



Delegated Decisions by Cabinet Member for Environment (including Transport)

Thursday, 17 September 2020 at 10.00 am

Please note that due to guidelines imposed on social distancing by the Government this meeting will be held virtually [via this 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 the related reports attached. Decisions taken will become effective at the end of the working day on 25 September 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

September 2020

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

Note: Date of next meeting: 8 October 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 11th September. 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 (15th September).

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: Cowley Marsh and Hollow Way North - Proposed Amendments to CPZs (Pages 1 - 26)

Forward Plan Ref: 2020/109

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

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

Following approval by the Cabinet Member for Environment on 30 April 2020 of

new CPZs in the Cowley Marsh and Hollow Way North areas of Oxford, this report presents responses to a formal consultation on amendments as approved in principle at the above meeting following representations by the local member and other groups.

The Cabinet Member for Environment is RECOMMENDED to approve proposals as advertised for amendments to the above Controlled Parking Zones (CPZs) in the Cowley Marsh and Hollow Way North Area, but with regard to the proposals for Cricket Road and Bhandari Close to authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraphs 10-12 of the report CMDE4 and, if required, a further report be submitted to the Cabinet Member for Environment.

5. Oxford - Westgate Bus Link (Castle Street, Norfolk Street and Speedwell Street (West)) - Access for Taxis and Private Hire Vehicles (Pages 27 - 36)

Forward Plan Ref: 2020/058

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

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

Following a consultation in May 2018, the Cabinet Member for Environment at her decisions meeting in July 2018 approved an Experimental Traffic Regulation Order (ETRO) allowing taxis and Private Hire Vehicles (PHVs) to use the Westgate bus link in Oxford city centre (between Old Greyfriars Street and Paradise Street) during the day as a through route only i.e. no passengers to be picked up or dropped off. The timing for taxi and PHV use of the bus link was subsequently set at 7am to 7pm. The experiment started on 1 May 2019 and under the terms of the ETRO will end on 31 October this year. As with any ETRO, the first six months of the experiment served as the formal consultation period to help inform a decision about whether to make the arrangements permanent. Comments were received during that period and monitoring also took place then and afterwards.

The conclusion has been drawn that the Experimental Traffic Regulation Order (ETRO) that started on 1 May 2019 allowing the use of the Westgate bus link in Oxford by taxis and PHVs has shown that there have been no significant issues that should prevent these arrangements from being made permanent and the report before the Cabinet Member at this meeting details the responses received to the formal consultation during the first six months of the ETRO and addresses the content of the objections and concerns received.

The Cabinet Member for Environment is RECOMMENDED to make permanent the use of the Westgate bus link in Oxford city centre by taxis and private hire vehicles (PHVs) 7 days a week from 7am to 7pm.

6. Bloxham - Proposed Extension of 30mph Speed limit at A361 Banbury Road and Bloxham Grove Road (Pages 37 - 42)

Forward Plan Ref: 2020/032

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 extend the village 30mph speed limit on the A361 Banbury Road and Bloxham Grove Road at Bloxham put forward in connection with the approved development of a new school accessed from Bloxham Grove Road.

The Cabinet Member for Environment is RECOMMENDED to approve the 30mph speed limits on the A361 Banbury Road and Bloxham Grove Road as advertised.

7. Banbury - A361 Bloxham Road South of Banbury - Proposed Extension of 30mph Speed Limit and Prohibition of Motor Vehicles on Length Road Superseded by Revised Road Layout (Pages 43 - 50)

Forward Plan Ref: 2020/069

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 extend the 30mph speed limit on the A361 Bloxham Road (in place of the existing 40mph speed limit) and introduce a prohibition of motor vehicles restriction on part of the length of the Bloxham Road which is being superseded by a revised layout as part of the construction of a new roundabout as part of approved residential development and funded by that development.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on the A361 Bloxham Road and the introduction of a prohibition of motor vehicles restriction on part of the length of the Bloxham Road superseded by a revised road layout as advertised.

8. Upper Heyford - Camp Road: Proposed Zebra Crossing (Pages 51 - 62)

Forward Plan Ref: 2020/111

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

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

The report presents responses received to a statutory consultation to provide a zebra crossing on Camp Road, Upper Heyford proposed because of development of land adjacent to Camp Road at Upper Heyford for residential purposes and funded by that development.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of the zebra crossing on Camp Road Upper Heyford as advertised.

9. Chesterton - Alchester Road and Orchard Rise - Proposed Waiting Restrictions (Pages 63 - 102)

Forward Plan Ref: 2020/087

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 introduce waiting restrictions on Alchester Road and Orchard Rise at Chesterton to reduce the risk of obstructive parking as a result of the expansion of Chesterton Primary School and following discussions with representatives of Chesterton Parish Council. Oxfordshire County Council would fund the scheme as part of the expansion of Chesterton Primary School. However, in view of the high level of objection and concern received to this proposal it's considered that there should be further discussions with Chesterton Parish Council and the local member to identify if a less extensive scheme focussing on the immediate vicinity of the school on both Alchester Road and Orchard Rise would be more acceptable.

The Cabinet Member for Environment is RECOMMENDED to defer implementation of proposed waiting restrictions to allow further discussions with Chesterton Parish Council and the local member.

10. Cropredy - Proposed Extension of 30mph Speed Limit at Claydon Road and Williamscot Road (Pages 103 - 106)

Forward Plan Ref: 2020/071

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 extend the village 30mph speed limit on the Claydon Road and Williamscot Road at Cropredy following a request by Cropredy Parish Council and, if approved, funded by them.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on the Claydon Road and Williamscot Road as advertised.

11. North Hinksey: North Hinksey Lane and Lime Road - Proposed Waiting Restrictions (Pages 107 - 128)

Forward Plan Ref: 2019/133

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

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

The report presents responses received to a statutory consultation to introduce additional waiting restrictions at North Hinksey Lane and Lime Road, North Hinksey put forward as a result of concerns raised by the local member over the safety and movement of traffic in the area and, if approved, funded from her Councillor Priority Fund.

The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions on North Hinksey Lane and Lime Road, North Hinksey as advertised.

12. Witney - A415 Ducklington Lane & New Close Lane: Proposed Extension of 30mph Speed Limit and Waiting Restrictions (Pages 129 - 140)

Forward Plan Ref: 2020/112

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

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

The report presents responses received to a statutory consultation to extend the 30mph speed limit on the A415 Ducklington Lane to include the A415 Ducklington roundabout and introduce no waiting at any time restriction on both sides of New Close Lane put forward to mitigate safety issues in conjunction with the development of a new retail store accessed from New Close Lane and funded as part of that development.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on A415 Ducklington Lane to include the A415/A415 Ducklington roundabout and waiting restrictions on both sides of New Close Lane as advertised.

Division(s): Iffley Fields and St Marys; St Clement's and Cowley Marsh; Churchill and Lye Valley

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

OXFORD – COWLEY MARSH & HOLLOW WAY NORTH AREAS: PROPOSED AMENDMENTS TO CONTROLLED PARKING ZONES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve proposals as advertised for amendments to the above Controlled Parking Zones (CPZs) in the Cowley Marsh and Hollow Way North Area, but with regard to the proposals for Cricket Road and Bhandari Close to authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraphs 10-12 below and, if required, a further report be submitted to the Cabinet Member for Environment.

Executive summary

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.

Introduction

3. Following approval by the Cabinet Member for Environment on 30 April 2020 of new CPZs in the Cowley Marsh and Hollow Way North areas of Oxford, this report presents the responses to a formal consultation on amendments as approved in principle at the above meeting following representations by the local member and other groups, together with some further minor amendments identified by officers, as detailed below:

a) Cowley Marsh CPZ

(i) Bhandari Close, a change to the parking provisions so as to provide:

`A) Two Hour Parking Places 8.00am to 6.30pm every day (Permit holders are exempt from time limit)

B) Permit holders only 6.30pm to 8.00am on the following day, every day`
Location - both sides, from its junction with Cricket Road, north-eastwards for 53 metres.

Also to provide:

A) four hour parking places 8.00am to 9.30pm all days (permit holders are exempt from time limit)

B) permit holders only 9.30pm to 8.00am on the following day – all days;
Location - from a point 53 metres northeast of Cricket Road north-eastwards and north-westwards to the end of Bhandari Close.

(ii) **Barracks Lane**, to clarify that on the northeast side from a point 8 metres southeast of Herbert Close for 126 metres there will be:

A) Four Hour parking places 8.00am to 9.30pm all days (permit holders are exempt from time limit)

B) Permit holders only – 9.30pm to 8.00am on the following day – all days (this is unchanged).

(iii) **Barracks Lane, Northeast side**, from 12 metres northwest of Glanville Road, south-eastwards for 74 metres, will have the same `2 hour` provisions as Bhandari Close above.

(iv) **Cowley Road** Residents of Cowley Road (Nos.326 to 510 (even) and Nos.287 to 473 (odd) excepting Canterbury House will be able to apply for annual parking permits

(v) Additional lengths of no waiting at any time restrictions (double yellow lines) for the following locations:

Cricket Road: northeast side between its junctions with Drove Acre Road and Howard Street, and southeast side near its junction with Drove Acre Road;

Don Stuart Place: on both sides near its junction with Glanville Road

Ridgefield Road: On both sides near its junctions with Magdalen Road and Cricket Road and at its bend approximately 85 metres northeast of its junction with Cricket Road

b) Hollow Way North CPZ

(i) **Brasenose Driftway, Craufurd Road, Ridley Road and Rupert Road** - it is proposed to introduce no waiting at any time restrictions on both sides of these roads in the vicinity of their junctions with Horspath Road.

(ii) **St Francis Court** - is more appropriately placed to be listed within the Lye Valley order and will be transferred from the Hollow Way Order. It is also proposed to introduce no waiting at any time restrictions on both sides of St Francis Court at its junction with Hollow Way. The permitted parking measures and application procedures will be unchanged. There is to be a corresponding change to the descriptions of the Stated Areas of the 2 Zones to recognize this change.

(iii) Operators of Hotels and Guest Houses for properties at addresses within each Zone. will be eligible to apply for visitor's permits costing £1 each.

Consultation

4. Formal consultation on the above proposals and as shown at Annexes 1 & 2 was carried out between 30 July and 28 August 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 725 properties in the areas directly affected by the proposals which included the formal notice of the proposals on permit eligibility and costs. Additionally, street notices were placed on site in and around the area affected by the revised proposals .

Cowley Marsh area

5. 23 responses were received from individuals during the formal consultation. These are summarised in the table below:

Proposals	Object	Support	Concerns	Neither / No opinion
Barracks Lane	2	8	2	11
Bhandari Close	1	7	2	13
Cowley Road (Permit Eligibility)	5	7	4	7
Cricket Road	8	8	0	7
Don Stuart Place	2	9	2	10
Ridgefield Road	4	8	2	9
General Views	2	0	4	17

6. The individual responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.
7. Thames Valley Police did not object.
8. The remaining responses were from members of the public. Two of these raised strong concerns about the compliance of the current and previous consultation with the relevant national regulations on traffic regulation orders. The County Council is confident that this is not the case and that all addresses within the area have received the information required to comment on the proposals affecting them. Some additional responses also raised concerns about the principle of the CPZs in these areas as approved at the Cabinet Member for Environment delegated decisions meeting on 30 April 2020.
9. The remaining responses as detailed at Annex 3 were very diverse but, as can be seen in the above table, were, on balance, supportive of all the specific proposals, with the exception of the proposed additional waiting restrictions in Cricket Road, where an equal number of respondents supported and objected to the proposals. Those objecting cited concerns that

the loss of approximately 6 parking spaces would cause significant difficulties for residents and their visitors in the immediate vicinity.

10. A specific concern was also expressed about the length of the proposals for Bhandari Close, with suggestions being made for adjustments to reduce the risk of obstructive parking.
11. Noting the above, officers will review the details of the proposals for Cricket Road and Bhandari Close to identify if any minor adjustments are appropriate in consultation with the local member.
12. Some respondents raised concerns over the Cowley Road and it is confirmed that a wider review of parking here will be carried out.
13. Additionally, as noted in the report considered at the Cabinet Member for Environment delegated decisions meeting on 30 April, it is suggested that a review of the whole scheme is carried out approximately 12 months after the implementation of the CPZ, but with a review of its impact specifically on the Cowley Road being carried out within six months of its implementation.

Hollow Way North area

14. Four responses were received from individuals during the formal consultation. These are summarised in the table below:

Proposals	Object	Support	Concerns	Neither / No opinion
St Francis Court within Lye Valley CPZ	1	2	0	1
Hotels & Guest Houses eligibility	1	0	0	3
Brasenose Driftway DYL	1	1	0	2
Craufurd Road DYL	1	1	0	2
Ridley Road DYL	1	1	0	2
Rupert Road DYL	1	1	0	2

15. The individual responses are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.
16. Thames Valley Police did not object.
17. The small number of other responses were from members of the public. The proposed eligibility of hotel and guest house permits is a standard provision in CPZ orders in Oxford. The proposed no waiting at any time restrictions (DYL) cover the lengths of the road near junctions where the Highway Code in any case advises that people should avoid parking.

How the Project supports LTP4 Objectives

18. 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)

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

Equalities Implications

20. No equalities implications have been identified in respect of these proposals.

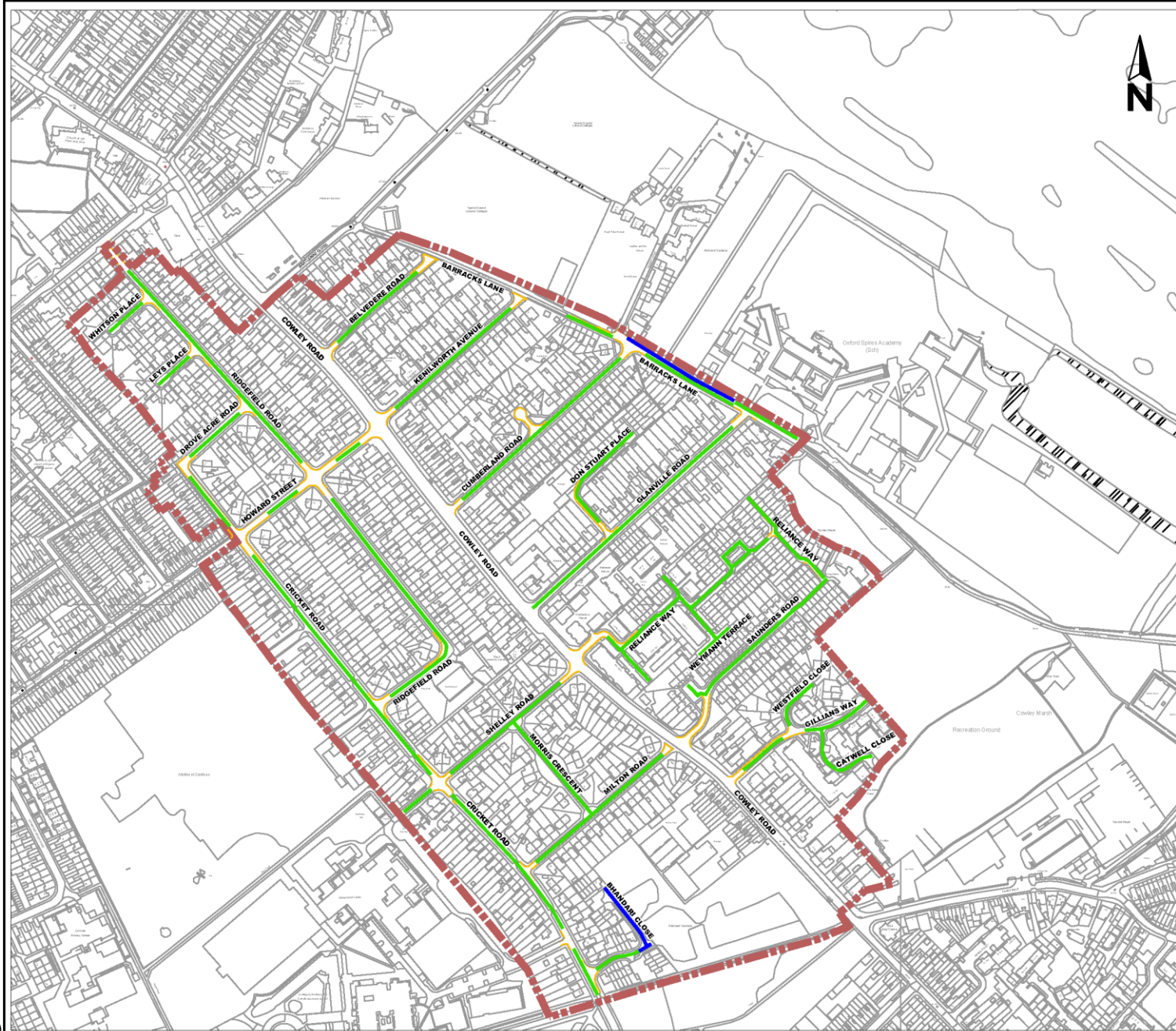
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zones
 Consultation responses

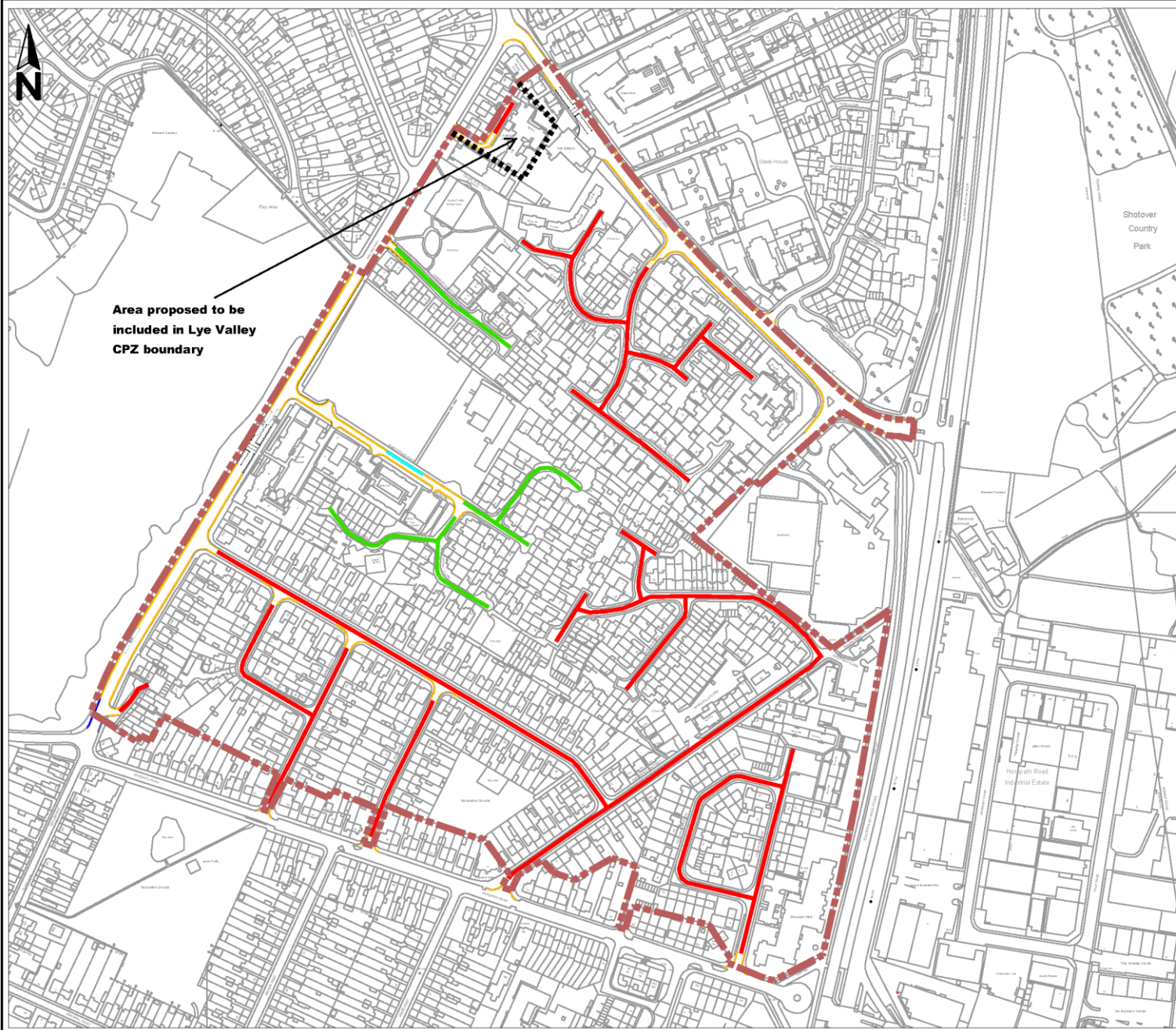
Contact Officers: Hugh Potter 07766 998704
 Jim Whiting 07584 581187


September 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 4 hours shared parking, 8.00am - 9.30pm, Mon-Sun and Permit Holders Only parking 9.30pm - 8.00am Resident and visitor permit holders exempt from the time limit									
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Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Drawn	Checked	Approved			
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<div> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p> </div>									
Project title COWLEY MARSH CONTROLLED PARKING ZONE									
Drawing title PROPOSED RESTRICTIONS									
Drawing Status <div> <p>Scale @ A3 N.T.S.</p> <p>Drawn by JaC</p> <p>Checked by Date drawn 11/19</p> <p>Approved by Date checked Date approved</p> </div>									
Oxfordshire Project No. & File Ref									
Drawing No.		Revision							
		0							

ANNEX 1



Drawing No.			Revision 0		
Key					
<div><div></div> Zone boundary</div> <div><div></div> Proposed 'No Waiting at Anytime' (double yellow lines)</div> <div><div></div> Proposed 30 minute parking, 8.00am - 4.00pm, Mon-Fri and 2hr parking 4.00pm - 6.30pm Mon-Fri. 2hr parking 8.00am - 6.30pm Sat-Sun. Resident and visitor permit holders exempt from the time limit. Permit holders 6.30pm - 8.00am.</div> <div><div></div> Proposed 2hr shared parking 9am to 5pm Monday to Friday Resident and visitor permit holders exempt from the time limit</div> <div><div></div> Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am Resident and visitor permit holders exempt from the time limit</div> <div><div></div> Existing 'No Waiting at Anytime' (double yellow lines)</div>					
<div>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895</div>					
Rev.	Date	Purpose of revision		Drawn	Checked/Approved
<div><div></div><div><div>OXFORDSHIRE COUNTY COUNCIL</div><div>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</div></div></div>					
<div><div>Project title</div><div>HOLLOW WAY NORTH</div></div>					
<div><div>Drawing title</div><div>PROPOSED RESTRICTIONS</div></div>					
<div><div>Drawing Status</div><div><div>Scale @ A3</div><div>Drawn by JaC</div><div>Checked by</div><div>Approved by</div></div><div><div>N.T.S.</div><div>Date drawn 09/19</div><div>Date checked</div><div>Date approved</div></div></div>					
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ANNEX 3 (Cowley Marsh CPZ Amendments)

RESPONDENT	SUMMARISED COMMENTS
<i>A. Specific Email Responses</i>	
(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 Resident, (Oxford)	<p>Object – Following the proposed amendments to the original notice -these amendments were advertised in the Oxford Times Thursday 30th June 2020. However due to the scale of the amendments which are detailed in the new proposal the law on consultation states that a whole new constitution should be carried out with an adequate time scale for the residents of Cowley Marsh to respond and put forward their proposed ammendments and comments.</p> <p>The Law state's CPZ planning act 2008 breach of section's 47 duty to consult local community.</p> <p>Section 48 duty to publicise</p> <p>Section 49 duty to take account of responses to the consultation.</p> <p>Therefore letters should have been sent to all the residents of the proposed Cowley Marsh CPZ, with the details of the ammendments so that they had the opportunity to respond.</p> <p>New notices should have been put up on all the lamp posts with in the proposed Cowley Marsh zone.</p> <p>I have been speaking to residents in the above said zone and they are now going to seek advice from a law firm that deals with civil law.</p> <p>The case is now going to be sent to the ombudsman detailing the case of how poorly this consultation process has been handled.</p> <p>Resident's will also be writing letters of complaint to the MP and their city and county councillors.</p> <p>Therefore I would advise you to not carry on with the implementation of the Cowley Marsh proposed CPZ until all these matters are dealt with.</p>
(3) Local Resident, (Oxford)	Object – There now needs to be a public enquiry. complaint that cant be overcome, that is not vexacious, or malicious at the time of the making up of the order, and which is not withdrawn, shall statutorily lead to a public enquiry; this CPZ does not conform to regulation 4 TSRGD.

(4) Local Resident, (Oxford)	<p>Concerns - businesses on both sides of the corner of Howard Street using the pavement and hard standing to park cars on despite no dropped kerbs or right of way. Instead they either mount the pavement across a bus stop or through the pedestrian crossing point.</p> <p>Is this a point that will be addressed as part of enforcing the CPZ or could further measures be taken to prevent parking (unless of course I have misunderstood that their parking is illegal).</p>
(5) Local Resident, (Oxford)	<p>Concerns – as below</p> <ul style="list-style-type: none"> • The proposed CPZ does not include the stretch of Rymers Lane outside Florence Park, where no parking restrictions apply. I have already observed overnight and commuter parking here and fear that the CPZ will only make matters worse. This stretch of Rymers Lane is sometimes very congested already. • I assume that some of the '4 hour' parking spaces will be along the hedge between Bhandari Close and the allotments. My question is who is responsible for maintaining this hedge. For the past 13 years, I have been maintaining this hedge myself (largely single-handedly) but may be unable to continue doing so if cars are parked alongside it. Without regular maintenance, brambles and other plants will soon grow into the parking spaces potentially making them unusable as parking areas. • I am in favour of the Cowley Marsh Area CPZ but would like re-assurance that no pavement parking will form part of the scheme (ie where parking bays are designated partly on the pavement and partly on the roadway). • The parking at the far end of Bhandari adjacent to 29 Bhandari obstructs the turning head required by large vehicles. Additionally it obstructs the access to the driveway of no 29 driveway. I have highlighted this on the attached plan, and request that no parking is provided in the area coloured yellow. • At the other end of the proposed parking adjacent to the gates to the allotment, there is a pinch point on the turn of the road where large vehicles often find it difficult to make the turn, such that parking in the area coloured yellow there will also cause problems, and should be left clear.
(6) Local Resident, (Oxford)	<p>Concerns – I live on Cowley Rd, Oxford and have a ongoing serious issue with cars parked outside our property which quite next to the Shelley road bus stop. Because this bus stop does not have any white zig zag line or yellow lines next to</p>

	<p>it,which stops people to park next to the bus stop.we have some drivers parking there without realizing they are blocking our view of traffic from across the street.</p> <p>we are quite next to the bus stop already makes our road visibility limited anyway but when we have people parking next to the bus stop,which is outside our house,we have almost zero visibility of traffic coming from across the road(Glanville Road). Specially mpv cars or cars with tinted windows makes it very difficult not only for us but also for drivers coming from Glanville road aswell are not able to see us coming out of our driveway,we had near misses in past which made me have camera installed in my car to prove if anything happens than I am not at fault.</p> <p>We also have pedestrian crossing in the middle of the road out side our drive aswell, when a car is parked there pedestrian have to go around these cars.on the other side of the road there are double yellow lines on same spot.</p> <p>I would also like to highlight that last year gentleman from council were doing surveys on road and they also have put double lines marking on footpath at this part, clearing they saw that there was a need for double lines here because it was next to bus stop and there is pedestrian crossing aswell.</p>
(7) Local Resident, (Oxford)	<p>Concerns – The pavement outside 42-58 Saunders Road very clearly needs some DYs because it's impossible to walk along at the moment because of the parked cars completely obstructing it. We bought our home new on Reliance Way in 2004, in full confidence that the Highways authority would maintain the low vehicle nature of the development that was in the planning permission by only allowing parking on designated private areas and NOT on the estate road. That has completely failed and I am beyond disappointed. When will Oxford's car addiction and the County Council's pandering to it end?</p>
(8) Local Resident, (Oxford)	<p>Concerns – I am very concerned about the new parking zone the County Council is proposing to establish in Reliance Way, and in particular with reference to the back of the estate facing Cowley Marsh where I live.</p> <p>My garage, my downstairs toilet and my front door face directly onto the road. If there were parking spaces allocated directly in front of these they would make the design of this house absurd, unless they were specifically reserved for me. (Further down the same terrace, the Council has been awarding residents driveways, and this issue doesn't arise at all for No 8,6,4 Reliance Way.)</p> <p>If you are planning to put a double yellow line around my property and the adjoining ones, where do I park? The parking opposite me (No 9,11,13,15 Reliance Way) is taken up by the houses directly in front of them, and there is enough</p>

	<p>squabble over spaces already without me wanting to increase neighbourly distress further.</p> <p>My suggestion is that you leave the back of Reliance Way as it is, without introducing a parking zone, for any alternative will have serious repercussions for me and my neighbours.</p>
<i>B. Bhandari Close, Barracks Lane & Cowley Road Permit Eligibility - Objections, Concerns & Comments</i>	
(9) Local Business, (Oxford)	<p>Cowley Road Permit Eligibility - Object</p> <p>As a business we rely heavily on having parking around our premises so this will cause us to lose the majority of our customers if it becomes a controlled parking zone</p>
(10) Local Resident, (Oxford)	<p>Bhandari Close - Neither/Concerns Barracks Lane - Neither/Concerns Cowley Road Permit Eligibility - Neither/Concerns</p> <p>I'm not living in that area.</p>
(11) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Support</p> <p>The parking situation in these areas has become horrendous over the years. People are parking their cars in this area and going to work on buses and leaving cars for lengthy periods. Residents struggle to find parking because of this. Also students occupy HMOs in this area and they all have cars. This has caused over crowding and people parking cars dangerously on bends blocking views of on coming traffic.</p>
(12) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Neither/Concerns</p>

	<p>I'm relieved that residents on the Cowley Road will at least be able to apply for permits but would still like to request that at least a small section is kept for permit holders only so we don't always have to park in side streets. (obviously , I'd like this to be the section by 498- 510 Cowley road but any small section nearby would be fine) I see that residents of Cowley Road have mostly voted against permits but I think this is because many have drives and multiple vehicles. Also many residents across the road park on the wider pavement outside their houses. There really is no parking left during the day here and I don't really understand why residents have voted against. I realise my case is now weak but thought it worth having another try. One reason given is there are changes planned to the Cowely road but these seem a long way off and no details have been given. I don't think one or two permit holder signs would make much difference to any plans. Just to add I've appreciated the timely response to my requests during this process and can see that clearly my concerns have been at least acknowledged and considered.</p>
(13) Local Resident, (Oxford)	<p>Barracks Lane - Support</p> <p>The Barracks Lane amendment supports the needs of parents dropping off and picking up from Oxford Spires Academy.</p>
(14) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Neither/Concerns</p> <p>On this particular stretch of Cowley Road, there is a problem with people parking their cars fully on the pavement, especially on the widest bit between Gillians Way and Marsh Road. You can see this on Google Street View - loads of them. If they can't be bothered to park elsewhere when there are no restrictions in place, I don't see how giving them the generous opportunity to part with £65/year for a permit (and that's assuming they're residents rather than opportunistic visitors to the area) will make a blind bit of difference. How will our pavements be kept clear? Cowley Road needs double yellow lines, and enforcement, all the way along.</p>
(15) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Neither/Concerns</p> <p>Support Bhandari and Barracks Lane amendments - I believe this will benefit users of both sets of allotments.</p>

	<p>Concerned about Cowley Road residents getting permits - I suspect this will result in many of these residents parking in the side streets, reducing the beneficial impact of the CPZ.</p>
<p>(16) Local Resident, (Oxford)</p>	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Support</p> <p>its a much needed change that should have been done long ago.It is impossible to find parking when we have visitors and they can't park anywhere near the property, some time not even on the same road because all the parking places have been taken by out of town commuters.</p> <p>Other than anything else, pedestrian crossing junctions need big improvements on Cowley road, cars parked on either side of the junction,makes it difficult for pedestrians with a pushchair or school kids, with bikes, to go around these parked cars which is very dangerous on such a busy road,specially at school run times, as they are vulnerable to the upcoming fast vehicles.This poses a risk of an accident waiting to be happened. Drop curbs and double yellow lines are much needed near junctions on Cowley road. I don't think making junctions safe should be delayed any further.</p>
<p>(17) Local Resident, (Oxford)</p>	<p>Cowley Road Permit Eligibility - Support</p> <p>This is a much improved proposal regarding Don Stuart Place double yellow lines. Also, thank you for excluding the student accommodation at Canterbury House from being able to apply for permits as they were the most important cause of the parking problems in Don Stuart Place.</p> <p>I would just like to add that some of the parking spaces on Don Stuart Place are part of the freehold of each property and should therefore be excluded from the scheme as they are private property.</p>
<p>(18) Local Resident, (Oxford)</p>	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Support</p> <p>CPZ long overdue</p>

(19) Local Resident, (Oxford)	<p>Cowley Road Permit Eligibility - Object</p> <p>As a resident of Reliance Way, I find it appalling that the Council is considering permit parking in a development which already contains numbered parking spaces corresponding to the properties. I live in a property with two allotted parking spaces just outside the property, and the spots are used by myself and my housemate without issue, as is the case for all of the parking spaces surrounding ours. We do not have a need or desire for permit parking in Reliance Way and I would expect the Council to see that doing so would only causing grief to the residents of Reliance Way.</p> <p>Please amend the plans to remove Reliance Way from the permit parking area. It has a numbered parking system which is already in place and functioning well.</p>
(20) Local Resident, (Oxford)	<p>Bhandari Close - Neither/Concerns Barracks Lane - Neither/Concerns Cowley Road Permit Eligibility - Support</p> <p>To many cars who are not resistant.</p>
(21) Local Resident, (Oxford)	<p>Cowley Road Permit Eligibility - Support</p> <p>I would like to strongly propose that cowley road is included in the CPZ.</p> <p>I live at 343 cowley road and strongly support that we will be able to apply for a permit however I worry that parking will get considerably more difficult after the CPZ is introduced and all those who do not qualify for permits will be competing for the few places in cowley road.</p> <p>I have 4 young children (8,6 and 2 year old twins). Currently we can usually park right outside our house and getting all 4 kids in safely along with our gear is safe. However should we need to park much further away, possibly in a side road with the. "Benefit" of our permit it will be much more challenging to load and unload the car of children and belongings safely, which my wife often need to do singlehandedly.</p>

	<p>Please include cowley road in the CPZ.</p> <p>On a second point. We have a child minder who looks after our twins in our house 2 days a week. Are we able to apply for a permit for her car? Possible on a business permit position? She drives from didcot and works 12 hour shifts, as my wife and I are both hospital doctors, so it is not practical for her to use public transport.</p>
(22) Local Resident, (Oxford)	<p>Cowley Road Permit Eligibility - Object</p> <p>Your proposal discriminates against residents who do not have a car like us because we have made this choice to protect the environment. So we only use a car intermittently when we rent or borrow a car for a specific purpose eg. to travel to visit elderly relatives. Currently our household will not get a residents' permit because we do not have a car and a registration number. Instead we will have to purchase visitors permits for ourselves or ask for temporary permits as though we had a replacement car. This favours those with cars. You should provide free visitor permits to households that do not have a car in the same way you propose for those over 70. This might encourage fewer people to own cars.</p>
(23) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Object</p> <p>The permit plan is reasonable however the addition of double yellow lines on the north side of the road eliminates six existing parking spaces which we need and use daily. Since there have been no traffic safety incidents due to the current situation there is no need for double yellows which will severely inconvenience all of us (many families, HMOs on this street).</p> <p>In addition, no clear rationale for it is given in your document which states only that: Cricket Road, Don Stuart Place and Ridgefield Road: Additional lengths of no waiting at any time restrictions (double yellow lines).</p>
(24) Local Resident, (Oxford)	<p>Barracks Lane - Object Cowley Road Permit Eligibility - Object</p> <p>Myself and my other university friends who occupy houses around Cowley have to drive to work or to university sport events which requires us to have our cars with us. Putting more restrictions in around the area will cause such an issue</p>

	<p>for students like us as we cannot all get permits or if we do it comes at a great cost for which our loan does not cover.</p> <p>These roads are extremely helpful for students like us, who won't need a permit the whole year and especially due to covid-19 it allows us to go back to our families hassle free knowing we won't have to use public transport.</p>
(25) Local Resident, (Oxford)	<p>Bhandari Close - Object Barracks Lane - Object Cowley Road Permit Eligibility - Support</p> <p>The permit plan is reasonable however the addition of double yellow lines on the north side of the road eliminates six existing parking spaces which we need and use daily. Since there have been no traffic safety incidents due to the current situation there is no need for double yellows which will severely inconvenience all of us (many families, HMOs on this street).</p>
<i>C. Cricket Road, Don Stuart Place & Ridgefield Road – Objections, Concerns & Comments</i>	
(26) Local Business, (Oxford)	<p>Cricket Road - Object</p> <p>I live on cricket road and run my childminding business from my address. I had a driveway put in in May 2018 as I was unable to park outside my own house. I have parents dropping off and picking up and they need to be able to park across my drive to do this safely. Double yellow lines across my driveway would mean they are unable to park and it will cause problems</p>
(27) Local Business, (Oxford)	<p>Ridgefield Road - Object</p> <p>Howard Street and Ridgefield Road are the streets most used by our customers so again this will greatly impact us</p>
(28) Local Resident, (Oxford)	<p>Cricket Road - Object</p> <p>I am a resident of Cricket Road (North end by Drove Acre) and we are experiencing constant difficulties finding spaces to</p>

	<p>park on our street. It was challenging before, but since the CPZ was introduced to surrounding streets it has become untenable and we frequently cannot find space at all on our street. In addition to the overflow from the new CPZ we have a resident who parks two ambulances on the street, in addition to their household's 2 large cars (so 4 cars for one household), and there is a car with let-down tyres that has been parked on the street for about 2 years. All of this creates overwhelming pressure on parking availability at the North end of Cricket Road.</p> <p>I have a small children so parking on another street is really inconvenient at the best of times, let alone when I have bags to unpack. I and my neighbours were therefore surprised to see this new proposal for double-yellow lines on our street. This will effectively remove about 6 much needed parking spaces. There is no clear reason given - in the 'reasons given' document it cites pressure from CPZ overflow which makes no sense.</p> <p>We have never had issues with large delivery vehicles or the bin lorry getting around the corner so it makes no sense for that reason either.</p> <p>Please could you advise the reason for the proposed double yellow lines, as it very much seems like there will be no improvement in parking availability once the CPZ is implemented, despite us having to pay for permits.</p>
(29) Local Resident, (Oxford)	<p>Cricket Road - Object Don Stuart Place - Neither/Concerns Ridgefield Road - Object</p> <p>There is no need of parking restrictions in my area. This measure will make my life very difficult and the parking of people that come and visit a misery. Why do you insist on these measures? I guess it's just to make some money out of the penalty charges and that's UNFAIR!</p>
(30) Local Resident, (Oxford)	<p>Don Stuart Place - Support</p> <p>Corner and pavement parking has been a persistent and frequent nuisance at the Glanville/Don Stuart junction.</p>
(31) Local Resident, (Oxford)	<p>Cricket Road - Object Ridgefield Road - Neither/Concerns</p>

	<p>I am concerned about the proposal to add double yellow lines in Cricket Road between Drove Acre Road and Howard Street. This will mean the loss of at least six parking spaces in an area where it is already often difficult for residents to find a space to park. For example, if I return to the street after 10pm (or even after 7pm) it is often impossible to find a space to park in this section of Cricket Road (or anywhere nearby). At this time of day, the vehicles almost certainly belong to local residents, who will presumably all be eligible for permits. The CPZ might make this less of a problem, (if evening spaces are currently taken by vehicles owned by drivers outside the zone), but the loss of six parking spaces will make a significant difference to availability for those of us who purchase permits. The new restrictions on Ridgefield Road, opposite the playground (sometimes resorted to when nowhere else is available) will also mean the loss of some spaces.</p>
(32) Local Resident, (Oxford)	<p>Ridgefield Road - Neither/Concerns</p> <p>I would like to ask the following in relation to Ridgefield Road:</p> <ol style="list-style-type: none"> 1. Outside my house (the stretch from 25 to 27) there is space for two cars to park. Unfortunately if the whole stretch is free then very often people park in the middle of it. This means other cars often squeeze in either end, often partly blocking the entrance to my drive. My question is, will each individual parking bay be designated with white lines? I would very much prefer this, as otherwise I will see no benefit from the scheme. 2. The consultation only mentions Cowley Road residents as being able to have residents' permits. Can you confirm that residents of other streets, specifically Ridgefield Road, will also be able to have them?
(33) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>The parking situation in these areas has become horrendous over the years. People are parking their cars in this area and going to work on buses and leaving cars for lengthy periods. Residents struggle to find parking because of this. Also students occupy HMOs in this area and they all have cars. This has caused over crowding and people parking cars dangerously on bends blocking views of on coming traffic.</p>

(34) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Good decision. Safer.</p>
(35) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>These additional 'no waiting at any times' restrictions will improve safety.</p>
(36) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Additional double yellow lines are always a positive, but again, enforcement is needed.</p>
(37) Local Resident, (Oxford)	<p>Cricket Road - Object</p> <p>Object strongly to the additional No Waiting on the section of Cricket Road between Drove Acre Road and Howard Street. Adding these restrictions will remove approximately 6 parking spaces in the section of Cricket Road that has the most difficulties with parking as things stand. There have been no issues with traffic at the junction of Howard Street, and making the section between numbers 9 and 11 No Waiting removes up to 3 parking spaces. The traffic flow on the corner with Drove Acre could be adequately resolved by making just the north-east corner itself No Waiting, (leaving the current parking space outside numbers 1-3 and the spaces outside numbers 2-10).</p> <p>This section of Cricket Road was expecting to benefit greatly from this CPZ, and now they appear to be being punished for their support. I do not recall any responses to the original consultation that suggested reducing parking availability in this section, and see no benefits from doing so.</p>

(38) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Because its dangerous,when cars are parked here and it causes traffic jam specially at school run time.</p>
(39) Local Resident, (Oxford)	<p>Don Stuart Place - Support</p> <p>No comments.</p>
(40) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Vehicles blocking corners of road a danger to all road users</p>
(41) Local Resident, (Oxford)	<p>Cricket Road - Support Ridgefield Road - Support</p> <p>Too many cars parked too closed to junctions and on corners</p>
(42) Local Resident, (Oxford)	<p>Cricket Road - Support Don Stuart Place - Neither/Concerns Ridgefield Road - No opinion It's busy road</p>
(43) Local Resident, (Oxford)	<p>Cricket Road - No opinion Don Stuart Place - No opinion Ridgefield Road - No opinion</p>

	Because those without a car but who rely on intermittent rental are penalised
(44) Local Resident, (Oxford)	<p>Cricket Road - Object Don Stuart Place - Support Ridgefield Road - Support</p> <p>The permit plan is reasonable however the addition of double yellow lines on the north side of the road eliminates six existing parking spaces which we need and use daily. Since there have been no traffic safety incidents due to the current situation there is no need for double yellows which will severely inconvenience all of us (many families, HMOs on this street).</p> <p>In addition, no clear rationale for it is given in your document which states only that: Cricket Road, Don Stuart Place and Ridgefield Road: Additional lengths of no waiting at any time restrictions (double yellow lines).</p>
(45) Local Resident, (Oxford)	<p>Cricket Road - Object Don Stuart Place - Object Ridgefield Road - Object</p> <p>Myself and my other university friends who occupy houses around Cowley have to drive to work or to university sport events which requires us to have our cars with us. Putting more restrictions in around the area will cause such an issue for students like us as we cannot all get permits or if we do it comes at a great cost for which our loan does not cover.</p> <p>These roads are extremely helpful for students like us, who won't need a permit the whole year and especially due to covid-19 it allows us to go back to our families hassle free knowing we won't have to use public transport.</p>
(46) Local Resident, (Oxford)	<p>Cricket Road - Object Don Stuart Place - Object Ridgefield Road - Object</p> <p>No clear rationale for it is given in your document which states only that: Cricket Road, Don Stuart Place and Ridgefield Road: Additional lengths of no waiting at any time restrictions (double yellow lines).</p>

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ANNEX 4 (*Hollow Way North CPZ Amendments*)

RESPONDENT	SUMMARISED COMMENTS
(47) 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 .
<i>A. St Francis Court & Hotels & Guest Houses eligibility – Objections, Concerns & Comments</i>	
(48) Local Resident, (Oxford)	<p>St Francis Court - Support</p> <p>St Francis Court is being used for commuter parking to the Churchill complex, (there is a local bus stop almost opposite!), since this road is omitted from the Lye Valley restrictions. It makes sense for this road to be included.</p>
(49) Local Resident, (Oxford)	<p>St Francis Court - Object Hotel & Guest Houses - Object</p> <p>I don't want it.</p>
(50) Local Resident, (Oxford)	<p>St Francis Court - Support</p> <p>Please consider DYL to protect the driveways that accesses into St Francis Court (234 Hollow Way).</p>
<i>B. Brasenose Driftway, Craufurd Road, Ridley Road & Rupert Road – Objections, Concerns & Comments</i>	

(51) Local Resident, (Oxford)	<p>Brasenose Driftway - Support Craufurd Road - Support Ridley Road - Support Rupert Road - Support</p> <p>There is currently some bad parking on some of these road junctions. As a regular cyclist along these roads, I am aware that visibility is sometimes badly restricted, which causes potential dangers.</p>
(52) Local Resident, (Oxford)	<p>Brasenose Driftway - Object Craufurd Road - Object Ridley Road - Object Rupert Road - Object</p> <p>I don't want it.</p>

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Division(s): Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2019

OXFORD – WESTGATE BUS LINK (CASTLE STREET, NORFOLK STREET AND SPEEDWELL STREET WEST) – ACCESS FOR TAXIS AND PRIVATE HIRE VEHICLES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to make permanent the use of the Westgate bus link in Oxford city centre by taxis and private hire vehicles (PHVs) 7 days a week from 7am to 7pm.

Executive summary

2. It is the view of officers that the Experimental Traffic Regulation Order (ETRO) that started on 1 May 2019 allowing the use of the Westgate bus link in Oxford by taxis and PHVs has shown that there have been no significant issues that should prevent these arrangements from being made permanent. This report details the response to the formal consultation during the first six months of the ETRO. This includes addressing the content of the objections and concerns received.

Introduction and background

3. Following a consultation in May 2018, the Cabinet Member for Environment at her decisions meeting in July 2018 approved an Experimental Traffic Regulation Order (ETRO) allowing taxis and Private Hire Vehicles (PHVs) to use the Westgate bus link in Oxford city centre (between Old Greyfriars Street and Paradise Street – shown at **Annex 1**) during the day as a through route only i.e. no passengers to be picked up or dropped off. The timing for taxi and PHV use of the bus link was subsequently set at 7am to 7pm. The experiment started on 1 May 2019 and under the terms of the ETRO will end on 31 October this year.
4. As with any ETRO, the first six months of the experiment served as the formal consultation period to help inform a decision about whether to make the arrangements permanent. Comments were received during that period and monitoring also took place then and afterwards - as allowed in the regulations, the experiment can continue to run for up to eighteen months.

Consultation

5. Formal consultation on the proposals started on 1 May 2019 and ended on 31 October. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Local Bus Companies, Oxford City Council, the local County Councillor and the local City Councillor. Letters were sent to approximately 60 properties in the immediate vicinity of the proposals.
6. In total, 21 responses were received. Eighteen via the online system. Fourteen out of 21 supported the proposals and 7 either objected or raised concerns.
7. Summaries of the responses are at Annex 2 with the full detail being available for inspection by county councillors.

Response to objections and concerns

8. City of Oxford Licensed Taxicab Association (COLTA) supported the experiment as did the Oxford Bus Company. The latter's support was on the basis that the level of taxi and PHV use remained broadly stable and was not detrimental to bus operations on the bus link. Since the submission of their response, there have been no reports from bus operators about taxis or PHVs having a negative impact on bus operations in this location.
9. Of those objecting, one objected generally to allowing taxis and PHVs any more access in the city centre because of what they considered was poor driver behaviour in general. No evidence was given by the objector to support this concern and officers, therefore, do not believe this is a reason not to make the experiment permanent. Poor and dangerous driving behaviour is a matter for the police to take action on.
10. Another objector felt that the council should not be promoting more vehicle access to the city centre in favour of walking and cycling. Officers take the view that for those unable to walk, cycle or take the bus, taxis and PHVs offer a viable alternative mode of travel to the city centre. In any case, officers do not believe that the addition of taxis and PHVs to the Westgate bus link has had anything other than a very minor impact on the use of that part of the road network for pedestrians and cyclists. Apart from some concerns on this point being raised by people living on the bus link (see below), no concerns have been raised about the experiment by pedestrians or cyclists or groups representing these users.
11. One objection was on the basis that the experiment did not go far enough; access should be given to taxis and PHVs for 24 hours a day. However, access was only allowed as a through route and during the daytime because that is when taxis were experiencing by far the most delays on the alternative routes e.g. Oxpens Road/Hollybush Row. Also to prevent the possibility of additional noise disturbance for residents at night time.

12. Three further objections were from people living in or owning property on the bus link (one objection was sent on behalf of the Tennyson Lodge Residents' Company).
13. These objections all raised concerns about the impact of the additional taxi and PHV traffic on pedestrians, particularly in crossing the road. Since the start of the experiment, there have been no recorded accidents involving pedestrians or cyclists and taxis and PHVs on the bus link. There is also only limited anecdotal evidence that the additional vehicle movements have had a negative impact on people crossing the road or cycling along it.
14. Two of the submissions from bus link residents raised the point that not all taxis and PHVs were abiding by the terms of the experiment i.e. only between 7am and 7pm and no dropping off or picking up passengers. This is something that the Cabinet Member for Environment had been very clear about when agreeing to the experiment. Photographic evidence of some breaches of the terms of the experiment was supplied by a resident of Tennyson Lodge.
15. As a result, the county council commissioned a CCTV survey over three separate days in the first week of December 2019 (two weekdays and one weekend day) in the vicinity of the bend in the bus link opposite Tennyson Lodge/Paradise Square by Le Pain Quotidien/John Lewis. This found there to be an average of 7 incidents each day between 7am and 7pm of taxis or PHVs dropping off or picking up passengers.
16. Officers have written to COLTA and the city council licensing department to ask them to remind drivers of taxis and PHVs that dropping off and picking up of passengers on the bus link is not allowed.
17. Whilst some taxis and PHVs have been seen to use the bus link outside of the permitted hours (including dropping off and picking up passengers), there is now a new enforcement system using number plate recognition technology which automatically issues tickets/fines to taxis and PHVs using the bus link between 7pm and 7am. The system also addresses the issue of illegal use of the bus link by private cars at any time of the day – 2 of the bus link residents responding to the consultation were concerned that allowing taxis and PHVs to use the bus link would encourage private motorists to think they could do the same.
18. Another concern from residents of the bus link is the negative impact of the additional vehicles on air quality. However, the evidence from the ongoing monitoring by the city council in Norfolk Street does not show any clear pattern of worsening of air quality as a result of the experiment; the figure for October 2019 (27.3 micrograms per cubic metre) is only slightly higher than October 2018 (25.8). Levels of Nitrogen Dioxide in the street are still well below the recommended maximum of 40 micrograms per cubic metre.

19. Clearly all aspects of the new arrangements, should they be made permanent (as recommended by officers), will continue to be kept under review. Air quality and accidents are continuously monitored as a matter of course and we will continue to take seriously any further reports of taxi and PHV drivers dropping off and picking up of passengers on the bus link. This can be taken up with drivers through the ongoing liaison with COLTA and the city council licensing department.

How the Project supports LTP4 Objectives and Equalities Implications

20. The proposals would help facilitate the safe movement of traffic. Taxis and PHVs also play an important role in ensuring people with mobility and sensory impairments can get to the city centre especially if they do not have access to a car. For those relying on taxis and PHVs for travel to and across the city centre, particularly in a westbound direction, it is reported by COLTA that there have been journey time savings as a result of taxis having been allowed to use the bus link. There is no evidence that the addition of taxis and PHVs has had a negative impact on the efficient operation of buses in and through the city centre.

Financial and Staff Implications (including Revenue)

21. No further capital funding is required to make the permanent Traffic Regulation Order allowing taxis and PHVs to use the Westgate bus link. The new ANPR enforcement system already in place for bus gates and lanes in the city will automatically flag any excessive use of the bus link from 7pm to 7am. That said, the enforcement system should ordinarily keep contraventions of the TRO by taxis and PHVs to a minimum.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Consultation responses
CMD report and minutes from 12 July 2018

Contact Officers: Craig Rossington 07880 945891
Hugh Potter 07766 998704

September 2020



RESPONDENT	SUMMARISED COMMENTS
(1) City of Oxford Licensed Taxicab Association (COLTA)	Support – no additional comment
(2) Online response (Oxford resident)	Support – no additional comment
(3) Online response (Oxford resident)	Support – no additional comment
(4) Online response (Abingdon resident)	Support – no additional comment
(5) Online response (Oxford resident)	Object - Many taxis drive safely, but a significant number of them drive fast, dangerously and aggressively in central Oxford, and allowing them to do so on more roads would decrease safety for pedestrians and cyclists. They already drive down roads that they're not allowed to, flouting the "no motor vehicles" signs in the city centre. They shouldn't be granted more access unless they can behave responsibly and lawfully with the access that they currently have.
(6) Online response (Oxford resident)	Object – no additional comment
(7) Online response (Oxford Bus Company)	Support - subject to the level of taxi use remaining broadly stable. Please could this be kept under review to ensure that the number of taxis and private hire vehicles using the bus lane does not become detrimental to the operation of buses.

(8) Online response (Oxford business)	Support - The route helps get passengers to the railway station and bus station when the Oxpens Road is completely congested as a result of traffic to the Westgate. This route is a life saver for taxi and buses helping passengers to get to their destinations. In the trial period I have seen no incidents. The route must remain open
(9) Online response (Oxford resident)	Support - Black cabs must be allowed to use Westgate Centre route 24 hours a day to save the money of all their passengers and especially in busy hours like weekend nights to clear the town quickly.
(10) Online response (Oxford resident)	Object – Local licensed taxis should be granted access 24hrs a day. Doesn't believe the current arrangements are fair. This is negligence by local authorities to restrict taxis from services and to serve the many public citizens who wish to use alternative public transport.
(11) Online response (Oxford resident)	Support – no additional comment
(12) Online response (Oxford resident)	Support - Taxis should be allowed 24/7 to avoid traffic as they used to be able to do before the Westgate was built. Especially when all the cabs are low emission. At the moment taxis are making a long circle around the city to get to Carfax and they are making more and more carbon footprint.
(13) Online response (Oxford resident)	Support - Allows taxis to take potentially raucous revellers away from the city centre quickly and safely as possibly, reducing the likelihood of unpleasant scenes and wasting of police time.

(14) Online response (Oxford resident)	Support - As a regular user of the taxis on the station and often getting stuck down the Oxpens Road I am getting home a lot quicker since this route has been initially opened up to Taxis and PHVs
(15) Online response (Oxford resident)	Support - If the access is linked with the new zero emission vehicles taxis should be allowed 24/7 access through the Westgate link route. There is a link to card payment in taxis being mandatory - if the licensing department make that part of their policy all the taxi drivers will buy new zero emission vehicles. For now it should remain 7pm to 7am and county council should wait till licensing department makes card payment mandatory.
(16) Online response (Oxford based group/organisation)	Support – no additional comment
(17) Online response (Oxford resident)	Support - I am a taxi driver in Oxford and drive a Hackney carriage. By extending the link route to full time permission for us to use the link route will help us to clear out the city centre a bit quicker and public would not have to wait on the ranks as long because this will reduce our time to go round the city even at night times.
(18) Online response (Oxford resident)	Object - Increasing any sort of non-public transport traffic in and around the very walk-able and cycle-able streets of the centre of Oxford is counter to aims of the overall idea of reducing traffic and emissions in central Oxford. It is bad on principle and introducing significantly greater traffic from taxis on those roads will be bad in practice. Westgate should be encouraging visitors to arrive by non car means. This is an issue that should be addressed by addressing the Westgate parking and queuing issue and general congestion reduction not by granting taxis the ability to skip the queues. For pedestrians and cyclists a car driven by a taxi is no different to a privately owned car. Re-introducing cars to those areas is a terrible idea.

(19) Email response (member of the public)	Concerns – lots of students from the further education college walk across Norfolk Street – taxis using the bus link pose an increased risk to these pedestrians. If taxis continue to be allowed to use the link, the permission should avoid peak hours and a speed limit should be added, enforced by cameras.
(20) Owner of Tennyson Lodge property	<p>Concerns - highlights that the terms of the experiment are being ignored, namely taxis only allowed 7am to 7pm and only then as a through route. Taxis have been observed using the bus link 7apm to 7am and also dropping off/picking up passengers. Also that drivers of private cars are now more tempted to use the bus link – following PHVs through the restriction points.</p> <p>Also raises the possibility that allowing taxis and PHVs has had a negative impact on air quality on and adjacent to the bus link.</p>
(21) Tennyson Lodge Residents' Company	<p>Concerns – observes that the conditions of the experiment were being regularly ignored (only to be used by taxis and PHVs 7am to 7pm and no dropping off and picking up of passengers). Photographic evidence has been supplied to the council.</p> <p>Drivers of private cars appear to have been following taxis/PHVs into the bus link.</p> <p>Concern expressed about the impact of taxis and PHVs on the safety of pedestrians and cyclists – it is now harder for people to cross the road.</p> <p>The experiment could have an adverse impact on air quality.</p>

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Division(s): Bloxham and Easington

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

BLOXHAM – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AT A361 BANBURY ROAD & BLOXHAM GROVE ROAD

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the 30mph speed limits on the A361 Banbury Road and Bloxham Grove Road as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to extend the village 30mph speed limit on the A361 Banbury Road and Bloxham Grove Road at Bloxham.

Background

4. The above proposals as shown at Annex 1 have been put forward with the approved development of a new school accessed from Bloxham Grove Road.

Consultation

5. Formal consultation on the proposal was carried out between 25 June and 24 July 2020. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bloxham Parish Council, Cherwell District Council and local County Councillor.
6. Six responses were received. 3 in support for both proposals, 2 objections and 2 non-objections. These are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposed speed limits but did note a concern in respect of both road safety and congestion with access construction and parking in Bloxham Grove Road. That will be forwarded to the relevant teams within the County Council for their consideration.
8. Bloxham Parish Council expressed the view that the speed limit on the A361 not be reduced from 50mph to 30mph but from 50mph to 40mph, until the limit reduces to 30mph anyway as the A361 enters Bloxham. The 30mph speed limit to Warriner School along Bloxham Grove Road was supported but they requested further traffic calming measures all the way along Bloxham Grove Road and additionally suggested consideration also be given to making the entrance to Bloxham Grove Road 'no entry & access only', especially given the increase in traffic which will arise from the new SEN School.
9. The comments of the parish council on the A361 speed limit changes – which also include the proposed changes on the A361 within Banbury which were consulted on at the same time – are noted, but it is considered that the speed limits are consistent with Department for Transport guidance on setting speed limits. Their request for measures on Bloxham Grove Road will also be forwarded to the relevant teams within the County Council for their consideration.
10. Cherwell District Council did not object to the proposed extension of the 30mph speed limit on the A361 and Bloxham Grove Road but noted that a number of additional highway works were required to be undertaken for the new school which did not form part of the current consultation, but it is assumed that these changes will be consulted upon separately.
11. An objection was received from a member of the public, not a resident of Oxfordshire, to both the proposed speed limit reductions; this objection appeared to be generic and did not reference any local considerations.
12. Expressions of support were received from Tudor Hall School, and a member of the public.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed speed limit has been provided from the school development funding by Oxfordshire County Council.

Equalities Implications

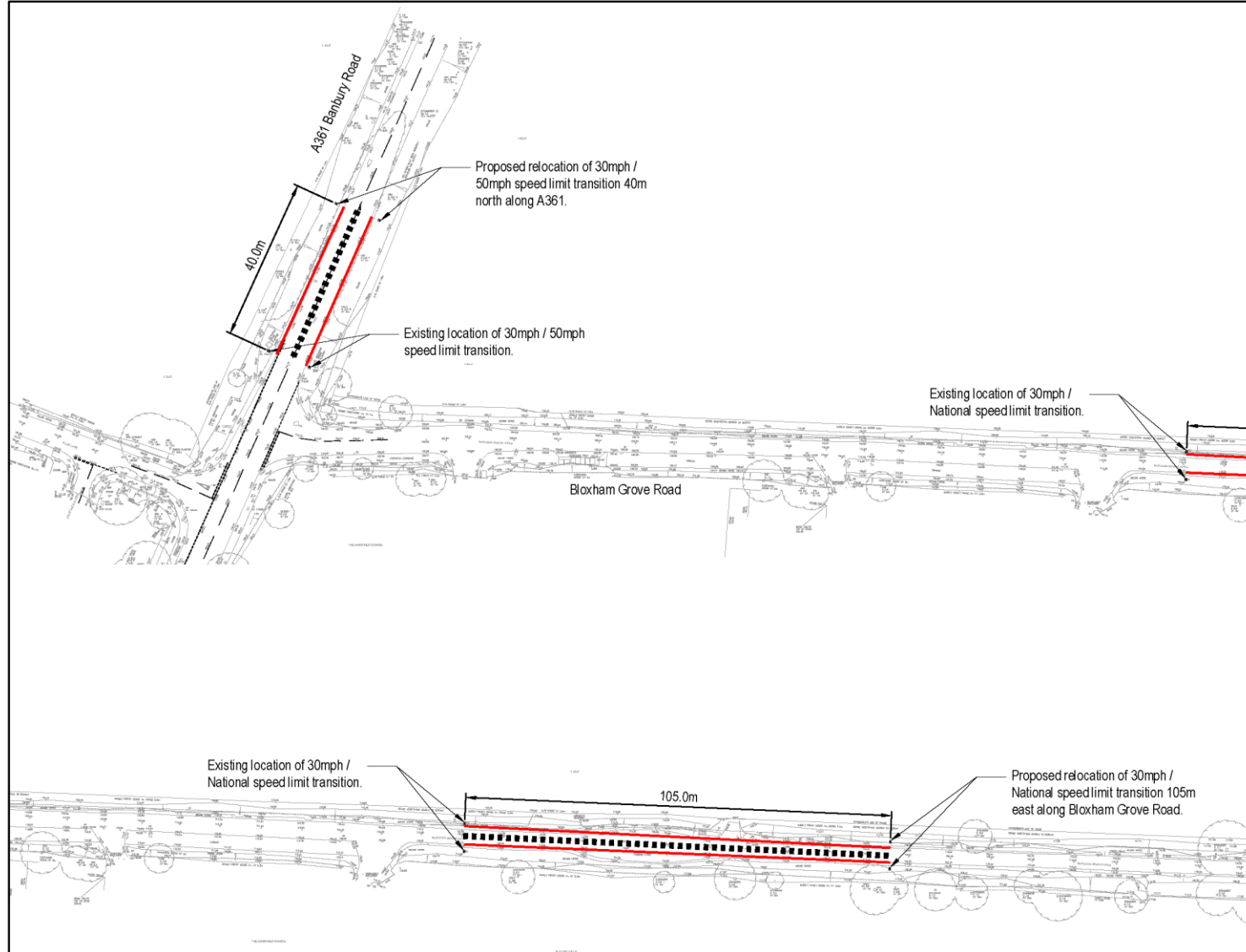
15. No equalities implications have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation plan
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Adam Barrett 07919 175889

September 2020



NOTES:

1. Do not scale from this drawing
2. Drawing is to be read in conjunction with all relevant project drawings and documents
3. Topographical information taken from survey carried out by MK Surveys, plan reference: 25791 Rev -, dated July 2018.

P02	Amended as per Highway Officer comments.	20.05.20	JL	JB	TE
P01	Issued for Consultation	08.11.19	JL	JB	TE
Mark	Revision	Date	Drawn	Chkd	Apd



SCALING NOTE: Do not scale this drawing. Any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

Bloxham Grove Academy

A361 Banbury Road and Bloxham Grove Road TRO Consultation Plan

Client	  				
Date of Td Issue 08.11.2019	Designed JB	Drawn JL	stantec.com/uk		
A3 Scale 1:500	Checked JB	Approved TE	Copyright reserved The copyright is at design and drawing is the property of Stantec. It is reproduced or used for any purpose other than that authorised by Stantec is forbidden.		
Drawing Number 45479-BGA-FBA-XXX-XX-DR-TE-0003	Revision P02				

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The new development will move the village urban character south and the revised plan for the 30mph limit appears appropriate.</p> <p>My concern will be with access construction and the school adjacent to Bloxham Grove Road and road safety with parking and congestion potentials. Are any planning consent mitigation measures in place?</p>
(2) Bloxham Parish Council	<p>A361 Bloxham Road 30mph Speed Limit - Object Bloxham Grove Road 30mph Speed Limit - Support</p> <p>The speed limit on the A361 not be reduced from 50mph to 30mph but from 50mph to 40mph, until the limit reduces to 30mph anyway as the A361 enters Bloxham.</p> <p>The 30mph speed limit to Warriner School along Bloxham Grove Road be supported, but further traffic calming measures are required all the way along Bloxham Grove Road. Consideration could also be given to making the entrance to Bloxham Grove Road 'no entry & access only', especially given the increase in traffic which will arise from the new SEN School.</p>
(3) Planning Department, (Cherwell District Council)	<p>No objection – In relation to the works to extend the speed limit on the A361 and Bloxham Grove Road the Planning Department note that these are required in connection with the proposed new school. It is noted that a number of additional highway works are required to be undertaken for the new school which do not form part of the current consultation, but it is assumed that these changes will be consulted upon separately.</p>
(4) Local School (Banbury)	<p>A361 Bloxham Road 30mph Speed Limit - Support Bloxham Grove Road 30mph Speed Limit - Support</p> <p>Tudor Hall School notes and supports the plan to close a section of the existing A361 carriageway when the new</p>

CMDE6

	<p>roundabout to the Wykham Farm Site is opened. The School notes that a section of the existing grass verge, which has been maintained by the School for over twenty years, will become a carriageway. The School will wish to be consulted about detailed plans to re-instate the remaining part of the verge and will put in an application for a school sign on the remaining verge.</p>
<p>(5) Online Response (Banbury)</p>	<p>A361 Bloxham Road 30mph Speed Limit - Support Bloxham Grove Road 30mph Speed Limit - Support</p> <p>Lack of clarity about the way traffic disruption will be handled during a building programme which is fundamentally unnecessary and economically non-viable in the new emerging economic circumstances</p>
<p>(6) Individual (Manchester)</p>	<p>A361 Bloxham Road 30mph Speed Limit - Object Bloxham Grove Road 30mph Speed Limit - Object</p> <p>Councils need to stop reducing speed limits every time an accident happens. I am a driving instructor and I'm all for road safety, but reducing limits isn't the answer</p>

Division(s): Bloxham and Easington

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

BANBURY– A361 BLOXHAM ROAD SOUTH OF BANBURY - PROPOSED EXTENSION OF 30 MPH SPEED LIMIT AND PROHIBITION OF MOTOR VEHICLES ON LENGTH SUPERSEDED BY REVISED ROAD LAYOUT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on the A361 Bloxham Road and the introduction of a prohibition of motor vehicles restriction on part of the length of the Bloxham Road superseded by a revised road layout as advertised.

Executive summary

2. Speed limits and access restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to extend the 30mph speed limit on the A361 Bloxham Road (in place of the existing 40mph speed limit) and introduce a prohibition of motor vehicles restriction on part of the length of the Bloxham Road which is being superseded by a revised layout as part of the construction of a new roundabout as part of approved residential development.

Background

4. The above proposals as shown at Annex 1 have been put forward with the approved residential development.

Consultation

5. Formal consultation on the proposal was carried out between 25 June and 24 July 2020. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Bloxham Parish Council, Cherwell District Council and local County Councillor.

6. Eight responses were received. These are summarised in the table below:

Proposal	Object	Support	Neither
A361 Bloxham Road Vehicle Prohibition	2	3	3
A361 Bloxham Road 30mph Speed Limit	2	4	2

7. These 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 did not object to either proposal.
9. Bloxham Parish Council did not object to the proposed vehicle prohibition but requested that the speed limit on the A361 not be reduced from 50mph to 30mph but from 50mph to 40mph, until the limit reduces to 30mph at the entry to Bloxham. It is confirmed that the proposed 30mph limit extends southwards from Banbury only to the location shown on the plan; the 40mph speed limit then continues to just south of the A361 Wykham Lane crossroads, and the existing 50mph speed limit then applies to the 30mph speed limit at Bloxham.
10. Cherwell District Council did not object to either proposal.
11. Tudor Hall School supported both proposals, noting that they wished to be consulted about detailed plans resulting from the planned new road layout to re-instate the remaining part of the verge on the east side of the A361 and will put in an application for a school sign on the remaining verge.
12. An objection was received from a member of the public to the proposed vehicle prohibition on the grounds of a lack of clarity about the way traffic disruption will be handled during a building programme which is fundamentally unnecessary and economically non-viable in the new emerging economic circumstances. Although these are noted, they are considered not to be material in respect of the justification for the proposals.
13. An objection was received from a member of the public, not a resident of Oxfordshire, to both the proposed vehicle prohibition and the speed limit reduction. No grounds for the objection to the former were given and the objection to the speed limit reduction appeared to be generic and did not reference any local considerations.
14. An expression of support was received from a resident adjacent to the proposed vehicle access restriction to both proposals, noting that they will substantially mitigate the blight caused by traffic adjacent to their property caused by speeding and dangerous overtaking manoeuvres that occur on a daily basis, together with the associated noise and pollution. The only concern is that the (private) access road should be appropriately signed to ensure that only vehicles who are accessing Crouch Cottages (save for emergency vehicles) are permitted to enter so that it does not become an

unofficial lay-by, car park, rest area or caravan park. The above concern is noted and the proposed signing will be reviewed to ensure that it is correct and minimises the risk of the above happening.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

16. Funding for the proposed speed limit has been provided by the developers of adjacent land.

Equalities Implications

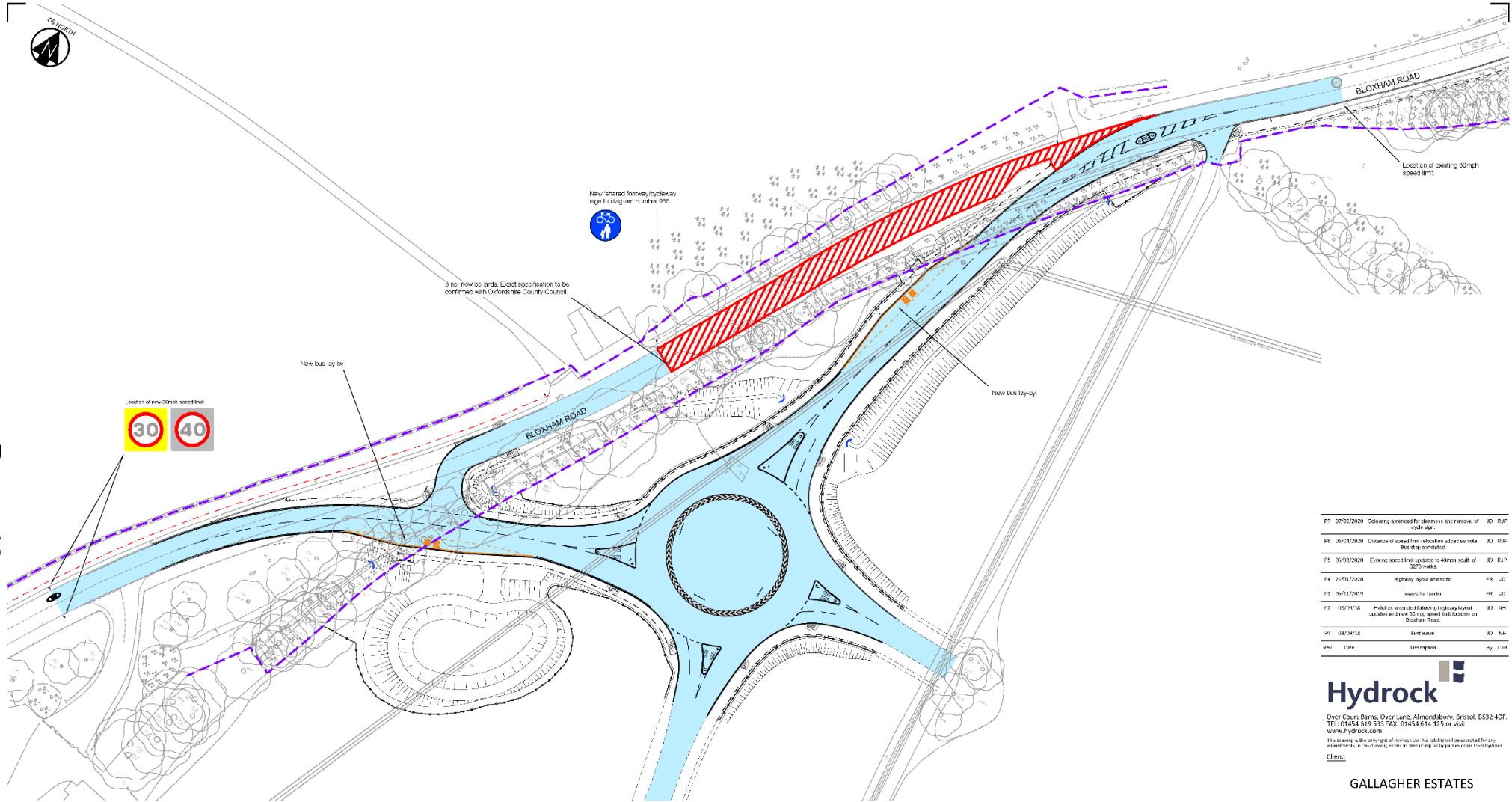
17. No equalities implications have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation plan
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Adam Barrett 07919 175889

September 2020



- Legend**
- Extent of Existing Oxfordshire County Council Highway ownership.
 - Section of existing carriageway to be downgraded to pedestrian / cycle route and prohibition of any motor vehicles.
 - Extents of new 30mph speed limit (existing 40mph speed limit on A361 to be revoked) by virtue of street lighting. To be read in conjunction with Oxfordshire County Council A361 Proposed Speed Limits drawing.
- NB: 30mph speed limit extended by approximately **300m** on Bloxham Road

P7	07/05/2020	Consulting amended for completeness and removal of cycle sign.	JD	RJP
PE	06/04/2020	Distance of speed limit relocation subject to index. Bus stop translocated.	JD	RJP
PE	06/03/2020	Existing speed limit updated to 40mph south of S276 works.	JD	RJP
H4	24/01/2020	Highway layout amended.	H4	JD
H3	06/11/2019	Issued for tender.	H4	JD
H2	05/09/18	Issue to amended following highway layout updates and new 30mph speed limit locations on Bloxham Road.	JD	H4
H1	03/09/18	First issue.	JD	H4
Rev	Date	Description	By	Clad

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Client:

GALLAGHER ESTATES

Project:
**WYKHAM PARK FARM
 BANBURY**

Project Number: **C-04841-C**

Drawing Title:
**S278 WORKS
 ROUNDABOUT
 TRO PLAN**

Drawn:	Checked:	Scale @ A1:	Drawn Date:	First Issue:
JD	NH	1:500	03/09/2018	03/09/2018
Status:	D2	Purpose of Issue:	TENDER	Revision
Drawing No:	WPF-HYD-XX-XX-DR-D-0161		P7	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – The new development will move the village urban character south and the revised plan for the 30mph limit appears appropriate.
(2) Bloxham Parish Council	A361 Bloxham Road Vehicle Prohibition – No objection A361 Bloxham Road 30mph Speed Limit - Object The speed limit on the A361 not be reduced from 50mph to 30mph but from 50mph to 40mph, until the limit reduces to 30mph anyway as the A361 enters Bloxham.
(3) Planning Department, (Cherwell District Council)	No objection – In relation to the works to extend the speed limit on the A361 and Bloxham Grove Road the Planning Department note that these are required in connection with the proposed new school. It is noted that a number of additional highway works are required to be undertaken for the new school which do not form part of the current consultation, but it is assumed that these changes will be consulted upon separately.
(4) Local School (Banbury)	A361 Bloxham Road Vehicle Prohibition – Support A361 Bloxham Road 30mph Speed Limit - Support Tudor Hall School notes and supports the plan to close a section of the existing A361 carriageway when the new roundabout to the Wykham Farm Site is opened. The School notes that a section of the existing grass verge, which has been maintained by the School for over twenty years, will become a carriageway. The School will wish to be consulted about detailed plans to re-instate the remaining part of the verge and will put in an application for a school sign on the remaining verge.

(5) Online Response (Banbury)	<p>A361 Bloxham Road Vehicle Prohibition – Object A361 Bloxham Road 30mph Speed Limit - Support</p> <p>Lack of clarity about the way traffic disruption will be handled during a building programme which is fundamentally unnecessary and economically non-viable in the new emerging economic circumstances.</p>
(6) Individual (Manchester)	<p>A361 Bloxham Road Vehicle Prohibition – Object A361 Bloxham Road 30mph Speed Limit - Object</p> <p>Councils need to stop reducing speed limits every time an accident happens. I am a driving instructor and I'm all for road safety, but reducing limits isn't the answer.</p>
(7) Local Resident (Banbury)	<p>A361 Bloxham Road Vehicle Prohibition – Support A361 Bloxham Road 30mph Speed Limit - Support</p> <p>The proposal will substantially mitigate the blight caused by traffic adjacent to our property caused by speeding and dangerous overtaking manoeuvres that occur on a daily basis, together with the associated noise and pollution. The only concern is that the (private) access road should be appropriately signed to ensure that only vehicles who are accessing Crouch Cottages (save for emergency vehicles) are permitted to enter so that it does not become an unofficial lay-by, car park, rest area, or caravan park.</p>
(8) Local Resident (Banbury)	<p>A361 Bloxham Road 30mph Speed Limit - Support Bloxham Grove Road 30mph Speed Limit - Support</p> <p>The proposal will substantially mitigate the blight caused by traffic adjacent to our property caused by speeding and dangerous overtaking manoeuvres that occur on a daily basis, together with the associated noise and pollution. The only concern is that the (private) access road should be appropriately signed to ensure that only vehicles who are accessing Crouch Cottages (save for emergency vehicles) are permitted to enter so that it does not become an unofficial lay-by, car park, rest area, or caravan park.</p>

CMDE7

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Division(s): Ploughley

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

UPPER HEYFORD - CAMP ROAD: PROPOSED ZEBRA CROSSING

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of the zebra crossing on Camp Road Upper Heyford as advertised.

Executive summary

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

Introduction

3. This report presents responses received to a statutory consultation to provide a zebra crossing on Camp Road, Upper Heyford.

Background

4. The above proposal as shown at Annex 1 has been proposed because of development of land adjacent to Camp Road at Upper Heyford for residential purposes.

Consultation

5. Formal consultation on the proposal was carried out between 31 July and 28 August 2020. A notice was placed in the Bicester Advertiser newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Cherwell District Council, Upper Heyford Parish Council and local County Councillor. Notices were also placed on site and letters sent to approx. 50 properties in the immediate vicinity adjacent to the proposals.
6. 26 responses were received. 2 (8%) objecting, 22 (85%) supporting and 2 neither supporting nor objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object.
8. County Councillor Ian Corkin, the local member, expressed strong support for the proposals.
9. Objections were received from two members of the public. One expressed the view that an additional zebra crossing was not needed given the existing crossing approximately 100m metres to the west and cited concerns that the additional crossing would lead to queuing and frustration to the detriment of safety. The other response - while in support of the proposed zebra crossing itself - expressed an objection to an additional road hump given the number of existing calming features on Camp Road, some of which were judged to be too severe.
10. Noting the above, the current uncontrolled crossing point at the site of the proposed zebra crossing is very heavily used, in particular by students at the adjacent school, and the existing zebra crossing to the west would not be on the desire line for many of the pedestrians currently crossing Camp Road by the school. The spacing between the two zebra crossings would be consistent with national guidelines on their provision. The proposed crossing requires the existing junction table to be extended, rather than a new road hump installed, and so there will be no addition to the number of traffic calming features on the road.
11. A response expressing a concern was received from a local business about the current calming measures and the damage and noise caused, particularly by large goods vehicles (including car transporters) using the road. While these issues are noted they are beyond the scope of this specific proposal. This response also queried a point of technical detail on the design of the crossing and it is confirmed that the tactile paving provided at the new crossing will comply with standard practice.
12. Expressions of support were received from twenty-one members of the public, noting the number of pedestrians and, in particular, school students crossing here.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

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

Equalities Implications

15. No equality implications have been identified in respect of the proposals.

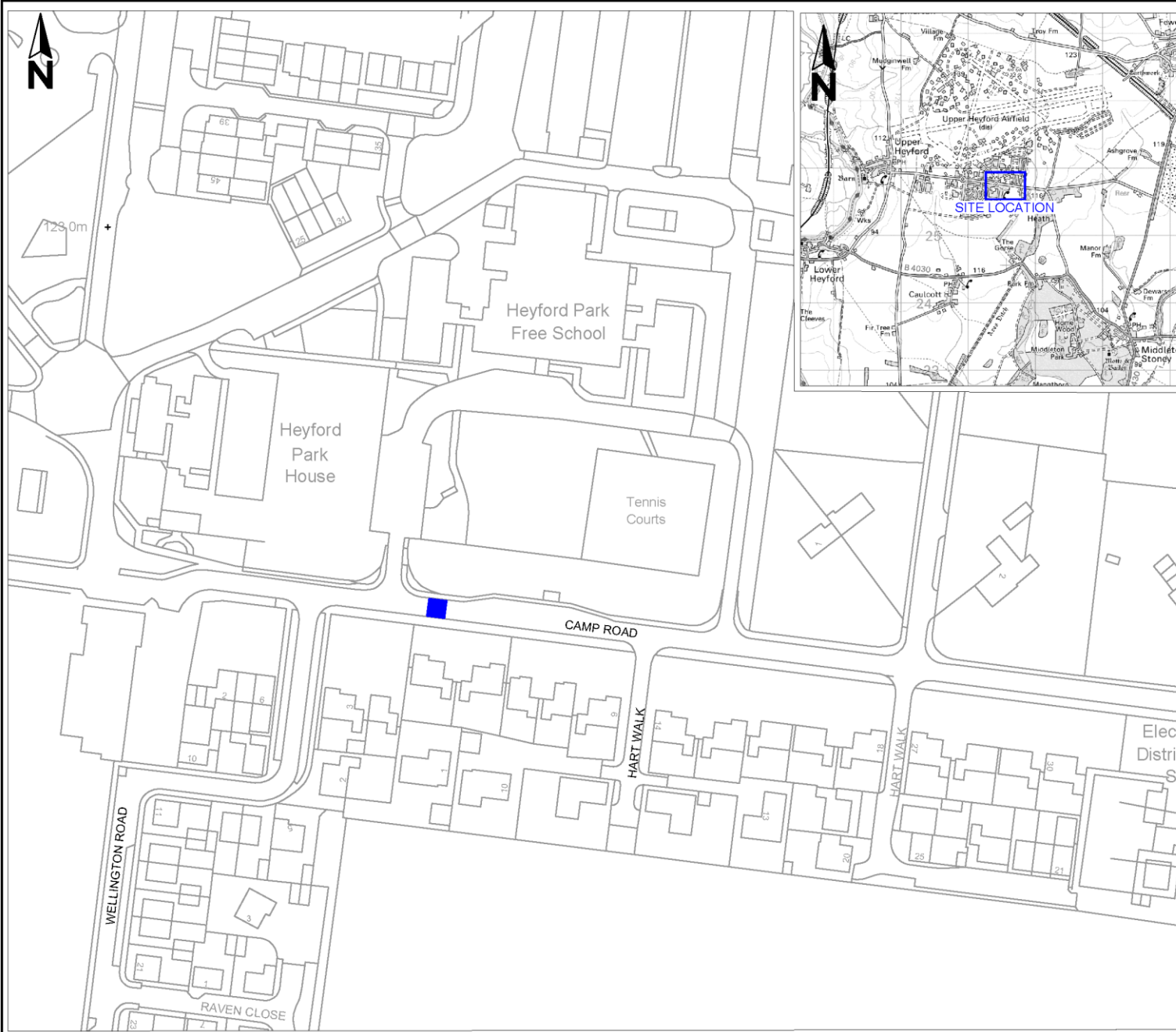
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed zebra crossing
 Consultation responses

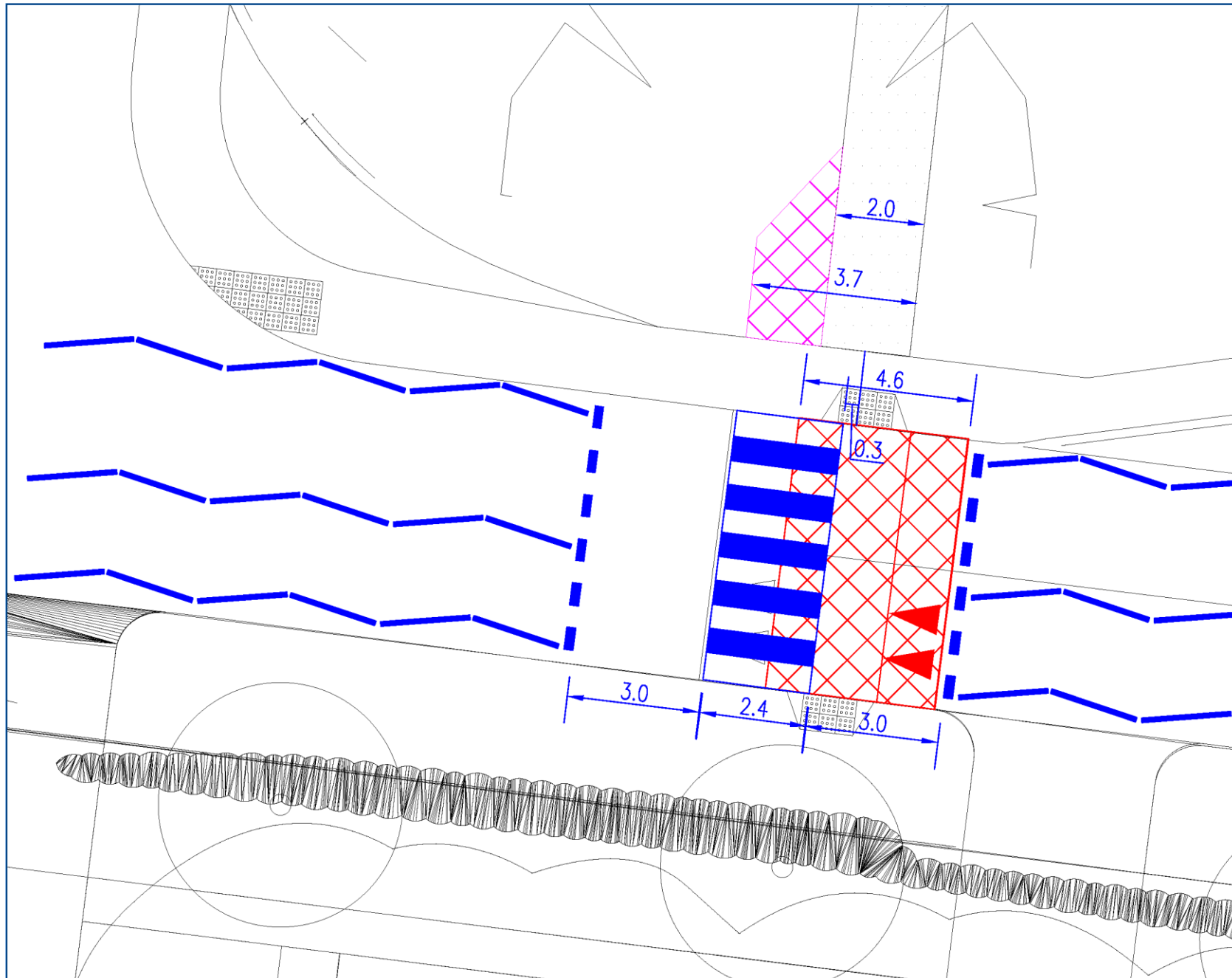
Contact Officers: Hugh Potter 07766 998704
 Julian Richardson 07825 052736

September 2020



Drawing No.		Revision	
		0	
Key			
		Proposed Zebra Crossing	
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Rev.	Date	Purpose of revision	Drawn
<p>Jason Russell Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
Project title			
PROPOSED ZEBRA CROSSING			
Drawing title			
UPPER HEYFORD CAMP ROAD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	07/20	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

CMDE8



Notes:

Key:



Extent of new ramp construction

A Stop line moved to bottom of new ramp 13/07

REV	DESCRIPTION	BY	DATE
STATUS: INFORMATION ONLY			

CLIENT: Dorchester Living
Heyford Park
Oxford
OX25 5HD

ARCHITECT: Dorchester Living
Heyford Park
Oxford
OX25 5HD

SITE: Camp Road
Heyford Park

TITLE: Zebra Crossing Option

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	10/07/2020	RS	BD
PROJECT NO:	DRAWING NO:	REVISION:	
-	001	A	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – This is consistent with the informal detail where this road is effectively calmed with this as an addition. Speeds are compliant in anew urban environment appropriately.
(2) Local County Cllr (Ploughley Division)	Support – I have campaigned for this crossing for some time and I absolutely support its implementation. It is a much needed safety addition to Camp Road.
(3) Local Resident, (Upper Heyford)	<p>Object - There are too many raised speed bumps that damage cars. They are so steep they damage the under-side even when going sub 10 mph. I do not want any more raised anything on camp road as damage to my car and other cars has been very expensive.</p> <p>There is a zebra crossing near Sainsburys where people can safely cross less than 100m from the school and we have no need for two so close. It will cause a traffic nightmare and a hazard from frustrated drivers and likely in my view to cause more accidents than not having one.</p>
(4) Local Resident, (Upper Heyford)	<p>Object - A Zebra crossing on Camp Road near the school, making it safer for the children and parents is a must.</p> <p>On a second note about this is the raised curb table. Note there is one there already that is too high for vehicles, Suspension creaks and unhappy passes by. I'm unsure if this was a Dorchester homes action or Road works.</p> <p>To put it bluntly I am all for the Zebra crossing but not a raised table.</p>
(5) Local Business, (Heyford Park)	<p>Neither/Concerns - I have concerns as a Chartered Civil Engineer, who has lived in Heyford Park for 25 years and for much of that time have run my consultancy practice from here.</p> <p>The Dorchester Group master plan includes a link road for HGV's to relieve Camp Road from commercial traffic,</p>

CMDE8

	<p>especially car transporters. These vehicles cannot continue to use Camp Road as is clear from the repeated repairs, and the resurfacing currently in progress. The passage of car transporters over the raised junction platforms is very noisy and erodes the traffic calming measures rapidly. Not only that but the noise and pollution nuisance is inconsistent with the residential neighbourhood that has now been built. On many days the progress of these large vehicles down Camp Road is advertised by the noise of car alarms on the back of the transporters, presumably activated by traversing the humps.</p> <p>Whilst I agree that the crossing is required outside the school it would be hoped that the Council will insist on the construction of the relief road at the earliest opportunity. This will improve safety and remove much commercial traffic from the school approaches.</p> <p>On another matter I don't understand why the tactile crossing is offset from the crossing markings; surely visually challenged pedestrians should ideally be guided to the centre of the crossing itself?</p>
(6) Local Resident, (Heyford Park)	Support - Safety of children at the school. I have witnessed several very near misses at the existing crossing near the shops as drivers appear to not notice it is even there
(7) Local Resident, (Heyford Park)	Support - I support the idea of a pedestrian crossing, Camp Road is a busy road and for the safety of our children, there must be a safe crossing to the school.
(8) Local Resident, (Heyford Park)	Support - School crossing is currently dangerous without the crossing - with the speed and volume of traffic on Camp Road. This crossing will significantly improve the safety for parents & children crossing the road
(9) Local Resident, (Heyford park)	Support - I support the plans as this will improve the ability for children to cross & make other road users aware of pedestrians
(10) Local Resident, (Heyford Park)	Support - I am supporting the proposal because we find cars, vans and lorries are heavy users of this road and majority speed. This is vital to keep the children safe on their way to and from school. Crossing is a huge problem as we find no one wants to stop to allow anyone to cross. This is frustrating and unnecessary. As the children from both primary and secondary are now starting and finishing at similar times this is now more than ever incredibly essential to protect them.

CMDE8

(11) Local Resident, (Heyford Park)	Support - Camp Road is the main thoroughfare of the village and is very busy. There is a near constant stream of HGVs throughout the day. At school drop off times the road becomes even busier. A zebra crossing would provide a safe crossing for children who live in the village to get to school and serve as traffic calming method as well.
(12) Local Resident, (Heyford Park)	Support - I believe it is important for the safety of all pedestrians in the village but especially for the children who attend Heyford Park Free School.
(13) Local Resident, (Heyford Park)	<p>Support - This proposal is very important as it will enable young children and their parents to cross the road safely. From the educational point of view parents can explain why the children must use the crossing, teachers can talk about the 'GREEN CROSS CODE'.</p> <p>At the moment, Camp Road can be extremely dangerous at around the time children need to cross the road. I am very concerned at the speed of the traffic entering the village. I consider 20mph Flashing lights should be in operation during 'school hours'.</p> <p>The volume of traffic is obviously going to increase as more houses are built and the shops start opening up. Two speed cameras, one at each end of the village should be installed to remind people that speed kills.</p>
(14) Local Resident, (Heyford Park)	Support - Camp Road is very busy road in front of an expanding school. The addition of a Zebra crossing at this location would enable parents and children to cross to and from the school in a safe manner, it might also provide a further element of traffic calming.
(15) Local Resident, (Heyford Park)	Support - Children need to cross the very busy Camp Road in the middle of the village to get to school. They also need to cross the road unaccompanied when walking between the main school building and the sports facilities at the west end of the estate. It is only a matter of time before an accident happens if there is no safe crossing point.
(16) Local Resident, (Heyford Park)	Support - I have witnessed over 600 vehicles per hour driving on Camp Road near Wellington during the start of the school day. Even when HGV's are rerouted to Chilgrove Drive in the future, there will still be a heavy amount of traffic for students and parents to contend with from the south residential areas of Harts Walk, Wellington Road and its branches.

CMDE8

	It will be the only pedestrian controlled Zebra crossing on Camp Road. Our village has grown to over 880 occupied homes. This crossing would be only the third pedestrian crossing on the 1.5 miles long Camp Road. For our population and geography this proposal is very appropriate.
(17) Local Resident, (Heyford Park)	Support - A crossing here is much needed. I have seen children nearly hit by cars on numerous occasions. I don't actually like zebra crossings as I think pelican crossings are much safer but anything is better than nothing.
(18) Local Business, (Upper Heyford)	Support - I support the zebra crossing because I'm a Parent to one of the children at the school and I'm also a childminder and find it very difficult to cross the road in the mornings and after school with small children that go to the school. I totally agree with the crossing, I think it would make Heyford Park a safer place
(19) Local Resident, (Upper Heyford)	Support - I feel a Zebra crossing is a vital provision for the community being directly opposite the school. Camp road is extremely busy during the week in the morning and evening 'rush'. The proposed position is in the exact natural place that the children attempt to cross the road to the wider footpath on the south side of camp road and will make crossing much safer for children and parents.
(20) Local Resident, (Upper Heyford)	Support - This crossing has been needed since the school opened. Primary and secondary school children cross the road several times daily and with heavy goods and large traffic volume this section of a Camp Road is an accident waiting to happen.
(21) Local Resident, (Upper Heyford)	Support - Safety for the children/ adults crossing the road to get to school
(22) Local Resident, (Upper Heyford)	Support - There have been a number of "near misses" on this road. Students travel between 2 sites on different sides of the road and it is therefore imperative that there is a safe place for crossing. At present the crossing is often ignored by traffic, I myself have nearly been mown down on several occasions due to non-stopping vehicles.

(23) Local Resident, (Upper Heyford)	<p>Support - We support the introduction of a zebra crossing as we've previously communicated the dangers for children crossing Camp Road directly to the Council back in 08/07/2017.</p> <p>Regarding the proposed plan detail however, there is no mention of any amber (Belisha) beacons? These should have shrouding to prevent continuous flashing light pollution to the residential properties near the crossing, specifically numbers 3, 4, 5, 6 and 7 Hart Walk.</p> <p>The zig-zag lines should be extended further west to cover the school vehicular complete entrance and the drive access to numbers 3 and 4 Hart Walk. The plan appears to indicate the lines stop halfway across the entrance and driveway. This is necessary (in addition to being aesthetically more appealing) since during the school run, inconsiderate parents often stop at these areas, blocking drivers' and pedestrians' line of sight.</p>
(24) Local Resident, (Upper Heyford)	<p>Support - The crossing will be immediately in front of our house. We support the crossing to improve the safety of the road, particularly for school children.</p> <p>Since living in our house, we regularly witness</p> <ol style="list-style-type: none"> 1) dangerous overtaking of car transporters by impatient drivers 2) student drop-offs causing obstructions to the pavement and road 3) children walking directly into the road when leaving school 4) a near-miss when a child crossed the road between queuing cars whereby a car from the other direction nearly hit the child <p>We believe that a zebra crossing and associated zig-zag markings will greatly reduce hazards in the area.</p> <p>We request that the following points are taken into consideration:</p> <ol style="list-style-type: none"> 1) the new flashing beacons are directional / shaded to avoid affecting our front-facing bedrooms 2) the posts are placed sufficiently far from our driveway to avoid creating a hazard when entering or leaving our drive 3) the new ramp gradient is sufficiently shallow to avoid cars scraping the front, or car transporters scraping the rear, (I noticed some suggestions of 1:30, but others of 1:12 or 1:15; the latter seems similar to the current gradient which is causes impacts with the road surface for many vehicles).

CMDE8

(25) Resident, (Ardley)	Support - A zebra crossing yes I support this, but do not think that road needs another traffic calming bump unless the current block paved ones are taken out and solid ones are put in.
(26) Resident, (Ardley)	Support - Safety for all is an absolute must, especially outside this busy school. Traffic travels too fast on camp road, and the amount of lorries using this road is astronomical. Without a safe pedestrian crossing it's an accident waiting to happen.

Division(s): Ploughley

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

CHESTERTON – ALCHESTER ROAD AND ORCHARD RISE - PROPOSED WAITING RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to defer implementation of proposed waiting restrictions to allow further discussions with Chesterton Parish Council and the local member.

Executive summary

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

Introduction

3. This report presents responses received to a statutory consultation to introduce waiting restrictions on Alchester Road and Orchard Rise at Chesterton to reduce the risk of obstructive parking as a result of the expansion of Chesterton Primary School.

Background

4. The above proposals as shown at Annex 1 have been put forward following discussions and site meetings with officers and representatives of Chesterton Parish Council.

Consultation

5. Formal consultation on the proposal was carried out between 7 August and 28 August 2020. A public notice was placed in the Bicester Advertiser newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Chesterton Parish Council, Cherwell District Council and local County Councillor. Street notices were placed on site and letters sent to approximately 400 properties in the immediate vicinity, adjacent to the proposals.
6. Seventy-two responses were received. These are summarised in the table below:

Location	Object	Support	Concerns	No Objection /Opinion
Alchester Road	49 (68%)	14 (20%)	7 (9.5%)	2 (2.5%)
Orchard Rise	43 (60%)	15 (21%)	7 (9.5%)	7 (9.5%)

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 representations

8. Thames Valley Police did not object to the proposals but noted that their effectiveness would depend on local acceptance of the restrictions including from those taking pupils to and from school, noting that the police do not have capacity to carry out regular enforcement.
9. The Oxfordshire Fire and Rescue Service did not object.
10. Chesterton Primary School expressed some concerns, noting that the current parking problems in the road were not solely as a result of school parents etc., also expressing their frustration that the problems were primarily caused by a small minority of inconsiderate drivers. The extent of the proposals was also queried noting that they extended considerably beyond where school related parking currently is observed. The school, nevertheless, supported the measures if they would actually help reduce the problem but considered that regular enforcement would be required to achieve this.
11. The remaining responses were from members of the public. As can be seen from the table above, the overall balance of opinion is fairly strongly against the proposals in both Alchester Road and Orchard Rise. Grounds for objection and concern included the loss of parking for residents, their visitors and those having to bring/collect students by car, displacement of parking to locations where it could cause even more problems, queries on the actual effectiveness of the proposals (including taking account of the likely limited enforcement) and the visual intrusion that the lines would create within the conservation area.
12. In view of the above concerns and balance of opinion, it is recommended that further discussions with Chesterton Parish Council and the local member are carried out to identify if a less extensive scheme focussing on the immediate vicinity of the school on both Alchester Road and Orchard Rise would be generally acceptable.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by Oxfordshire County Council as part of the expansion of Chesterton Primary School

Equalities Implications

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

JASON RUSSELL

Interim Director of Community Operations


Background papers: Plans of proposed waiting restrictions
 Consultation responses


Contact Officers: Hugh Potter 07766 998704

September 2020

Drawing No.
Revision
0


Key

 Proposed No Waiting at Anytime

 Existing 'School Keep Clear' markings, to be made enforceable.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

PROPOSED WAITING RESTRICTIONS

Drawing title

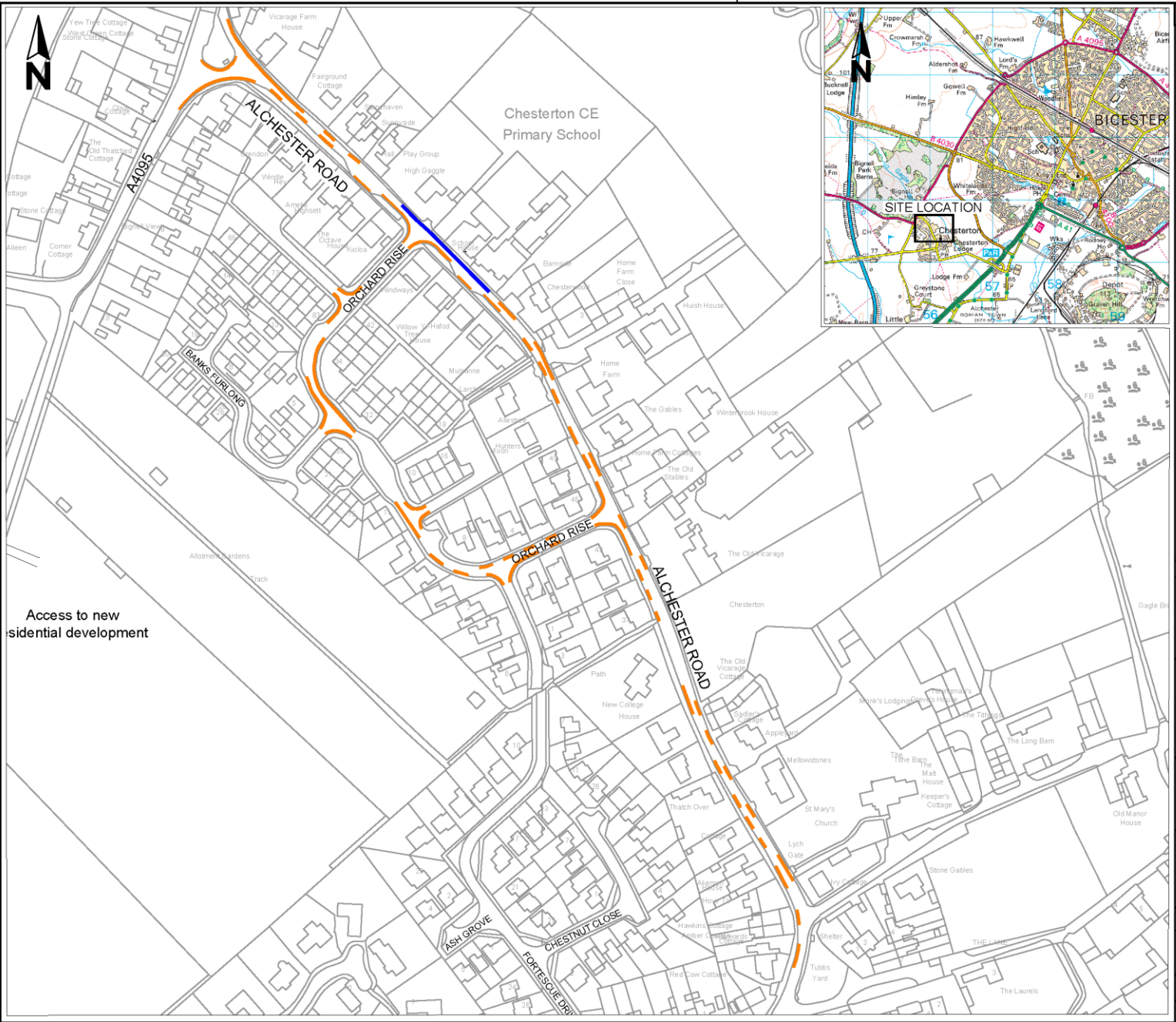
CHESTERTON
ALCHESTER ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 05/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.
Revision
0



Access to new
sidential development

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The complaints about school related parking are known to local Police in many locations who have attended here on many occasions. Inconsiderate short-term parking especially at or near schools is rife across most areas and Police do not have resources to meet expectations and demand. The school can engage with parents as well as the on-road measures in these circumstances where passive respect and compliance are key to this working where the area is remote from the town and not will not attract regular supervision which may be an expectation.</p> <p>Road safety is a key motivator for Police and some congestion and parking in these areas can be a positive factor in most situations.</p>
(2) Fire & Rescue Service	No objection – we have no adverse comments to make.
(3) Local School, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Concerns</p> <p>In principal, the school supports anything that helps to enforce safe and considerate parking in the village, particularly at the peak times for school drop-off and collection. It is frustrating for us that a small minority of drivers (not only school-related) cause issues. If these double yellow lines will achieve that, without inconveniencing our neighbours or over-restricting some safe parking locations, then we would be in support. Any restrictions need to be enforceable and supported by occasional police presence, as the school does not have the time or jurisdiction to monitor it ourselves - although we are always happy to remind our families of their responsibilities.</p> <p>From looking at the map, I would say that the restrictions seem to extend beyond the affected areas, but I assume this is to avoid moving the problem further 'down the road'.</p>

(4) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Having read your proposals for numerous sets of double yellow lines, 38 in total, I really feel that not only would these be most unsightly in an ancient village but would not address the problem caused by inconsiderate parking at school times if Cherwell Council are not prepared to police it regularly.</p> <p>May I make a suggestion that could help to keep the traffic flowing, not only at peak times, when the children are being dropped off by parents, but during the day as well.</p> <p>Yellow lines yes, but continuous and down the one side only of Alchester Road from Top Green through to the Red Cow public house. This would also include the lay-by outside The Octave House and Highsett, opposite the Old Village Hall, which instead of being parked in it becomes a pull-in for up to three to four vehicles allowing oncoming traffic to pass safely and once clear they can continue their journey. My property is situated by o the lay-by and when empty the exact process of sheltering takes place and allows the traffic to flow well, it is only a problem when a vehicle or two is parked in the lay-by taking away its use for pulling into to allow other vehicles to pass in the opposite direction. This way it also helps the residents of OH and Highsett to pull out from their drives without having their vision blocked left and right by parked vehicles in the lay-by.</p> <p>Could I suggest that you hold a trial first by only putting the double yellow lines in the lay-by initially to see how this works out and, if successful, could save a lot of unsightly double yellow lines outside residents' driveways.</p>
(5) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>As you can see from the proposed plans the drawings clearly indicate that the width of our driveway is not comparable to any others, it is significantly narrower, this means we are unable to park on our driveway and have no option but to park on Alchester Rd. Introducing Double Yellow Lines outside of our property will mean we will need to park elsewhere, where do you suggest we park ensuring our cars will be secure and safe? You could fund the lowering of the curb for us but we will still only be able to park one car and it is likely to encroach on the pavement.</p> <p>We accepted that when we purchased the property that we couldn't park on the driveway but we could park outside our house. Now you are proposing that not only can we not park in front of our house but any prospective purchasers</p>

	<p>of our property can't park outside the house. Surely there has to be an alternative solution for householders who cannot park on their driveway? However, we would not have purchased the property if had double yellow lines outside the front of it. In our experience, taking action such as painting Double Yellow Lines outside the front of the property will have a negative effect on the value of our property.</p> <p>I am currently undergoing medical treatment and feel that if my wife or I needed quick access to our cars we could be delayed by getting to the car and wouldn't know if we would be arriving at the car for it to be in a driveable state.</p>
(6) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>The restrictions would make it illegal to park in certain places but enforcing this is likely to be difficult. Some of the positions you do not propose to mark as illegal appear to me to encourage parking close to a road junction and may be dangerous.</p> <p>Real solutions to the problem could be a combination of a number of actions, for example:</p> <ol style="list-style-type: none"> 1. Parking on the school site could be made available for school staff who currently park on the road. 2. Further use of staggered start and finish times (perhaps with a holding room for siblings who need to be dropped off earlier than their class start time). 3. A shared minibus from a location (for example on Kingsmere) funded by parents who would not then need to use their car. 4. Provision of 'safe walking' between Kingsmere and Chesterton <p>I have heard a suggestion of a 'drop-off' lane which could be constructed at the entrance to the school. Parents could drop-off quickly and leave. At the moment they need to park, walk their children to the gate, and walk back to their car. Increasing the distance they need to walk will increase the time for which the cars are parked and therefore the number of cars parked at peak times. There would be room to construct a small car park for staff cars and a drop-off lane at the entrance which has been used by Building traffic and the front of the older school building.</p> <p>I would also point out that substantial parts of the village are designated as conservation areas and double yellow lines will seriously impact the visual nature of the village.</p>

(7) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Firstly there is no doubting that there is disruption along the roads in Chesterton during term time for pick up & drop off but is this any different to any other village school?</p> <p>Secondly and starting with a question on the proposal is was with the proposal to expand the school which was granted permission was there any consideration given to the traffic & parking issues and was it addressed at the same time? More people equates to more cars and traffic. As a condition of the sign off was it not made clear arrangements needed to be made by the school & education team in the county council for the increased traffic volumes and if not why not and if there was what the recommendations were? There's parking available at the community centre & also at the large park & ride a mere 1 mile away - surely buses could be laid on or a lollipop person introduced to provide a safe passage to school to avert the need for double yellow lines.</p> <p>Thirdly by the double yellow line proposal the problem will only move across the road on to the A4095. This road is extremely busy at the best of times. With potentially large numbers of children and parents crossing it's a recipe for disaster. At the moment there's 2 very low speed humps & a temperamental 30 mph speed sign to control speed. It's surely an accident waiting to happen. Are we the residents on the A4095 not then going to experience the same issues as those on the proposed roads?</p> <p>Another very important point to raise is this is yet another example of looking at a problem & not seeing the wider issue. That issue being the lack of safe infrastructure to & from the village. The village is isolated by the lack of a decent footpath - if you want to convince me the grass footpath is fit for purpose I'd encourage you to walk it! No lighting, dog excrement littering it, extremely muddy outside of the summer months, narrow in places. At some point the county council has got to recognise the need for a proper footpath that's lit to serve the village. This would then potentially encourage other forms of transport & build on the healthy town status Bicester supposedly prides itself on.</p> <p>I then come on to enforcement - double yellow lines are great but who enforces it? Do council budgets allow for a person to patrol up & down for 1/2 hour twice a day issuing tickets? Can the relevant council afford to employ these people or will it be sub contracted out to a company who have to meet targets? What happens when a parent is late dropping off or picking up or it's raining / cold - you can see parents stopping by the keep clear sign in the middle of the road putting their hazard lights on waiting for the children to get in or out.</p> <p>My final point is this a village & needs to continue to remain so. Parts of the village are under the conservation area, is</p>
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	double yellow lines & lots of signage a great look & great advertisement or something more akin to a city centre.
(8) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I am a resident of Alchester Road Chesterton and I am writing to object to the proposal to have double yellow lines along the length of the road and the whole of Orchard Rise.</p> <p>Looking at the map of the proposal it would seem that I will not be able to have any visitors or anyone coming to my house and able to park outside - as far as I am concerned this would be mainly at the weekends and in the evenings. When our Parish Council talked some time ago about introducing parking restrictions along the road we were informed that it would be single yellow lines on one side of the road, thereby defining times when parking was not allowed - not a blanket restriction. None of our houses are large enough to have big drives to enable visitors to park on them - I do not see why I should live in a village and not be able to have visitors parking.</p> <p>This enforcement is far too restrictive and if it is a case of no lines or double yellow lines then I would opt for no lines. Why can there not be some sensible solution to the problems of the school parking which is why any of these restrictions are being asked for. I do not wish my property and my parking to be compromised in this way.</p> <p>I trust that as a resident of the road and very much affected by any changes my views will be taken into account.</p>
(9) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>First of all may I express my total objection to this proposal.</p> <p>1. Both my children attended Chesterton Primary in the 1980's when most pupils were from within Chesterton and little traffic problems, a traditional village school. As the intake from further afield has been extended so have the traffic / parking problems, it now being more or less gridlock at school hours around the school. This in turn causes chaos for through traffic especially delivery and emergency services.</p> <p>The decision to further extend to school by another 40 places with no provision of dedicated parking/drop of area or</p>

	<p>school bus services is incredulous and shows no appreciation of the current situation.</p> <p>2. Painting double yellow lines around the village will not solve this issue and just push the existing parking further down Alchester road and maybe beyond. This in turn will make progress difficult for non-school traffic as it would be a stop / start the whole length of Alchester Road as having to wait behind parked cars for oncoming traffic to clear.</p> <p>3. May I remind you that all of Alchester road and some of Bignell View is within the conservation area.</p> <p>4. To paint double yellow lines on Bignell View and down Alchester Road is not a 'fix' to the problem and will further the urbanisation of Chesterton into the Bicester conurbation destroying our rural village aspect.</p> <p>5. I appreciate the current financial restrictions (although the funds were found for the new school building) but a drop off zone for parents and buses off Vendee Drive and a footpath to the school – just 0.34 miles would totally solve this issue and return the village to tranquil normality.</p>
(10) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I understand why there is a perceived need to do so. HOWEVER, I believe that your proposal will cause some inconvenience to residents and introduce hazardous situations.</p> <p>Your plan to have them only in front of driveways makes no sense. My difficulty, and I am sure it is the same for other residents on Alchester Road, is that I cannot access my driveway if someone parks across the road from it and I am therefore obliged to park around the corner in Orchard Rise, which under your proposal will no longer be an option due to yellow lines being introduced there too. An alternative option is to stop further up the road, turn around and reverse into my drive, which is time consuming and clearly hazardous. Additionally, to leave my driveway can be risky if there is more than one vehicle parked opposite my entrance. At the current time this inconvenience is limited to school drop off and pick up times during the term only so is manageable, but with the introduction of double yellows I anticipate that this manoeuvre will become a more frequent and probably constant frustration and inconvenience.</p> <p>I would strongly advise that if you decide on double yellow lines they should be placed on both sides along the length of what is a narrow residential road, for the safety of residents, drivers, cyclists, and pedestrians.</p>

(11) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>It will not make any difference, parents dropping children to school still will park unless you have a traffic police here to enforced. I believe it is a total waste of tax payers money.</p>
(12) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>It was inevitable that the traffic round the school in Chesterton would increase as the school expanded, accommodating children from surrounding villages as well as Chesterton. At the time of the proposal to expand the school, concern over the increased traffic was raised by many residents of the village, though to no avail. The school's insistence that it would be able to encourage parents to walk to the school was clearly unfounded, given that a number of parents are from other villages and that parents will often be dropping children on their way to work.</p> <p>We do not see how the proposed parking restrictions will improve the situation that the Parish Council are currently concerned about for the following reasons:</p> <ol style="list-style-type: none"> 1. Double yellow lines along the proposed routes, even though primarily across private drives, will certainly stretch beyond those driveways and will only serve to push the problem further down the village where cars can park without restriction causing the same problems for residents there. We would suggest that if you buy a house near a school, you should expect some inconvenience during term time. 2. Cars involved in the school run will presumably be parked for longer periods of time the further they are from the school, as parents and children will have further to walk. 3. The current problem exists for approximately 10 - 20 minutes at drop-off and pick-up times for 5 days a week during term time only, while the proposed parking restrictions will apply 24/7 throughout the year. This seems extreme to say the least. 4. Parking on the road is essential for some residents who have a number of cars and they will be forced to park permanently on the few unrestricted areas along the road – inconvenient for them and for the other houses they park in front of.

5. Furthermore Alchester Road is in a Conservation Area and the presence of so many yellow lines would be unsightly and take away from the 'village' nature of the area. As the owners of 's property along Alchester Rd. that opens directly onto the pavement, we notice that there are no parking restrictions outside our house. Ironically, this of great concern to us:

a- It will be a convenient spot for permanent parking for those who need to park on the road, an eyesore for us, but, more importantly, representing a hazard for us and the owners of Winterbrook House, as we exit from our driveway. Not only can we not see down Alchester Road but also cars turning out of Orchard Rise would be obscured.

b- It causes difficulties for No. 45 opposite us as they exit their driveway.

c- It is close to the junction of Orchard Rise which is an additional hazard.

d- If cars are not permanently parked there, they certainly will be during the school run causing the same problems that the proposals are trying to mitigate.

Whilst realising the concerns of the PC about the current situation, the situation as it stands has at least acted as a deterrent to HGVs and does slow the traffic down in the area surrounding the school.

Were this scheme to go ahead, we would hope that our property would also have parking restrictions outside it past the junction of Orchard Rise.

To conclude, we feel very strongly that the introduction of double yellow lines as proposed is an over-reaction and we see no benefit in the proposal. It should be incumbent upon the school to encourage parents to behave responsibly and considerately when dropping off their children. Furthermore it would be of benefit to all if some way of allowing teachers to park within the boundaries of the school could be found.

As a further point therefore would it be possible to have signs limiting HGV traffic to 'access only' with signage for deliveries to Bruern Abbey School and the Red Cow being directed along the unnamed road behind the school?

(13) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I object very strongly to the parking restrictions in Alchester Road & Orchard Rise, Chesterton for number of reasons many concerns safety. Living on Bignell View (A4095) we cannot help but anticipate that the above traffic problems will be transferred to this area we already have a very high volume of FAST traffic & have had a number of occurrences where vehicles drive on the footpath to avoid waiting for oncoming vehicles also people parking on the footpath causing the situation for pedestrians to have go out on the road to pass it !!! It also a concern that it would affect the access to the drives for the houses on Bignell View & also emergency vehicles !!!!!</p> <p>I do feel that this situation should have been managed prior to the extension to the school & that they should be responsible for the policing of this matter.</p>
(14) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I 'object', to the proposal on the grounds of cost to ratepayers also inconvenience to residents:</p> <p>The proposed restrictions are covered in the Highway Code without the need for Double Yellow Lines. The onus should be on the School, at no cost to ratepayers, to educate the parents by drawing their attention to "Rules 239; 241; 243 and 244 of The Highway Code, at the beginning of each term.</p> <p>The school is only in use approximately 27 4 days a year of which the school drop off and pick up times at the very maximum, total only 2 hours a day. At the most that is approximately 7% of time when the restrictions are needed, supposedly for the benefit of the residents. This means for the other 93% of time the residents are being unnecessarily penalised.</p> <p>The yellow lines though they are placed at the various restricted places covered by the Highway Code, will cover a greater area than required. It will no doubt require signs being placed on the pavement. The pavement on the east side of Alchester Road is already narrow in places making it difficult for wheelchair users, more obstructions would increase their difficulties. The pavement on the west side of Alchester Road does not continue along its full length and though wider is more difficult for wheelchair users because, of where the pavement is dropped at driveway entrances</p>

	<p>they are not on the same plane as the main pavement, again any more obstructions would only compound the problem.</p> <p>The yellow lines may be effective for a short period of time, but once it is realised, they are not being policed, will become ineffective.</p>
(15) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) – No opinion</p> <p>We write to raise concerns over the proposed parking restrictions (double yellow lines) in Alchester Road. We do not believe that this proposal has been thought through properly, and object to double yellow lines on both sides of the road.</p> <p>For instance, to the right of our entrance there will be an unlined space where people would be able to park. This is right opposite another unlined space on the other side of the road. If, therefore, people park both sides of the road in the unlined spaces, there will be no room for cars to pass through, let alone fire engines, as Alchester Road is not a very wide road anyway. There are many places all along Alchester Road where this would be the case.</p> <p>We agree with double yellow lines on one side of the road in certain places, but think your proposals are too extreme.</p>
(16) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) – Object</p> <p>I feel that they would be unsightly in, what is largely, a Conservation Area and that the restrictions would be ignored. Obviously there is a problem with parking but I do not think the restrictions are the answer. My suggestion is that a semi-circular drive could be created at the front of the school within the existing front garden which would enable parents to drive through one way and drop their children quickly without parking and walking to the school. Also, if the start and finish times are staggered (as I believe they already are) this would be a great help.</p> <p>There is a large number of vehicles already parking on the village roads, sometimes because residents have no available parking. Often they are unhappy with other residents leaving their many vehicles parked for weeks on end without moving them in front of their homes and therefore prefer to see their own vehicle than someone else's. These vehicles take up places for visitor parking. Is it possible to restrict long term parking?</p>

	<p>With the larger vehicles parking close to my drive exit it is impossible to see any approaching vehicles and exiting is very dangerous. I try not to leave during peak times but sometimes it's inevitable. When a vehicle parks opposite my drive it is also very tricky to pull out; the yellow lines would not change this situation.</p> <p>The other problem is the teaching staff and assistants as their vehicles are parked all day. Perhaps more parking could be made available for staff on the school site.</p>
(17) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) – Object</p> <p>I am in agreement that during these times many parents who drive, park in inappropriate places causing unnecessary danger by parking on corners and blocking access routes. As a resident in Orchard Rise I do not believe that the proposed restrictions are the solution though. As a resident who is not fortunate enough to have a driveway I am dependent on parking on the road outside my house, along with my other neighbours. Returning from work at school pick up times I am unable to find parking to access my house and collect my own child from school. I am forced to park on grass verges just to carry items to my house. It is an ongoing problem.</p> <p>The proposed restrictions will protect residents with driveways but at a time when the school is expanding and more parents will be driving to the village these restrictions will just cause further problems for the many residents of Orchard Rise without driveways.</p> <p>As the school moves towards single year groups the amount of traffic will only increase over the coming years. I believe we need to look for long term solutions to help everyone access the school including paths and cycle tracks into the village, a school bus from Bicester, or parking at the community centre or another car park and walking?</p> <p>If the proposed restrictions go ahead to protect those with driveways I would appreciate if you could also factor in protection for residents in Orchard Rise without them. Maybe resident's parking or similar? These restrictions will only cause further congestion in other parts of the village I imagine so this also needs to be considered.</p>
(18) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) – No opinion</p>

	<p>We would like to welcome restrictions being made to alleviate the parking along Alchester Rd, however, struggle to understand how some of what has been proposed will actually help. Problems will increase as the school I believe will no longer have any parking provision yet will have an increased number of staff and parents parking and dropping off. We have regularly had staff, and parent helpers' vehicles parked opposite our 2nd driveway, next to Hunters Moon, from 7.30am-5pm.</p> <p>We live in Allestree, our house is situated opposite the substation. We are fortunate enough to have 2 drive ways, currently have 3/ 4 cars, however both drives have persistently had (up until recently) problems with and access/exiting due to parking on the opposite side (east). As we have a natural good view (a large front window) of the road more so perhaps than others, we frequently witness irresponsible parking, oversized vehicles and speed driving. As you approach our house from the school the road slightly kinks and the grass verges and driveways are substantially narrower and shorter than those along from the junction and along past the school. When the east side of the road is full of cars the Home Farm drive area serves as a stopping/ passing place for cars, coaches, school buses and the very large delivery vehicles that frequently pass by. These frequently climb the kerbs to get through, quite often at times when children are walking along to school. We are sure the coach drivers have confirmed this with you as they too often nod and throw their arms up in frustration!</p> <p>As you probably observed on your visit, most parking along Alchester Rd takes place on the east side of the road. Therefore, it seems pointless to us to put parking restrictions on the side of our driveways, the west side. For us, the problems lie more so when cars are parked on the east side of the road, as with having narrower verges, that's where we have difficulties in accessing and exiting our drives, and when reversing is near to impossible. In all, it appears that half the east side of the road has been proposed to be covered in double yellow lines, as a result, this, we feel will push people more so to park opposite our driveways and the problems that we have been experiencing will stay the same and no doubt get worse.</p>
(19) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>When proposals were put forward to extend Chesterton Primary School, residents pointed out the problems that already exist with additional vehicles in Alchester Road and Orchard Rise during school drop off and pick up times. It is not necessarily that the vehicles block drive ways but that their owners park them in such a way that Alchester Road becomes a single track road. At that time we could not see the reason for extending Chesterton Primary School when the majority of the children attending it came from Bicester, mainly Kingsmere, and St. Edburg's Primary school had been re-located to the new school building on the Kingsmere estate and we understood it had good availability.</p>

We were told during the time of the consultation on the planning for the new extension that calculations had been made and that there was sufficient parking within the village to accommodate the school staff and the parents who would drive to the village to bring their children to the school. At no time were we told that the proposals would entail an order being made for double yellow lines to be installed throughout Alchester Road and Orchard Rise. One side of Alchester Road is a conservation area. The proposed double yellow lines across the accesses to properties will inconvenience residents more than the additional traffic trying to access Chesterton Primary School as it will prevent us or visitors to our properties being able to park in Alchester Road at any time.

Unfortunately as there is no public transport serving Chesterton all children who do not live in the village will have to be brought to school in private vehicles, apart from the few who use the school bus.

Should the worse scenario happen and there is not enough opposition to the proposed prohibition of waiting order, who will actually monitor vehicles being parked on the double yellow lines, the Police will not do it and therefore you will have wrecked the village for no reason other than ticking a box to say that you have carried out an exercise to prevent vehicles being parked across accesses to properties.

The A 4095 runs through the village and there are no parking restrictions on that road. Should the parents who drive to the village school and residents who will no longer be able to park outside their properties park on the A 4095? I am sure that would quickly cause problems due to the large number of vehicles that use the road every day.

I would therefore like to strongly object to the proposed Oxfordshire County Council (Chesterton Parish) (Prohibition of Waiting) order 20** on the basis that:-

1. Residents of Chesterton have to rely on cars for transport as there is no public transport serving the village. In view of the lack of public transport owners of most of the properties have more than one car and due to the age of the houses in Alchester Road there is not always sufficient off road parking available within the property boundary therefore residents have to, on occasions, park in Alchester Road. Double yellow lines across driveways will also prevent residents from receiving visitors to their properties as they will not be able to park outside the house they are visiting.
2. It will greatly impact on the visual appearance of a rural village, firstly with the double yellow lines and secondly with the large number of signs that will have to be erected on very narrow pavements to accompany the double yellow lines.
3. It will not stop the parents of children who attend Chesterton Primary School parking in Alchester Road or Orchard

	<p>Rise. As the school extension is now being built, it is obvious that there will be an increase in the number of vehicles being driven by parents to the village. The parents of the children will have to park somewhere and the information in the proposed order (Exemptions from Waiting Restrictions 5 (2) indicates that they are free to park on the double yellow lines if they are waiting to enable a person to board or alight from the vehicle, which is what the parents of the school children will be doing.</p>
(20) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I object to the proposal for yellow lining in the rest of the village for the following reasons:</p> <ul style="list-style-type: none"> a. The parents of schoolchildren will still have to park somewhere. This harebrained proposal will only push the problem out to other areas of the village and achieve nothing. b. It offers no alternative/solution to the core issue of where parents can park when dropping the children off - a perfectly reasonable requirement. c. It is a sledgehammer to crack a walnut - a massive overkill. I have never seen vehicles parked over hanging our entrance or any other entrance in the village, or part too close to junctions or in any other unacceptable place - in nearly 7 years of living here. d. If the above were to be an issue, the school run cars or any part therefore 10 -15 minutes or so twice a day so it's hardly a showstopper. It's certainly not worth a 24hrs a day prohibition on parking (which will have far more impact on the residents who have to live here 24/7 (and their visitors)). e. Wholesale yellow lining as proposed is a crude, blunt instrument. More constructive and appropriate proposals would include having things for children like a 'walking bus' https://www.kent.gov.uk/education-andchildren/schools/schools-transport/set-up-a-walking-bus , a 'bike bus' http://www.cycling.scot/mediaLibrary/other/English/5539.pdf, staggered drop-off times, other measures to encourage cycling to school etc. f. The historic rural character of Chesterton will be ruined by ugly yellow lines that make it look like a car choked town centre. g. The residents of Chesterton need to be able to go about their business and park on the public road as well. Therefore, this proposal would be a huge own goal. h. It is already an offence to park overhanging a dropped kerb - so there would be no benefit in using yellow lining in each dropped kerb. Enforcing existing dropped kerbs is more than adequate. i. A major yellow lining project would be an expensive waste of tax payers' money. j. Lining is excessive e.g. The driveway entrance for Chesterwood/Barnside (2 homes south of the school on Alchester

	<p>Road) is 6.18m wide (and the dropped curb slightly less at 5.52m) and yet the plan shows that the yellow lining would be substantially longer at some 12m long. It can't be justifiable to yellow line twice the width of an entrance. A car is typically around 1.8m in width so the entrance is already wide enough for 3 cars at once to pass through - people do not need such a wide track of road to be yellow- lined- thereby losing another 1.5 car spaces of public road parking.</p> <p>In my view, Chesterton village is hugely enhanced by having a charming village school in its midst, and by the vibrant presence of children going to/fro each day. It is not for people who purchased properties on or near Alchester Road to drive these families (and their vehicles) away. These households purchase their properties with full cognition that they were nearby to a popular school and would therefore be affected by parking at peak times. It is not acceptable for these households do no deflect this inconvenience to the households on Orchard rise and the rest of the village. Let me be clear, when we purchased our own home, we knew it was near the village school and reflected this into our purchase decision. It has been slightly inconvenient at times, of course, but we were in full knowledge of the potential impact we chose to live here. I do not feel it is right to 'pass the buck' on this inconvenience to other households who do not expect to have the main road in the village yellow lined, with consequent build-up of parking on the doorstep.</p> <p>We would like to live in a world where there were no cars parked near our house/driveway, no other cars/congestion on the roads etc. but life is not like that. It cannot be for some people to insist upon no parking in certain areas of the public road and then assert control of 'their' section of road - particularly when it is for their own convenience i.e. selfish NIMBYism. This proposal is fed by militant NIMBYs with their own agenda and should be dismissed without further ado.</p> <p><i>*additional documentation supplied</i></p>
(21) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>This to me is over the top and will impact us as residents. Having lived in this village for 16 years I moved in knowing the school was there and so would the traffic twice a day.</p> <p>To be putting double yellow lines on Alchester Road is ridiculous and will penalise my family and friends who want to visit and will be the same for all residents in Alchester Road and Orchard Rise. At the present time we are a 3 car family and there is not always enough room on our drive so we park opposite. My daughter's boyfriend visits and has to park on the road, we are not the only households that have 3 or more cars. I would like it noted that the majority of cars park in the village are residents. I have only noticed one person that parks on Alchester Road and then cycles out of the village.</p>

	<p>By taking away the parked cars this will increase the speed of cars on Alchester Road which could cause accidents at the moment this slows the traffic due to having to give way to on-coming traffic.</p> <p>Since COVID19 and lockdown a lot more residents walk or cycle into Bicester including my teenage daughter. Instead of taking the cheaper option of putting in double yellows please look at safe walking and cycling tracks into Bicester from our village, especially now that the secondary school bus is no longer supporting year 7 and they are expected to walk and cycle along the roads in and out of the village which in the winter months is unacceptable. Placing double yellow lines on corners and places that are unsafe to park would be acceptable.</p>
(22) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I am very concerned about the proposal for double yellow lines around the school. This will push parked cars into other roads in the village. We live on the A4095 and it would be very dangerous if parents are forced to park on such a horrendously busy road. What about the residents of houses on Orchard Rise and Alchester Road? Where are they supposed to park their cars if they do not fit in their driveway? What happens when those residents have friends visiting? - they will be forced to park on alternative roads too. It is very busy at school drop off and pick up time, but that is the nature of living close to a school. It's only for a short time during each weekday so I think it should be tolerated. I urge you to re-think this proposal and come up with a better solution</p>
(23) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Cars will park elsewhere in the village. It will simply displace the problem. The school has children whose parents don't live in the village. How are they expected to get to school?</p> <p>As the cars move to park elsewhere, more parking restrictions will be brought in. The cars will move elsewhere to park. More parking restrictions. And so on and so on. Where will it stop? Until the whole village is covered? This isn't Bicester.</p>

(24) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>The proposals severely limit parking options for parents dropping off and collecting children from Chesterton school and the Playgroup. It provides no alternative options. Parents in Bicester and surrounding villages have no option other than to drive. I rarely see driveways blocked and the majority park sensibly. Double yellow lines near junctions would improve safety, but the rest are unnecessary.</p> <p>I feel that safety would be compromised with this proposal as you'd have the same number of cars seeking spaces, but with nowhere to go leading to stress and poor judgement.</p> <p>I live in the village and walk to playgroup (20 mins at child pace), but there are always occasions when driving is required.</p>
(25) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>This is not fixing the problem in any way at all. It is just moving the problem parking to another area. Double yellow lines are very inconvenient for residents. In fact a lot of parking on Alchester road is residential parking. There is no parking on Bignell view so residents from here park on Alchester road and there are houses on Alchester road with multiple cars so this doesn't only affect the school but these individuals too. We also wouldn't have anywhere for guests to park when we have them over which would be very inconvenient.</p> <p>A better solution if you have to have parking restrictions would be either restrictions at certain times when parking is a problem or residents only parking.</p> <p>However, it would be better to actually tackle the problem and reduce the number of cars driving to the village. Cycle lanes, pavements, a funded school bus from Kingsmere, Wendlebury, Weston-on-the-Green and Middleton Stoney, as well as encouraging school staff to park elsewhere too.</p>
(26) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p>

	<p>I live in Orchard Rise and park my car in the residents parking area provided between no 18 and 16. It seems to me that if yellow lines are introduced then people will park in this area instead.</p> <p>As well as being very annoying for residents who may wish to leave or return home during these times, the much increased movement of cars in this small area is very dangerous. Especially as it involves a lot of small children on foot.</p> <p>Increased parking here had already begun to happen before the new school classrooms were started.</p>
(27) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Double yellow lines would make the village feel more urbanised; the proximity to Bicester is increasing, and it is gradually losing its rural feel. It is unlikely that they will be enforceable, although I acknowledge it might make parents aware of where they park. I support an extension of the school zone zig-zag lines, because they are near a junction. It must be balanced with the fact that the school run is usually over within 30/45 minutes twice a day. Education about parking issues and road safety to parents via the school would be better than daubing double yellow lines in our village.</p>
(28) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I strongly object to the proposed double yellow lines.</p> <p>1 - this is a beautiful village, we do not want it looking ugly with lines and signs everywhere.</p> <p>2 - where are the parents proposed to park? You extend the school and surely knew more cars will be used. This should have been a vital issue that should have been raised at the point of planning. Chesterton is inaccessible so surely making it accessible by foot would encourage more to cycle?</p> <p>3 - By putting in yellow lines you're not resolving the issue, you are just encouraging parents to park further up the road in front of somebody else's driveway!</p>

	I hope there is another way this can be resolved without ruining our village.
(29) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I am a resident of Chesterton and live along Alchester road where the proposed lines are suggested to be drawn, I strongly object to this proposal. Not only will the lines be an eyesore and extremely inconvenient when we have family and friends visiting, it must be obvious to most that Chesterton School survives because children travel to get there. There are not enough children in the village for the school or indeed the playgroup to remain viable. There is no transport to the school; there are no paths to walk to school; parents drop off on their way to work; putting these lines in will simply force parents to park further away from school and push the issues further down the village. A car park needs to be provided or communication with the school for staggered arrival times; a walking bus from the community centre car park or provide a school bus. A simple solution would be to provide a safe path from Kingsmere across to the school seeing as that is part of the catchment area. Also, education of the residents that have complained about the catchment and lack of parking and transport is necessary. Wider paths, traffic calming measures, a 20mph speed limit through the village or even a lollipop person may be an advantage but clearly these have been overlooked because double yellow lines are a cheap way of appeasing a few residents while alienating most others! I understand the parking at school pick up and drop off times may be irritating but it does come part and parcel of buying a house near a school.</p>
(30) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>These proposals fall within the conservation area of the village (Alchester Road) and are therefore completely inappropriate for the location. Conservation areas are supposed to be protected from urbanisation and unsightly double yellow lines and additional street signs fall under this description.</p> <p>Although I understand the reasons for preventing inconsiderate parking, by putting double yellow lines around the school, those wishing to park will simply be dispersed to other areas of the village where they will become even more of a nuisance whilst staying longer to walking their children a little further to the school. Areas such as Tubbs Lane and Manor Farm Lane will become new drop off points (and turning points) so residents that have so far been relatively unaffected by the school traffic will then have to deal with a new and irritating disturbance. It will also result in</p>

	<p>vehicles being parked on grass verges which border the highway and are currently privately maintained as part of the garden of these residents.</p> <p>The council should be focusing on sustainable travel solutions, not those that encourage increased vehicle movements in a rural setting.</p>
(31) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Support</p> <p>We live in Old Vicarage Cottage, Alchester Rd, Chesterton. As you can see from the proposed plans the drawings clearly indicate that the width of our driveway is not comparable to any others, it is significantly narrower, this means we are unable to park on our driveway and have no option but to park on Alchester Rd. Introducing Double Yellow Lines outside of our property will mean we will need to park elsewhere, where do you suggest we park where our cars will be secure and safe? You could fund the lowering of the curb for us but we will still only be able to park one car and it is likely to encroach on the pavement. You could purchase a metre of land from The Old Vicarage, which would enable us to widen the driveway and allow us to park on the driveway. We accepted that when we purchased the property that we couldn't park on the driveway but we could park outside our house. Now you are proposing that not only can we not park in front of our house but any prospective purchasers of our property can't park outside the house. Surely there has to be an alternative solution for householders who cannot park on their driveway. I am currently undergoing Cancer Treatment and feel that if my wife or I needed quick access to our cars we could be delayed by getting to the car and wouldn't know if we would be arriving at the car for it to be in a driveable state.</p>
(32) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Support</p> <p>To prevent the parking of vehicles near a school will simply mean that people will park somewhere else the problem will be moved to another location in the village. I would suggest that Alchester road could be made one way. Alleviating the traffic issues for the whole of the village while still allowing people to get to the school. By making it one way and reducing the speed to 20mph this will reduce their risk of accidents. One way traffic will be easier to cross and the congestion issues will be made easier.</p>
(33) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Concerns</p>

	<p>We live at New College House. It's proposed to have double yellow lines outside our gates and The Rectory. This is totally pointless and does not address the real problem. People do not park directly outside anyone's gate ... the problem is people parking opposite access to gates. There are already 4/5 cars parking permanently opposite our access. There is only ever one side of the road to drive on at this part (directly outside our gates) which causes a number of existing problems. - Access to and from our home is always difficult, and sometimes dangerous. - It is often necessary to drive past our home to the other end of Alchester Road to turn and drive back on the near side, as it's the only way to get our car through the gates. -Traffic has to pause to allow oncoming vehicles to pass on the single stretch of this road. - Large vehicles (lorries, buses and HGVs) frequently mount the grass verge outside our property just to pass this stretch of the road, causing damage which we have to try to repair on a regular basis. Putting double yellow lines directly outside the entrance of homes is pointless and does not address the issues of safety and access. The proposed restrictions will send more cars down the Alchester Road (parking along the frontage of The Vicarage) exacerbating the problems here further and increasing the length of the single lane / one car width stretch of road. We feel strongly that this is not a good solution.</p>
(34) Local Resident, (chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I live n Orchard Rise and and have access via the back entrance to my home is from the dead end parking area on orchard rise by putting yellow lines else wear in the road the dead end will become the only place to park thus limiting me who lives there from parking even now at pick up times parking is a problem so i see with restricted parking else wear this problem will become worse.I object to this as a resident this seems unfair to myself and to all of the residents who park down this section of the road.</p>
(35) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I am a resident of Chesterton and live along Alchester road where the proposed lines are suggested to be drawn, I strongly object to this proposal. Not only will the lines be an eyesore and extremely inconvenient when we have family and friends visiting, it must be obvious to most that Chesterton School survives because children travel to get there. There are not enough children in the village for the school or indeed the playgroup to remain viable. There is no transport to the school; there are no paths to walk to school; parents drop off on their way to work; putting these lines in will simply force parents to park further away from school and push the issues further down the village. A car park needs to be provided or communication with the school for staggered arrival times; a walking bus from the community</p>

	<p>centre car park or provide a school bus. A simple solution would be to provide a safe path from Kingsmere across to the school seeing as that is part of the catchment area. Also, education of the residents that have complained about the catchment and lack of parking and transport is necessary. Wider paths, traffic calming measures, a 20mph speed limit through the village or even a lollipop person may be an advantage but clearly these have been overlooked because double yellow lines are a cheap way of appeasing a few residents while alienating most others! I understand the parking at school pick up and drop off times may be irritating but it does come part and parcel of buying a house near a school.</p>
(36) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I live on Home Farm Close and must park on Alchester Road as our house does not have parking. For the sake of an hour's disruption I don't feel that these double yellow lines will help, rather limit where we ourselves can park. With a young child having to walk much further down Alchester Road would be very inconvenient.</p> <p>Furthermore people do need to drop their children off at school, especially those who live outside the village so double yellow lines will merely shift the problem elsewhere in the village. I feel a more nuanced solution is required, perhaps a designated drop off spot at either end of Alchester Road and a walking bus perhaps to get those children to school.</p> <p>Lastly double yellow lines are unsightly. This is a quiet, countryside village that needs to retain its character. This is not Bicester, it is not a place that will have huge parking problems all day every day.</p>
(37) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Many children attend the school and playgroup from outside the village, they need somewhere to stop to drop off their children at the settings mentioned above. The issue of a large amount of cars parking along alchester road and orchard rise is only for a small period of the morning and afternoon. As a villager myself and many others, we no to take a different route through the village to avoid traffic and to not add to the congestion. By adding double yellow lines this could have an adverse effect on people coming to our school and risk its future!</p>
(38) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p>

	<p>1- the yellow lines and associated signage will be unsightly in a conservation area and village location.</p> <p>2- this will cause residents and parents to park in other areas of the village, thereby just moving the problem.</p> <p>3- parking/crossing on the very busy A4095, which this may cause, would be very dangerous & cause traffic issues/congestion in the surrounding areas.</p> <p>4- this is not solving the issue at all. People (both residents and parents) have no choice but to drive to the village. There are no safe cycle/walking routes into the village. There is no bus service for residents and most children are not eligible for the free bus service, which should be made free (or low cost) for all children. A free or low cost bus for school children would hugely reduce the amount of traffic on the road, reducing CO2 emissions, congestion and improving parking issues around the school.</p> <p>5- The only issue we have with the road is the speed some individuals drive past the parked cars, making it dangerous for children crossing the road. A reduced speed limit at school times would be beneficial.</p> <p>6- Residents need the ability to have visitors to park outside their homes.</p>
(39) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I live on Home Farm Close and due to lack of parking need to park on Alchester Road. I have a very young child so I would be concerned if we were forced to park further away.</p> <p>The school is a primary school and although many may not live in the village they are all part of the village community. They need to be dropped off safely by their parents. Where are they expected to park? This remains a problem if the lines are in place.</p> <p>If the reason is to stop drives being blocked - well people should not be blocking drives anyway. Perhaps signs as a reminder rather than yellow lines.</p> <p>Chesterton is a beautiful village and I also think the yellow lines will be unsightly and spoil the look of the village.</p> <p>Finally, the problem is only at pick up and drop off. At all other times the roads are incredibly quiet. It is a minor inconvenience to ensure the safety of small children.</p>

(40) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>This is a conservation area and yellow lines apart from being ghastly will further urbanise the village street scene. A one way system past this area would be a better proposition allowing cars to drop off on both sides of the street without the obstruction of oncoming traffic.</p> <p>It is pretty poor planning that the extension to the school was passed without consideration to increased traffic flow and the impact on the homes of people living in the immediate vicinity.</p>
(41) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I wish to object to the proposed parking restrictions in Alchester Road and Orchard Rise.</p> <p>On a positive note it is a good idea for double yellow lines to be painted on the corners between Alchester Road and Orchard Rise. Along with the existing "School Keep Clear" markings this should provide a clear line of sight for parents and children when crossing the road to school. These parking restrictions do though need to be ENFORCED!</p> <p>However as far as the rest of the proposed parking restrictions are concerned this is just a complete waste of time and money. For example I will be having double yellow lines painted in front of my driveway (Crendon). Why? I've lived here for over 15 years and nobody has ever parked there. I'm sure this is also true for many of the other residents in Alchester Road. Again why will there be double yellow lines at the junction between the B4095 and Alchester Road? I can't remember the last time I saw anyone parking there. It also seems completely excessive for the restrictions to include the whole of Orchard Rise and down as far as Tubbs Yard.</p> <p>I also believe this proposal will have negative consequences. Currently virtually all M/V's park on the Eastern side of Alchester Road. Therefore, most children arriving to school by car do not have to cross the road. Also this allows for unrestricted (all be it careful) access for through traffic. Now in effect, parking spaces are being created between the double yellow lines on both sides of the road. Cars can/will even park opposite one another. More parents and children will be forced into crossing the road. Additionally sight lines will be much worse and it could block access for service and emergency vehicles during school opening and closing hours.</p>

(42) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>It is a foregone conclusion that this restriction will defer parents to parking in Bignell View(A4095) where we have more than enough problems with high levels of traffic which we have a weekly occurrence of vehicles parking on the foot path preventing parents and children from walking and a dangerous habit of vehicles driving along the foot path due to parked cars and other obstructions. A constant problem for pedestrians is that they have to walk in the road to get past these obstructions which is only going to be exacerbated with your proposed restrictions. The parking problem is caused by the school, which the extra classrooms will only make worse, so I feel they should be instructed to police their own problem and not inconvenience everyone else.</p>
(43) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I object because this is an unreasonable NIMBY-ish proposal which is heavy-handed and indiscriminate. The school parents only need to park for 15mins a couple of times a day and having a 24hr restriction is over the top. Additionally, the yellow lining proposed across entrances is much longer (in some cases twice as long or even 3 times as long as the entrance) and this is excessive (and will result in the loss of much needed parking on the public road, which will make life difficult for the very residents that the proposal is allegedly meant to be helping).</p>
(44) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - No opinion</p> <p>Alchester Road is in the conservation area, yellow lines will add to the urbanisation of Chesterton and lead to extended parking the whole length of Alchester Road and beyond.</p>
(45) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>As a resident of Alchester Road for 6.5 years, living only 4 doors away from Chesterton Church of England Primary School on the east side and having two young children who attend the same school, I can honestly say that I have</p>

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	<p>never experienced a time when another vehicle dropping children off at the school has not allowed my husband or I to move our vehicle from our off road parking/driveway which is situated in front of our house.</p> <p>We are a two car family with only one off road car parking space in front of our house and this proposal is likely to have a significant impact on our ability to park outside of our house particularly since the reduced availability of parking along the remainder of Alchester Road and Orchard Rise will likely result in neighbours parking further away from their own homes and for potentially long periods of time thus not allowing my husband or I with our young family to park outside of our own home and potentially, if needed, being ticketed if we chose to park across the front of our own entrance.</p> <p>As you will be aware the majority of Alchester Road is also within a conservation area and the proposal of double yellow lines and signage will be detrimental to this.</p> <p>How this proposal will be policed if it was permitted to go ahead (which I hope it does not) greatly concerns me and I strongly feel that this will not solve the problem that the minority of residents on Alchester Road have.</p>
(46) Local Resident, (Bicester)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I believe that the double yellow lines will cause more problems than they will solve. As a parent of a children at the school there is no safe way to walk or cycle to Chesterton from Kingsmere. I therefore have to drive to get my children to school. I have never seen parking which has prevented residents entering or leaving their property. There is already a rule in the highway code to prevent this (Highway Code rule 243). By implementing these double yellows you will not prevent parking but just move it to other areas of the village. I am not aware of any accidents that have been caused by parked vehicles. The majority of the lines down Orchard Rise are not protecting resident access.</p> <p>There are other options available such as residents offering their vacant driveways to be used for school drop off and pick up. Residents and implementing a timed one way system where by between 8.30am and 9.15am and 3pm and 3.30pm people only travel one way down Alchester Road and around Orchard Rise. You can leave the village via Green Lane (or vice versa). A safe walking route via Tubbs Lane - something Residents have prevented. If Residents really want to reduce the traffic and increase safety in the village a safe walking/cycling route in and out of the village would be money better spent.</p>

(47) Local Resident, (Bicester)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Chesterton School survives because children travel to get there. There are not enough children in the village for the school to remain viable. There is no transport to the school; there are no paths to walk to school; parents drop off on their way to work; putting these lines in will simply force parents to park further away from school and push the issues further down the village. A car park needs to be provided or communication with the school for staggered arrival times; walking bus from the community centre car park or provide a school bus. A simple solution would be to provide a safe path from Kingsmere across to the school seeing as that is part of the catchment area. Also, education of the residents that have complained about the catchment and lack of parking and transport is necessary.</p>
(48) Local Resident, (Bicester)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Parents outside of the village are being made to feel like criminals for all of 20 mins a day. There is nowhere to park now and with the yellow lines it will be impossible.</p>
(49) Local Resident, (Aylesbury)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I object to the proposal of double yellow lines, as my sister lives along Alchester Road, and has done for number of years. I visit her on a regular basis and double yellow lines would render it impossible to park near to her house. With a small baby this will make visiting my sister impractical. Their driveway is already in full use with two cars. I am aware that the road is busy during school times, however this is for a short period twice a day and is a reality of living close to a school. I would suspect that double yellow lines would create more issues than it resolves as people will still need to get their children to school. I would suggest that placing double yellow lines along the road is short sighted and I urge you to reconsider.</p>
(50) Local Resident, (Aylesbury)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p>

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	It is ridiculous that parking should be stopped fir local residents and their visitors
(51) Local Resident, (Aylesbury)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>Residents will be unable to have visitors park nearby</p>
(52) Local Resident, (Aylesbury)	<p>Alchester Road (DYL) - Object Orchard Rise (DYL) - Object</p> <p>I visit my daughter who lives in Alchester Road, up to 3 days a week and collect them from Chesterton first school and look after them on the days my daughter is working.</p>
(53) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Concerns</p> <p>I live on Alchester Road. I am pleased you are considering restrictions but very concerned how this affects houses with no parking outside their property eg 2 Home Farm Close, who park therefore on the road, and also people visiting us or anyone else on the two roads. Would not a single yellow line be more acceptable/suitable?</p>
(54) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Concerns</p> <p>We live at Sunnyside, next to the old village hall so face the impact of cars from the playgroup in the hall & school traffic. I am happy steps are being taken to manage the parking issues on Alchester Road, we have had people parking across our drive at school collection time, and if not actually across the drive, so close to the drive that it becomes dangerous to exit the drive at busy pick up times. This will only get worse as the school takes in more people due to the expansion, who will be from out of area, with no public transport links or viable footpaths to the village. My concern however is that we have had to park across our drive on many occasions when returning to our property, due</p>

	to lack of parking on the road. If further restrictions are placed around the village, this is more likely to happen. Would we then risk getting a fine for parking in front of our house?! Please can you confirm this point and if a resident parking permit could be an option?
(55) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Concerns</p> <p>Concern over excessive signage to communicate any parking restrictions. Current proposal does not offer a solution for the issue just pushes it further out from school. Traffic is already excessive and bad parking by drop offs already makes road dangerous around school opening and close times without increased class. Any solution needs to be enforced otherwise will be ignored as per current road markings.</p>
(56) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Concerns</p> <p>My primary concern relates to the timing of these measures and whether there is adequate support, funding and resource to introduce the complementary travel infrastructure required to help parents and children travel to school safely.</p> <p>Simply introducing enforceable road markings on the roads stated provides no solution for school travel, and in this regard may cause problems elsewhere in the village.</p> <p>In ordinary circumstances parents would be directed to public transport, however in light of Covid 19 the Council must be sympathetic to current government advice which is that public transport should be used as a last resort. As such, we are aware that school bus travel will be limited and potentially not advisable.</p> <p>With no safe route of travel on foot or by bicycle to Chesterton from Kingsmere (Bicester), Weston on the Green or any other neighbouring villages, parents who need to ensure their children get to school safely may have no option but to drive. All surrounding roads are national speed limit routes, with no cycle path and in many cases no footpath. These are not suitable routes of travel for many people, least of all those of primary school age children.</p> <p>If these enforcement measures were proposed for implementation WITH other complementary measures e.g timed for delivery in line with an agreed date for a cycle and/or foot path, or an increased school bus service to compensate for the distancing required, I think it would be far easier to support on the basis that we are focused on future</p>

	<p>improvements and solutions.</p> <p>At present, the application only serves to defer an existing problem to another driveway, and delivers no workable travel solution to families who have no other option.</p>
(57) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Concerns</p> <p>We have concerns and disagree with the approval for the yellow lines to be installed within the layby of Alchester Road opposite the school.</p> <p>This would look extremely unsightly from our house to have bright yellow lines right in front of our driveway and I'm sure you will agree this is far from fair or reasonable to expect these to be right in front of our house.</p> <p>We also do not see how anyone can try to stop us parking at the bottom of our own driveway to unload shopping or items from our car right outside of our house. It is also very far from in keeping within our lovely village and would look extremely unsightly.</p> <p>Surely this would be far better to have a member of the school staff monitoring traffic at start and finish times or to have a dedicated crossing guard appointed for the school at these times.</p>
(58) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Concerns Orchard Rise (DYL) - Support</p> <p>I have concerns about scattered double yellow lines along Alchester Road. I think they will look very unattractive in a historic village. I would prefer solid double yellow lines on one side of the road. Ideally, this should be on the east side and effectively continues the 'no waiting' area outside Chesterton school.</p> <p>I do not think a double yellow line is necessary between The Old Stables and the Church Lych Gate as this has few drop kerbs.</p> <p>I think also that to the east side of Alchester Road, parking should not be allowed at any time of day.</p> <p>To the west side of Alchester Road, parking should only be allowed outside of school hours, which will then allow residents an area of the road in which to park during the day.</p>

(59) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>As a resident whose drive is regularly blocked, or vision when leaving is greatly compromised, I wholeheartedly support your proposal. However, if the restrictions are not policed in some form it will be a complete waste of your time and money.</p> <p>At present we do have a solid white line to protect our access, but a minority of parents/visitors to the school and one local resident choose to ignore this.</p> <p>As we have a double drive, physically on lots of occasions it is possible to exit, however, because of the parked vehicles, on both sides of the drive, there is no view of traffic proceeding along Alchester Road. It is only when you have driven out into the single remaining carriage way, hoping that nothing is tearing along the road, that you see if the road is clear.</p> <p>A 20mph limit along the entire road would also provide an additional layer of safety for pedestrians and cyclists, perhaps you could consider this in the future.</p>
(60) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>I have witnessed an accident a few years ago because the row of cars parked along Alchester road causing road users to drive on the wrong side of the road. My other concern is with so many more families having to travel into the village to school from Kingsmere especially but Weston on the green and Wendlebury where are they expected to park as there is no safe walking route into the village.</p>
(61) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p>

	<p>Movement of traffic along Alchester road is often very difficult during term time because cars park inconsiderately, often blocking vision, consequently making it dangerous for people to cross the road and for drivers exiting junctions and driveways. There will be an increase in traffic due to the school expansion but also due to there being an increase in car ownership of residents, who have no more room on their driveways to park, so park on the road. Unless Orchard Rise is included in the yellow lines plan, the problem will transfer to that area.</p>
(62) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>Parking outside the school is both dangerous and irresponsible. Inconsiderate and impatient drivers make it difficult to drive or negotiate the road during pick up and drop off times. Any attempt to control this needs to be considered/put in place.</p> <p>My only concern is that the problem will move to another area in the village causing a potentially worse hazard. To avoid this then further restrictions should perhaps be considered?</p>
(63) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>Whilst we are proud that our village school draws in pupils from outside the village, it does cause traffic problems that causes problems to residents.</p> <p>Getting in and out of the village at school drop off and pick up times is really difficult, and often dangerous, as there is also the school bus service, as well as the cars. Mix that with delivery drivers, and maybe the need for an ambulance, it can be impossible.</p> <p>I would also like you to add restrictions to the Fortescue Drive end, which connects with Orchard Way, as I can foresee that we will have problems once the restrictions are put in place.</p> <p>Maybe you should be considering a mini park and walk for parents, the car park at the Community Centre, could perhaps be a possibility?</p>

(64) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>The biggest parking problems are at start and end of school day when parents park anywhere and don't seem to care about access for local residents to their own homes.</p> <p>The corner of Alchester Road and Orchard Rise nearest the school gets completely blocked and, as we need to exit from the rear road , we are in danger of having an accident as we cannot get out onto Alchester Road especially when vehicles are coming into Orchard Rise on the wrong side of the road. There is a coach that goes to the school that parks and waits anywhere (even on the designated no parking marks).</p> <p>It will need somebody to oversee this new parking arrangement – it has never worked in the past despite the Head teacher warning parents and the Police attending on many occasions.</p>
(65) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>For too long there has been problems with congestion along Alchester Roads resulting in safety issues which will increase with the opening of the School's extension. Furthermore, residents who front on to the Road have been greatly inconvenienced with their accesses being blocked.</p> <p>However, this will not be a success until and unless the restrictions are properly policed which I trust will be the case. I hope it will not be a waste of money and time!</p>
(66) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - No opinion</p> <p>The proposed changes are desirable to restrict the current situation of irresponsible parking at school peak times and also at other times. However, the changes will make not the slightest difference unless adequate enforcement measures are in place. Without policing the restrictions will just be ignored.</p>

(67) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - No opinion</p> <p>I definitely support and welcome the proposal to put double yellow lines along Alchester Road. My property is next door but one to the primary school and so the issue of parking is of great concern. I appreciate parents need to drop off and collect children but I regularly find I am unable to leave my property during those times as people block us in. Although there is a single white line in front of us this is regularly ignored by parents, visitors and staff from the school and even occasionally residents of Alchester Road. However, more importantly, my concern is our safety when exiting our property. As our house is lower than the road we have an incline and as vehicles are continually parked on either side of our joint entrance with our neighbours it is impossible to see in traffic coming from either way. We have to very slowly edge our way out in to the middle of the road before we can see if the road is clear. This is made even more impossible when the vehicles parked there are vans or four-wheel drives - at least with small cars you can sometimes see through their windows. We continually have rude gestures made to us, or horns blasted by people who seem unaware of the fact that we cannot see them. I firmly believe it is only a matter of time before our cars are hit by ongoing traffic. It would be of immense help if the double yellow lines could be extended beyond our entrance by about a half car length which would give us enough room to see if traffic is coming. If it could be done on both sides that would be absolutely wonderful but at least one side would increase our vision and therefore our safety. If anyone from the Council would like to come and see how hazardous it is I would be only to pleased to show them. We have considered requesting a mirror on the opposite side of the road but this would not help as the road has a bend in it. I do hope that you are able to consider and approve this request for just a few extra feet of yellow lines.</p>
(68) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>On balance I support the application, in order to ease the congestion caused around school arrival/departure times. However, I have a concern on whether this will just push traffic a bit further around the village. Will we see similar actions take place if roads such as Fortescue Drive, or further afield, become congested with parked cars?</p>
(69) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>I live on Alchester Rd and all my problems have been that cars park opposite my drive making reversing out nearly</p>

	impossible, also oil deliveries cannot happen because the lorry with the car parked where it is closes the road causing chaos.
(70) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>I will start by stating that I fully support this proposal and agree that it is the only safe way forward to address the parking problems and to protect people's lives.</p> <p>My home is immediately next to the school and on the same side of the road. The parking of parent's vehicles whilst visiting the school in Alchester Road, particularly outside my home, has become reckless to such a point that it is extremely dangerous. With the expansion to the school currently underway and the growing numbers of children attending, this will only become a bigger problem. Accidents have occurred in this location and are well documented by Thames Valley Police. How there has been no fatality or serious injury during school times has been down to sheer luck.</p> <p>Having spoken to parents about their inconsiderate parking outside my home on many occasions they say, 'I'm only going to be a minute'. That minute always ends up being half an hour or more. With the ever increasing size of vehicles it is impossible to leave my property without risking a serious accident because visibility is seriously compromised. Vehicles park either side of my driveway, a shared drive with my neighbour at Chesterwood, making visibility impossible for us. On more than one occasion vehicles have parked on a single white outside my home completely blocking our entrance and this is a matter I have brought to the attention of the school.</p> <p>I referred earlier to the single white line outside my home which is currently 10 meters in length. This line is basically in place to stop cars parking inconsiderately but is generally ignored. I believe proposals are such that double yellow lines, replacing the white line, will be 12 meters in length in this area. I would respectfully request that the length of the double yellow lines is inadequate and should be increased from 12 meters to 20 meters. This will at least allow a view up and down Alchester Road when exiting our driveway and will be to the safety of all road users.</p>
(71) Local Resident, (Chesterton)	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>Firstly, I would like to say how welcomed the news of these proposed plans are, especially for the people who struggle</p>

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	<p>every day to get in and out of their driveways, like myself.</p> <p>Secondly, it would make our lives a lot easier if the yellow lines on the opposite side of the road to us, could be elongated to cover the width of my driveway rather than the proposed ones in front of it, as they wouldn't help us at all in getting in and out.</p>
<p>(72) Local Resident, (Chesterton)</p>	<p>Alchester Road (DYL) - Support Orchard Rise (DYL) - Support</p> <p>Desperately needed. I live in Orchard Close and sometimes can't get through because of cars parked on the right going down to first lamppost. Lorries, cars end up going over No 1s garden. A fire engine, ambulance would not get through. Double yellow lines into Orchard Close to the first bend, first lamppost needed on the right.</p>

Division(s): Wroxton and Hook Norton

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

CROPREDY – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AT CLAYDON ROAD AND WILLIAMSCOT ROAD

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on the Claydon Road and Williamscot Road as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development, and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to extend the village 30mph speed limit on the Claydon Road and Williamscot Road at Cropredy.

Background

4. The above proposals as shown at Annex 1 have been put forward following a request by Cropredy Parish Council and, if approved, funded by them.

Consultation

5. Formal consultation on the proposal was carried out between 18 June and 17 July 2020. A public notice was placed in the Banbury Guardian newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cropredy Parish Council, Cherwell District Council and the local County Councillor.
6. One response was received. An objection from Thames Valley Police which is set out at Annex 2. A copy of the full response is available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police objected on the grounds that they considered that the proposal would extend the 30mph limit beyond where most drivers would

consider a 30mph speed limit appropriate taking account of the very limited road side development and suggested that traffic calming gateways would be a more suitable and effective way of addressing concerns over speeds, noting that in their opinion the proposals do not comply with the Department for Transport guidelines on setting local speed limits. The police response also noted that the site would not be a priority for police enforcement, on account of no recorded collisions in the last 5 years.

8. While noting the above, the proposed extensions of the 30mph limits at both the Claydon Road and Williamscot Road are comparatively modest and – by including junctions and accesses currently just outside the current village speed limit – do appear to be coherent and appropriate. It is accepted that the interpretation of the Department for Transport speed limit guidance in respect of villages does place emphasis on the level of road side development, but it does also allow some flexibility taking account of the specific site circumstances, which in this case includes in respect of the Claydon Road the busy junction with the Mollington Road and an outlying property and, in respect of the Williamscot Road, access to the village sports ground.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for the proposed speed limit has been provided by Cropredy Parish Council.

Equalities Implications

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

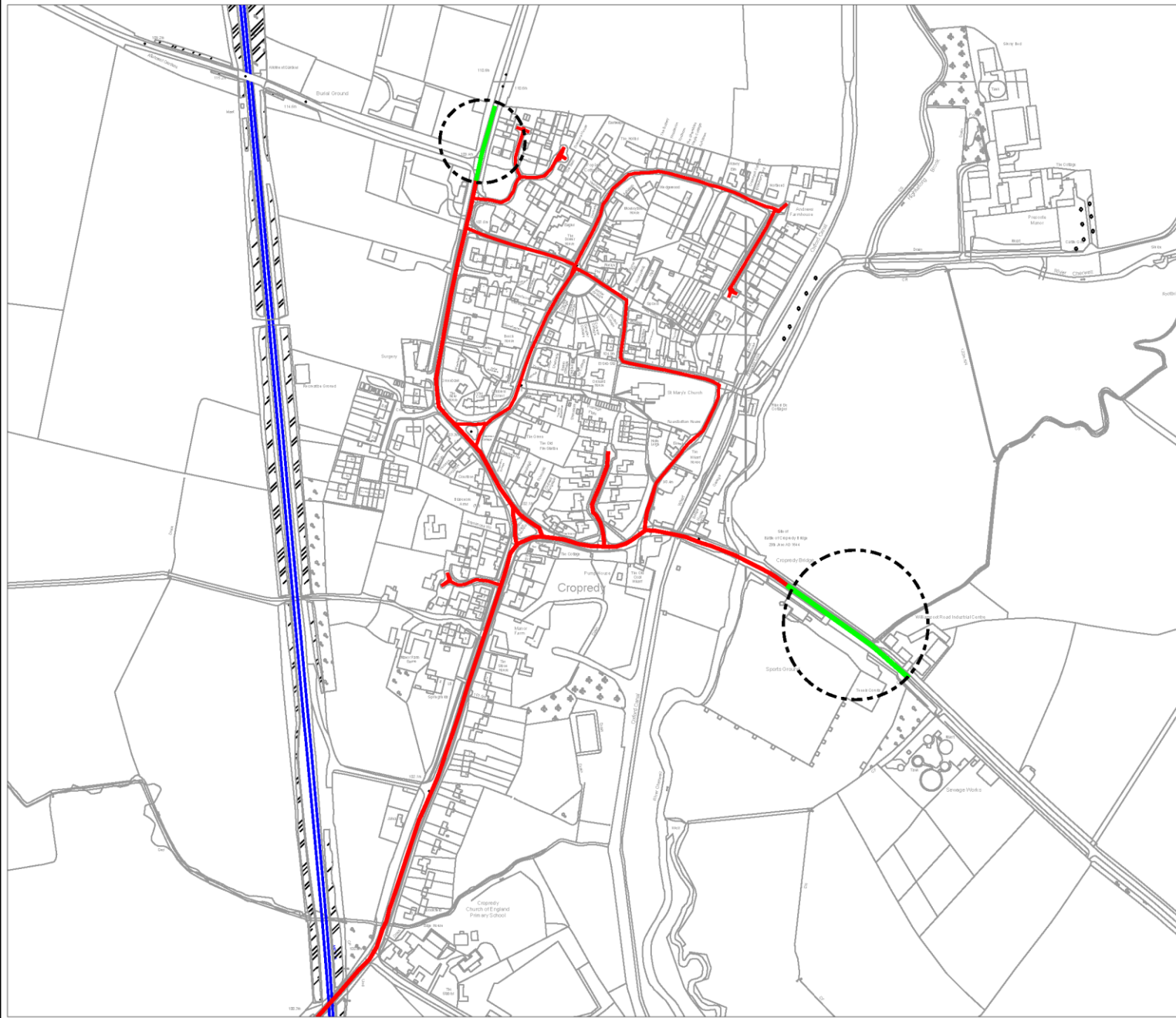
JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation plan
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mike Wasley 07393 001045

September 2020

Drawing No.		Revision 0													
<p>Existing 30Mph</p> <p>30Mph Extension Williamscot Road - 170m Claydon Road - 80m</p>															
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)</p> <p>USE (ENTER 'NONE' IF APPLICABLE)</p> <p>DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)</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: 0845 310 1111</p>															
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<p>Drawing Status</p> <table border="1"> <thead> <tr> <th>Scale @ A3</th> <th>Drawn by</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td> </td> <td>GG</td> <td>DC</td> <td> </td> </tr> <tr> <td> </td> <td>Date drawn 13/03/20</td> <td>Date checked 13/03/20</td> <td>Date approved </td> </tr> </tbody> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by	Checked by	Approved by		GG	DC			Date drawn 13/03/20	Date checked 13/03/20	Date approved
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – The village is appropriately represented where the speed limit currently commences and moving it out further into the rural environment will lose that link. The perception some have that in doing this, drivers slow down earlier is usually lost where no link is made, and the message lost! Investment of village gateway visual impact improvement treatment would be better value in terms of safety at the current speed limit / village boundary in our view.</p> <p>The Department for Transport guidelines are clear on this aspect of setting speed limits which is being ignored. The presence of the playing field entrance and one commercial presence both set back from the road is insufficient to making this urban and speeds will in our view remain as now which will result in the limit being largely ignored. This is not a safety site for active Police mobile enforcement with no recorded collisions in the last 5 years.</p>

Division(s): North Hinksey

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

NORTH HINKSEY: NORTH HINKSEY LANE & LIME ROAD - PROPOSED WAITING RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions on North Hinksey Lane and Lime Road, North Hinksey as advertised.

Executive summary

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

Introduction

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions at North Hinksey Lane and Lime Road, North Hinksey.

Background

4. The above proposals as shown at Annexes 1, 2 & 3 have been put forward as a result of concerns raised by the local member over the safety and movement of traffic in the area and, if approved, funded from her Councillor Priority Fund.

Consultation

5. The first formal consultation on the proposal was carried out between 26 September and 25 October 2019. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, North Hinksey Parish Council and the local member. Street notices were placed on site and letters sent to 205 properties in the immediate vicinity adjacent to the proposals.

6. Seventy-six responses were received to the first formal consultation with a number of objections. Following a detailed analysis of those responses the proposals were revised, including introducing sections of un-restricted parking near to the cemetery and allotment gardens, as well as sections of time-limited waiting (in place of the originally proposed DYLS) at the southern end of North Hinksey Lane, east of the southern bypass.
7. A second formal consultation on the proposal was carried out between 13 February and 13 March 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, North Hinksey Parish Council and the local member. Those who had responded to the original consultation were also informed by email of the new proposals.
8. Again, street notices were placed on site and letters sent directly to 205 properties in the immediate vicinity adjacent to the proposals.
9. Twenty-eight responses were received to the second consultation as summarised in the table below:

Proposal	Support	Object	Neither / Concerns	No opinion
Lime Road	9 (32%)	4 (14%)	4 (14%)	11
North Hinksey Lane	11 (39%)	4 (14%)	6 (21%)	7
North Hinksey Lane Service Road	9 (32%)	8 (28%)	4 (14%)	7

10. The responses are recorded at Annex 4. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

Lime Road

11. Objections to the second consultation have been received highlighting concerns that the parking issues will be moved further away from the scheme limits, that other areas within the locality of the proposed scheme were not included in the scheme, commuter parking is caused by raised Oxford park and ride charges, lack of current parking enforcement and that the original proposals have been reduced.
12. In response to the first and second points, the extents of the scheme were proposed by the local member following complaints received from residents. There are currently no proposals to extend the scheme.

13. With regard to the third point, the parking charges at Seacourt Park & Ride are beyond the scope of this report.
14. Responding to the fourth point, Civil Parking Enforcement in the Vale of the White Horse District is due to be implemented in 2021.
15. Regarding the fifth point, the original proposals to install restrictions in Lime Road have been changed following objections received during the first consultation.

North Hinksey Lane

16. Objections to the second consultation have been received highlighting concerns that sections of unrestricted parking have been proposed, that the proposed restrictions are not covered by civil parking enforcement and parking by parents at school times will cause traffic issues
17. In response to the first point, these sections have been proposed to allow the use of local amenities and also to provide a 'natural traffic calming feature' to slow vehicles travelling along the Lane.
18. Regarding the second point, this location falls under the jurisdiction of Civil Parking Enforcement. Oxfordshire County Council's Parking Management Team who carry out Civil Parking Enforcement were consulted on these proposals.
19. With regard to the third point, there are sections of North Hinksey Lane near the school where parking is not permitted which will allow vehicles travelling along the Lane to safely pass and repass.

North Hinksey Lane Service Road

20. Objections to the second consultation have been received highlighting concerns that the residents will lose on street parking places, that the restrictions allow parking on both sides of the service road at times, that more residents will pave their front gardens to park off carriageway and requesting the introduction of a Residents' Parking Scheme.
21. In response to the first point, all of the properties fronting the service road have off street parking, should residents wish to park on the carriageway the proposed restrictions still allow this to happen but not continuously in one place throughout the day
22. Regarding the second point, there are currently no restrictions in place so no change will occur if the proposals are implemented
23. In response to the third point, any works by the residents to provide further off carriageway parking would need to be compliant with current planning regulations

24. With regard to the fourth point, the type of restrictions proposed followed discussions with the local member. The restrictions proposed are in the interest of road safety and not to provide on street parking.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

26. Funding for the proposed measures has been provided by the Local Member using her Councillor Priority Fund.

Equalities Implications

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



JASON RUSSELL
Interim Director of Community Operations

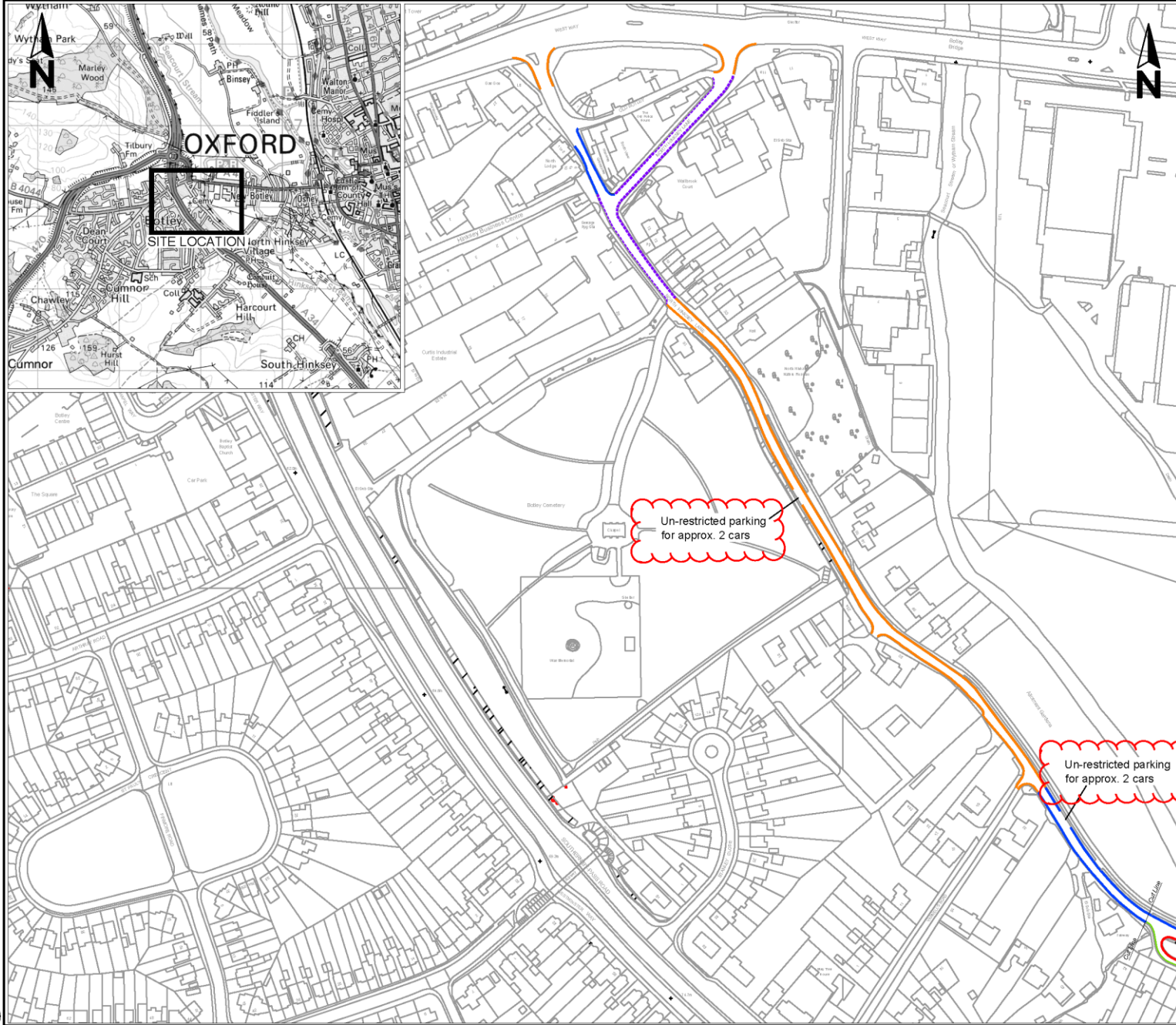
Background papers: Plans of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mark Francis 07730 926962

September 2020



Drawing No.		Revision 0			
Key  Proposed 'No Waiting at Any Time' (Double yellow lines)					
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 OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>					
Project title PROPOSED PARKING RESTRICTIONS					
Drawing title LIME ROAD					
Drawing Status					
Scale @ A3 N.T.S.	Drawn by JaC	Checked by	Approved by		
	Date drawn 07/19	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			




Drawing No.		Revision	
		0	

Key

- Existing 'No Waiting at Any Time' to remain
- Proposed 'No Waiting at Any Time'
- Proposed 'No Waiting' Monday to Friday 11am to 12 Noon
- Proposed 'No Waiting' Monday to Friday 1pm to 2pm
- Existing 'No Waiting 8am to 6pm Monday to Saturday' to remain

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OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for Infrastructure Delivery
Communities Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

PROPOSED PARKING RESTRICTIONS

Drawing title

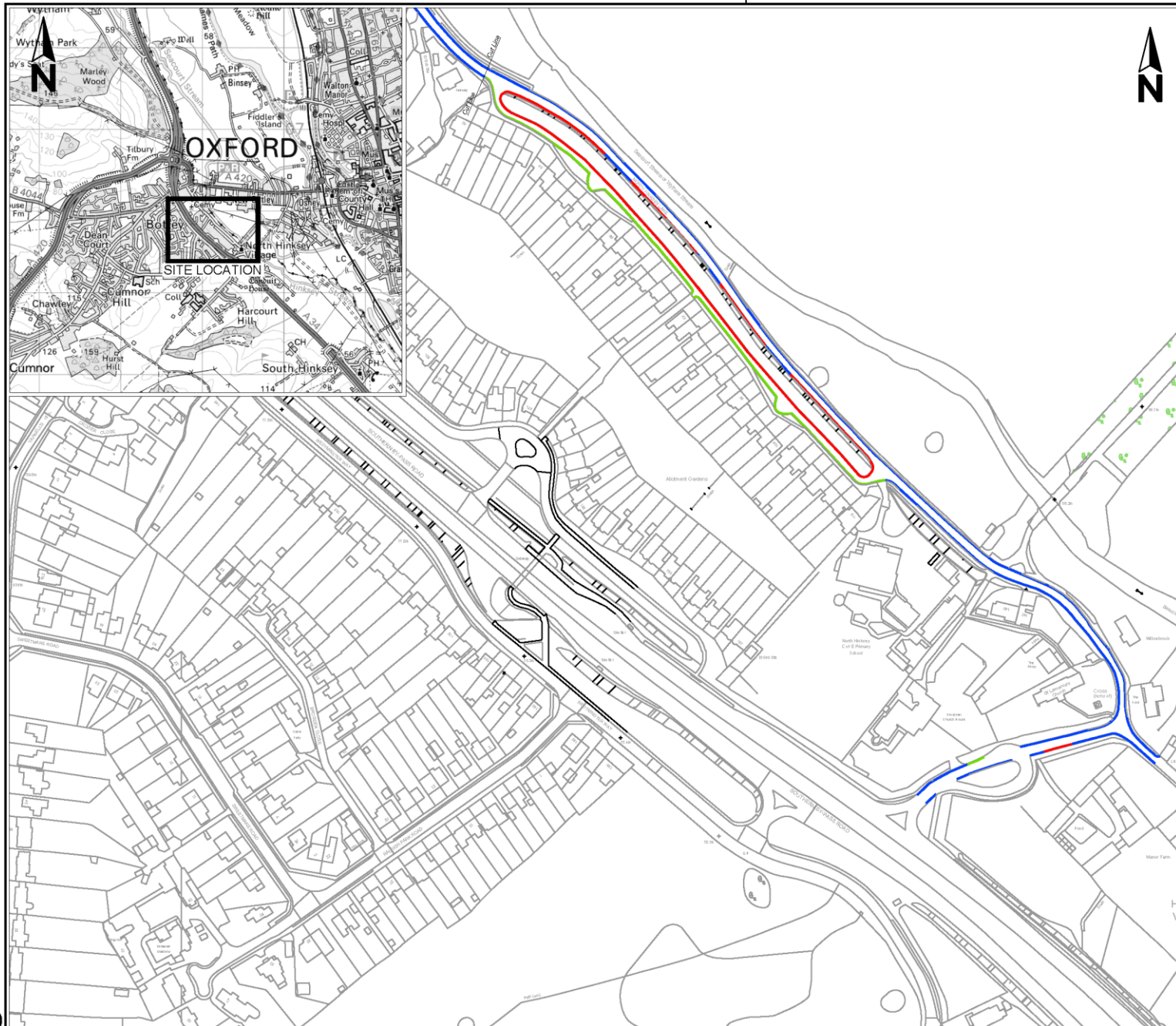
NORTH HINKSEY LANE
SHEET 1 OF 2

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
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Date drawn	Date checked	Date approved	
07/19			

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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Drawing No.		Revision 0	
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<div style="display: flex; justify-content: space-between; align-items: center;"> <div> <div> OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div> </div> </div>			
Project title PROPOSED PARKING RESTRICTIONS			
Drawing title NORTH HINKSEY LANE SHEET 2 OF 2			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
07/19			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - As the Parish of North Hinksey is subject to Civil Parking enforcement these restrictions place no burden on our officer's in terms of enforcement activity.</p> <p>These restrictions are extensive and remove considerable on street parking in the vicinity of North Hinksey School. Parked vehicles can act as a means of controlling traffic speed especially in the vicinity of schools, removing most of the parking may lead to increased traffic speeds which in term could compromise child safety. Less on street parking may also encourage greater use of this road in order to access the A34.</p>
(2) Vale of White Horse District Council	No objection
(3) Local Resident, (Oxford)	<p>Lime Road – No objection North Hinksey Lane - Object Service Road – No objection</p> <p>Specifically, to the modification of the original proposal - adding 4 unrestricted parking places to the northern end of North Hinksey Lane (the "Lane") is a dangerous and counterproductive proposal. My explanation below.</p> <p>a) I request that the road marking plan is updated to use the latest OS map data. This has been recently revised to incorporate a number of changes to the upper end of North Hinksey Lane. Of importance to consideration of the immediate traffic flows is the replacement of a single dwelling entrance at 18 North Hinksey Lane, now a private road "Halliday Lane" servicing five flats and five detached houses. Almost immediately opposite is the replacement of a single dwelling at 63 North Hinksey Lane with six flats including nine parking spaces.</p> <p>b) I am a nearby resident on this end of the Lane and my house is very close to the road. On the map, the Lane looks like a small sleepy unclassified road - in practice on weekdays it is anything but. It has no weight limits nor speed restrictions aside from a few speed bumps. It is a rat run for the southbound A34, services two industrial estates from</p>

the Westway/Botley Road junction, and further south accesses a highly utilised cycle path into Oxford, a nursery/primary school on the Lane, a very popular gastro pub and two sports clubs in North Hinksey Village. Residents traffic on this Lane is a minority.

c) The frankly weird proposal to add in a couple of totally unrestricted 2 place parking areas on some of the narrowest parts of the Lane completely contradicts the purpose of this proposal, namely "to deter commuter parking, reduce obstructive & inconsiderate parking in the area, and ensure that vehicles can progress safely, whilst improving the safety of all road users...". The side of the Lane adjacent to the Botley Cemetery appears particularly attractive to individuals seeking to park cars for several weeks at a time or even to dump vehicles - the last one removed last week. Cars parked in proposed space immediately create a single lane bottle neck endangering cyclists, especially small children on way to the local school. Queuing traffic adds unnecessarily to air pollution. As a nearby resident, I can guarantee such spots will be utilised from 7 am - 5 pm on weekdays by commuters to Oxford or contractors working on local building sites. This will not help access to the Nature Reserve immediately opposite (most users are pedestrians). Also rather dangerously, the proposed site by the Cemetery appears to straddle the existing speed humps(!) and may obscure the sightline from Halliday Lane. It is unnerving to watch cyclists trying to negotiate traffic on this stretch during weekday rush hours.

d) Following on, the proposed second small unrestricted parking site opposite 34 North Hinksey Lane appears to serve no realistic community purpose and is even more obstructive to the two-way HGV and cyclist traffic the Lane continuously experiences during weekday business hours. Also, there appears to be no awareness of the current development work at 34 North Hinksey Lane to change a single dwelling into three detached houses. This development has already been subjected to enforcement orders and enhanced planning applications by VoWHDC. For the continuing duration of construction (1 year +) large vehicles accessing this site not only manoeuvre over the proposed new unrestricted access parking, but also cross the grass verge and part of the pavement to be able to execute the necessary turning. In any case, introducing parking spaces on a narrow section of the Lane on rising ground close to a blind bend cannot be anything but dangerous for vehicles and cyclists.

e) Personally, the highways authority can make the Lane a purely residential side street by removing the A34 access and introducing weight limits / resident only on street parking. Or pragmatically more likely, working to improve the Lane as a streamlined and safe thoroughfare acknowledging the very heavy traffic volume this Lane carries now and into the future.

f) The absolute worst outcome would be to consider that some form of fudge on the above will benefit anyone - it WON'T.

(4) Local Resident, (North Hinksey)	<p>Lime Road – No opinion North Hinksey Lane - Object Service Road - Object</p> <p>As a resident on North Hinksey Lane the issue on parking is around the school and Willow Walk. Also, are residents on the lane going to get passes so we aren't towed when parking in front of our house? These policies are good but they should not negatively impact residents.</p>
(5) Local Resident, (North Hinksey)	<p>Lime Road – No opinion North Hinksey Lane - Support Service Road - Object</p> <p>As a resident, I own two vehicles. I have driveway parking for one vehicle and utilise the road for my second car. Introducing new single yellow line parking restrictions will mean I am unable to utilise the kerbside parking to the front of the house and will have no option but to sell my second car, as it cannot be accommodated on the drive.</p> <p>I agree with the restrictions along North Hinksey Lane, which were introduced alongside the W.I and cemetery, as this has cleared the lane of dozens of parked vehicles.</p> <p>However, as a resident for over 20 years I have never experienced many issues with parking on the service road. During term times the road is used by parents collecting their children from the Primary School, which I have no issue with.</p>
(6) Local Resident, (North Hinksey)	<p>Lime Road – No opinion North Hinksey Lane - Object Service Road - Object</p> <p>We wish to object to the restrictions as proposed, due to the following main concerns:</p> <p>1. Enforcement: We are concerned about how any restrictions are to be enforced. North Hinksey is located in the Vale of White Horse, which does not yet have a decriminalised enforcement regime like the adjacent Oxford City. We are not aware of regular enforcement by the police of the current restrictions further down North Hinksey Lane, and so would</p>

	<p>like further detail about plans for enforcement of the proposed new restrictions.</p> <p>2. Design of parking restrictions: We are concerned about the following aspects of the design:</p> <ul style="list-style-type: none"> - We are not sure how you can have parking allowed on both sides of the Lane service road adjacent to the properties including ours. At present, residents and visitors only park on the side of the service road adjacent to the properties, as it's not possible to park on both sides and allow vehicle access. In this context, we believe that the opposite side of the service road to the properties should be designated as no waiting at any time. -We are concerned about designation of 'no-waiting at any time' all the way between the school access and zebra crossing on the main North Hinksey Lane, as believe that this could lead to displaced parking from this area to the service road where only temporary restrictions are in place. -We would prefer that the parking restrictions are designed as a residents parking zone, with limited waiting areas also designated (e.g. 1 & 2 hour waiting areas). However, we recognise that this is difficult prior to the Vale of White Horse area taking on decimalised enforcement. -We are concerned that restricting parking on the North Hinksey Lane service road may lead to more residents paving over their front gardens to park off-street, potentially leading to further drainage issues along the lane (we already have periodic flooding on the service road and the main lane). - We think that there should really be 'no waiting at any time' restrictions added over driveway entrances along the North Hinksey Lane service road, otherwise there may be confusion about where people can park and not park along the road. <p>It will also make it impossible to manoeuvre on and off our driveway if a vehicle is parked opposite.</p>
(7) Local Resident, (Oxford)	<p>Lime Road - Object North Hinksey Lane - No opinion Service Road - No opinion</p> <p>The proposed Parking Restrictions are probably necessary, but I object to them based on the following:</p> <p>1) The need for them has been partially caused by poor planning on behalf of the Vale of White Horse DC in allowing</p>

	<p>the development that Turner Drive is part of. It was obvious that the increased traffic would lead to problems yet these concerns were ignored.</p> <p>2) We live further along Lime Road towards Arnolds Way and can virtually guarantee that these restrictions will only move the "problem" to the other end of Lime Road.</p> <p>3) The causes should be addressed rather than the symptoms. The parking is partially owing to people parking and commuting into Oxford either by bus or bike. This is directly as a result of the decision by the City Council to increase parking charges at Seacourt Park and Ride. In addition, Brookes University at Harcourt Hill have introduced parking restrictions recently which has led to a significant number of people parking in Lime Road and walking across to the College rather than paying to park there.</p> <p>4) Given the complete lack of enforcement of existing parking restrictions in the area it feels like a complete waste of paint unless it is going to be regularly enforced.</p> <p>I therefore object to the proposals as, unless the causes are addressed, then it will simply move the problem elsewhere and is therefore pointless.</p>
(8) Local Resident, (Oxford)	<p>Lime Road – No opinion North Hinksey Lane - Concerns Service Road - Support</p> <p>I have just one further comment to make. Can the section that runs along the edge of the school to just past the zebra crossing be 'No waiting from 11am to 12noon' or 'No waiting from 1pm to 2pm instead of no waiting at all? Quite a few parents park there to collect their children from school and preschool</p>
(9) Local Resident, (Oxford)	<p>Lime Road – No opinion North Hinksey Lane - Concerns Service Road - Concerns</p> <p>Regarding the proposals on the parking restrictions on North Hinksey Lane and the service road I am confirming my concerns over some of the proposals, and also have further suggestions.</p>

	<p>I am pleased you have included in the revised proposal no waiting gaps in the parking area along the West side of North Hinksey Lane adjacent service road.</p> <p><u>Concerns:</u></p> <p>I am still concerned that the 1 hour restrictions on parking along the service road will not work. This will stop commuter parking, but what are residents or their visitors expected to do with their cars if they don't use their car every working day and are unable to park on their drive?</p> <p>This one hour restriction on the service road will probably not help with parking generated from the local school. Cars associated with the School, residents and their visitors would need to move their cars between 12:00 and 13:00 from one side of the road to the other to comply with the proposed regulations. Residents would then have to move their cars again, ready for the 11:00 to 12:00 restriction. All these unnecessary vehicle movements would be bad for the environment</p> <p>The 1 hour restrictions on the service road will also mean that for all times, other than during the restricted parking times, vehicles will be parked on both sides of this narrow service road. Currently it is rare for cars to be parked on the island side of the service road. The effect of this parking restriction is likely to increase "dangerous & inconsiderate parking within the area" and make it very difficult for vehicles to move safely - the exact opposite of your "statement of reason".</p> <p><u>Suggestions:</u></p> <p>As I suggested in the original consultation, if any parking restrictions are put on the service road I feel a better solution would be to put "no waiting at any time" restrictions on the island side. Any further restrictions should allow residents / visitors to park at any time.</p> <p>To help school cars that may need to park in the area an additional area of restricted waiting rather than a "No waiting at any time" could continue on the West side of North Hinksey Lane between the southern end of the service road and Zig-Zag markings for the Zebra crossing with the proviso that the steps to the footpath and the junction are kept clear.</p> <p>Also, rather than having the all the parking on West side of North Hinksey Lane having the same 1 hour restriction, the different sections could have different 1 hour restrictions, so when cars are moved there is no need for them to be moved onto the service road.</p>
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(10) Local Resident, (Oxford)	<p>Lime Road - Support North Hinksey Lane - Support Service Road - Support</p> <p>I fully support new No Waiting Any Time (DYL's) between North Hinksey School and St Lawrence Church. Access to property and visibility on bend are compromised by commuter parking. School drop-off creates problems.</p>
(11) Local Resident, (Oxford)	<p>Lime Road - Object North Hinksey Lane - Support Service Road - Support</p> <p>For the proposal in Lime Road. One main problem is that when exiting sycamore road and proceeding left along Lime Road, the curve in the road prevents visibility of oncoming traffic. This is only a problem because there aren't any spaces where one can pull over to let cars with the right of way come through. Sometimes we cannot reverse due to traffic and eventually pull into a private drive. I thought there was going to be a place where dyl allowed drivers to see oncoming cars, and also to pull over to let cars come past.</p>
(12) Local Resident, (North Hinksey)	<p>Lime Road - Object North Hinksey Lane - No opinion Service Road - No opinion</p> <p>Object to the Lime Road proposals as a waste of money and poorly thought out not taking into consideration the bus route on the whole estate route. The 4A bus frequently gets stuck at the Arthray / Finmore junction and Crabtree Road near the roundabout due to the amount of parked cars.</p> <p>The yellow lines at the top of Sycamore Rd are a waste of money and these should be relocated to the top of Hurst Rise Road opposite the school. The bus is more frequently stuck here due to parked cars and this area is much more dangerous.</p> <p>The lines in Lime Rd won't solve problems for people living there. As a resident of Lime Road I have more serious concerns about speeding vehicles. The present situation does mean that most cars will pass more slowly. However, yellow lines will see an increase in car speeds on a clear road. I would not like to see yellow lines without speed</p>

	<p>humps in place to slow traffic down.</p> <p>The problems in Lime Road are largely caused by over development elsewhere especially the Matthew Arnold School which has expanded without a sensible plan for access. Lime Road is not a suitable access route for this amount of traffic. Better overall plans are needed for the area and bus route not these silly little schemes wasting money.</p> <p>I've also heard that Cllr Judy Roberts talking about buses passing each other getting stuck. This is wrong, the service buses generally move one way through the estate and the area needs a better look at the bus route and access to the school. No surprise that a local Councillor is so badly informed.</p>
(13) Local Resident, (Botley)	<p>Lime Road - Support North Hinksey Lane - No opinion Service Road - No opinion</p> <p>This is a much improved proposal compared to the original one. The key areas are now double yellows and no extra unnecessary areas.</p>
(14) Local Resident, (Oxford)	<p>Lime Road - No opinion North Hinksey Lane - Support Service Road - Support</p> <p>I support all the proposed changes that should be helpful. Additionally, the current parking situation just outside N.13-15 North Hinksey lane (Frog Cottage) is very dangerous as people are parking across pavements forcing pedestrians into the road, just around a blind corner due to the sharp bend in North Hinksey lane. I feel that double yellow lines are required on this section, too.</p>
(15) Local Resident, (Oxford)	<p>Lime Road - Object North Hinksey Lane - No opinion Service Road - No opinion</p> <p><i>No comments.</i></p>

(16) Local Resident, (Oxford)	<p>Lime Road - Support North Hinksey Lane - Support Service Road - Support</p> <p>Many thanks for sending your email regarding the reconsultation for these parking restrictions. To summarise I support these proposals and look forward to their implementation resulting in a safer and more considered approach to parking in this area.</p> <p>I reiterate my comment regarding parking by North Hinksey Primary School. Currently there is a "keep clear" area outside the school and I believe this needs to be extended further along the service road to prevent cars stopping/parking on the bend which is a narrow bend and results in vehicles being unable to manouvre around the bend past the parked cars. This creates danger for other people - pedestrians & cyclists in particular. The grass bank opposite the "keep clear" area has been heavily damaged by vehicles mounting the kerb to get past the parked cars. The bend is simply too narrow for purpose.</p> <p>I refer to "d) include two 10 metre sections of un-restricted parking close to the cemetery & allotment gardens". Whilst I support this in principal to allow access for the cemetery and allotments I wonder if a maximum parking time (2 hours perhaps) would ensure that they are not occupied by commuters for the whole day thus negating their real use.</p> <p>I would also be grateful if you could detail how these parking restrictions will be enforced. Currently there is a car parked on double yellow lines on North Hinksey Lane which has been there for many weeks without any tickets being issued.</p> <p>Many thanks for your work on this matter and consideration of the residents' views. You are welcome to contact me if that would help.</p>
(17) Local Resident, (North Hinksey)	<p>Lime Road - Support North Hinksey Lane - Support Service Road - Support</p> <p>I am opposed to the 2 x 10m unrestricted parking areas. This is because 1. it is not clear who they are for (essentially they will be used as alternatives to the P&R), and 2. unless they are very well enforced, they are likely to encourage further parking, starting with 'one of my wheels is not on the yellow line' and extending to the kind of multi-car lane</p>

	blockage that we lived with for more than a year.
(18) Local Resident, (Oxford)	<p>Lime Road - No opinion North Hinksey Lane - Support Service Road - Object</p> <p>The current proposal will encourage vehicles to park on both sides of the North Hinksey Lane service road, which will make the road difficult to navigate and will prevent visibility of cyclists and pedestrians, ultimately causing an unsafe situation. This could be prevented by making the side of the road opposite houses 'no waiting at any time'.</p> <p>The plans seem to suggest a continuous single yellow line outside the houses on the service road. This could cause problems for residents (including myself, neighbors and visitors). If these lines were stopped in front of driveways, this would allow people to park outside their own home, but still prevent commuter parking.</p>
(19) Local Resident, (Oxford)	<p>Lime Road - No opinion North Hinksey Lane - Neither Service Road - No opinion</p> <p>My comments relate only to the proposed section of unrestricted parking alongside the North Hinksey Lane Allotments (approximately opposite No. 34 North Hinksey Lane).</p> <p>I am pleased to see that a 10m section (approx 2 cars) of unrestricted parking has been proposed. This contributes positively the continued use of the Allotments.</p> <p>It would be better for allotment users if this space was a little larger (e.g. 3-4 cars) assuming that any increase in unrestricted parking space would not adversely affect safety at the Yarnells Road junction and the shared access to 36/38/40 North Hinksey Lane.</p>
(20) Local Resident, (Oxford)	<p>Lime Road - Support North Hinksey Lane - Support Service Road - Support</p>

	<p>I strongly support the new restrictions but PLEASE give consideration to extending the restriction into North Hinksey Village, or at least, if double yellow lines are undesirable in a conservation area - and they are- some form of signage that indicates daily parking is not allowed. Once the North Hinksey Lane restrictions are in force the occasional commuter parking in the village will increase to constant parking. as above; I strongly support the new restrictions but PLEASE give consideration to extending the restriction into North Hinksey Village, or at least, if double yellow lines are undesirable in a conservation area - and they are- some form of signage that indicates daily parking is not allowed. Once the North Hinksey Lane restrictions are in force the occasional commuter parking in the village will increase to constant parking.</p>
(21) Local Resident, (Oxford)	<p>Lime Road - Support North Hinksey Lane - No opinion Service Road - No opinion</p> <p>I think this is very good idea as there are often cars parked in these areas causing problems for the 4A bus and large vehicles such as the bin lorries. I suggest that the lines go further into Turner Drive: up to the lamp post on the East side and up to the driveway of #2 on the West side. This is because there are frequently cars parked here too which cause problems at the junction between Turner Drive and Lime Road</p>
(22) Local Church, (North Hinksey)	<p>Lime Road - Support North Hinksey Lane - Support Service Road - Object</p> <p>Whilst supportive of restricting parking on North Hinksey Lane, the proposal to make all but a short part of the service road no parking at any time will have a significant impact on the attendees at St Lawrence church. This is the historic parish church of North Hinksey and has services every Sunday and Thursday as well as occasional concerts and other events. As there is nowhere else to park in proximity to the church, access will be impossible for those less physically mobile, as even car shares would be prohibited. I believe that implementation as planned will have a detrimental effect on the church and the life of the North Hinksey community as a result.</p>
(23) Local Resident, (Cumnor Hill)	<p>Lime Road - Neither North Hinksey Lane - Neither</p>

	<p>Service Road - Object</p> <p>I object to the parking restrictions. This is not a long-term solution and is blaming drivers who park their cars on north hinksey lane unfairly. Most of the concerns from north hinksey c of e school (I have 2 children attending) are concentrated in access for vehicles during school drop offs and the safety implications for children walking along north hinksey lane. The new proposals will not address this, apart from the DYL areas for short sections on the lane, to allow vehicles to pass. Traffic will still be chaotic in the mornings, the road will remain congested and the only net result will be the penalising of drivers who park there occasionally during the day (who are not the problem). The island adjacent to north hinksey Lane is often overgrown and inaccessible. In addition to building a walkway to allow kids dropped off on NH lane to avoid the road, could the council considering widening the island? Many large vehicles use NH lane to access the A34 during school drop offs, often travelling at fast speeds. Perhaps access to the A34 could also be restricted during school drop off hours to address this?</p> <p>Overall, from my perspective, the problems are during the drop off hours and these plans do not address this. Nearby residents may object to people parking nearby for extended periods but these cars have a minimal impact on congestion and child safety during the time of day that should be the focus of these proposals.</p>
(24) Local Resident, (North Hinksey)	<p>Lime Road - No opinion North Hinksey Lane - No opinion Service Road - Object</p> <p>Many residents along the service roads park their cars outside their houses. It would be better to issue permits to all residents (and for their guests) therefore allowing them to be able to continue to do this. Ultimately it is not the residents parking their cars that is the issue.</p> <p>I would extend the 'no waiting at any time' to include more of the service island - the lane and the service road are narrow and parking can be very dangerous. This would help create 'passing places'. At the apex' of the island (where the lane meets the road), this should certainly be 'no parking at any time'.</p>
(25) Local Resident, (Oxford)	<p>Lime Road - No opinion North Hinksey Lane - Object Service Road - Object</p>

	<p>I see absolutely no point in the no waiting parking restrictions from 11-12 and 1-2. Presumably it is to stop cars parking there during the day. It achieves nothing. The danger of North Hinksey lane is at school drop off and pick up when traffic is trying to pass the line of parked cars and thought should be given to managing this safely before there is a serious accident. One option would be to have designated parking spaces with occasional double yellow lines to allow cars to pull in so that cars coming in the opposite direction can pass. It would also be sensible to have a path on the 'island' to allow children to walk there rather than the road.</p> <p>The road is also used as a short cut through to the A34 which is a problem as a lot of these cars travel along the road at a dangerous pace.</p>
(26) Local Resident, (Oxford)	<p>Lime Road – No opinion North Hinksey Lane - Support Service Road - Support</p> <p>And it seems that new "No-waiting-at-Anytime" zones (DLY's) are proposed for both sides of the southern parts of NHL between the school and St Lawrence Church which I fully support on grounds of safety and congestion.</p>
(27) Local Resident, (Oxford)	<p>Lime Road - Support North Hinksey Lane - No opinion Service Road - No opinion</p> <p>I think the changes to the parking restrictions in Lime Road make perfect sense. Thank you for listening to the residents comments and concerns, common sense has prevailed.</p> <p>Still would like you to contact Brookes as most of the cars that are illegally or dangerously parked belong to there students, they have a car park so the students should be forced by Brookes to use it and not park there cars out side residents property for days on end causing problems.</p> <p>Perhaps you could arrange a traffic warden along Lime Road during the week to check, and Mathew Arnold School!</p>
(28) Local Resident, (Oxford)	<p>Lime Road - Support North Hinksey Lane - Support</p>

	<p>Service Road - Support</p> <p>I am in full agreement that these proposals are brought into effect. However, I am significantly concerned with the impact of these restrictions on neighbouring roads, as these restrictions will displace commuters. For example, people who park on Lime Road daily will merely move their car into neighbouring roads. I live on Turner Drive, and I and visitors frequently struggle to park as people who work at, study at or use the gym at Harcourt Hill park on Turner Drive and walk over the field, as we have free parking and Brookes doesn't. If Lime Road parking is restricted without also restricting parking on Turner Drive, commuters/students/gym users will simply move to where they can park, further clogging up Turner Drive.</p> <p>I would suggest that parking in all of Botley is reviewed and, in light of the new Westway shopping centre, this problem is only going to get worse.</p>
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Division(s): Witney West and Bampton

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

WITNEY – A415 DUCKLINGTON LANE & NEW CLOSE LANE: PROPOSED EXTENSION OF 30MPH SPEED LIMIT & WAITING RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on A415 Ducklington Lane to include the A415/A415 Ducklington roundabout and waiting restrictions on both sides of New Close Lane as advertised.

Executive summary

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

Introduction

3. This report presents responses received to a statutory consultation to extend the 30mph speed limit on the A415 Ducklington lane to include the A415 Ducklington roundabout and introduce no waiting at any time restriction on both sides of New Close Lane in conjunction with the development of a new retail store accessed from New Close Lane.

Background

4. The above proposals as shown at Annex 1 have been put forward to mitigate safety issues in conjunction with the development of a new retail store accessed from New Close Lane.

Consultation

5. Formal consultation on the proposal was carried out between 13 August and 11 September 2020. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Witney Town Council, Ducklington Parish Council, West Oxfordshire District Council and local County Councillor. Street notices were placed on site in the immediate vicinity adjacent to the proposals.

6. Twenty-two responses were received as summarised in the table below

Location	Object	Support	Concerns	No Opinion
A415 – speed limit	2	17	0	3
New Close Lane – waiting restrictions	0	15	2	5

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

Response to objections and other representations

A415 speed limit

8. Thames Valley Police and West Oxfordshire District Council did not object and Witney Town Council and Ducklington Parish Council both expressed support, though the latter requested that a 50mph speed limit be introduced on the full length of the A415 Ducklington bypass.
9. Objections were received from two members of the public. One on the grounds that while not objecting to the extension of the 30mph speed limit itself, considered that as part of this project a 50mph speed limit be introduced on the full length of the A415 Ducklington bypass, citing the significant increase in traffic on the route as a result of development. The other objection expressed the view that the current 40mph speed limit is appropriate and that there would be no benefit achieved by the proposed speed limit reduction.
10. The speed limit was supported by fifteen other members of the public. Some of the responses cited concerns over the provision for cyclists and pedestrians accessing the new retail development and suggested possible further measures. These will be forwarded to the Road Agreements Team to review while noting that no funding for these additional measures has been identified at present.
11. Noting the above, the proposed extension of the 30mph speed limit is widely supported. Requests for a lower speed limit on the A415 Ducklington bypass are considered beyond the scope of what could reasonably be considered in the context of the retail development on New Close Lane but could be considered at a later date subject to a full assessment and funding being available.

Proposed No waiting at any time restrictions on New Close Lane

12. Thames Valley Police and West Oxfordshire District Council did not object and Witney Town Council and Ducklington Parish Council both expressed support.
13. No objections were received, although concerns were expressed by two members of the public, one citing concerns over the possible displacement of the current parking to other less suitable sites with the other not citing any

specific grounds for their concern. As with any restriction on waiting, it is accepted that some displacement is possible, but the proposal is considered essential on road safety grounds.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by the developer of the retail store.

Equalities Implications

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

JASON RUSSELL

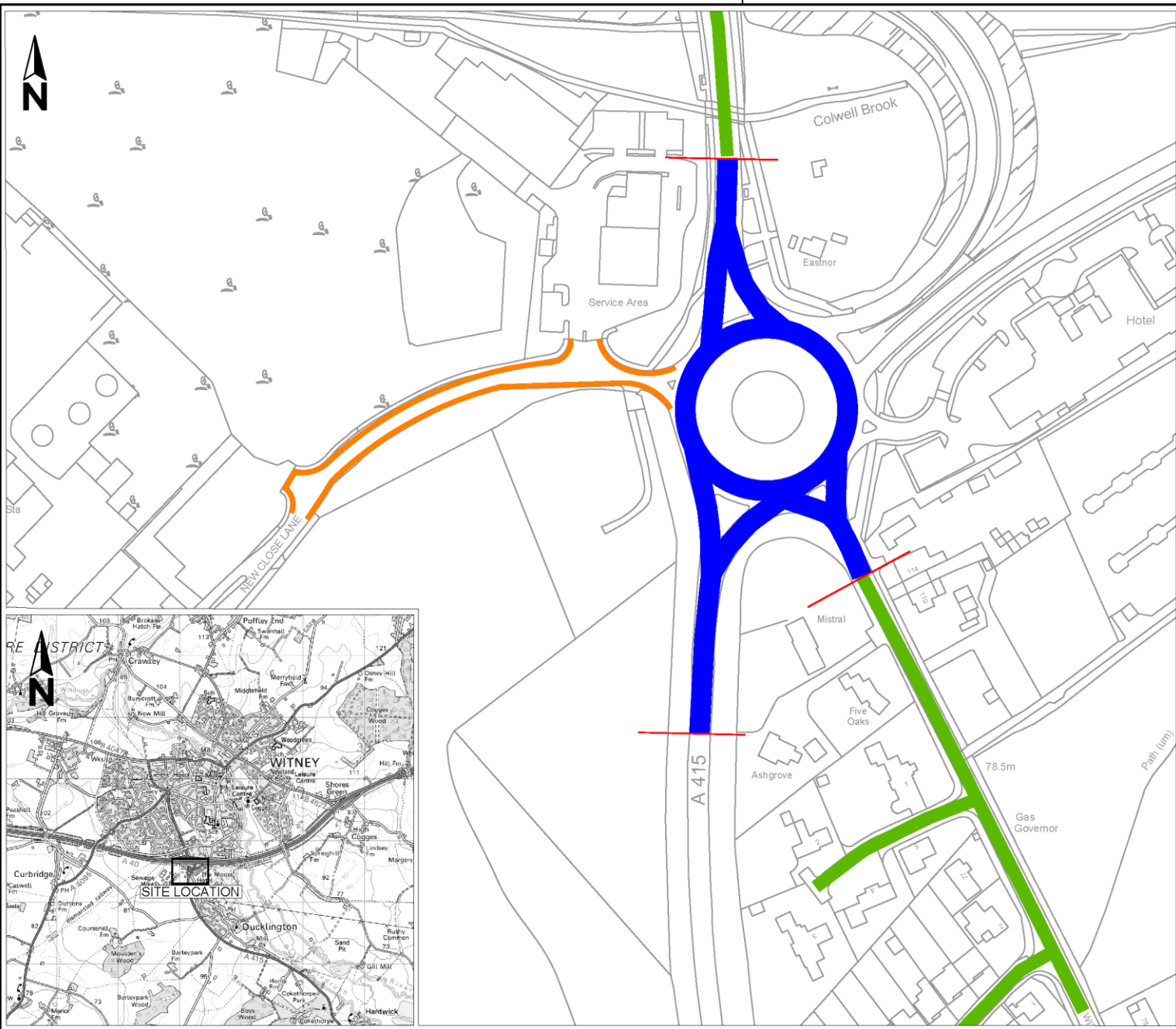
Interim Director of Community Operations

Background papers: Plan of proposed 30mph speed limit and waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Julian Richardson 07825 052736

September 2020

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Drawing No.		Revision	
		0	

Key

- Proposed 'No Waiting at Any Time' parking restrictions
- Proposed 30mph speed limit in place of existing 40mph speed limit
- Existing 30mph speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins
Director for Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

PROPOSED 30MPH SPEED LIMIT
AND WAITING RESTRICTIONS

Drawing title

WITNEY

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/20		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – The area with these proposals were subject to informal consultation and Police concern about residual speeds in the section near the new Costa outlet, data evidence showed that this will be at the higher end of the acceptable threshold where enforcement here would be difficult due to site lines and distance.
(2) Witney Town Council	Support – Witney Town Council considered the proposals and is pleased to support them.
(3) Ducklington Parish Council	<p>Support – Councillors fully support the 30MPH for the A415 as shown towards the Ducklington Roundabout where the 2 new buildings will cause a large increase in traffic in the area and the double yellow lines will stop parking.</p> <p>In addition, they propose that a more graduated speed also be achieved from Cokethorpe School past Ducklington towards Witney. The 50MPH speed is too fast along this developing road system and should only be applicable over a minority of its course well away towards the Thames river.</p>
(4) West Oxfordshire District Council, (Parking Services)	No objection – No objections or comments.
(5) West Oxfordshire District Council, (Planning & Strategic Housing)	No objection – After assessing the proposals, I can confirm that WODC Planning and Strategic Housing has no comments to make.
(6) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Object</p> <p>New Close Lane (Double Yellow Lines) - Support</p> <p>Our Ducklington property backs onto the A415. During recent years with the ever increasing local developments in housebuilding, gravel excavation (Smith's), factory use (Noble foods / Phillip Dennis), Cokethorpe School changing from being a Boarding School to Day School, the use of the field opposite my property each Sunday for holding a Boot</p>

	<p>sale to name but a few, has meant a huge, drastic increase in the amount of traffic travelling in both direction on the A415. The trucks using the gravel works alone equates to some +/-400 vehicles a day; very large articulated Noble Foods trucks make frequent journeys even during the early hours of the day; the daily delivery and pickup of some 600 children from Cokethorpe School; hundreds of cars entering and exiting the field right opposite for the weekly Sunday Car Boot Sale. Making all this traffic even more of a problem is the speed at which many travel! For the most part, the A415 has a 50mph limit restriction from Abingdon to the Cokethorpe School however, from that point until the Ducklington roundabout, the section termed the Ducklington bypass, that limit changes and becomes the national A road speed limit of 60mph !? Unfortunately, being a 'bypass, with generally a long straight section, vehicles are soon accelerating and speeding at the maximum limit and many more at even greater speeds than 60mph! This creates an unbearable traffic noise pollution issue as well as a safety issue in that exiting the village onto the A415 has become increasingly difficult and indeed dangerous. The fact that the car park for Ducklington CofE Primary School is just some 20 meters from the A415 junction, used twice daily to deliver/pick up a 3 figure number of young children makes for an increased risk that an accident will occur.</p> <p>With the building of the new Travelodge Hotel, including a Drive through Costa Coffee outlet, plus a Lidl Supermarket both at the Ducklington Roundabout, the volume of vehicles using the roundabout can only increase further. This will place untold difficulties exiting the village at the northern edge onto the roundabout and doing so will become increasingly hazardous. As a result it is becoming more and more apparent owing to the already existing congestion that safe traffic management will require the need for Traffic Lights, if only during the busiest am / pm rush hour periods, in order to provide safe access onto the roundabout.</p> <p>Therefore, I am not in support of the proposed standalone 30mph Speed limit restrictions for the limited distances described North and South of the Ducklington Roundabout. The speed limit of 30mph for 95 yards to the South must be in combination with a 50mph speed limit (in both a North & South direction); from Cokethorpe School to that point 95 yards from the roundabout in order that vehicles approach the location at a slower speed that they do today. That speed limit restriction must also be backed up by adequate policing, therefore a need to place a Static Speed Camera that ensures vehicles abide by the limit.</p>
(7) Local Resident, (Carterton)	<p>A415 (30mph Speed Limit) - Object New Close Lane (Double Yellow Lines) - Support</p> <p>I'm in support for Double yellow lines in areas that need it, there are too many areas that don't have them already.</p> <p>Reducing the speed limit in this area would cause more delays and not help the local area. I am not in favour of</p>

	<p>increasing this as this road i feel is better at 40MPH I use this route to go to work during the school holidays when the A40 is very busy, it would cause more disruption and chaos during rush hour and take longer to clear with no suitable alternative for drivers to use.</p> <p>I feel this is only going to negatively impact the area not positively. Please reconsider</p>
(8) Local Resident, (Witney)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Concerns</p> <p>Lower _enforecable_ speed limits are always a good idea when there is a potential concern of pedestrian/cyclist safety. I don't see the Ducklington roundabout being a high traffic area for either of these vulnerable groups but I also don't see the need for that road to require a higher 40mph speed limit.</p> <p>I'm unfamiliar with New Close Lane and the reason for needing the double yellow lines, but if this is genuinely a problem then I have concerns that any vehicles that are currently using that area will simply move elsewhere. Witney has, and should continue to enjoy, a well-balanced, mostly-free parking system. In my opinion, it doesn't suffer excessively from people parking in dangerous locations (other than within the larger housing estates). I would like to understand why these double yellow lines need to be installed, what problem they are trying to address, and what the anticipated repercussions (if any) would be of having these lines installed.</p>
(9) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Concerns</p> <p>With more traffic using the roundabout reducing the speed limit should help to improve safety. Some people go far to fast round it sometimes which makes it hard to get on to the roundabout. Also reducing the speed limit should make it safer for pedestrians crossing near to the roundabout.</p>
(10) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>There is development of an hotel, coffee shop and supermarket surrounding this area and it has become quite dangerous.</p>

	<p>I would also fully support reducing the speed on the rest of the A415 from 60 to 50MPH. This is also a "fast" road with a number of exits where an accident is waiting to happen. There have already been near misses and "minor" collisions on this stretch of road. It is also the only stretch of road between Witney and Abingdon that is above 50MPH, with the exception of a small run between Frilford and Marcham where there are no turnings.</p>
(11) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>I have small children and also cycle. Vehicles, particularly big lorries, hare along the A415 outside Ducklington, a lower speed limit would make it safer - particularly with people slowing to turn into or out of the new businesses.</p>
(12) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>I would like you to cut the speed limit to 40mph from the roundabout to the crossroads after Cokethorpe school. I have lived here for almost 30 years and vehicles regularly drive along the A415 at motorway speeds and higher. Our lives are now blighted by noise and to try to cross the A415 on foot or maybe cycle along it even for a short way is to take your life into your hands. Very scary. So if you lower the limit in this proposal could that be the first stage? Please - aren't you supposed to be improving cycling and walking facilities?</p>
(13) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>People drive down the A415 at high speeds and sometimes approach the roundabout with such speed it's dangerous... there is also an entrance to the allotments near the roundabout we're people might want to pull out off and it's hard when no one sticks to the speed limit, the A415 limit was increased fro. 50 to 60 without warning and people often speed there anyway, the entrance to the car book sale is so dangerous at the weekends and pulling out from the village is so risky I tend to drive through the village and go the long way for safety reasons</p>

(14) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>The proposals are timely and sensible and are the minimum required. But I believe they should go further as follows:- 1 the 30mph limit southwards on the A415 should be extended to 200 metres 2 the speed limit from this point on the A415 until it meets the existing 50 mph limit near Cokethorpe should also be lowered to 50mph . However, I believe there is a strong case to lower it to 40mph until past the entrance to the staggered Aston Road junction given that is very close to Ducklington Primary School and subject to higher traffic volumes at school start and finish times</p>
(15) Local Resident, (Witney)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>I support making roads safer in general. A busy roundabout like this should not be permitted at any speed over 30, especially any approach to it. Reduce speed, reduce the risk.</p>
(16) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>the a415 speeds are crazy. Reducing limit down to 30mph will make it safer on approach to roundabout (only if they are actually enforced) The whole a415 should be reduced down to 50mph with a speed camera facing both direction between the Aston and Curbridge turns.</p>
(17) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>I believe that traffic control measures will be needed ensure the safety of road users and others. The reduced speed limit gets my particular support.</p>

	<p>In addition, I feel it worth mentioning that A415 & New Close Lane (Witney) Proposed 30mph Speed Limit & Parking Restrictions must also consider how other non-driving users will be expected to more safely access the new retail facility and adjacent hotel.</p> <p>At present a pedestrian, cyclist or pushchair user must cross at least 3 major roads (4 for cyclists riding out of Ducklington village) to come to the retail area. There are limited road markings or lights to ensure their safety while crossing and this must be rectified. In addition to the hotel entrance and exit now being constructed.</p> <p>Cyclists in particular have little choice but to follow the roundabout on cycle lanes marked on the pavement contrary to the flow of traffic, and should be given restricted bike lanes for entering the retail area in the normal flow of traffic.</p>
(18) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>It is essential to slow down traffic, particularly motorbikes, on the A415. Please consider restricting speeds on the A415 between the roundabout and Aston Road, before someone is killed at that junction.</p>
(19) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>Travelling out of Ducklington onto the A415 can be very difficult and dangerous due to the speed of traffic coming along from Cokethorpe. Speed there should also be reduced to 50 or preferably lower.</p>
(20) Local Resident, (Witney)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - No opinion</p> <p>Firstly, it is a dangerous junction and cars speed very fast towards the roundabout. Secondly, because of the speed of you are trying to pull out of the garage junction it can be hard to see cars and also judge the speed of oncoming vehicles.</p>

(21) Local Resident, (Ducklington)	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) - Support</p> <p>1. I support the 'no waiting at any time' proposal for New Close Lane. (I hope that the lady who has been living there for some time in an old white van will be given plenty of notice of this!)</p> <p>2. I support the reduction of the speed limit to 30 mph in the places listed, though please see my point 3 below.</p> <p>3. I do feel quite strongly that the 30mph restriction along the A415 itself (what I think you refer to as the south side?) should be extended beyond the rather short distance of 95 metres proposed. As well as time being needed for people zooming along from Abingdon etc to slow down, it will now also now need to allow time for people dithering around looking out for the Lidl entrance to have time to work out where to go before they hit the roundabout, which will be ridiculously close to that turning.</p> <p>4. There seems to be no plan to include any easier access for cyclists from the village (and elsewhere) and pedestrians to get more safely around the roundabout if heading for the new Lidl shop? It seems fairly clear that the planners have been trying to nudge people in the direction of going the 'long way round', crossing alongside the Oxford Witney Hotel and then crossing again and yet again in an anti-clockwise direction if aiming for the garage shop. People of course don't always do this! They are much more likely if walking to try to make a quick dash across the A415 at the roundabout and this is even more likely to happen when the new Lidl opens. I did notice when the pavements were last redone that the lowered part at the end of Witney Road was raised to try to discourage people from crossing there and going clockwise to get to the garage shop - by far the quickest option.</p> <p>If you are still intending to funnel pedestrians from the village unnaturally the 'long way round' to get to the new Lidl, I hope that your proposals at least include a completion of the circle by having some kind of crossing at New Close Lane? This is always quite a dodgy place to cross already, even without Lidl, with traffic from the garage and garage shop going in both directions plus the admittedly more occasional traffic from the sewage works (also abattoir?). We are supposed to be encouraging less car use, and trust that the new Lidl will not be one of those out-of-town-style shops that can only really be accessed safely by car, particularly for those of us living in Ducklington where we will have the inconvenience of all the additional traffic from the new Lidl, the new hotel and coffee drive-through to contend with. It is also unclear how the pavement/cycle lane (if there is one?) will join up between New Close Lane and Lidl itself so I hope that this has all been made part of the plans and we will not be expected to dash across even more roads designed just for car access.</p>
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<p>(22) Local Resident, (Ducklington)</p>	<p>A415 (30mph Speed Limit) - Support New Close Lane (Double Yellow Lines) – No opinion</p> <p>I agree that there should be speed restrictions onto Ducklington Roundabout. In fact, 30mph is still too fast and 20mph would be a sensible solution to the speeding onto the roundabout which occurs at present.</p> <p>Access onto the roundabout is very difficult from the hotel area as vehicles come down the slip road from the A40, do not slow down and shoot out round the roundabout, sometimes at 50 mph. I think 30mph is still too fast and access to all roundabouts should have a regulated speed limit of 20 mph.</p> <p>With the access to and from the new Travel Lodge also being just before the roundabout onto the 415 there are possibilities of accidents occurring and 20mph from the previous traffic lights, where the slip road from the A40 joins the A415 and other vehicles accessing the A40 via the slip road towards Oxford, might alleviate accidents.</p>
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