33) Local Resident, (Littlemore)	Support - The speed cars pass down that street is far too 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>

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	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.



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 to 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.



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
Oxford
OX1 1NE

01865 815942

Division(s): Didcot Ladygrove

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020

DIDCOT – A4130 DIDCOT NORTHERN PERIMETER ROAD: PROPOSED TOUCAN CROSSING

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a toucan crossing (a signalled crossing for pedestrians & pedal cyclists) on the A4130 Northern Perimeter Road at Didcot.

Executive summary

2. Provision for pedestrians and cyclists 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 and cyclist crossings and the Oxfordshire County Council Walking Design and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to introduce a toucan crossing on the A4130 at Didcot.

Background

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

Consultation

5. Formal consultation on the proposal was carried out between 06 May and 05 June 2020. A notice was placed in the Oxfordshire Herald series newspaper and public 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, South Oxfordshire District Council, Didcot Town Council and local County Councillor. Letters were sent directly to approximately 20 properties in the immediate vicinity, adjacent to the proposals.
6. Five responses were received. 2 objections, 1 expression of support and 2 neither objecting nor supporting, one of which did though raise some

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

Response to objections and other comments

7. Thames Valley Police did not object providing that the crossing met current guidance.
8. Didcot Town Council support the proposal.
9. Two objections were received from members of the public, both local residents. The first was on the grounds that the current proposed siting of the crossing would be to the detriment of the privacy and amenity of residents of the existing houses to the south of the A4130 and expressed the view that a crossing to the east of the roundabout would be preferable in this respect due to the open ground and lack of a route for pedestrians through existing minor residential roads. The second objection expressed a concern that a signalled crossing would reduce the attractiveness of the A4130 perimeter road, leading to more traffic driving through the town centre using the roads in Ladygrove as a rat run and requested that a footbridge or subway be provided rather than a signalled crossing
10. A response was also received from a member of the public who while not objecting, expressed concerns over the proposals particularly in respect of the speed of traffic (noting especially that these had increased in the current period of reduced traffic as a result of the covid-19 outbreak) and the possible light nuisance for adjacent residents arising from the traffic signals. To mitigate these, the respondent requested a local 30mph speed limit and that cowls should be provided on the signal heads to minimize light spillage.
11. Noting the above objections and concerns, the proposed crossing provision for pedestrians and cyclists conforms to the Oxfordshire County Council Walking Design and Cycling Design Standards and is considered to provide a safe and attractive and optimally sited amenity for residents of the new residential area to the north of the A4130. The proximity of the crossing to the roundabout will help ensure that speeds are controlled and although it is accepted that there will be some delay to traffic, the provision of an attractive route for pedestrians and cyclists will also serve to help reduced the overall use of cars.
12. The concern over the light nuisance from the crossing signals is noted. The alignment of the signal heads however should ensure that actual risks are minimal but this (and any mitigation measures required) will be reviewed.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

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

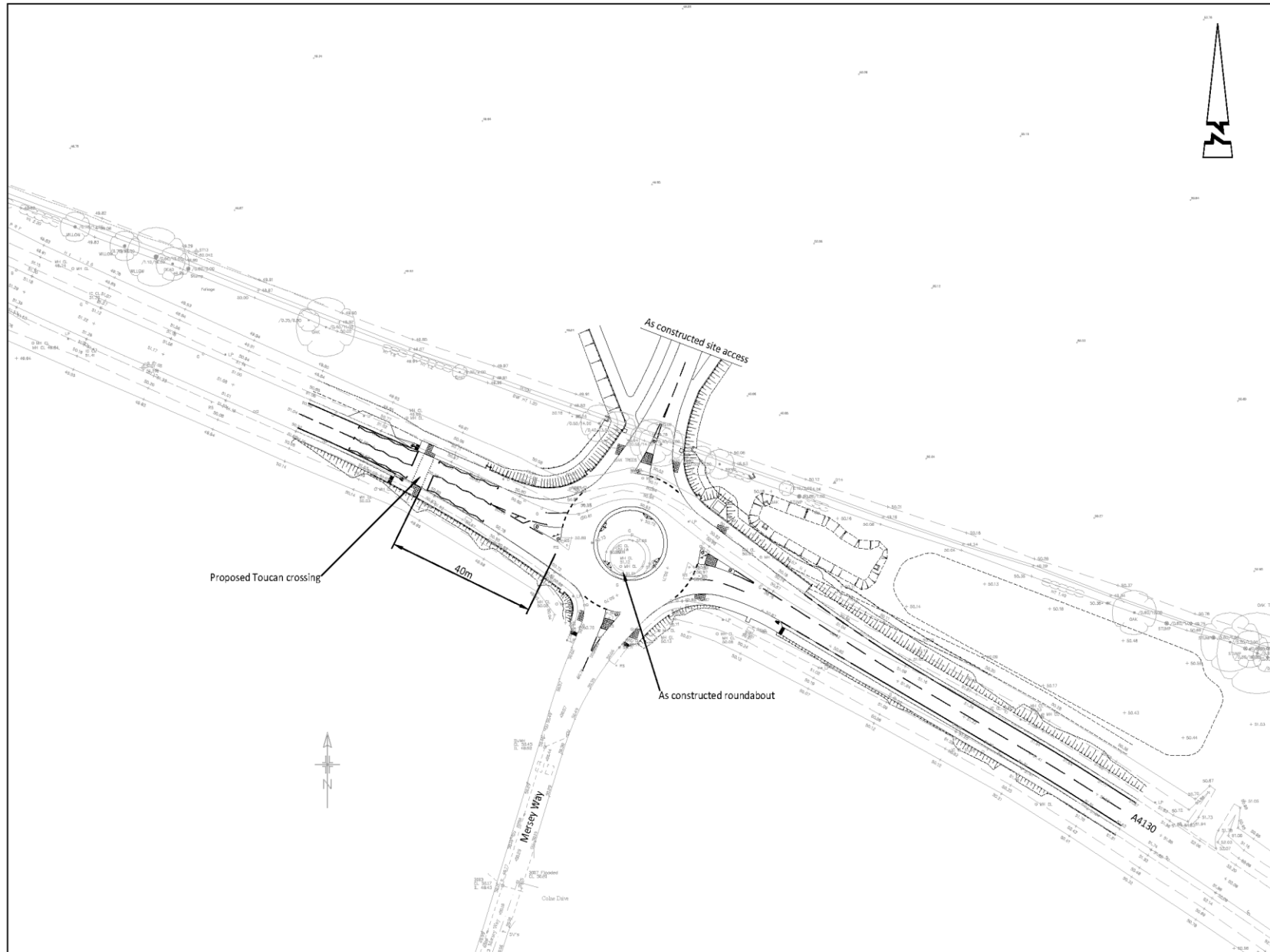
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed toucan crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Jack Whelan 07554 103332

June 2020



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P1	01.20	First Issue	KLW	LPA
Rev	Date	Description	Drawn	Checked

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Client
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Project
NORTH EAST DIDCOT

Title
MERSEY WAY PROPOSED TOUCAN CROSSING

Status
PRELIMINARY

Scale	Date	Drawn	Checked
1:1000 @ A3	JAN 2020	KLW	LPA

Drawing No	Revision
A085-016	P1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection providing this proposal meets current guidance and that speed monitoring has taken place that supports such a crossing.
(2) Didcot Town Council	Support – Didcot Town Council fully supports the installation of a 'Toucan' crossing. It hopes that the work will be completed as soon as possible to improve the safety of pedestrians and cyclists crossing this road.
(3) Local Resident, (Didcot)	<p>Object – The proposed site will allow walkers and cyclists to take short cuts either via Wansbeck Wood or Teescroft to access Mersey Way, this then affects the privacy of residents.</p> <p>I suggest that the Toucan Crossing is located to the east of Mersey Way with its junction with the A4130, where there is a large open area which does not give access into Don Close and gives a direct and unrestricted route into Mersey Way with excellent visibility for walkers and cyclists.</p>
(4) Local Resident, (Didcot)	<p>Object – As the A4130 is the main ring road around Didcot and the various authorities would prefer drivers to use the A4130 rather than drive through the centre of Didcot it doesn't make sense to then force them to stop unnecessarily</p> <p>Far better to have a bridge or subway here especially as this will be the main walking/cycling route into Didcot town centre.</p> <p>It already takes much longer to get to the A34 from the A4130 given all the traffic lights added for GWP and Milton Gate than it did in the past, in this will only add to that.</p> <p>It may also encourage drivers to use the roads in Ladygrove as a 'rat run' e.g. Avon Way/Tyne Way rather than the A4130 especially those coming from the east of the Ladygrove estate.</p>

(5) Local Residents, (Didcot)	<p>Concerns – we have the following comments:</p> <ol style="list-style-type: none"> 1. The location was put back (after various discussions) into the original proposed location 40 metres West of the Mersey Way Roundabout. Nearly all of the construction and electrical work has already been completed. I accept that this is the location. I am however pleased that the mature hedge directly in front of our house remains intact. 2. To subdue the traffic lights at night I would like the traffic lights, on both sides of the road, to be fitted with some form of shielding to reduce/direct the light, e.g. cowl shields. 3. The piece of road West of the Mersey Way Island on the A4130 has for a very long time been used as a 'race-track' by boy-racers. Since the Corvid 19 'lock-down' the number of cars and motorbikes drag-racing this section at speeds way in excess of 50 mph has mushroomed. For reason of road safety, I suggest that the section either side of the Toucan Crossing is restricted to 30 mph, and signs erected. And to allow for adequate breaking distances I suggest the 30 mph signs are sited over 100 metres from the Toucan Crossing, East and West.
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Division(s): Henley on Thames; Sonning Common

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020

HARPSDEN – GILLOTTS LANE - PROPOSED TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of a traffic calming buildout and carriageway narrowing at Gillotts Lane, Harpsden, as advertised.

Executive summary

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

Introduction

3. This report presents responses received to a statutory consultation to introduce a traffic calming buildout and narrow the width of part of Gillotts Lane, Harpsden.

Background

4. The above proposals as shown at Annexes 1 to 4 have been put forward in conjunction with Harpsden Parish Council, who have undertaken to part fund the project subject to approval being given to proceed with the scheme.

Consultation

5. Formal consultation was carried out between 01 May and 29 May 2020. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Harpsden Parish & Henley Town Councils and local County Councillors. Letters were sent directly to approximately 55 properties in the immediate vicinity with public notices also placed on site.

6. Fifteen responses were received during the consultation. These are summarised in the table below:

Proposal	Support	Object	Neither	Total
Traffic Calming Buildout	12	1	2	15
Road Narrowing	12	0	3	15

7. The responses are recorded at Annex 5 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police have not objected to either of the proposals.
9. Harpsden Parish Council, Henley Town Council and Councillor David Bartholomew, the local member, expressed support for both proposals. Regarding Councillor Bartholomew's query relating to passing spaces needing to be clearly signed, the intention is to assess this requirement based on available space and need when the scheme has been constructed and is operational.
10. Responses were received from eleven members of the public with one objection, one response expressing neither support or objection and nine in support for the traffic calming buildout. No objections were received in respect of the road narrowing with two responses expressing neither support or objection and nine in support.
11. The one objection to the traffic calming buildout by a resident of Oxford has been made on the grounds that Gillotts Lane is too narrow to be a 2-way road and should be made one way east of Gillotts School.
12. In response, making Gillotts Lane one way was not a traffic management measure put forward by Harpsden Parish Council as part of this scheme. If such a proposal was to be progressed then the resultant increase in traffic on the surrounding road network including Henley town centre would need careful consideration and further formal consultation would be required.
13. In conclusion the proposed traffic calming buildout will improve road safety by moderating the volume and speed of traffic on this narrow rural lane and narrowing (kerbing) the carriageway will return the lane to its original width where over time it has become artificially widened by vehicles squeezing past each other.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. The proposed measures will be part funded by the County Council's highway maintenance budget and part funded by Harpsden Parish Council.

Equalities Implications

16. The proposals are considered not to have any implications in respect of equalities.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Scheme Plans
 Consultation responses

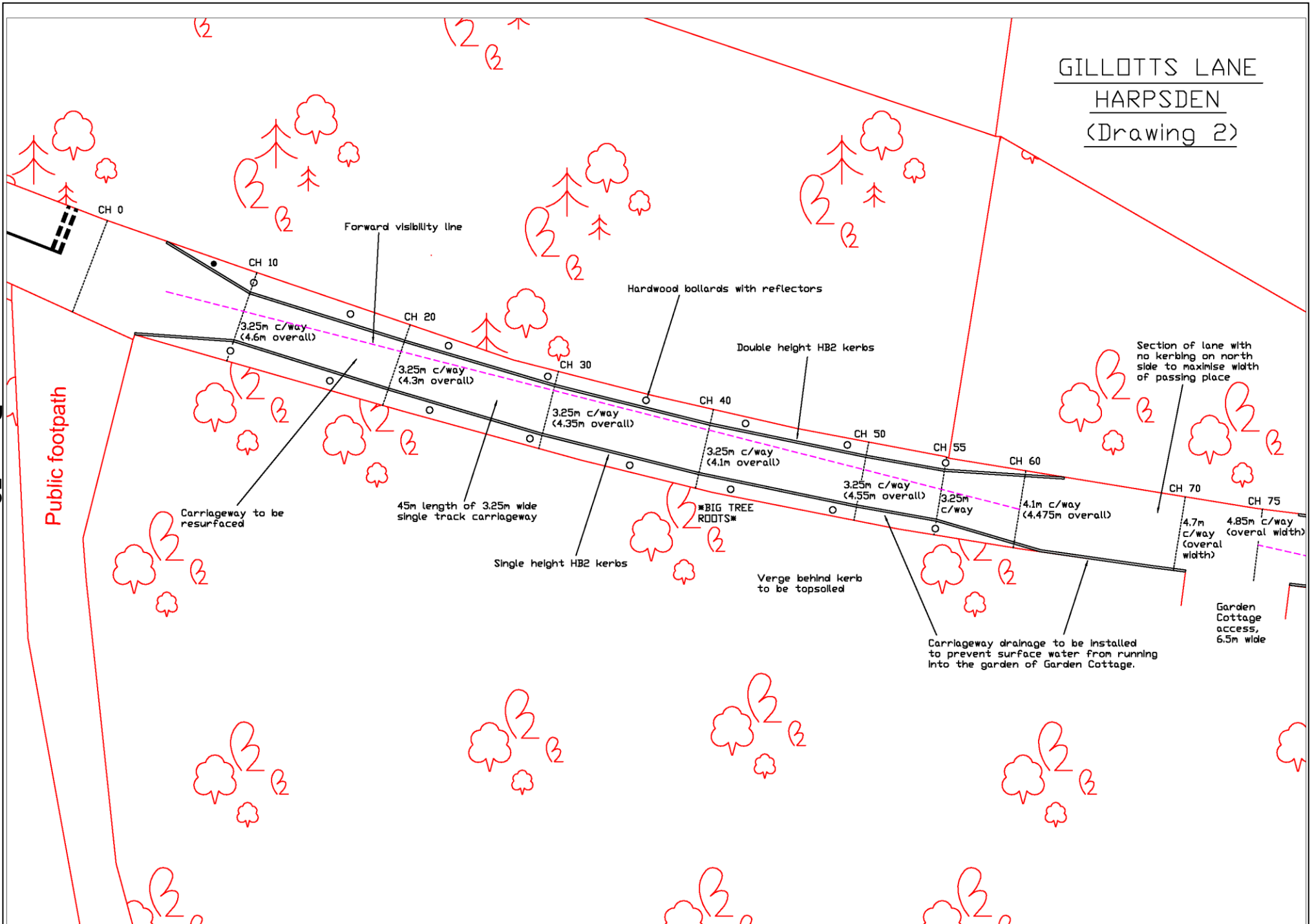
Contact Officers: Hugh Potter 07766 998704
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June 2020

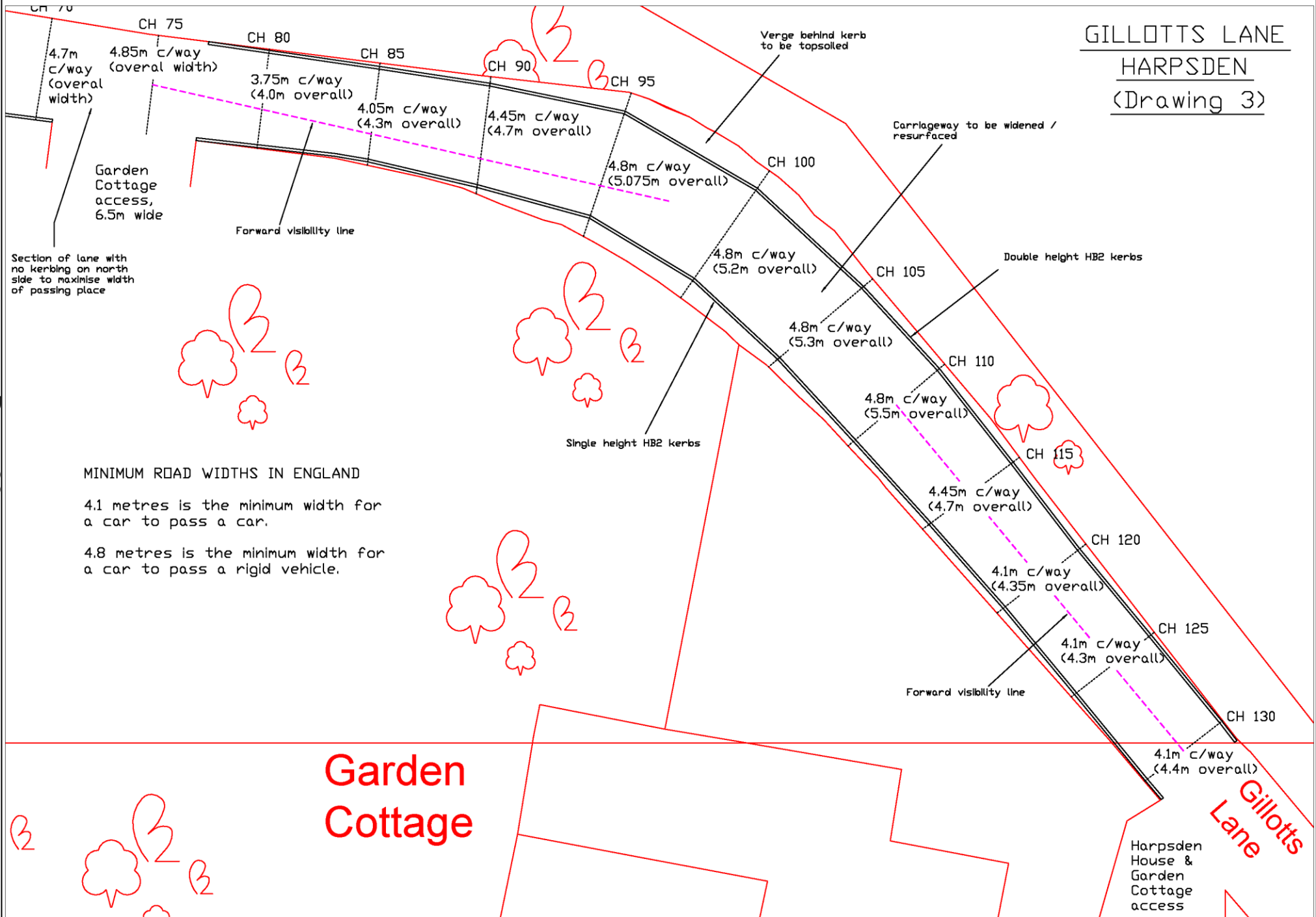
(Drawing 1)



GILLOTTS LANE
HARPSDEN
(Drawing 2)



GILLOTTS LANE HARPSDEN (Drawing 3)



CMDE7

**GILLOTTS LANE
HARPSDEN
(Drawing 4)**

Diag. 517 warning sign 'Road narrows on the left'

Existing Diag. 516 warning sign 'Road narrows on both sides' with 'Concealed entrances' plate to be relocated.

Relocated Diag. 516 warning sign 'Road narrows on both sides' with 'Concealed entrances' plate.

Diag. 615 sign with 'Give way to oncoming vehicles' plate.

Diag. 517 warning sign 'Road narrows on the right'.

footpath

Reflective 'keep right' bollard

300mm wide drainage channel

CH -52.15

Bulldozer with tarmac finish

Back to back Diag. 615 and Diag. 811A 'Priority' signs.

Reflective 'keep left' bollard

Dimensions: 4600, 1500, 10250, 3250, 5000, 1500

Reflective 'keep
right' bollard \

300mm wide drainage channel ,

Back to back Diag. 615
and Diag. 811A 'Priority'
signs. /

~~CH
-52.15~~

Buildout with
tarmac finish

Reflective 'keep
left' bollard

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Harpsden Parish Council	<p>Build Out - Support Road Narrowing - Support</p> <p>The Parish Council welcomes the proposed scheme with its kerbed build-out and road narrowing <u>if</u> there are two passing places and that these are clearly marked.</p> <p>Restoring the narrow width of the road should certainly help to slow traffic down but is bound to make passing harder. Since we cannot make the Lane one way, we clearly need to make special provision for vehicles that need to pass each other and to do so without negating the point of the narrowing: but to achieve its purpose special provision needs to be seen to be special. Passing places wide enough for the average motorist and marked with undeniable clarity therefore seem to us to be essential to avoid unnecessary arguments</p>
(3) Henley Town Council	Support – Henley Town Council wish to support the proposed Traffic Calming on Gillotts Lane.
(4) Local County Cllr, (Sonning Common Division)	<p>Build Out - Support Road Narrowing - Support</p> <p>I have been closely involved with this scheme, so am naturally fully supportive.</p> <p>My one query is that I understood we had agreed that the passing space should be clearly signed, and this doesn't appear to show on the plans.</p>

(5) Resident, (Oxford)	<p>Build Out - Object Road Narrowing - Support</p> <p>Gillotts Lane should be made one way east of Gillotts School. It is too narrow to be a 2-way road.</p>
(6) Local Resident, (Harpsden)	<p>Build Out - Support Road Narrowing - Support</p> <p>As per previous comments, I think there should be a build-out just south of Gillotts School bus bay with priority going up. At this point we could ensure that large vehicles get the message that the lane is single track where they have an opportunity to turn around as well as slowing traffic.</p> <p>Regarding the build-out on drawing 1, comments were made after the trial and communicated to the Parish Council that cars coming uphill found themselves confronted by a vehicle coming down on the wrong side of the road, therefore the build-out should move up the hill by a car's length or so to give vehicles a bit more distance to safely move back in while coming down.</p> <p>As agreed with the Parish Council, this is seen as a first phase with CIL funds being retained/reserved for other traffic calming measures in Gillotts Lane, to be developed once this work is agreed. This was an unequivocal agreement made by Kester George of the Harpsden Parish Council.</p> <p>The plan does not include all those items on a previous plan whereby road-markings were used to calm traffic further down the road. Some focus, therefore, needs to be given to the lower part of Gillotts Lane in the next phase.</p>
(7) Local Resident, (Henley-on-Thames)	<p>Build Out - Support Road Narrowing - Support</p> <p>It is just a pity that the works do not extend the full length of the road as there other areas of 'danger', particularly the area by the farm where I have witnessed several incidents of 'road rage' caused by one or other driver not giving way. Surely with the money from the Highlands Farm housing there is enough to do the job properly, after all this is a lane, laid on an old track with no proper base to it.</p> <p>I have already communicated my thoughts to local Councillors and the road repair department of the Oxfordshire</p>

	Council, Henley Town Council and Harpsden Parish Council.
(8) Local Resident, (Harpsden)	Build Out - Support Road Narrowing - Support <i>No comments</i>
(9) Local Resident, (Harpsden)	Build Out - Support Road Narrowing - Support I am fully supportive of the proposed traffic calming measures. As a resident of Gillotts Lane (Hillside) my house gates have been damaged several times and the road verge is being steadily eroded.
(10) Local Resident, (Binfield Heath)	Build Out - Neither/Concerns Road Narrowing - Neither/Concerns This lane is my daily route from Binfield Heath into Henley. I have used this lane for 40 years, including the period when my children attended Gillotts School and I was a Governor there. I have looked at the proposed plan which is basically making Gillotts Lane single lane. I am not convinced that the lane has widened - certainly cars are far bigger now and driven more aggressively. The main issue is the presence of huge lorries that increasingly use the lane to deliver supplies to the many house development/projects both in the area and in the lane as well as seeing it as a means of avoiding the tailback of traffic into Henley. (I had to reverse yesterday because a huge soil delivery lorry bore down on me which took up the entire width of the lane. Earlier in the day I had to reverse to accommodate a bin lorry. Not long ago all traffic was held up in both directions while a load of paving slabs were delivered and unloaded.) How will the narrowing of the lane work in providing access for essential lorries, particularly for the bin collection? The lane winds so it seldom offers unobstructed forward vision. It is not clear how vehicles will pass each other either side of the proposed build-out, particularly a) because they won't be able to see the approaching vehicle b) there will be vehicles behind them preventing them from reversing. With the level of aggression now displayed by drivers, I fully anticipate several confrontations resulting from this crazy notion that narrowing Gillotts Lane will improve the current situation. Traffic calming measures (sleeping policemen) and pinch points would be far more logical and effective.

(11) Local Resident, (Harpsden)	<p>Build Out - Support Road Narrowing - Support</p> <p>Please proceed as soon as possible.</p>
(12) Local Resident, (Harpsden)	<p>Build Out - Support Road Narrowing - Support</p> <p>Overall, I strongly support the measures you propose, and am glad that at last something will be done. Just a couple of small points I'd like to raise:</p> <ol style="list-style-type: none"> 1. Would it be possible to have markings or texture on the road surface to indicate the upcoming build-out/narrowing, as well as the signs on the verge? I find when I drive, I pay more attention to those, especially as roadside signs often get overgrown. 2. I'm wondering why you aren't continuing the kerbing further down the hill? I know it's not possible around Sequoia & Incline Cottage, but the section between Harpsden House and Harpsden Close also suffers from undercut banks that could do with restoring. (Maybe that is the next project, not this time!)
(13) Local Resident, (Harpsden)	<p>Build Out - Support Road Narrowing - Support</p> <p>We are supportive of the proposals and are grateful that the feedback we provided via the parish council has been incorporated.</p>
(14) Local Resident, (Harpsden)	<p>Build Out - Support Road Narrowing - Support</p> <p>I accept the proposals and I am grateful that some action has been taken as this saga has been continuing for many years and the road has become dangerous with increased traffic avoiding jams in Henley and the erosion of people's property.</p>

	<p>I have one suggestion for you to consider at the last meeting I attended at Harpsden Parish council to once again discuss the road the residents who attended wanted a 20 m p h limit I agree with this point for the following reasons. At the present time cars and cyclists who have negotiated the unsighted corners of the lane rush with speed down the most inhabited part of the lane that is narrow and straight the cyclists have some difficulty in stopping at Lucy's corner and fall off there if there are oncoming cars who are also excited to meet the straight sighted part of the road. So, speed occurs in both directions in this area past hidden driveways.</p> <p>There several children in homes in this area some trying to walk to Gillotts school.</p> <p>There are arguments against this people argue it cannot be policed no one will adhere to the limit but it works in many villages around us for example Shiplake with much wider roads than Gillotts Lane. If implemented it would be the Law and in the case of an accident it is now possible for police to ascertain speed limits of those involved.</p>
(15) Resident, (Oxford)	<p>Build Out - Support Road Narrowing - No opinion</p> <p><i>No comments</i></p>

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Division(s): Thame and Chinnor

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020

SYDENHAM - SYDENHAM ROAD: PROPOSED TRAFFIC CALMING CHICANE

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of a traffic calming chicane at Sydenham as advertised.

Executive summary

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

Introduction

3. This report presents responses to a statutory consultation to introduce a traffic calming chicane at Sydenham.

Background

4. The above proposal as shown at Annex 1 has been put forward by Sydenham Parish Council, who have undertaken to fund the project subject to approval being given to proceed with the scheme.

Consultation

5. Formal consultation was carried out between 16 April and 15 May 2020. Public notices were placed in the immediate vicinity of the proposals and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Sydenham Parish Council and local County Councillor. Letters were also sent directly to approximately 55 properties in the area.
6. Eight responses were received. 5 (62%) in support, 2 objections, and 1 non-objection. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police have not objected to the proposal.
8. One objection was received from an adjacent premises/business on the grounds that the proposed siting of the chicane would prevent horse boxes and other delivery trucks from turning into the only access to Slade Farm, noting that lorries have to make a wide turn into the entrance to avoid getting their second or third axels suck in the roadside drainage ditch (on occasion, where a wide turn has not been made, the lorry has ended up stuck in the ditch and blocked the road to the village). The majority of lorries access Slade Farm from the B4445, which provides better access for HGVs compared to squeezing past parked cars in the village, therefore they currently use the part of the road exactly where it is proposed to put the south western element of the chicane.
9. An objection was also received from a local resident who while supporting the proposal in principle considered that under the present National circumstances with Covid-19 and the expenditure by National and local Government, it would be a significant loss of investment for the local authority.
10. Expressions of support were received from five members of the public on traffic safety grounds.
11. In response to the objections, the location of the proposed chicane will not affect HGVs turning in or out of the Slade Farm access, the manoeuvre is currently difficult due to the inadequate access width with lack of splays and the proposed chicane is far enough away not to be a factor. However, while giving no tangible benefit, it would be possible as a gesture to move the chicane location 3 metres further away from the Slade Farm access but it should not be moved further as it would then compromise the next access. The person objecting on the basis of finance may be unaware that this proposal is to be funded by the parish council and not the Highway Authority

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 Sydenham Parish Council.

Equalities Implications

14. The proposals are not considered to have any equalities implications.

JASON RUSSELL

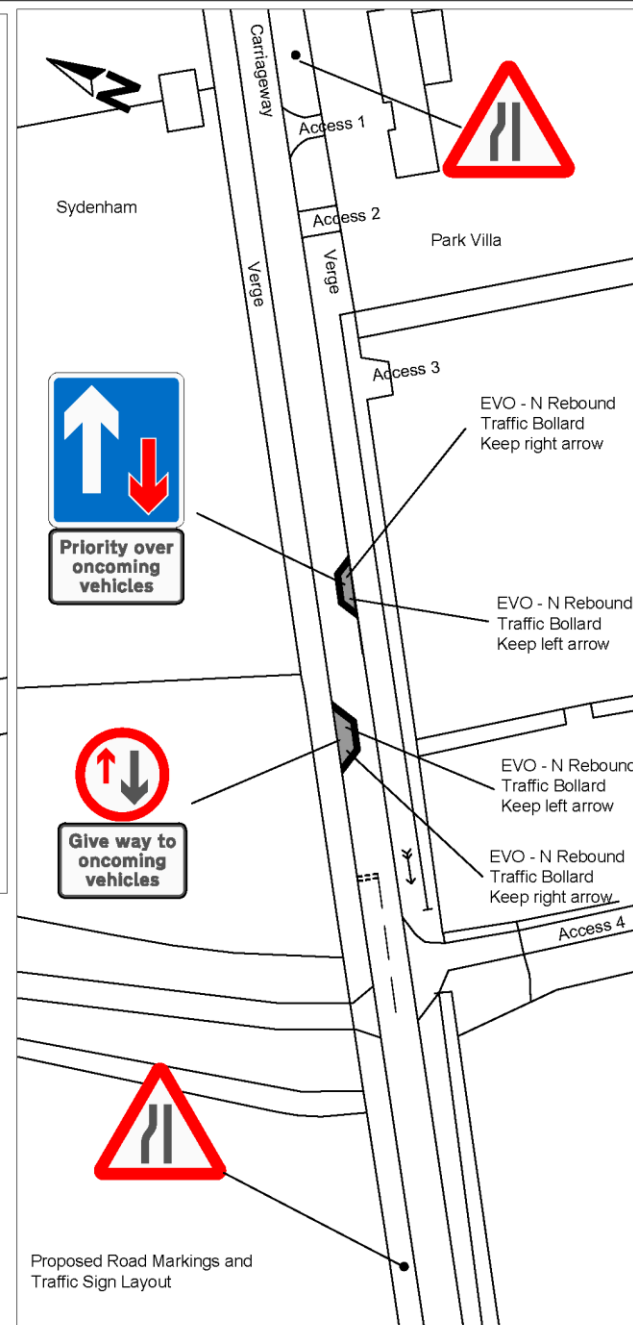
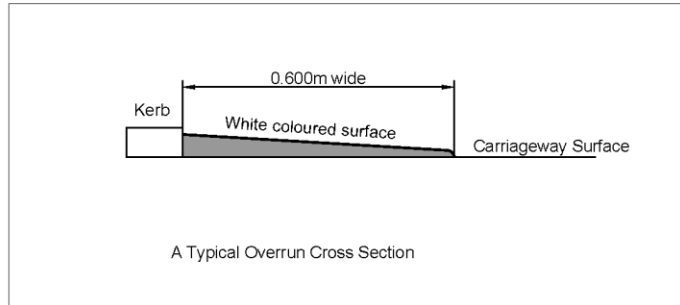
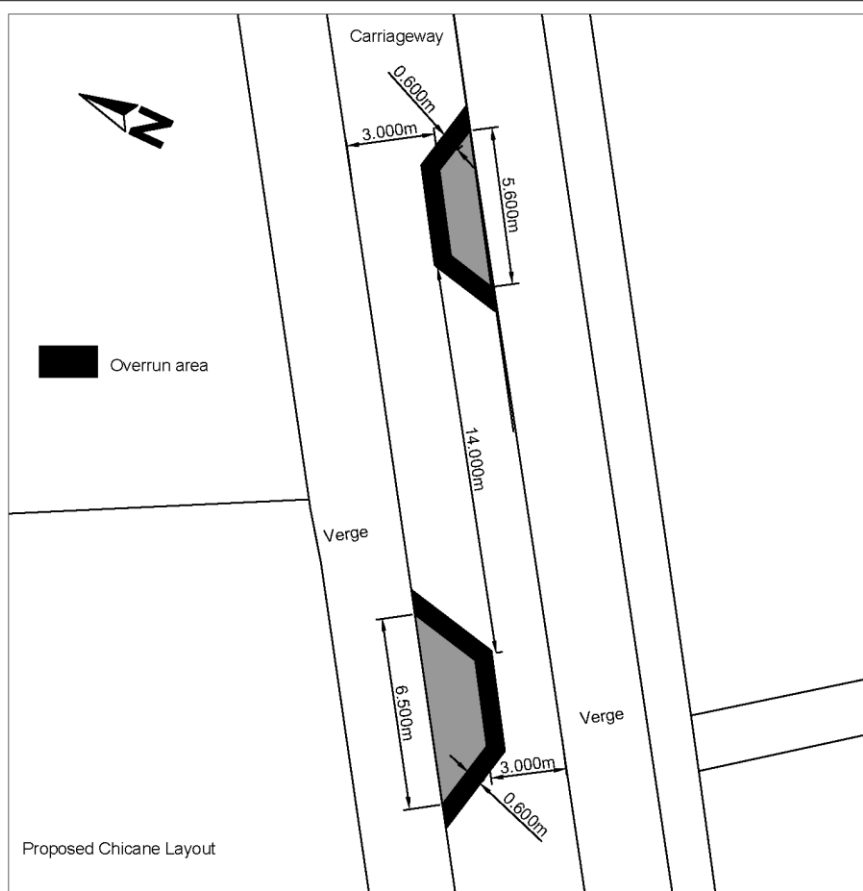
CMDE8

Interim Director of Community Operations

Background papers: Plan of proposed traffic calming chicane
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Ralph Green 07554 103318

June 2020



Drawing No.	Revision														
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<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION</p> <p>© Crown Copyright and Database rights 10023943 2017</p> <table border="1"> <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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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111</p>															
<p>Project title</p> <p>Sydenham Proposed Chicane</p>															
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Business, (Sydenham)	<p>Object – The proposed location of this chicane will prevent horse boxes and other delivery trucks from turning into the only access to Slade Farm OX39 4LH. All lorries have to make a wide turn into the entrance to Slade Farm, to avoid getting their second or third axels suck in the roadside drainage ditch (on occasion, where a wide turn has not been made, the lorry has ended up stuck in the ditch and blocked the road to the village). The majority of lorries access Slade Farm from the B4445, which provides better access for HGVs compared to squeezing past parked cars in the village, therefore they currently use the part of the road exactly where it is proposed to put the south western element of the chicane.</p> <p>Slade Farm is home to competition horses which require regular transportation and feed deliveries. The location of proposed chicane would make it impossible for this to happen. I look forward to a revised proposal from the County Council and am happy to assist in their planning of a more suitable location.</p>
(3) Local Resident, (Sydenham)	<p>Object – Whilst we would like to agree with the proposed plan from a safety point of view, my wife and I feel that under the present National circumstances re Covid 19 and the expenditure by National and local Government, it would be a significant loss of investment for the local authority.</p> <p>We regret that we are therefore not in favour.</p>
(4) Local Resident, (Sydenham)	Support – Sydenham is a cut through from the M40 for people going to Thame etc. The 30mph limit is ignored by most people therefore the need for more traffic calming.

CMDE8

(5) Local Resident, (Sydenham)	Support – Fully support the proposals, speeding has been a problem for many years
(6) Local Resident, (Sydenham)	<p>Support – Having lived on Sydenham Road for many years there is a chronic problem with speeding on this stretch. A speed survey was undertaken in January 2005 near to Slade Farm where an average speed of 45.8mph was recorded.and, on the basis of this data, the County Council's Safer Roads Partnership paid for the two VAS signs to be installed along Park View. The effectiveness of the VAS signs has lessened with time and familiarity and the Parish Council have regularly borrowed the portable Speed Indication Device from the local Police and have deployed it along this stretch of road recording details of speeding cars and passing the information to the Police for action. As a volunteer manning the equipment, I am constantly flabbergasted at the speeds at which some cars travel.</p> <p>As this is a straight stretch of road with good visibility the only effective option to slow the traffic is a build out and I wholeheartedly support the proposed traffic calming. scheme.</p>
(7) Local Resident, (Sydenham)	Support – I welcome any additional measures to combat the constant speeding traffic along Sydenham Road
(8) Local Resident, (Sydenham)	<p>Support – I was very pleased to receive your letter in respect to traffic calming measures planned for our village. I am in full support of any interventions designed to slow some of the excessive speeds we see with drivers passing through Sydenham.</p> <p>In all honesty I think we would have preferred for speed bumps to be introduced as I believe they provide a greater deterrent but, as a father of a three year old boy who loves riding his bike up and down the road, I wholeheartedly welcome the plans.</p>

Division(s): Faringdon

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE

FARINGDON: SOUTHAMPTON STREET & BERNERS WAY PROPOSED SHARED USE FOOTPATH / CYCLETRACKS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed widening of a footpath at Southampton Street and the proposed conversion of a footpath at Berners Way to provide sections of shared use footpath/cycle track.

Executive summary

2. The provision for cyclists and 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 and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to widen or convert sections of existing footpath at Southampton Street and Berners Way, Faringdon to create shared use footpath/cycle tracks.

Background

4. The above proposals as shown at Annex 1 and 2 have been put forward by Faringdon Town Council as part of providing an improved and safer cycle route between the Folly View housing estate including Folly Sports Park & The White Horse Medical Practice and the town centre, including Faringdon Junior School.

Consultation

5. Formal consultation was carried out between 11 March and 10 April 2020. A notice was published in the Oxfordshire Herald Series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Vale of White Horse District Council, Faringdon Town Council and local County Councillor. Street notices were

placed on site and letters sent to approximately 35 properties in the immediate vicinity adjacent to the proposals.

6. Thirteen responses were received. Two objections, nine (70%) expressions of support and two neither objecting nor supporting. 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

7. Thames Valley Police and the Vale of White Horse District Council have not objected.
8. Councillor Heathcoat the Local Member supports the proposals entirely.
9. Objections have been received from two local residents on the grounds of a) the southern end of Southampton Street and the footpath running up to Folly View housing estate are narrow routes where encouraging cycling will be detrimental to the safety of pedestrians and b) the scheme is not a necessary change, will not encourage any more people to use their bikes and, therefore, a waste of money and not a good use of County Council funds.
10. In response to the first point the southern end of Southampton Street is wide enough for pedestrians to share the carriageway with cyclists when necessary, the width of the footpath running up to Folly View will be maximised by siding out and cutting back the hedgerow and shared use signage provided along the routes to highlight the presence of both types of user.
11. In response to the second point, the scheme is being funded by Faringdon Town Council using Section 106 monies from the Folly View housing estate allocated to the specific purpose of providing an improved and safer cycle link between the estate and the town centre. It is hoped that the scheme will encourage more people to cycle this short distance.
12. The proposals also reflect the Department for Transport's current active-travel initiative to promote cycling during the Covid recovery phase.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

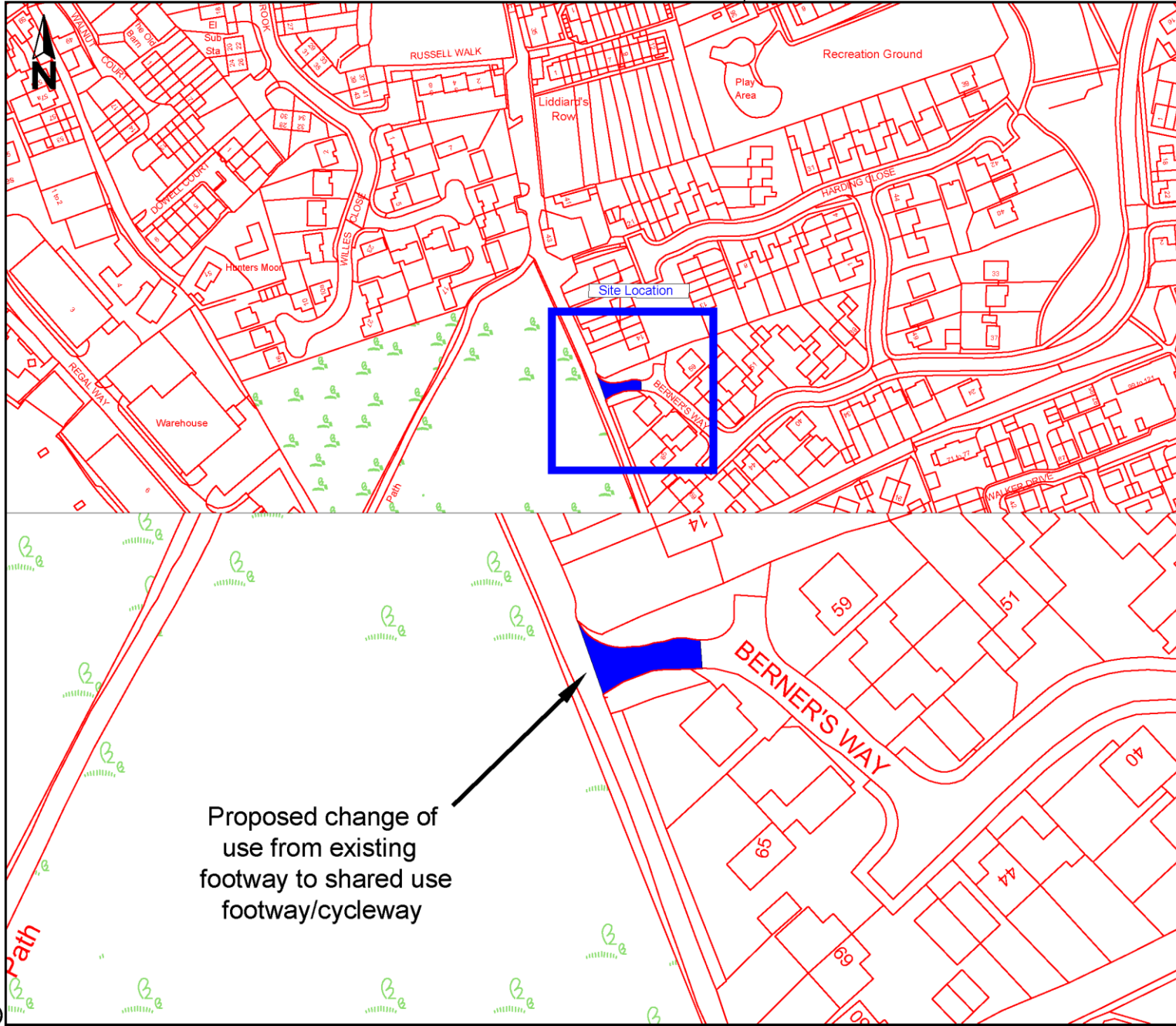
14. Funding for the proposed measures has been provided by Faringdon Town Council using Section 106 monies.

JASON RUSSELL
Interim Director of Community Operations

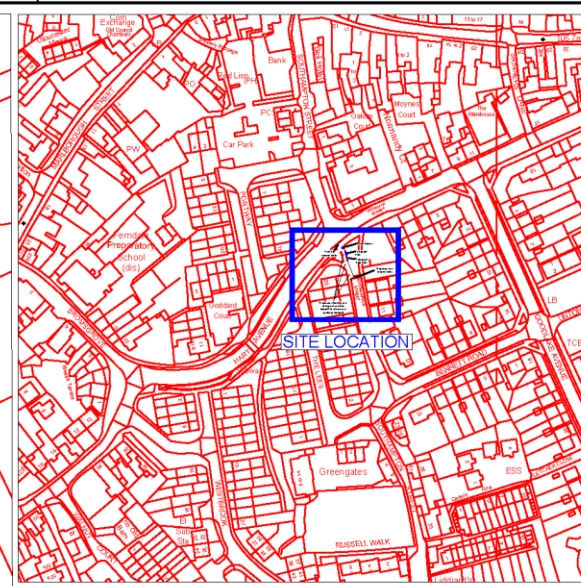
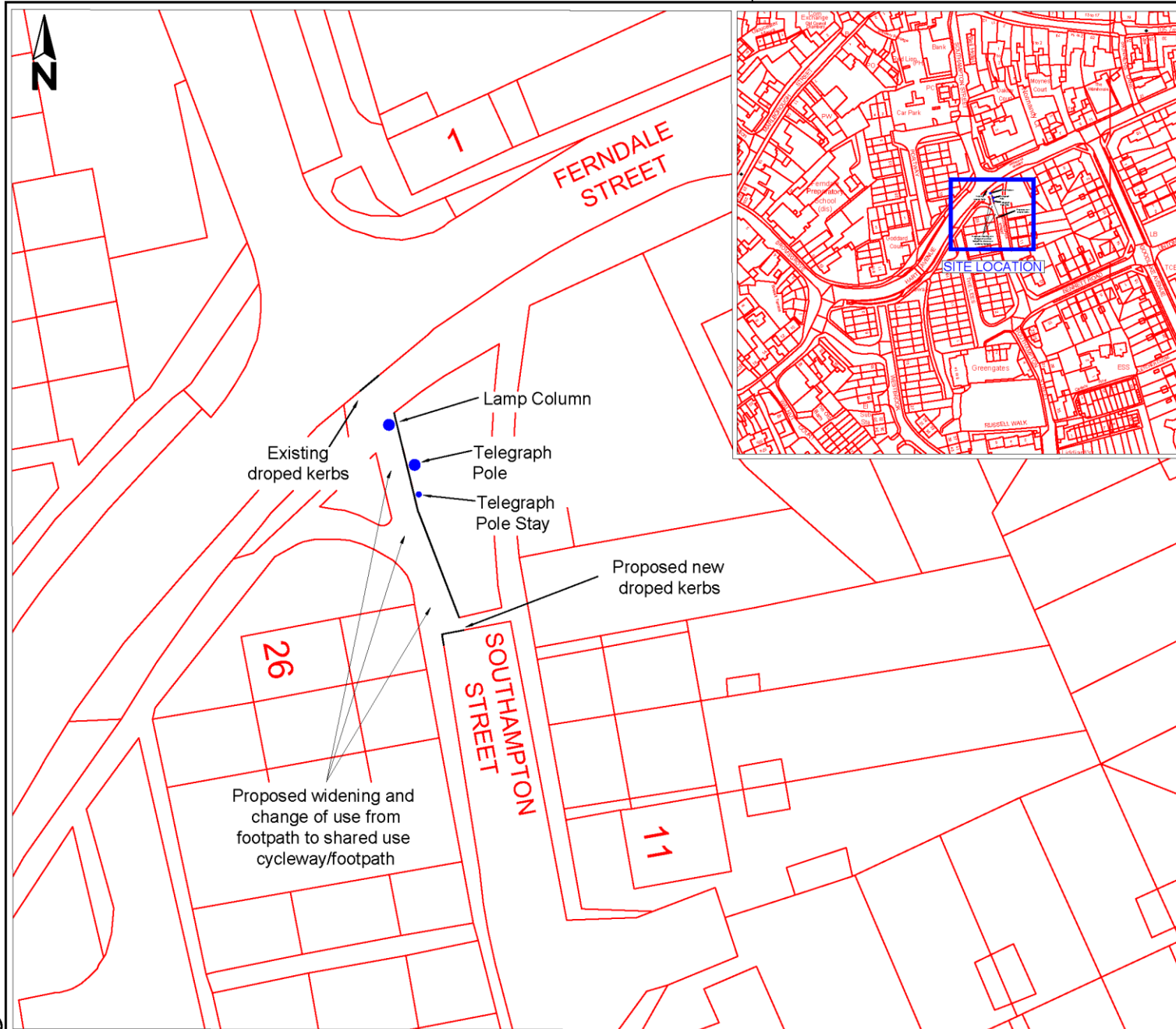
Background papers: Plans of proposed footpath works.
Consultation responses.

Contact Officers: Hugh Potter 07766 998704
Lee Turner 07917 072678

June 2020



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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local County Cllr, (Division)	Support – I support this entirely, I have no objections.
(3) Vale of White Horse District Council	No objection – Having reviewed the details of the schemes the Vale of White Horse District Council raises no objection.
(4) Local Resident, (Faringdon)	<p>Object (Southampton Street) – The plans for this proposal only show the start at Southampton Street and the entrance to Berners Way which is deceiving because Southampton Street crosses a road (Bennett Road/The Lees) and continues along a narrow road until it meets Berners Way. Southampton Street is usually always full of parked cars on both sides which means the very narrow pavement cannot be currently used by pedestrians and have to walk in the single-track road as it is. This also links to 'The Hobble' which is a pedestrian only route - turning Southampton Street into a bike route will only encourage people to cycle up this also. The safety of walkers must be considered in this plan which is currently ignored.</p> <p>This scheme is a pointless waste of money and it will not encourage any more people to use their bikes. Maybe a cycle route on the main Park Road would be a far better suggestion?</p>
(5) Local Resident, (Faringdon)	<p>Object (Berners Way & Southampton Street) – This is not a necessary change and so not a good use of limited OCC funds. It is no hardship for cyclists to get off and walk a few metres.</p> <p>The paths are widely used by children, old people and dog walkers, as a route to the medical centre. Shared use pedestrian / cycle paths of the proposed width are inherently dangerous to these populations due to the aggressive riding of some cyclists and the lack of any effective policing.</p>

	Signs reminding cyclists to dismount on the sections in question would be a better solution.
(6) Local Group, (CTC, Oxford)	<p>Support (Berners Way & Southampton Street) – This will improve permeability for cycling. From google street view (2008), please ensure:</p> <ol style="list-style-type: none"> 1. Vegetation is kept trimmed back. 2. The posts have visibility bands on to help visually impaired people, and so cycle users can see the posts in the dark. <p>While making sections like this shared use are useful, there is often poor signage/lining to show where the shared use ends and you can no longer cycle on the footway. What do you propose to show the end if the cyclable sections of footway to prevent cycle users continuing to cycle illegally on the footway, unaware the usage has changed?</p>
(7) Local Group, (Faringdon)	<p>Support (Berners Way & Southampton Street) – Both changes of use are essential for traffic-free bike access from the Town Centre to the Sports Ground (Berners Way) and to the Health Centre (Southampton St). They are wide enough to support shared use in accordance with OCC Guidance.</p> <p>We must make it easier for the public to leave their cars at home and cycle short distances to public amenities and to appointments at the health centre - thereby reducing traffic on the roads, reducing air pollution and improving personal fitness/ weight loss.</p>
(8) Local Resident, (Faringdon)	<p>Support (Berners Way) – It is hugely important to make cycling easier and safer to encourage more people to cycle. I hope this is just the beginning.</p> <p>I hope too as and when Park Road is resurfaced that proper provision for cycling is included. Painting a line, a meter/some distance from the kerb is inadequate, unsafe and goes against cycling safety advice, where cyclist are advised to position themselves further into the road.</p>
(9) Local Resident, (Faringdon)	<p>Support (Berners Way) – I support the idea of continuing a cycle way to join Berners Way to the existing track. However, I hope that thought is given to preventing motorcycles from using the route. A few years ago, a young person died as a result of riding a motorcycle on the track and then colliding with a wall.</p>

(10) Local Resident, (Faringdon)	Support (Berners Way) – About time provision for cycling came to the fore
(11) Local Resident, (Faringdon)	<p>Support (Berners Way & Southampton Street) – Both changes of use are essential for traffic-free bike access from the Town Centre to the Sports Ground (Berners Way) and to the Health Centre (Southampton St). They are wide enough to support shared use in accordance with OCC Guidance.</p> <p>We must make it easier for the public to leave their cars at home and cycle short distances to public amenities and to appointments at the health centre - thereby reducing traffic on the roads, reducing air pollution and improving personal fitness/ weight loss.</p>
(12) Local Resident, (Faringdon)	<p>Support (Berners Way & Southampton Street) – At the moment it's possible to cycle all the way from Park Road into town, with the exception of the short section between the two parts of Southampton Street which is being changed by this plan.</p> <p>In future could consideration for the short one way section of road at the northern end of Southampton Street, by the side of the Bell pub to be made two way just for cyclists ? It's narrow but there is space and it's not a very busy road. That would be the natural next step to open the town centre to cyclists (now it's necessary to cut through the car park).</p>
(13) Local Resident, (Faringdon)	Support (Berners Way & Southampton Street) – I'm not aware that only one of these can go ahead, provided there is enough support.

Division(s): Faringdon

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020

BUCKLAND – CARSWELL LANE: PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the 20mph and 30mph speed limits 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, local councils or other parties due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit and 30mph speed limit on Carswell Lane, Buckland in place of the existing national speed limit.

Background

4. The above proposals as shown at Annex 1 have been requested by St Hugh's School and, if approved, would be funded by the school.

Consultation

5. Formal consultation was carried out between 13 February and 13 March 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Buckland Parish Council, the local school and local County Councillor.

6. Five responses were received during the consultation. These are summarised in the table below:

Proposal	Support	Object	Neither	Total
20mph Speed Limit	3	0	2	5
30mph Speed Limit	3	1	1	5

7. The responses are recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police, while expressing no objection to the proposed 20mph limit, objected to the 30mph speed limit proposals on the grounds that no speed data had been received in support of this proposal and that in their opinion it is not consistent with guidance on setting local speed limits issued by the Department for Transport and noting that the road is a narrow country lane with no property frontage leading to a farm and a small number of dwellings where it terminates. Additionally, the police commented that there is no evidence that it is regularly used by any vulnerable road users, with most users of the road likely to be local or to live at this location.
9. The Vale of the White Horse District Council did not object.
10. Three members of the public, all local residents, supported the proposals.
11. Noting the police response, Thames Valley Police were forwarded a copy of the speed surveys on the 18 February 2020. It is accepted that the proposed 30mph speed limit is not fully consistent with either the national guidance on setting local speed limits or the Oxfordshire County Council speed limit policy but in considering their recommendation to nevertheless approve the proposal, officers have taken into account the support expressed by local residents and noted also that the proposal relates to a very lightly trafficked unclassified road which is also not a through route.

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 speed limit has been provided by St Hughs School.

Equalities Implications

14. No implications in respect of equalities have been identified in respect of the proposals.




JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed speed limits.
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 072678

June 2020

Drawing No. Revision 0

- Key**
-  Proposed 20 mph speed limit for a distance of 578 metres
 -  Proposed 30mph speed limit for a distance of 1100 metres
 -  Existing 50mph Speed Limit (to remain)

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OXFORDSHIRE COUNTY COUNCIL

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Project title
PROPOSED 20 MPH AND 30 MPH SPEED LIMIT

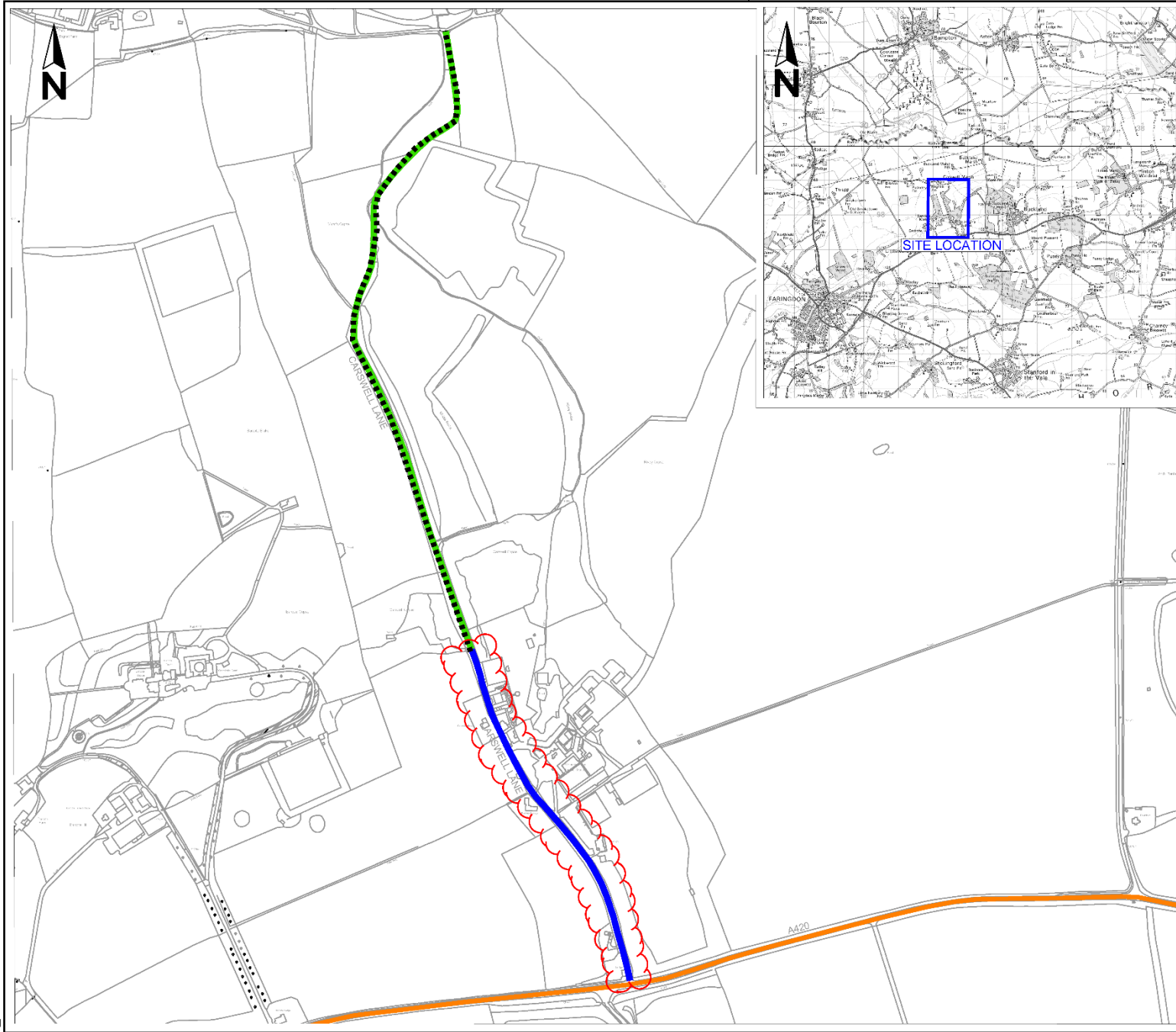
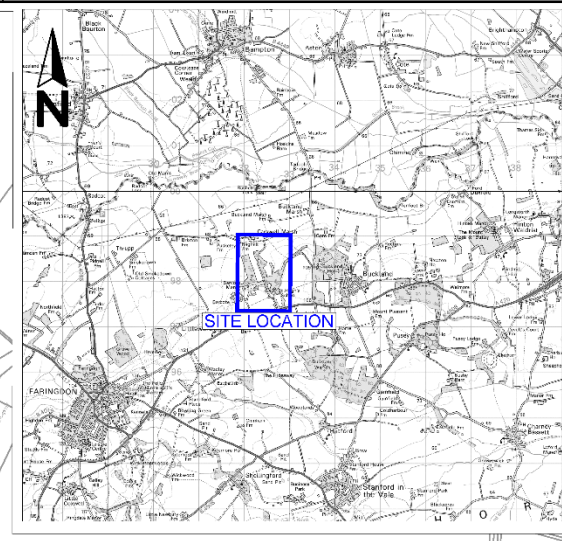
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CARSWELL LANE BUCKLAND

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Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>20mph Speed Limit – No objection 30mph Speed Limit – Object</p> <p>I am aware this proposal has been subject to a number of previous site visits over a number of years. In principle I do not object to the 20mph speed limit adjacent to the School despite one of the speed surveys showing an average above 24 mph. I understand this scheme will include a Vehicle Activated sign to address this.</p> <p>In relation to the proposed 30 mph speed limit. I object (due to the following reasons):</p> <ul style="list-style-type: none"> 15. No speed data has been received to support this, 16. The proposal completely ignores the advice contained within Circular roads 1/2013, 17. The road is a narrow country lane with no property frontage leading to a farm and a small number of dwellings where it terminates, 18. There is no evidence that it is regularly used by any vulnerable road users, and 19. Most road users I expect are local or live at this location.
(2) Vale of White Horse District Council, (Planning Services)	<p>20mph Speed Limit – No objection 30mph Speed Limit – No objection</p>
(3) Local Resident, (Buckland)	<p>20mph Speed Limit – Support 30mph Speed Limit – Support</p> <p>The speed and volume of vehicles on the road has increased and it is only a matter of time before someone, most likely a child is hurt. Lots of people walk dogs up and down the lane around the bends and drivers do not pay any attention to this.</p>

(4) Local Resident, (Carswell)	20mph Speed Limit – Support 30mph Speed Limit – Support I live on Carswell lane and the traffic speed has become increasingly a problem.
(5) Local Resident, (Carswell)	20mph Speed Limit – Support 30mph Speed Limit – Support <i>No comments.</i>