



Delegated Decisions by Cabinet Member for Environment (including Transport)

***Thursday, 21 January 2021 at 10.00 am
Virtual***

If you wish to view proceedings via the live stream please use [this link](#). However, that will not allow you to participate in the meeting. If you wish to do that please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 29 January 2021 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

January 2021

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

Note: Date of next meeting: 25 February 2021

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 virtually 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 15 January. 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. The written copy of your statement can be provided no later than 9 am 2 working days before the meeting – Tuesday 19 January).

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

Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Cowley Central Area (East): Proposed Controlled Parking Zone (CPZ)

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/James Whiting Tel: 07584 581187

Report by Interim Director for Community Operations (CMDE6).

Following approval by the Cabinet Member for Environment at her 17th December Cabinet Member Delegated Decisions meeting for the introduction of the Cowley Centre (East) CPZ it has come to light that a petition submitted in objection was not presented within the officer report and recommendations.

In summary, the petition of 30 signatories (including lead petitioner) from residents of Barns Road and Lockheart Crescent requests that:

"We the residents of Cowley East Area would like to propose that the County Council do not approve the two cars per household restriction, as we believe it is unreasonable to limit residents' ability to lead an independent life and have flexibility to go to work. We also feel that visitor permits should be free. Cowley East is a working families resident area and we feel that we would struggle to afford your charges and ask your consideration as we are already struggling to afford our basic bills.

Vehicle allowance needs to be agreed per household. Possibly offer drop kerbs where possible at reduced prices, spaces for residents more in need and residents parking after 6-8pm."

It is noted that the petition while not objecting to the principle of the proposed CPZ for Cowley Centre (East) raises issues regarding the limit of permits per household and the equity of payment for those permits. Similar concerns were raised by other respondents during the consultation and these were carefully and comprehensively considered as part of the 17th December report and decision. County officers consider the petition raises no additional or new issues which might affect the Cabinet Member's earlier decision and that the scheme should now move forward to implementation.

The Cabinet Member for Environment is therefore requested to consider the content of the petition, determine whether or not any further action is required and if not reaffirm the 17th December decision to approve the Cowley Central Area (East): Proposed Controlled parking Zone scheme.

5. Oxford: Church Cowley, Temple Cowley and Florence Park Areas: Proposed Low Traffic Neighbourhood (Pages 1 - 32)

Forward Plan Ref: 2020/164

Contact: Eric Owens, Assistant Director Growth & Place Tel: 07799 097637/Naomi Barnes, Project Manager Tel: 07824 528681

Report by Assistant Director, Growth & Place, Communities (**CMDE5**).

Low Traffic Neighbourhoods (LTN's) were proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting walking and cycling, in line with Council objectives of public health, decongestion, climate change and air quality. Temple Cowley, Church Cowley and Florence Park (Cowley) were chosen as priority areas in response to residents' complaints about traffic and to improve the cycle routes running through the neighbourhoods.

It is proposed that the Cowley LTNs will be introduced using Experimental Traffic Regulation Orders (ETROs). This allows the Council and residents to assess the

impacts before a decision is made regarding their permanency.

The Cabinet Member for Environment is RECOMMENDED to

- a. note the responses received to the preliminary consultation on the Cowley Low Traffic Neighbourhoods***
- b. approve proposals as consulted on for the introduction of traffic management measures in the Church Cowley, Temple Cowley and Florence Park areas in Oxford to create Low Traffic Neighbourhoods, including the introduction of Experimental Traffic Regulation Orders giving effect to the proposed modal filters within the LTNs, and associated waiting restrictions.***
- c. approve minor changes from the consultation proposals in the light of consultation responses, namely:***
 - i. To relocate the filter in Junction Road from south of Don Bosco Close to north of Salesian Gardens entry***
 - ii. To permit taxis and private hire vehicles through the traffic filters which permit buses in Cornwallis Road and Bartholomew Road***

6. Oxford - Oxford Road, Littlemore: Proposed Traffic Calming Measures (Pages 33 - 42)

Forward Plan Ref: 2020/153

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Geoff Barrell, Senior Infrastructure Planner Tel: 07740 779859

Report by Interim Corporate Director Communities (**CMDE6**).

The report presents responses received to a statutory consultation on proposed traffic calming measures on Oxford Road in Littlemore which have been put forward as a result of a review of alternative options for traffic calming following the decision by the Cabinet Member for Environment on 18 June 2020 not to proceed with a zebra crossing and other measures consulted on in February and March 2020. Funding for the proposed measures was negotiated from the development of the Lawn Upton House site in nearby Sandford Road.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed traffic calming measures as advertised but to consider retaining the existing northern end buildout.

7. Oxford - Various Locations: Amendments to Parking Places to Accommodate New Electric Vehicle Charging Points (Pages 43 - 62)

Forward Plan Ref: 2020/165

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

998704/Elizabeth Bohun, Lead Technologist EV Integration Tel: 07774 335687

Report by Interim Corporate Director Communities (**CMDE7**).

Provision of on-street charging apparatus for electric vehicles is reviewed in response to development proposals, assessments of demand carried out by officers and requests received from external bodies. Current proposals for charging points are delivered under the Go Ultra Low Oxford (GULO) strand of projects, which is funded by the Office for Zero Emission Vehicles and Oxford City Council and delivered in partnership with Oxfordshire County Council. T-GULO provides rapid charging for the taxi trade and O-GULO provides fast charging for car clubs and residents without access to off-street parking. The charge points will be funded by the Office for Zero Emission Vehicles (OZEV) and Oxford City Council, with match funding contributions from EB Charging Ltd and Franklin, under a revenue share agreement to cover operational cost.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for electric charging points for vehicles with the exception of the proposal for Barns Road, which it is recommended should not proceed in the light of the objections received.

8. Trial of E-Scooters (Pages 63 - 102)

Forward Plan Ref: 2020/171

Contact: Eric Owens, Assistant Director Growth & Place Tel: 07799 097637 / Rob Freshwater, Senior Transport Planner Tel: 07775 007926

Report by Assistant Director Growth and Place (**CMDE8**).

Oxfordshire County Council in its role as Local Highway Authority agreed to take part in a 12-month long trial of e-scooters within the county. The trial is being managed at a national level by the Department of Transport (DfT) who legislated for their trial use as part of local authority led hire operations on 4 July 2020. This report (i) provides the Cabinet Member with an update on the development of a rental e-scooter trial for the city of Oxford, and (ii) seeks approval for the rental e-scooter trial to operate in Oxfordshire. It also summarises a preliminary consultation with key stakeholders on the Experimental Traffic Regulation Order (ETRO) measures intended to be brought in to facilitate the use of e-scooters across Oxford. It should be noted that private e-scooters remain illegal and cannot be included in this trial.

The Cabinet Member for Environment is RECOMMENDED to:

- a. note the responses received to the preliminary consultation on the trial of e-scooters***

- b. approve an Experimental Traffic Regulation Order to facilitate the use of public hire e-scooters (i.e. electrically powered) on the public highway across the Oxford urban area, including an initial launch within the Headington area of Oxford.**

9. Oxford - East Oxford: Proposed Secure On-Street Pedal Cycle Parking Places (Pages 103 - 150)

Forward Plan Ref: 2020/166

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Craig Rossington, Senior Transport Planner Tel: 07880 945891

Report by Interim Corporate Director Communities (**CMDE9**).

It is proposed to use money from the allocation from the Home Office Safer Streets Fund allocated to Thames Valley Police for the provision of secure on street cycle parking in eight streets between Iffley and Cowley Road from The Plain to Bullingdon Road. The report sets out responses to a consultation for provision of secure parking for 104 bicycles carried out in November and December last year. Whilst there were some common objections to the proposals in general as well as some specific objections/concerns about finer details, there was considerable support for the provision of additional secure cycle parking.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for secure on-street cycle parking in East Oxford except for the proposals at the north east end of Regent Street.

10. Oxford & Abingdon Various Locations: Proposed Disabled Persons Parking Places (Pages 151 - 166)

Forward Plan Ref: 2020/159

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

Report by Interim Corporate Director Communities (**CMDE10**).

Provision of Disabled Persons Parking Places is reviewed when requested by members of the public with specific proposals assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones. The report presents representations received to a consultation on various locations.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Corunna Crescent; Flexney Place; Quartermain Close as advertised (with minor adjustments being made to accommodate concerns raised in the

consultation) and also to approve the removal of the DPPP in Mill Street as advertised.

But defer approval of the proposals at the following locations pending further investigations: Bourne Close; Divinity Road (removal).

11. Adderbury - Milton Road, Berry Hill Road and The Rise: Proposed 40mph Speed Limit, Traffic Calming Measures and Waiting Restrictions (Pages 167 - 200)

Forward Plan Ref: 2020/160

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704 / Mike Wasley, Principal Officer – Traffic Schemes Tel: 07393 001045

Report by Interim Corporate Director Communities (**CMDE11**).

The report presents responses to a statutory consultation to introduce a 40mph speed limit on the Milton Road in place of the existing national speed limit, the introduction of traffic calming chicanes on Berry Hill Road and Milton Road and no waiting at any time restrictions at the A4260 Banbury Road junction with The Rise following concerns being raised on traffic safety by Adderbury Parish Council and funded through S106 and OCC Third Party Support Schemes Budget.

The Cabinet Member for Environment is RECOMMENDED to:

- a) approve the proposed 40mph speed limit on Milton Road limit as advertised;***
- b) approve the proposed traffic calming chicanes on Berry Hill Road and Milton Road limit as advertised;***
- c) approve the principle of waiting restrictions at the junction of the A4260 Banbury Road with The Rise but with the restrictions only to apply at times to be agreed following further local consultation with Adderbury Parish Council and affected residents, rather than at all times as advertised.***

12. Banbury - A361 North of Banbury - Proposed 40mph & 50mph Speed Limits and Bus Stop Clearways (Pages 201 - 204)

Forward Plan Ref: 2020/144

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Adam Barrett, Senior Engineer (Road Agreements Team – Cherwell & West) Tel: 07919 175889

Report by Interim Corporate Director Communities (**CMDE12**).

The report presents responses received to a statutory consultation to introduce a 40mph speed limit and 50mph speed limit on the A361 in place of the existing

national speed limit and also bus stop clearways at new bus stops being provided in conjunction with the development of adjacent land. Funding for the proposals has been provided by the developers of adjacent land.

The Cabinet Member for Environment is RECOMMENDED to approve proposed 40mph and 50mph speed limits and bus stop clearways on the A361 North of Banbury as advertised.

13. Bodicote - High Street Junction with White Post Road & Wykham Lane: Proposed Waiting Restrictions (Pages 205 - 212)

Forward Plan Ref: 2020/145

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

998704/Mike Wasley, Principal Officer – Traffic Schemes Tel: 07393 001045

Report by Interim Corporate Director Communities (**CMDE13**).

The report presents responses received to a statutory consultation to introduce waiting restrictions at the junction of High Street with White Post Road and Wykham Lane at Bodicote to reduce the risk of obstructive parking put forward by the local member Councillor Arash Fatemian to alleviate parking issues at this junction and improve safety and, if approved, funded through his Councillor Priority Fund.

The Cabinet Member for Environment is RECOMMENDED to approve waiting restrictions as advertised at the High Street junction with White Post Road and Wykham Lane at Bodicote along with an extension to those proposals by up to 5 metres westwards on the north side of Wykham Lane subject to a detailed site inspection.

Divisions Affected: Cowley; Rose Hill and Littlemore

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

OXFORD – CHURCH COWLEY, TEMPLE COWLEY AND FLORENCE PARK AREAS: PROPOSED LOW TRAFFIC NEIGHBOURHOODS

Report by Assistant Director, Growth and Place, Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to
 - a. note the responses received to the preliminary consultation on the Cowley Low Traffic Neighbourhoods
 - b. approve proposals as consulted on for the introduction of traffic management measures in the Church Cowley, Temple Cowley and Florence Park areas in Oxford to create Low Traffic Neighbourhoods, including the introduction of Experimental Traffic Regulation Orders giving effect to the proposed modal filters within the LTNs, and associated waiting restrictions.
 - c. approve minor changes from the consultation proposals in the light of consultation responses, namely
 - i. To relocate the filter in Junction Road from south of Don Bosco Close to north of Salesian Gardens entry
 - ii. To permit taxis and private hire vehicles through the traffic filters which permit buses in Cornwallis Road and Bartholomew Road

Executive summary

2. Low Traffic Neighbourhoods (LTN's) were proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting walking and cycling, in line with Council objectives of public health, decongestion, climate change and air quality. Temple Cowley, Church Cowley and Florence Park (Cowley) were chosen as priority areas in response to residents' complaints about traffic and to improve the cycle routes running through the neighbourhoods.
3. It is proposed that the Cowley LTNs will be introduced using Experimental Traffic Regulation Orders (ETROs). This allows the Council and residents to assess the impacts before a decision is made regarding their permanency.
4. In the light of keen public interest and significant impact on residents' journey patterns, and to understand the degree of support for the Cowley LTN trials, an informal consultation has been held on the Council's website prior to the introduction of the ETROs. This preliminary consultation found majority support for each of the 3 LTNs both from local area respondents and from all respondents.

5. Respondents could also comment on individual filters. Support for individual filters varied with majority support for 8 filters, balanced support and opposition for 3 filters and majority opposition for 3 filters.

Background

6. A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by traffic filters. This creates quieter and safer streets where residents may feel safer and more comfortable when making local journeys by bus, by cycle or on foot.
7. The LTN concept was promoted in the London Borough of Waltham Forest and many local members visited Waltham Forest to understand its impacts. However, whilst the term LTN is new, the concept of preventing through traffic along residential roads has been implemented over many years in many streets of Oxford, for instance the traffic filter at the north end of Kingston Road.
8. In March 2020, the Council approved the Oxford LCWIP. This set out an ambition to increase cycling in Oxford by 50% by 2031. The Oxford LCWIP included LTNs as one of its eight core policies to promote cycling and walking, especially where they promoted core Quietway cycle routes.
9. In May 2020, in response to the Covid-19 pandemic, the Government issued statutory guidance as an update to the 2004 Traffic Management Act (TMA) requiring councils to take measures to reallocate road space to promote cycling and walking, including the use of filters to create LTNs.
10. In July 2020, a further boost was given to LTN implementation when the Government issued 'Gear Change', which set out the Government's policies to promote cycling and walking and included an ambition for a roll-out of LTNs across the country.
11. The Cowley LTNs were originally proposed at the time of the first tranche of Emergency Active Travel Funding to support requirements under the 2004 TMA. Due to resourcing and funding issues, implementation was delayed. The time was used to develop the schemes in more detail with local resident groups and local members. Following further Government guidance issued in November 2020, emphasising the need for consultation with the public to ensure local support for the Active Travel measures, the Council decided to conduct an informal consultation with the general public and other stakeholders prior to implementation. This was undertaken in tandem with its statutory obligation to consult with emergency services and other statutory consultees.

Preliminary Consultation

12. The preliminary consultation on the LTN proposals – including the Experimental Traffic Regulation Orders (ETROs) required to restrict the passage of motor vehicles at the proposed modal filters within these LTNs, as shown in **Annexes 1 – 3**, was carried out between 23 November and 18

December 2020. Emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillor and letters were sent directly to approximately 5800 properties in the areas.

13. The consultation webpage included a questionnaire survey of respondents, with area and detailed location maps, a short explanation of what an LTN is and FAQ about the proposals. The Cowley LTN questionnaire was designed to quantify in numerical terms the level of support for the trial Cowley LTNs.
14. In total, 1454 questionnaires were filled in on the website. There were over 300 responses from each local area (322 from Church Cowley, 307 from Temple Cowley and 340 from Florence Park), so that in total, there were 1008 responses from the Cowley area including local businesses (representing a 17% response rate to the 5800 mail-out addresses). Additionally, there were 446 responses from other areas, mostly (381) from residents in other parts of Oxford.
15. Residents from other parts of Cowley and Oxford could also comment on each LTN area. In the analysis we have reported both the responses from the local area and from other areas. Respondents from other areas were asked why they were responding to the Cowley questionnaire. Nearly all stated that they either travelled to or through the area, either on a regular basis or sometimes. For instance, it is likely that many Littlemore residents will be affected by the Church Cowley LTN.
16. The responses from both the local area and other areas are therefore identified and reported in this report. It is considered that greatest weight should be given to the local area respondents, but the views of wider respondents should also be considered.

Written responses

17. There were also 2 opportunities for respondents to make comments in the questionnaire. Altogether 1322 respondents (91% of total) made short comments in question 16 (restricted to 50 words) and 657 respondents (45% of total) made longer comments in question 17. There were also a small number of comments received by email. These free text responses have been analysed separately by external consultants and detailed analysis is set out as a separate report (as Annex 4).
18. Table 1 summarises the most common short comments as a percentage of all respondents making comments by respondent area. Most comments were positive. Concerns and negative comments are set out below:
 - a. Traffic will be just diverted onto other roads: Whilst we expect there will be some traffic diverted onto the main roads, we also expect a significant reduction in overall traffic levels. We are setting up a monitoring regime to assess the impact of diverted traffic.
 - b. Increased journey times/inconvenience for residents: We accept that residents who are reliant on car will be inconvenienced to some extent.

This is to be balanced against the benefits of safer and lower car use along residential streets.

- c. Increase pollution: The evidence from other LTNs suggest that the opposite is likely to happen. Air quality monitoring will take place in the area to quantify the impacts.
- d. Bad for businesses and shops: Other LTNs suggest that the impact on businesses may depend on the type of business. However, the expectation is that the impact for most businesses will not be great compared to macro-economic effects and that for many shops, the impact will be positive.
- e. Reduces access for disabled people: An Equality and Climate Impact Assessment (ECIA) assesses the impact in more detail. We believe that for many disabled people, the impacts will be positive. Those most reliant on a car will be most inconvenienced, but it should be emphasised that all addresses will continue to be accessible by car.

Table 1: Consultation short comments by area

Comment	Total	Church Cowley	Florence Park	Temple Cowley	Oxford resident
Question 16 number of comments	1320	300	313	284	329
Fantastic/Brilliant/Good idea	31%	28 %	38 %	29 %	30 %
Improves safety, no rat running	16%	18 %	19 %	19 %	9 %
Current traffic is dangerous	13%	13 %	17 %	14 %	9 %
Strongly support/ This is needed	11%	8 %	14 %	12 %	10 %
Reduces congestion	10%	8 %	10 %	10 %	11 %
Improve quality of life	10%	6 %	13 %	11 %	11 %
Encourages walking/cycling	8%	4 %	10 %	5 %	12 %
Safer for children	7 %	6 %	9 %	7 %	8 %
Safer to walk/cycle	5 %	4 %	5 %	4 %	6 %
Reduces noise	3 %	4 %	3 %	4 %	1 %
Like the fact it is a trial	3 %	2 %	5 %	2 %	2 %
Traffic will be just be diverted	17%	24 %	13 %	14 %	16 %
Increases pollution	7 %	10 %	6 %	8 %	5 %
Inconvenient for residents	7 %	8 %	7 %	7 %	6 %
Increased journey time	5 %	6 %	4 %	5 %	5 %
Bad for local businesses/reduces access to shops	3 %	3 %	2 %	1 %	3 %
Reduces access for the disabled	2 %	2 %	1 %	1 %	2 %

19. Table 2 summarises the most common long comments as a percentage of all respondents making comments by respondent area. The long comments were specifically aimed at identifying problems and therefore are more negative. There were various comments about individual filters which are dealt with under each area. Other concerns and negative comments are set out below:

- a. Increased congestion/ pollution: The expectation is that traffic will reduce and thereby air pollution will also reduce

- b. Parking issues: These will be separately managed by the introduction of controlled parking zones. The LTN areas are in the programme for implementation of controlled parking zones.
- c. Concerns about access/delivery: All streets and addresses will remain accessible by car or lorry
- d. Lack of monitoring: During the LTN trial, significant monitoring will be undertaken to measure their impact. In terms of prior monitoring, for some areas, there is pre-Covid 19 monitoring, but the schemes are being introduced during Covid 19 restrictions when there is no baseline of normal traffic flows.
- e. Lack of cycle lanes: It is anticipated that the expected reduction in traffic will make the identified cycle routes feel much safer. It is also proposed to mark the main cycle route as a cycle street using funding from tranche 2 of the Active Travel Fund.
- f. Concerns for traffic turning: This is raised particularly for the Temple Cowley area where there are more cul-de-sacs. The LTNs have been designed to minimise the need for U-turns by the filters being generally positioned next to side roads. Where this is impossible, a turning head will be provided by the use of double yellow lines.
- g. Concern for disabled/elderly people: The ECIA assesses the impact in more detail. We believe that for many protected groups, the impacts will be positive. Those most reliant on a car will be most inconvenienced, but it should be emphasised that all addresses will continue to be accessible by car.
- h. Concerns for emergency service access: Emergency services have been consulted to identify any issues
- i. Introduce speed reducing measures: Generally, it is expected that traffic speeds may reduce as the filters break up long lengths of road. There may be a need in some cases to introduce additional traffic calming. This will be assessed in the post-implementation monitoring.
- j. Better alternatives needed: The LTNs will improve the alternatives of bus, cycling and walking.

Table 2: Consultation long comments by area

Comment	Total	Church Cowley	Florence Park	Temple Cowley	Oxford resident
Question 17 number of comments	644	169	140	153	130
Need to stop rat runs/speeding	11%	15 %	12 %	14 %	7 %
Difficult to cross roads/dangerous	5 %	8 %	5 %	3 %	5 %
Improve roads/pavements	3 %	5 %	4 %	5 %	1 %
Will increase congestion	32%	40 %	31 %	28 %	34 %
Parking issues need to be addressed	12%	10 %	13 %	16 %	7 %
Concerns for resident access/safety	8 %	9 %	5 %	10 %	7 %
Concerns for/will increase pollution	8 %	9 %	9 %	7 %	7 %
Lack of monitoring information	7%	4 %	11 %	4 %	9 %
Need/lack of safe/separate cycle lanes	5 %	7 %	5 %	1 %	9 %
Concern for cars turning/reversing	5%	5 %	2 %	10 %	2 %
Concerns for the elderly/disabled	4 %	4 %	4 %	3 %	2 %
Concerns for emergency services/healthcare worker access	4 %	5 %	2 %	4 %	2 %

Introduce speed reducing measures (e.g. speed bumps, cameras etc.)	3 %	7 %	4 %	3 %	0 %
Alternative/better/cheaper transport needed	3 %	1 %	2 %	2 %	5 %
Concerns for deliveries	2 %	2 %	1 %	3 %	2 %

Evidence of support for Cowley LTNs

20. The responses received in respect of each area are presented below. Respondents were asked directly whether they supported each of the 3 LTNs or not. There were 4 options – “fully support”, “support with reservations”, “neutral” or “do not support”.

21. The charts below list in the second column *only* the responses of the residents of that area and the third column the percentages for residents of that area (e.g. Church Cowley residents’ support for Church Cowley LTN). The responses from businesses and other organisations are listed in column 4. All other comments by residents, whether in another part of Cowley area or elsewhere in Oxford or Oxfordshire are in column 5 with the total percentages of all comments in the final column.

Church Cowley LTN

Table 3: Support for Church Cowley LTN

Church Cowley LTN	Church Cowley Residents	% Church Cowley Residents	Businesses & other organisations	Residents outside area	Total (Percentage)
Do NOT support	123	38%	28	223	26%
Fully Support	148	46%	20	594	52%
Support with reservations	43	13%	6	67	6%
Neutral	6	2%	4	102	8%
No answer	2	1%	2	82	6%
Total	322	100%	64	1068	100%

22. Church Cowley residents that responded were 59% in support of (including both “fully support” and “support with reservations”) and 38% not in support of the proposed Church Cowley LTN with 3% neutral or no answer. Considering all respondents from all areas, there were 58% in support and 26% not in support (with 14% neutral or no answer).

23. Respondents were also asked whether they “strongly support” or “strongly oppose” any of the 6 proposed filters in Church Cowley. The table below shows whether the support or objection was from the local area or outside the local area and the percentage of all comments supporting and opposing.

24. There was majority of support for 2 filters (CC1 and CC2), a rough balance for 2 filters (CC5 and CC6) and a majority of opposition for 2 filters (CC3 and CC4).

Table 4: Support for Church Cowley LTN filters

	Filter	Church Cowley Residents support	Other areas support	Church Cowley Residents oppose	Other areas oppose	All % support	All % oppose
CC1	Church Hill Rd	48	2	15	3	74%	26%
CC2	Beauchamp Lane	13	5	4	2	75%	25%
CC3	Littlemore Road	21	3	41	14	30%	70%
CC4	Mayfair Road	15	1	33	8	28%	72%
CC5	Liddell Road	2	0	2	1	40%	60%
CC6	Bartholomew Rd	18	9	16	15	47%	53%
	Total	117	20	111	43	36%	64%

CC3 Littlemore Road

25. Littlemore Road filter generated more local opposition 41, (70%) than support 21 (30%). However, the overall support for Church Cowley LTN was high as detailed above.

26. In response to the concerns there are two options available:

- a) to remove the filter from the scheme, assess the level of rat-running and introduce the filter at a later date if traffic flows significantly increased.
- b) to proceed with the filter as initially proposed and assess responses as part of the ETRO process noting that it would be possible to remove the filter if there are significant concerns after its implementation.

27. Littlemore Road filter is considered key to the success of Church Cowley LTN, the high level of support for the scheme indicated by the responses received should be taken into consideration and therefore it is recommended to proceed with the scheme as proposed and assess the impacts as part of the ETRO process; and on the understanding it could be removed.

CC4 Mayfair Road

28. Mayfair Road filter generated more local opposition 33, (72%) than support 15 (28%), however, the overall support for Church Cowley LTN was high as detailed above.

29. It is noted that the degree of existing and potential rat-running along Mayfair Road needs to be balanced against restrictions on residents' choice of car travel and the impact on Westbury Crescent.

30. As with the filter in Littlemore Road there are two options available:

- a) to remove the filter from the scheme, assess the level of rat-running and introduce the filter at a later date if traffic flows significantly increased.
- b) to proceed with the filter as initially proposed and assess responses as part of the ETRO process noting that it would be possible to remove the filter if there are significant concerns after its implementation.

31. There is a risk if the filter is not introduced that it will attract more traffic along this route; therefore, it is recommended that the filter is introduced, and the situation is monitored on the understanding that it could be removed.

Temple Cowley LTN

Table 5: Support for Temple Cowley LTN

Temple Cowley LTN	Temple Cowley Residents	% Temple Cowley Residents	Businesses & other organisations	Residents outside area	Total (Percentage)
Do NOT support	84	27%	29	225	23%
Fully Support	181	59%	20	567	53%
Support with reservations	38	12%	5	82	9%
Neutral	3	1%	6	130	10%
No answer	1	0%	4	79	6%
Total	307	100%	64	1083	100%

32. Temple Cowley residents that responded were 71% in support of (including both “fully support” and “support with reservations”) and 27% not in support of the proposed Temple Cowley LTN with 1% neutral or no answer. Considering all respondents, there was 62% in support and 23% not in support (with 16% neutral or no answer).

33. Respondents were also asked whether they “strongly support” or “strongly oppose” any of the 4 proposed filters in Temple Cowley. There was strong support for 2 filters (TC1 and TC3), a rough balance for 1 filter (TC2) and a majority of opposition for 1 filter (TC4).

Table 6: Support for Temple Cowley LTN filters

	Filter	Temple Cowley Residents support	Other areas support	Temple Cowley Residents oppose	Other areas oppose	All % support	All % oppose
TC1	Crescent Road	74	1	19	6	75%	25%
TC2	Junction Road	9	1	6	5	48%	52%
TC3	Salegate Lane	7	0	0	2	78%	22%
TC4	Temple Road	10	3	21	11	29%	71%
	Total	100	5	46	24	60%	40%

TC4 Temple Road

34. The Temple Road filter generated more local opposition 21, than support 10, however, the overall support for Temple Cowley LTN was high as detailed above. The filter is also opposed by the local school because of the risk of parent drivers doing U-turns in front of the school. Another option considered in LTN discussions before consultation was to introduce a one-way restriction rather than a filter at the location.
35. It is noted that the proposed filter is located at an existing narrowing and leads to a narrow section of road with very narrow footways. It is therefore considered important in terms of promoting safe walking and cycling particularly to the school to remove traffic. To promote sustainable travel to the school, the Council is also planning to introduce a school street over the stretch of Temple Road leading up to the proposed filter where parents in cars would be prevented from entering the road. After discussion with waste management, it was also agreed that the filter should be in the form of a lockable bollard. It should also be noted that moving the filter in Junction Road will lead to more traffic using the Oxford Road – Temple Road junction.
36. There are three options available:
- a) to remove the filter completely from the scheme and assess the level of traffic and its impact on children walking and cycling to the school and the impact on Temple Road exit and introduce the filter at a later date if traffic flows significantly increased.
 - b) to introduce a one way option and assess the level of traffic and its impact on children walking and cycling to the school and the impact on Temple Road exit and introduce the filter at a later if it traffic flows significantly increased.
 - c) to proceed with a lockable bollard filter as proposed and assess responses as part of the ETRO process noting that it would be possible to easily remove the lockable bollard if there are significant concerns after its implementation.
37. There is a risk that if the filter is not introduced that it will attract more traffic along this route; therefore, it is recommended that the filter is introduced along with the proposed school street and the situation is monitored on the understanding that the filter could be removed

TC2 Junction Road

38. A number of respondents in Don Bosco Close expressed the preference that they would prefer to exit via Temple Road rather than Crescent Road, by moving the filter in Junction Road from just north of Temple Road to just north of Salesian House entry. This does not affect any other roads. It was considered that this would be an advantage for two reasons. The filter would no longer be on a steep hill removing the potential for cyclists crashing into the filter and secondly it would provide the opportunity for a traffic-free parklet between Crescent Road and Salesian House. It is therefore recommended that the Temple Cowley LTN design is altered to accommodate these requests.

Florence Park LTN

Table 7: Support for Florence Park LTN

Temple Cowley LTN	Florence Park Residents	% Florence Park Residents	Businesses & other organisations	Residents outside area	Total (Percentage)
Do NOT support	64	19%	29	255	24%
Fully Support	237	70%	18	563	56%
Support with reservations	32	9%	5	64	7%
Neutral	4	1%	5	95	7%
No answer	4	1%	5	92	7%
Total	340	100%	64	1050	100%

39. Florence Park residents that responded were 79% in support of (including both “fully support” and “support with reservations”) and 19% not in support of the proposed Florence Park LTN with 2% neutral or no answer. Considering all respondents, there was 63% in support and 24% not in support (with 14% neutral or no answer).

40. Respondents were also asked whether they “strongly support” or “strongly oppose” any of the 4 proposed filters in Florence Park. There was strong support for all 4 filters. Support for Rymers Lane was shared equally by Florence Park residents and other areas, probably as a result of its importance as a key cycle route (74 of 86 respondents in support were cyclists).

Table 8: Support for Florence Park LTN filters

41. All the Florence Park filters were supported by a majority of local residents and residents from outside the local area. The main controversy related to the Cornwallis Road filter (which permits buses). In view of the significant support for Florence Park LTN and the risk that removing the Cornwallis Road filter would permit a new rat run (via Florence Park Road) we recommend all filters are delivered.

	Filter	Florence Park Residents support	Other areas support	Florence Park Residents oppose	Other areas oppose	All % support	All % oppose
FP2	Rymers Lane	41	45	8	10	83%	17%
FP3	Littlehay Road	48	9	11	9	74%	26%
FP1	Cornwallis Road	41	13	24	2	68%	33%
FP4	Clive Road	7	1	2	0	80%	20%
	Total	137	68	45	21	76%	24%

What happens next

42. Subject to the above schemes being approved for implementation, Experimental Traffic Regulation Orders (ETROs) will be made giving effect to the traffic restrictions that apply at each modal filter. A six-month period of consultation will then commence during which the public and all other interested parties will be invited to make representations on the operation of the scheme, following which a report will be brought to a future meeting of the Cabinet Member for Environment seeking a decision on whether the provisions of the experiment - including any modifications made during the course of the experiment - should be made permanent.
43. The ETROs can be in place for a maximum of 18 months from the date the notice of its making is published. If during the course of the experiment modifications are made, a further six-month consultation is required ahead of a decision being taken, but the ETROs cannot extend beyond the 18-month period as measured from the date of the first notice being published.

Sustainability Implications

44. The proposals will encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, including the Oxford LCWIP target of increasing cycling by 50%, and support future initiatives such as Connecting Oxford. The responses received to the Cowley LTN questionnaire provide evidence of this support.
45. The Cowley LTN questionnaire found that all respondents who typically used sustainable modes of travel fully supported the Cowley LTNs. Including both “fully support” and “support with reservations”, support for LTNs was for those normally cycling (89%), walking (83%) and bus passengers (70%). For the motorised modes support varied. Only 21% of the small number of normal taxi users supported the LTNs, but 76% of the much larger group of “sometimes” taxi users supported the LTNs. Car drivers differed significantly by whether they also cycled. Drivers who cycled (62%) supported the LTNs compared to just 30% of drivers who did not cycle.
46. The questionnaire also asked respondents whether they were willing to cycle more during the LTN trial. Over 50% of the following groups said they would definitely or maybe cycle more during the LTN trial: those currently normally cycling (82%) or normally walking (73%), followed by those who cycle sometimes (62%), those drivers who already cycle (56%) and bus passengers (53%). The least likely to say they would cycle more were car passengers (27%) and drivers who don't currently cycle (15%).

Financial and Staff Implications (including Revenue)

47. Funding of £50,000 was allocated for the proposed LTNs, which has been provided from Council reserves. There are not expected to be any significant on-going financial costs to the council. There will be staff time implications in managing the subsequent consultation.

Equality and Inclusion Implications

48. An Equality and Climate Impact Assessment (ECIA) has been completed, see Annex 5. At this stage it is anticipated that the LTNs will have an overall positive impact for most protected groups. The groups most likely to be inconvenienced will be those reliant on the car to travel.

ERIC OWENS

Assistant Director: Growth and Place, Communities

Annexes: Annex 1 – Plan of proposed Church Cowley LTN
 Annex 2 – Plan of proposed Temple Cowley LTN
 Annex 3 – Plan of proposed Florence Park LTN
 Annex 4 – Consultation report – To follow
 Annex 5 – Equality and Climate Impact Assessment

Contact Officers: Naomi Barnes 07824 528681
 Patrick Lingwood 07741 607835

January

2021

Cowley Low Traffic Neighbourhoods Church Cowley Location of Traffic Filters

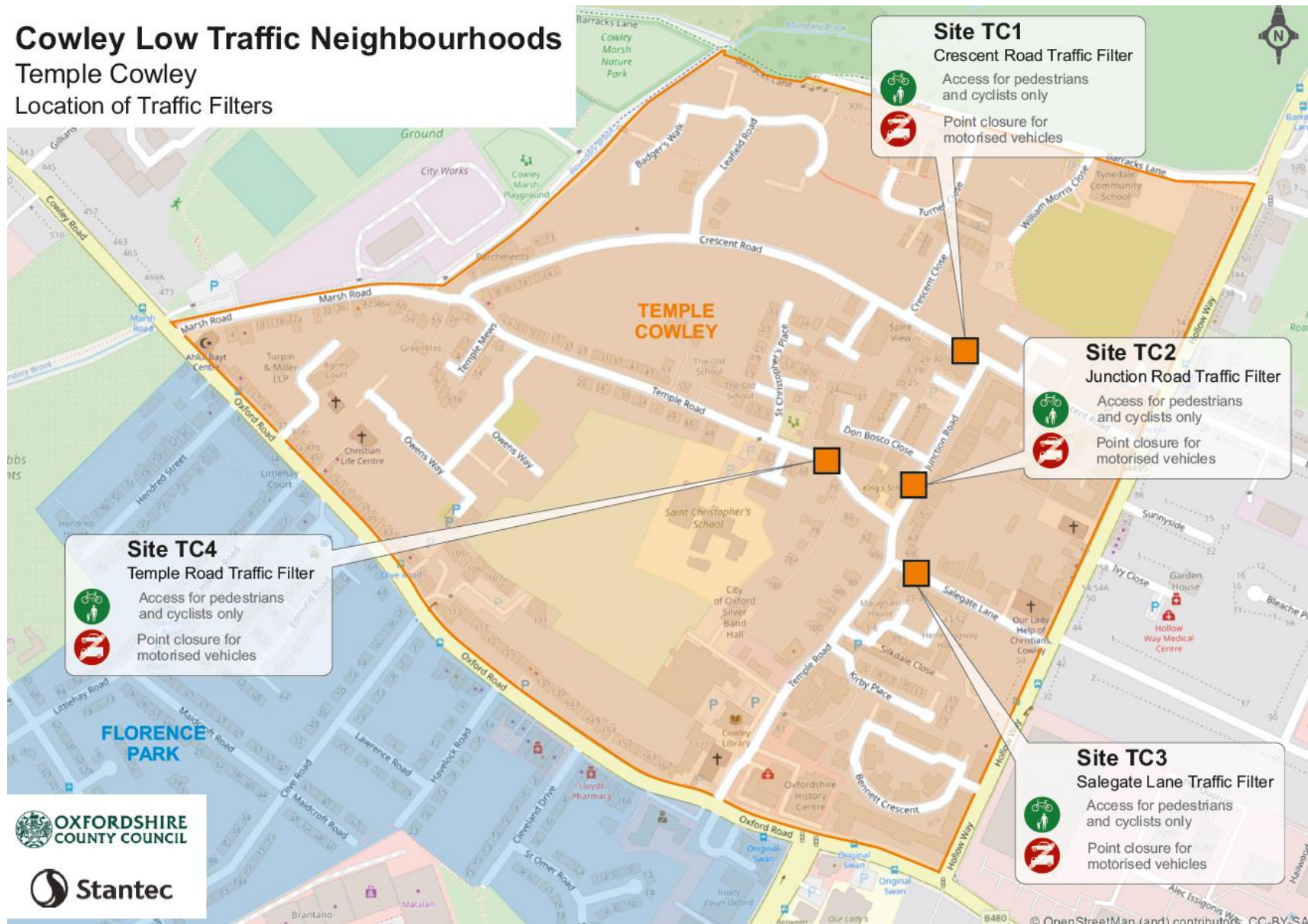


ANNEX 2

Cowley Low Traffic Neighbourhoods

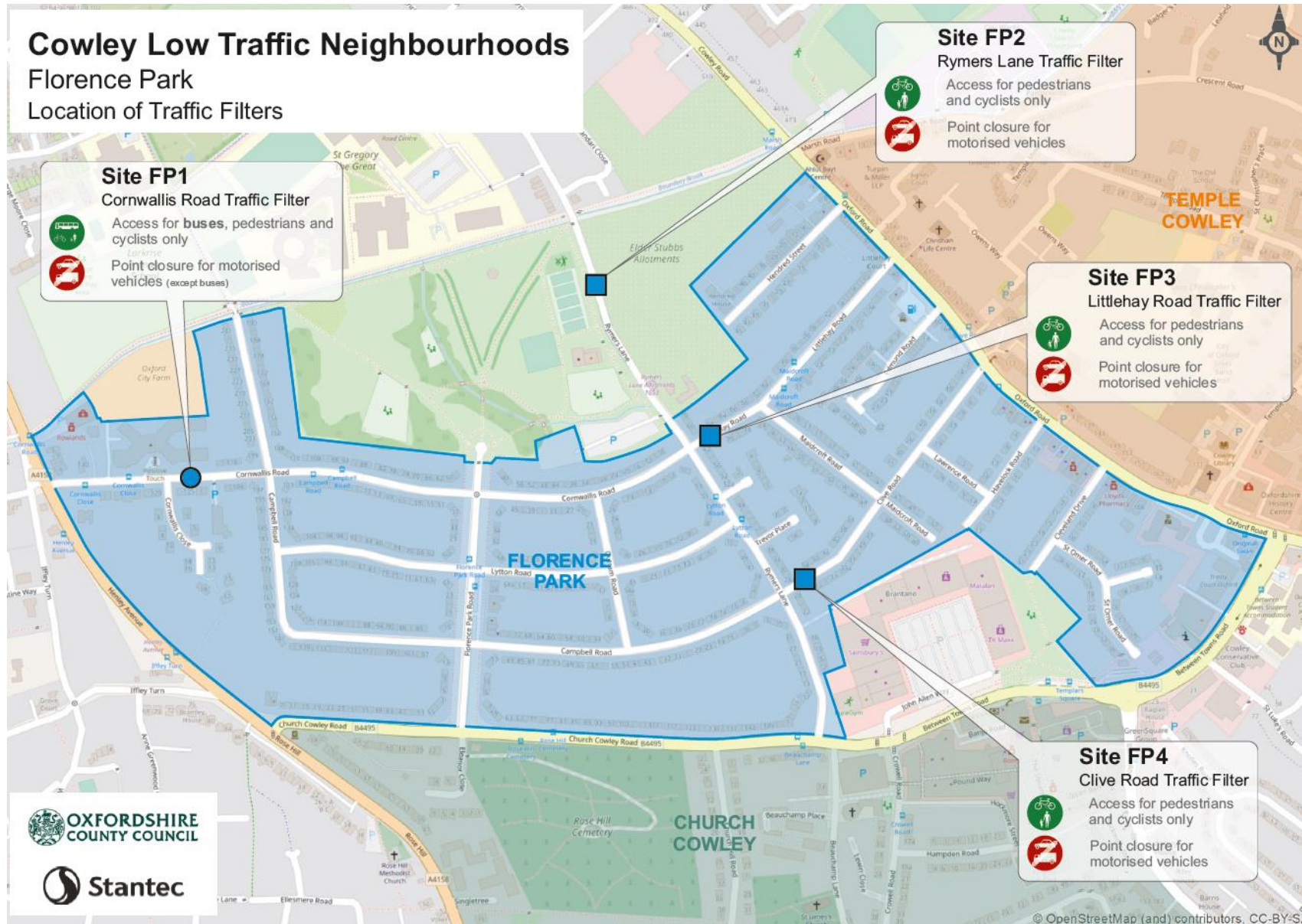
Temple Cowley

Location of Traffic Filters



ANNEX 3

Cowley Low Traffic Neighbourhoods Florence Park Location of Traffic Filters



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Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

January 2021

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Section 1: Summary details

Directorate and Service Area	Growth and Place, Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Cowley Low Traffic Neighbourhoods (LTNs)
Is this a new or existing function or policy?	No
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by traffic filters. This creates quieter and safer streets where residents may feel safer and more comfortable when making local journeys by bus, by cycle or on foot</p> <p>Low Traffic Neighbourhoods (LTN's) were proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting walking and cycling, in line with Council objectives of public health, decongestion, climate change and air quality. Temple Cowley, Church Cowley and Florence Park (Cowley) were chosen as priority areas in response to residents' complaints about traffic and to improve the cycle routes running through the neighbourhoods.</p>
Completed By	Patrick Lingwood, Active Travel Hub Lead
Authorised By	ERIC OWENS Assistant Director: Growth and Place, Communities

Date of Assessment	12/01/2021

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Originally as part of tranche 1 funding from the Government's Active Travel Fund, but now with Council funding, in support of Oxford LCWIP policies to promote walking and cycling, the Council is consulting on changes in Cowley to introduce traffic filters to encourage walking and cycling and improve liveability in the area
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Low Traffic Neighbourhoods introduce filters to remove through traffic to increase safety and attractiveness of the area. They are also being introduced to improve the comfort, safety and convenience of Oxford Cycle Route 16, in support of wider policies to promote active travel and safety

<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>In line with Government guidance, alongside its statutory obligation to consult with emergency services and other statutory consultees, Oxfordshire County Council also conducted an informal consultation with the general public and other stakeholders on its consultation webpage from 23/11/2020 for 3 weeks until 18/12/2020.</p> <p>The consultation included a questionnaire survey of respondents. The final questions of the survey asked demographic details to understand whether there were any equality issues. This section looks at whether these groups support the LTN trial or not. Where there is a significant discrepancy in support between groups, it is considered important to understand the reason for that. Generally, the data shows that there are not major equality issues from the LTN introduction.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>It is very difficult to prevent rat-runs without traffic filters. For instance, traffic calming has been introduced on several rat-runs in Oxford to prevent through traffic, with some success in reducing traffic speed but not much success in preventing through traffic.</p> <p>Traffic calming already exists in Rymers Lane and Cornwallis Road-Littlehay Road in Florence Park and Crescent Road in Temple Cowley, but all these roads have high levels of through traffic.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
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Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The traffic filters are expected to make older people and children feel more comfortable using the road either walking or cycling by removing most motorised traffic. As such these facilities will encourage more opportunities for older people and children to benefit from additional exercise and opportunities for social interaction.</p> <p>Older people who are reliant on the car may experience delays or diversion to their normal journeys.</p> <p>The questionnaire completed by respondents to the consultation showed that full support for the LTNs was similar by age group (fully support: under 34 (66%), age 35-64 (60%), over 65 (56%)).</p>	Ensure that car access is adequate.	OCC Monitoring team	March to Sep 2021
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Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The traffic filters are expected to make disabled people on foot, using a cycle, a wheelchair or motorised scooter feel more comfortable using the road either walking or cycling by removing most motorised traffic. As such these facilities will encourage more opportunities for people to benefit from additional exercise and opportunities for social interaction.</p> <p>There was also considerably less full support among respondents with a disability (37%) for the LTN than non-disabled respondents (57%), though including support with reservations, 45% of disabled respondents supported the LTN trial against 36% who did not support it. Within the disabled groups, those with hearing issues were most supportive (56%), followed by those with general health issues (51%), those with sight issues (43%) and those with mobility issues were least supportive (33%).</p> <p>The findings of the survey is that disabled people who are</p>	Ensure that car access is adequate.	OCC Monitoring team	March to Sep 2021
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Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There was considerably less full support for LTNs among BAME respondents (48%) than white respondents (67%), but including support with reservations, there was still a majority support from both groups (White 76% and BAME 52%).</p> <p>Nevertheless it is considered that the overall impact will be positive in terms of health and liveability in the area.</p>	This issue needs to be monitored. It is not yet clear why BAME groups are less supportive. This issue will need to be investigated.	OCC Monitoring team	March to Sep 2021
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The questionnaire completed by respondents to the consultation showed that full support for the LTNs was similar by gender (62% fully support)			

Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People in areas of deprivation are more reliant on bus and less on car. The LTNs improve the cycle route to Littlemore, Blackbird Leys and Greater Leys. The main purpose of the LTNs is to improve the cycle routes to these areas.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Generally positive as it will reduce traffic and thereby set a benchmark for further progress			
Our fleet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Generally positive as it will reduce traffic and thereby set a benchmark for further progress	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised		
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive – it will encourage cycling and walking to work			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive – it will encourage more children to walk or cycle and thereby increase health and attention			
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We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive - will encourage walking and cycling whilst also reducing pollution. Will also act as a mechanism to influence driver behaviour, by reducing the ease of journeys by the private car thereby incentivising consideration of other modes.			

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	01/08/2021
Person Responsible for Review	Jo Fellows
Authorised By	

Divisions affected: Rose Hill and Littlemore

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

OXFORD – OXFORD ROAD, LITTLEMORE: PROPOSED TRAFFIC CALMING MEASURES

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed traffic calming measures as advertised but to consider retaining the existing northern end buildout.

Executive summary

2. The provision of traffic calming measures and pedestrian crossings are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and traffic calming measures and also the Oxfordshire County Council Walking Design Standards. This report presents responses received to a statutory consultation on proposed traffic calming measures on Oxford Road in Littlemore as shown at Annex 1 which have been put forward as a result of a review of alternative options for traffic calming following the decision by the Cabinet Member for Environment on 18 June 2020 not to proceed with a zebra crossing and other measures consulted on in February and March 2020.

Financial implications

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

Equality and inclusion implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and supporting in particular walking and cycling.

Consultation

6. Formal consultation on the proposal was carried out between 15 October and 13 November 2020. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford

City Council and local County Councillor. Letters were also sent to properties adjacent to the proposals.

7. Twenty-two responses were received. 6 (27%) objections, 14 in support (64%), 1 raising concerns and 1 non-objection. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

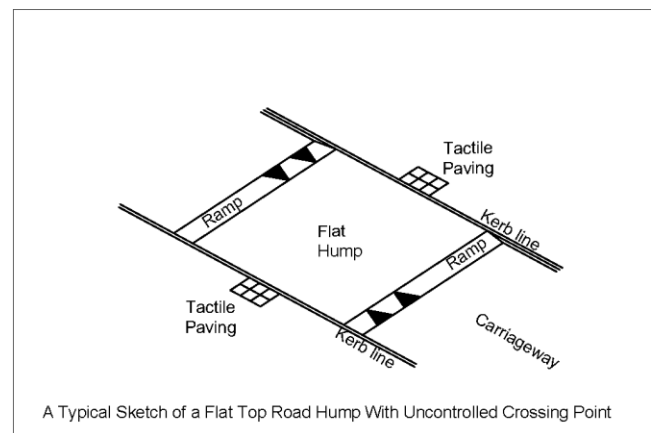
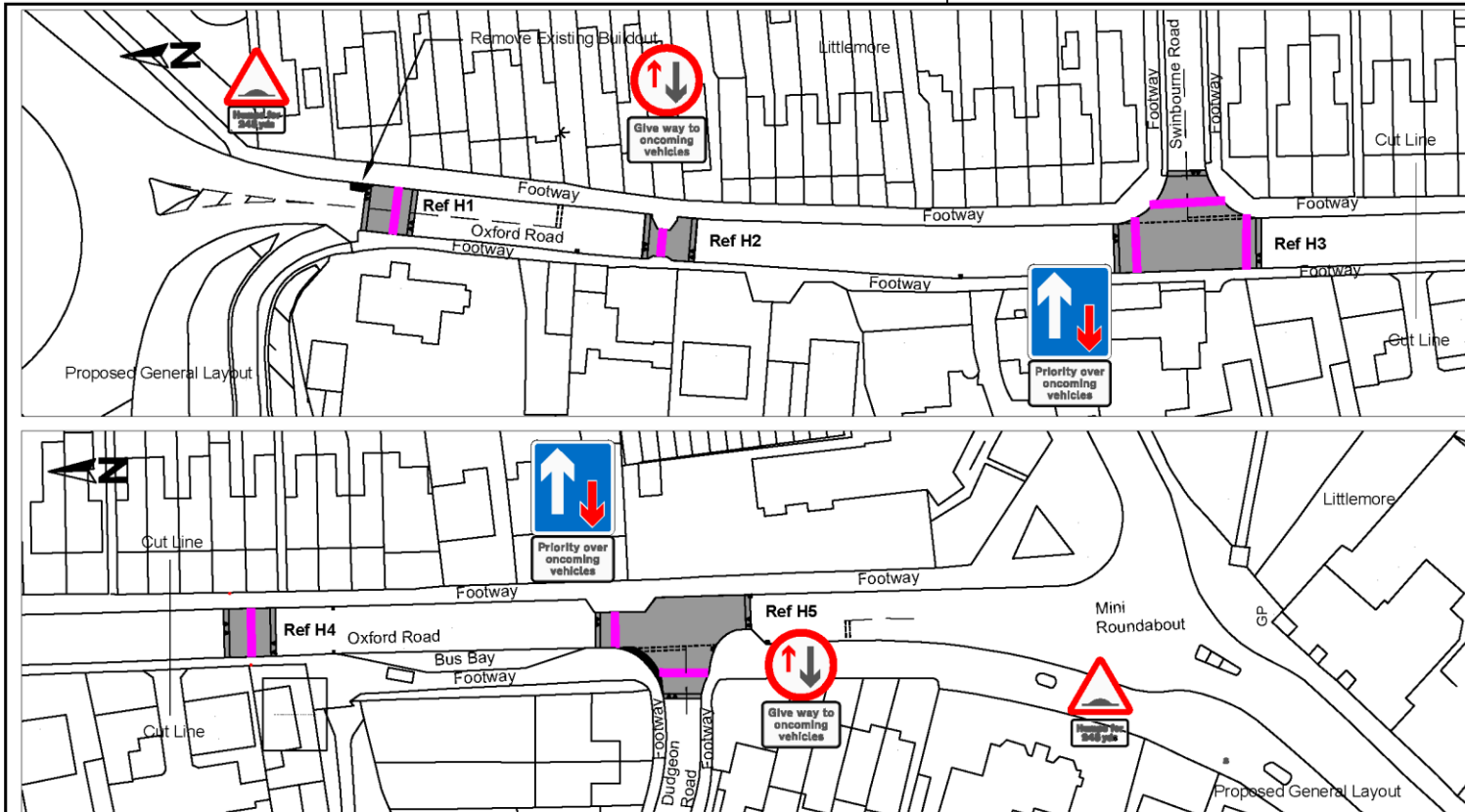
8. Thames Valley Police did not object.
9. Littlemore Parish Council support the proposed calming
10. Of the fourteen expressions of support from local residents, one highlighted the walk and talk with OCC representatives and a substantial number of residents, citing it as 'an instance of local democracy in action at it's very best'. The ability of the proposals to reduce speeds and deter rat-running was highlighted several times.
11. Objections were received from six local residents with an additional representation expressing concerns. The most common objection voiced in four submissions was of the proposals being unnecessary and a waste of resources given the good accident history. Three objectors cited the resultant worsening air pollution from traffic traversing the humps and two others were concerned vibrations would damage foundations of vulnerable adjacent properties. Two submissions suggested focussing resources instead on providing more appropriate routes to cater for demands from much impending development and to better manage traffic routeing. A further objector believed these proposals would increase congestion and another cited the effect on the many ambulances using this route. One objector suggested 'traffic cameras' as an alternative. Speed cameras are not feasible and although residents are familiar with the parish council's recent use of speed indicator devices there were no calls for them to replace the current proposals during current discussions. An objector suggested parking could be removed to complement the proposals and two supporters suggested removing parking along one side of the road. However, it was acknowledged during the previous consultation that any loss of parking space was unacceptable.
12. One submission listed as an objection agreed in principle with the proposals but was concerned at the removal of the buildout at the northern end of the scheme which currently provides protection for two cars whist not creating undue disruption to flow. The proposed adjacent hump would reduce speeds, but consideration should be given to retaining the build-out. The 'Concern' submission had no specific objection to the proposals but asked for the southern (Dudgeon Drive) table to be narrowed to a single vehicle width to prevent the current clashes between opposing drivers funnelling into the adjacent narrow section. However, this would transfer any funnelling clashes closer to the Cowley Road junction where it would be more disruptive.

JASON RUSSELL
Corporate Director Communities

Annexes Annex 1: Plan of proposed traffic calming measures
 Annex 2: Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Geoff Barrell 07740 779859

January 2021



Drawing No.		Revision																	
<p>Key</p> <p>Proposed features are:</p> <p>Flat top road hump</p> <p>Uncontrolled crossing point</p> <p>Feature limits and location of signs are indicative subject to change when agreed to proceed with that particular item</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</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION</p> <p>© Crown Copyright and Database rights 10023343 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: 01865 310 1111</p>																			
Project title		Littlemore Oxford Road																	
Drawing title		Proposed Traffic Calming Measures																	
<p>Drawing Status</p> <p>Consultation</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>RGr</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> </tbody> </table> <p>Oxfordshire Project No. & File Ref</p> <table border="1"> <thead> <tr> <th>Drawing No.</th> <th>Revision</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				Scale @ A3	Drawn by	Checked by	Approved by		RGr				Date drawn	Date checked	Date approved	Drawing No.	Revision		
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	RGr																		
	Date drawn	Date checked	Date approved																
Drawing No.	Revision																		

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Littlemore Parish Council	Support – welcomes the new proposals and place on record our thank to the teams and residents involved in reaching a suitable solution for all.
(3) Local Resident, Oxford)	<p>Object – I have now studied the accidents involving pedestrians in Oxford Road Littlemore again and discussed it with several local people and write to confirm that I and other residents do not support the installation of the road hump traffic calming measures. The statistics clearly show that not one pedestrian has been involved in an accident since January 2011 and that particular incident was described as very slight. This is proof that the chicane system already in place is adequately dealing with the situation. Whilst I fully appreciate that speeding can be a justifiable reason to take measures it should be taken into consideration the already alarming situation of the ever increasing air pollution that we suffer will only be further exaggerated. The worst instances of this are of course stationary vehicles that have their engines running which is so often the case mainly between the Rose Hill roundabout and Milvery Way plus the junction at Dudgeon Drive. I have requested without success that the local councillors put in place an air quality test to confirm or disprove the opinions of local people. It is vital that such measures are taken before the traffic is further slowed, and pollution increased, it is only at that time we can then take a much more balanced judgement. Another issue that must be taken into account is that the majority of housing on this road was built during the early years of the last century and have foundations commensurate with that era, which are much shallower than modern days. Some properties are even older and several have basements. The common denominator is that all properties are close to the roadway. Each and every one of these homes can only suffer from the continual pounding of traffic including many buses and commercial vehicles continually crossing road humps. This situation has already been proven with the road humps installed some time ago in Walton Street. The most recent instance of which is the collapse into the basement of the St John's college owned shop.</p> <p>Unfortunately, the very few people who do speed on our road, and others, will not be stopped by the proposed installations. A much better way to have the desired effect is to install traffic cameras which would not bring the traffic to a halt any more than it already is.</p>

	<p>With the ongoing home construction taking place in our area of more than 400 properties, which will inevitably lead to worsening congestion, the council need to be looking at the hidden issues long before making us bear the brunt of mistaken decisions. The traffic starts to build up from 06.00hrs and continues well into the evening hours with the obvious rush hour increases. Can we honestly be expected to compound this with not only an expected increase of traffic that will be in the region of 400 - 500 extra vehicles a day, but also often slowing those vehicles to a halt whilst they exude health damaging fumes.</p> <p>As I said earlier, during correspondence with all of my local councillors, it is so easy to ask a single question. Do you want to stop people speeding? On the face of it the majority reply is sensibly yes. However as with any question other issues should, and must, be raised. I can only request that the panel take our concerns into account, that no person has been physically injured in this road as the result of a traffic accident for almost 10 years yet the unseen damage that air quality is forcing upon us goes under the radar. Please do not waste this vital funding on a project that we believe will only be detrimental to the residents in the final result.</p>
(4) Local Resident, (Oxford)	<p>Object – I don't believe the road needs traffic calming measures. I use this road every day, at least 4 times to come back and forth. I have never had a problem personally on this road or witnessed any issues that require wasting a fortune of tax-payers money for no reason.</p>
(5) Local Resident, (Oxford)	<p>Object – This does not address the problem, which is cars trying to get past parked cars - on what in effect becomes a single-lane road with poor visibility - before traffic arrives from the opposite direction. If the parking is removed, this problem will disappear, and then speed humps can be used to reduce the speed of the traffic safely. Adding speed humps to an already difficult road will not resolve the issue.</p>
(6) Local Resident, (Oxford)	<p>Object – As a resident, I agree in principle with putting in place traffic calming measures on Oxford Road, Littlemore. However, I would like to bring into question one point in the plan, the removal of the buildout in the upper north of the road. I live at number 76 and this buildout sits in front of my and my neighbour's houses. There is space for two cars to be parked on the east side of the buildout and it provides protection from passing traffic. The buildout currently doesn't cause any disruption to traffic flow and both lanes of traffic can move freely past each other with the buildout in place. By removing the build out it would remove the parking protection that we currently benefit from. Why can the buildout not remain in place? Can you also you confirm that cars can be parked across the flat top road hump? If not, then this plan will be removing parking currently available to us and we would have nowhere to park causing significant</p>

	inconvenience and having a detrimental effect on the value of our properties.
(7) Local Resident, (Oxford)	<p>Object – You have approved massive amounts of new housing in this area with no meaningful improvements to road infrastructure or traffic management along these roads or the bypass. I object to the speed bumps because many ambulances use Oxford Road. I along with the other residents are being poisoned by traffic fumes from queues of stationary cars directly outside our houses.</p> <p>Our houses are being shaken to bits by double-decker busses and huge lorries over 7.5 tonnes. Speed humps will make this worse. Because there is a manhole cover outside my house it shakes every time a bus or lorry goes past. You are wasting money on pointless modifications to a road that is massively overloaded with traffic and busses because you have not updated the road infrastructure in Littlemore in accordance with the massive amount of development you have approved and benefitted from. You need to come up with a plan that would actually calm traffic instead of aggravating residents and drivers. This means routing traffic and busses along major roads not narrow village roads - surely this is common sense.</p> <p>Around the seals of my doors and windows there are deposits of black noxious particles from the exhaust fumes of cars. Perhaps you could publish to the residents of Oxford Road the actual daily air quality.</p>
(8) Local Resident, (Oxford)	<p>Object – It's already difficult enough to drive down this road and with the LTN's going in Cowley it will add to congestion. Also the path is narrow and there are times you need to use the road to go around this will make it more difficult with a pushchair or wheelchair.</p>
(9) Local Resident, (Oxford)	<p>Concerns – I am a resident of Oxford Road, and for some years have been campaigning for improvements in the traffic calming measures. I have no definite objections to the current proposals.</p> <p>However I live beside the southern chicane at the junction of Oxford Road and Dudgeon Drive and am disappointed that the road at this chicane is not going to be narrowed so that it is the same width as it is at the other chicanes in the neighbourhood.</p> <p>There are two chicanes on Sandford Road, which is a southward continuation of Oxford Road, and two on Cowley Road Littlemore. Each narrows the road to one vehicle width: drivers obey the give-way signs, so in this respect these</p>

	<p>other chicanes work well.</p> <p>However, because the chicane outside my home is wide enough to take two cars I am repeatedly disturbed by angry drivers sounding their horns because they are offended that drivers going toward the ring road don't give way at this chicane. Sometimes drivers hoot back and forth at each other repeatedly. I fear that the additional speed platforms will not prevent this and will simply add to the noise.</p> <p>I would also like to use this opportunity to record that Oxford Road gets congested partly because no phase of the traffic lights allows drivers out of Oxford Road, and on to the ring road.</p> <p>Traffic at the lights moves on red and amber, giving Oxford Road drivers no time or space to move. I hope that this will be addressed in future.</p>
(10) Local Resident, (Oxford)	<p>Support – These proposals are a huge improvement on the awful calming measures currently in place. Ideally, I would like the road to be made one way with entry into Littlemore only, down as far as the roundabout with Cowley Road, Littlemore. However, these measures should help slow the traffic entering Oxford Road which currently does so at high speed. Thanks to the engineer Geoff Barrel and his colleague that attended the street meeting in the summer.</p>
(11) Local Resident, (Oxford)	<p>Support – I'm delighted not only with the modifications that have been made, but the way in which they arose - namely, in the context of a walk around the area with OCC representatives and a substantial number of residents. It struck me as an instance of local democracy in action at it's very best.</p>
(12) Local Resident, (Oxford)	<p>Support – I have lived in Littlemore for seven years and frequently witness speeding traffic on our relatively narrow roads, made narrower still by cars parked on both sides. We need to encourage active travel, cycling and walking, in our area and traffic calming is one way to slow down traffic and encourage active travel.</p>
(13) Local Resident, (Oxford)	<p>Support – Most traffic ignores the 20mph speed limit, there is no safe place to cross the road. The proposal is an improvement but would be better if there was at least one formal crossing point (pelican or belisha) or the raised sections were clearly indicated as crossing points with pedestrian priority.</p>

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(14) Local Resident, (Oxford)	Support – Definitely broadly support slowing down traffic on this stretch as people appear to rarely drive down it at 20 mph. As someone who mainly cycles down this stretch the most danger comes from the parked cars; having to duck in and out of parked cars and drivers rushing to overtake you before reaching a parked car. Even having cars only parked on one side of the road would be an improvement.
(15) Local Resident, (Oxford)	Support – It is an excellent plan that will address the unsafe speeding traffic and also enable the safer crossing for pedestrians. Much welcomed ..,
(16) Local Resident, (Oxford)	Support – i have lived on oxford road for 17 years and it has got busy and very aggressive and the current provision does not slow traffic. I have had several incidents where my parked car has been damaged and my children's lives being put at risk
(17) Local Resident, (Oxford)	Support – Oxford road Littlemore suffers from speeding traffic and high traffic volumes. The raised speed humps will reduce speeds and discourage the use of Oxford Road as a short cut.
(18) Local Resident, (Oxford)	Support – We live on Dudgeon Drive so we think these measures are broadly positive, however the main problem with Oxford road is to do with the combination of filters and parking, so we would like to see the measures go further and restrict parking along one whole side of the road (that with the store and the bus stop) as this would greater help the flow of traffic.
(19) Local Resident, (Oxford)	Support – This is the best options suggested so far There's still issues with traffic ie heavy goods vehicles using Oxford road and the construction of new homes that will increase traffic. Overall best suggestion so far
(20) Local Resident, (Oxford)	Support – This will slow traffic down this road and discourage rat runners that use this road to get to BBL instead of the duel carriageway that is clogged with traffic due to the rush hour on the southern bypass
(21) Local Resident, (Oxford)	Support – It will help with being able to ensure the children, elderly and resident car users to cross the road safely. It will help with the young children that walk to and from school to get there without the fear of fast cars driving coming

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	off the roundabout.
(22) Local Resident, (Oxford)	Support – I am writing as a resident who has a entry/exit to/from my garage on to Oxford Road, Littlemore to support the current proposal to construct traffic calming features on that road, as I believe that traffic travels far too fast and that this will help to slow it down and improve road safety.

Divisions affected: Cowley; Isis; Jericho and Osney; St Clements and Cowley Marsh; University Parks

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

OXFORD – VARIOUS LOCATIONS: AMENDMENTS TO PARKING PLACES TO ACCOMMODATE NEW ELECTRIC VEHICLE CHARGING POINTS

Report by Interim Corporate Director Communities

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for electric charging points for vehicles with the exception of the proposal for Barns Road, which it is recommended should not proceed in the light of the objections received.

Executive summary

2. The provision of on-street charging apparatus for electric vehicles is reviewed in response to development proposals, assessments of demand carried out by officers and requests received from external bodies. The current proposals for charging points are delivered under the Go Ultra Low Oxford (GULO) strand of projects, which is funded by the Office for Zero Emission Vehicles and Oxford City Council and delivered in partnership with Oxfordshire County Council. T-GULO provides rapid charging for the taxi trade and O-GULO provides fast charging for car clubs and residents without access to off-street parking.

Financial Implications

3. The charge points will be funded by the Office for Zero Emission Vehicles (OZEV) and Oxford City Council, with match funding contributions from EB Charging Lt and Franklin, under a revenue share agreement to cover operational cost.
4. Oxfordshire County Council Parking Officers have been engaged during the design phase to ensure any loss of income is mitigated and design proposals for any pay and display bays lost have been submitted under this order.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals will support the use of low-emission vehicles.

Formal Consultation

7. Formal consultation on the revised proposals as shown at Annexes 1 to 9 was carried out between 3 December 2020 and 8 January 2021. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. A letter was sent directly to approximately 340 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
8. Twelve responses were received during the consultation. These are summarised in the tables below:

<i>1. Electric vehicle charging points</i>				
Location	Support	Object	Concerns	No Opinion
Southfield Road	7	-	-	5
Stone Street	7	-	-	5
West Street	6	-	2	4
Wytham Street	7	-	-	5

<i>2. Electric taxi parking bays/charging points</i>				
Location	Support	Object	Concerns	No Opinion
Barns Road	6	2	1	3
Keble Road	7	-	-	5
Old Greyfriars Street	7	-	-	5
Rewley Road	7	-	-	5

9. It should be noted that at Keble Road, it is proposed that one of the two electric charging points be available for public use as an interim measure as it is not anticipated that initially both charging points will be required solely for electric taxis; a further consultation will be required when it is proposed to limit both charging points to taxis only.
10. The individual responses are presented at Annex 10. Copies of the original responses are available for inspection by County Councillors.
11. Thames Valley Police have not objected.
12. Objections and concerns have been raised for Barns Road. These have been reviewed and it has been decided not to pursue the installation of electric charging points for taxis at this location.

13. Concerns were raised by two members of the public on the proposal for West Street, in respect of three separate matters. An officer response is set out below in italics.

- a. Effect on attaching point for moveable flood defence barrier at this location: *The proposal is not for a new charging location, but for a minor relocation of an existing one. The contractor, Volker Highways, has confirmed that any impact on the siting of flood defence barriers has been considered and mitigated.*
- b. The retention of a feeder pillar adjacent to a property: *This will need to be retained to supply energy to the new charge point.*
- c. The risk that the bay will be used by vehicles not using the charging point: *it is acknowledged that this will continue to be a risk but past investigations and discussions in respect of the existing charging point concluded that - balancing the advantages of a bay legally reserved for electric charging and the need for a large sign to give effect to this restriction directly by a property which was of very significant concern to the property owner – the provision of a charging point without a legally reserved bay was the best solution in this specific case.*

Monitoring and evaluation

14. All GULO charge points are delivered as part of an innovation project strand that is committed to monitor and review utilisation and performance of the provisions and feedback learnings into the Oxfordshire County Council EV Strategy. As set out in the background papers, the taxi provisions in Keble Rd and Rewley Rd will each feature one bay that is open to the general public while utilisation overall is still low. Once sufficient trade utilisation is received, we expect to revert this public bay to fully trade use only. Any such changes to orders will be subject to a further consultation.

JASON RUSSELL

Interim Corporate Director Communities

Annexes Annex 1: Southfield Road proposals

Annex 2: Stone Street proposals

Annex 3: West Street proposals

Annex 4: Wytham Street proposals

Annex 5: general layout of build-out for charger

Annex 6: Barns Road proposals

Annex 7: Keble Road proposals

Annex 8: Old Greyfriars Street proposals

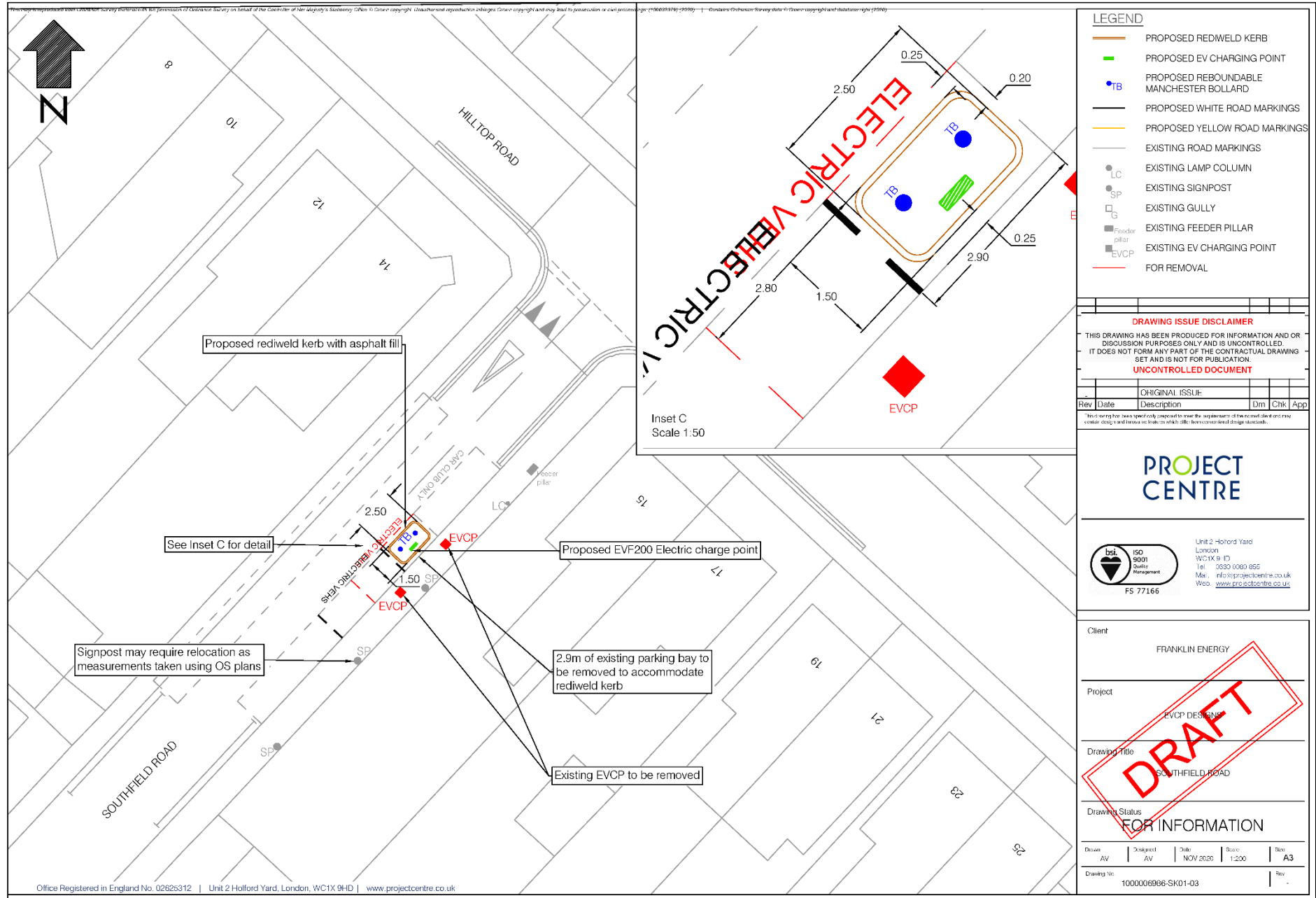
Annex 9: Rewley Road proposals

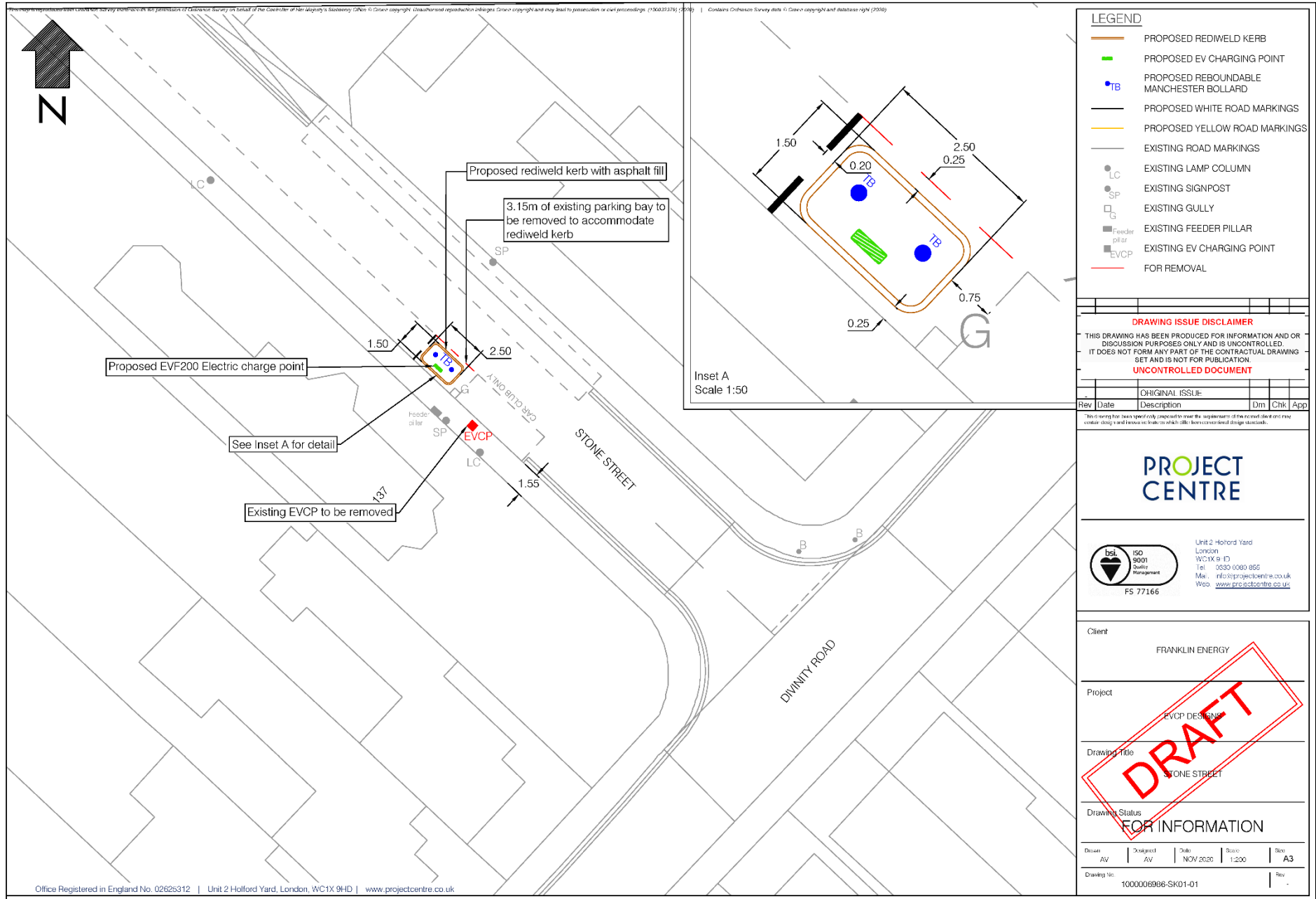
Annex 10: Consultation responses

Contact Officers:

Hugh Potter 07766 998704

Elizabeth Bohun elizabeth.bohun@oxfordshire.gov.uk

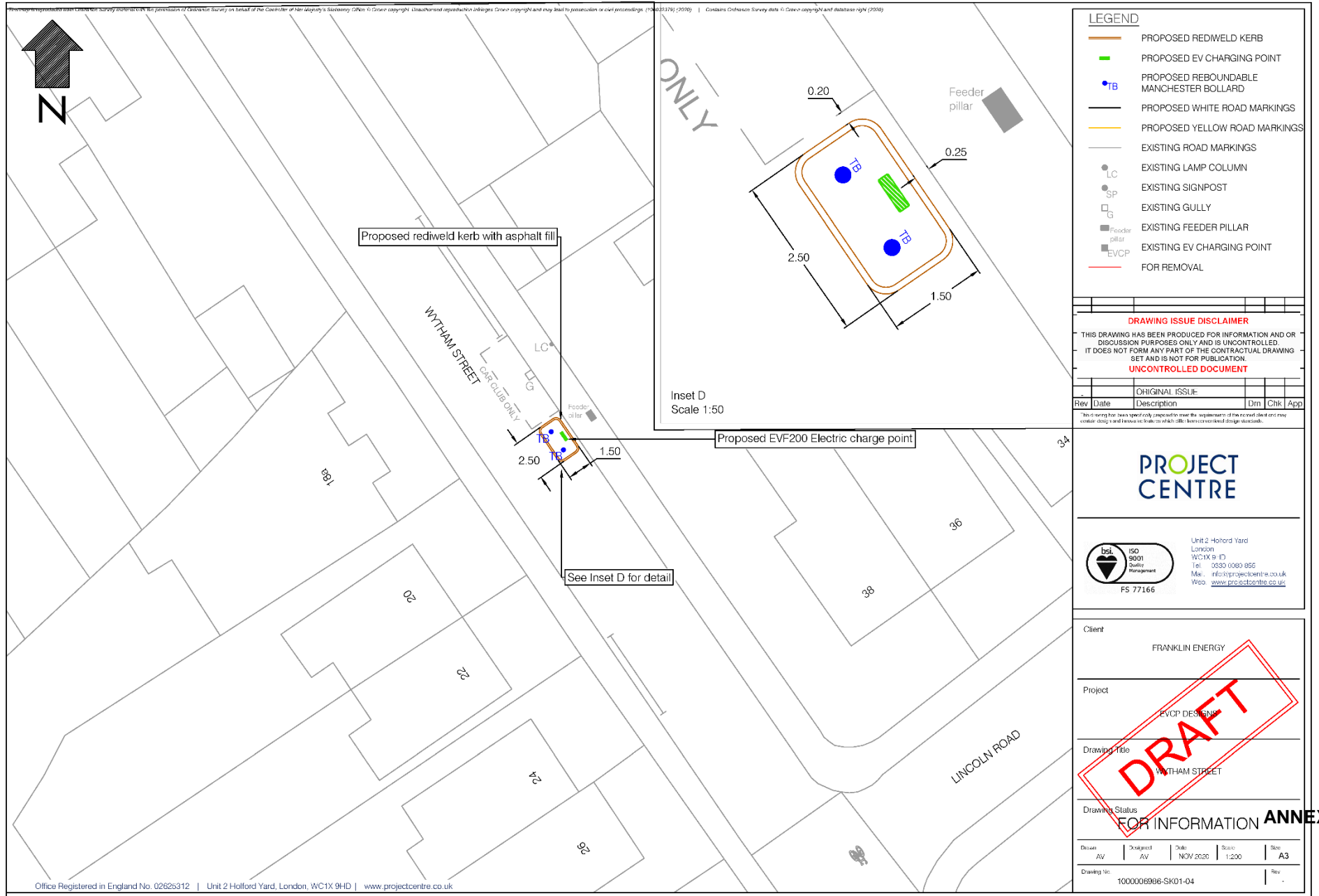




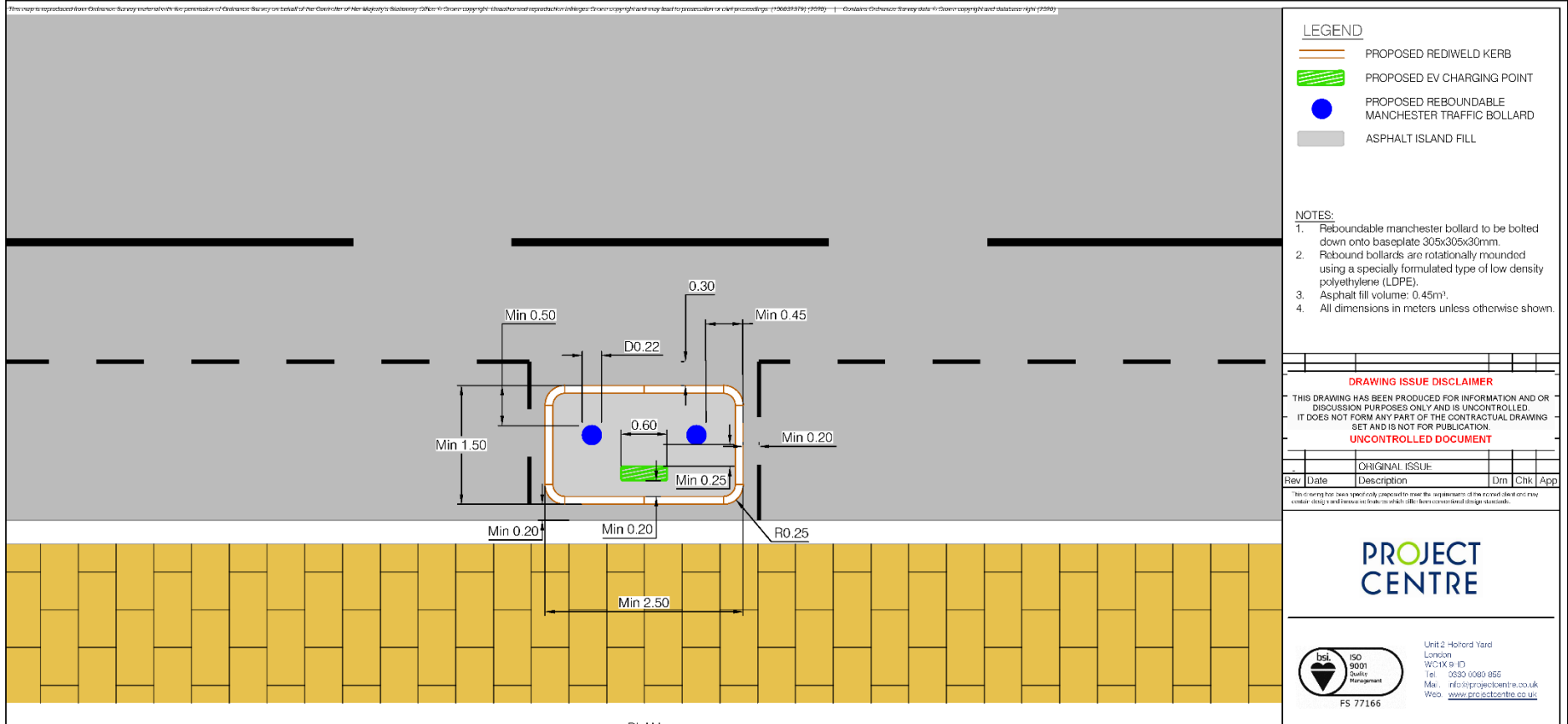
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PLAN

TECHNICAL INFORMATION							
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4	90 °	125	250			2	4.5

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PLOT DATE: 16/11/2020 16:05:00 | CAD REFERENCE: G:\Project Centre\Project BSI\1000006986 Franklin Energy EVCP Plans\2 Project Delivery\4 Drawings And Graphics\1000006986 SK01.dwg | RWessler |

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Project: EVCP DESIGN

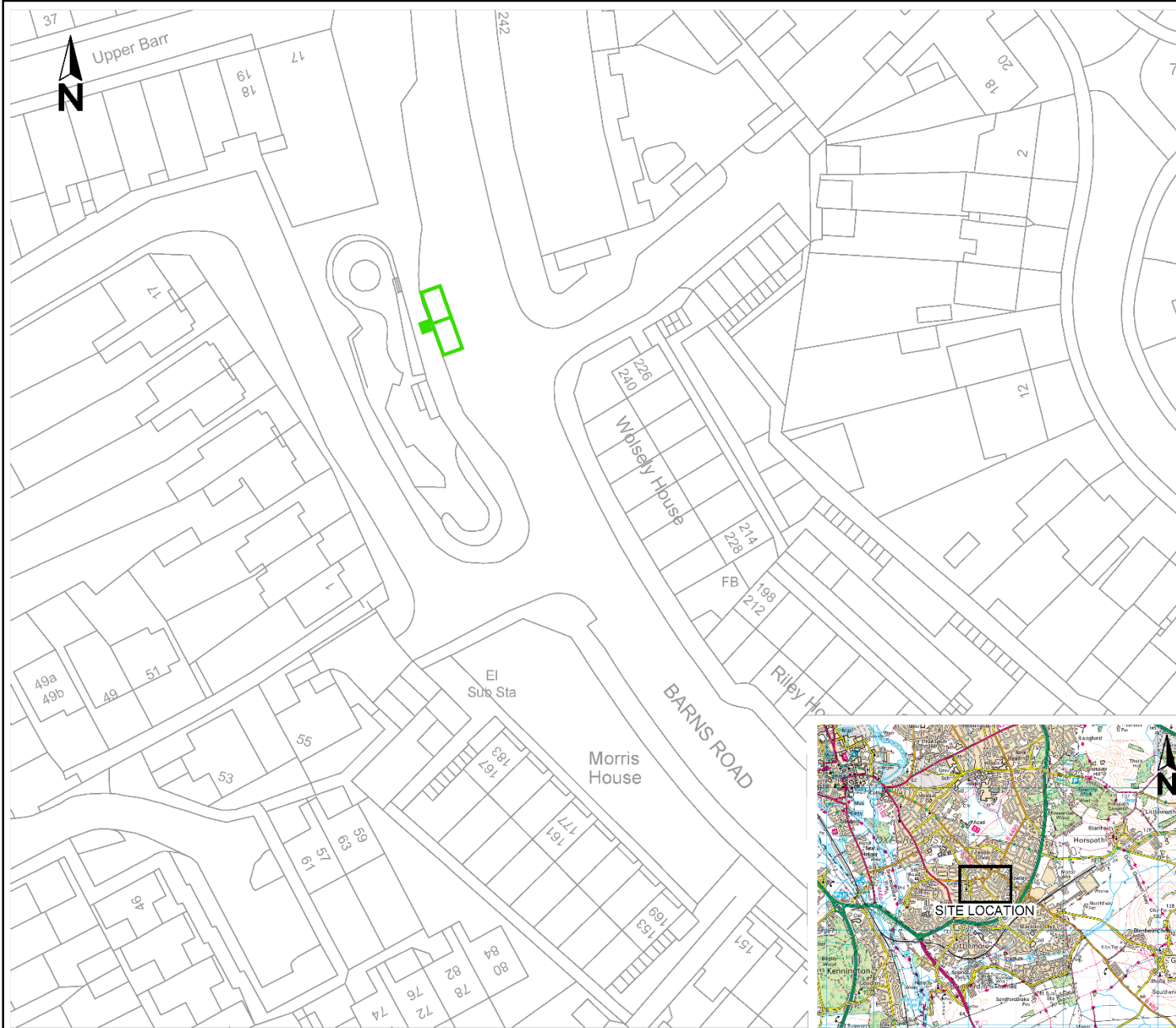
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Drawing Status: FOR INFORMATION

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Drawing No.		Revision 0	
Key  Proposed location of Electric Taxi charging bay			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Jason Russell Interim Director for Community Operations Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>			
Project title <p style="text-align: center;">BARNs ROAD OXFORD</p>			
Drawing title <p style="text-align: center;">ELECTRIC TAXI CHARGING BAYS</p>			
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Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 11/20	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

Drawing No. Revision 0

Key

Proposed location of Electric Taxi charging bay in place of existing Pay & Display

Relocated Pay & Display

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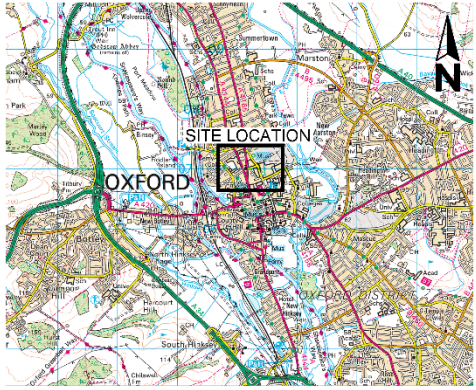
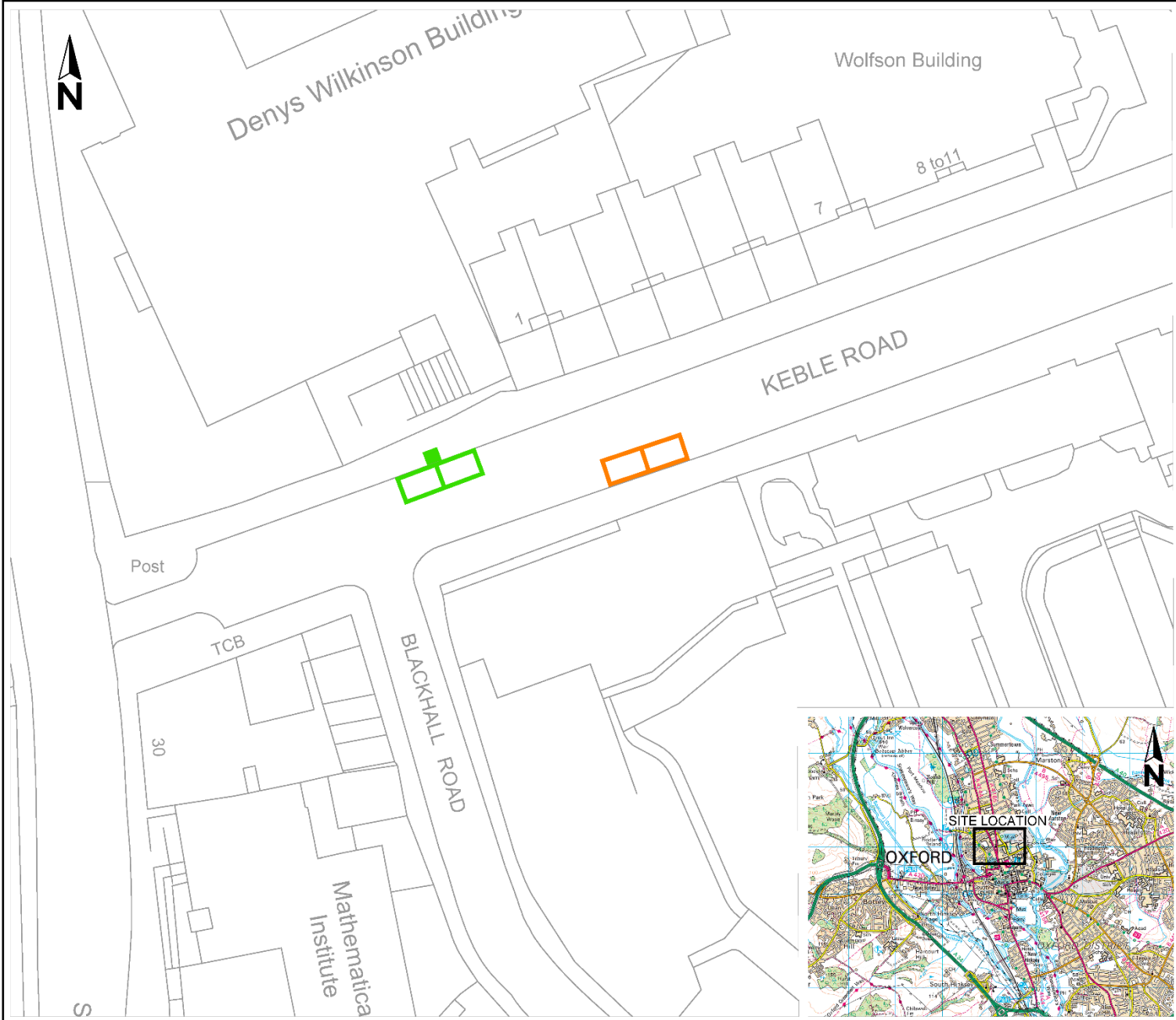
Project title

KEBLE ROAD
OXFORD

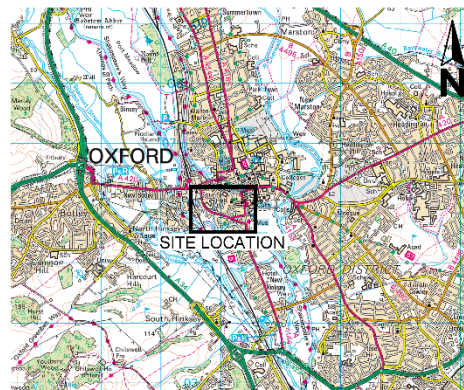
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ELECTRIC TAXI CHARGING BAYS

Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 11/20	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0



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Drawing No.

Revision


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Key

Proposed location of Electric Taxi charging bay

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Project title

OLD GREY FRIARS STREET
OXFORD

Drawing title

ELECTRIC TAXI CHARGING BAYS

Drawing Status

Scale @ A3

Drawn by

Checked by

Approved by

N.T.S.

Date drawn

11/20

Date checked

Date approved

Oxfordshire Project No. & File Ref



Drawing No.

Revision

0

ANNEX 8

Drawing No. Revision 0

Key
  Proposed location of Electric Taxi charging bay

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Project title
**REWLEY ROAD
OXFORD**

Drawing title
ELECTRIC TAXI CHARGING BAYS

Drawing Status

Scale @ A3 N.T.S.	Drawn by JAC	Checked by	Approved by
Date drawn 11/20	Date checked	Date approved	

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) County & Ox City Cllr, (Jericho & Osney)	Support – Personally I am very much in favour of these proposals.
(3) Ox City Cllr, (St Clements Ward)	Support – Very happy with this.
<i>A. [Concerns/Objections]</i>	
(4) Local Group, (COLTA)	<p>Barns Road – Concerns Kebel Road – Support Old Greyfriars Street - Support Rewley Road - Support</p> <p>The proposed sites in and around the city centre are good. Although the Keble road one would be better placed on St. Giles. We have a concern although for the proposed site on Barns Road. We need confirmation that if a taxi space is removed then that must be replaced elsewhere. The trade must be consulted on this to see where the replaced rank space would be most suitable.</p>
(5) Local Resident, (Oxford)	<p>Barns Road – Object</p> <p>The precise location of the unit should be clarified as it appears to be sited in the bus stop on the plan but is described as though it will be located in the taxi rank. Notwithstanding, I object to the Barns Road unit for the following reasons:</p>

	<p>1. No impact assessment has been undertaken to consider the impact the charging point will have on neighbouring amenity.</p> <p>2. The proposed charging point would be surrounded by residential development and in my view, will adversely impact on the residents of Barns Place.</p> <p>3. I am particularly concerned by additional noise pollution (in the day and especially at night).</p> <p>4. The unit will remove useable pavement area (which is currently very well used). The area is often crowded due to the bus stop use and because of Templars Bar and Kitchen, which already takes up half of the footpath.</p> <p>5. The unit would be better located away from residential properties and could be located in the existing Taxi rank on Between Towns Road (outside Co-op/Post Office).</p>
(6) Local Resident, (Oxford)	<p>Barns Road – Object</p> <p>Not enough place.</p>
(7) Local Resident, (Oxford)	<p>West Street – Concerns</p> <p>With regard to the proposals for West Street: Have the proposed changes been discussed with the environment agency? (the proposed new charging point may block the installation of flood defence barriers when these are needed). Is the silver box (perhaps a transformer or electrical distribution box) erected against the front of no.64 going to become redundant with this work? If so may I request that this is removed, otherwise it will remain as an unsightly piece of street litter in this conservation area. (this is not the same as the black charging pillar close to the roadside).</p>
(12) Local Resident, (Oxford)	<p>West Street – Concerns</p> <p>I am strongly in favour of more electric car charging provision in Oxford in general. My specific concern regarding West Street is that I would like to see a bay dedicated for electric vehicles – provision of charging points is of little use if electric cars cannot park near enough to access the points, and that has been my experience of using the previous point at this location.</p>

<i>B. [Support]</i>	
(8) Local Resident, (Oxford)	Support – As a resident of Oxford I am keen to see air quality benefits arising from greater use of shared/taxi EVs. Fast charge bays for electric taxis and car clubs are beneficial and should encourage electric mobility.
(9) Local Resident, (Oxford)	Support – Electric cars are coming and the future, but for those without driveways we need ways to charge them. This is a way.
(10) Local Resident, (Oxford)	Support – Environmentalism reasons.
(11) Local Resident, (Oxford)	Support – as a local resident.
(13) Local Resident, (Oxford)	Support – Electric cars are the future - especially with the Councils ZEZ ambitions.

Divisions Affected – All divisions across Oxford City

CABINET MEMBER FOR ENVIRONMENT - 21 JANUARY 2021

TRIAL OF E-SCOOTERS

Report by Assistant Director Growth and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to:
 - a. note the responses received to the preliminary consultation on the trial of e-scooters
 - b. approve an Experimental Traffic Regulation Order to facilitate the use of public hire e-scooters (i.e. electrically powered) on the public highway across the Oxford urban area, including an initial launch within the Headington area of Oxford.

Executive Summary

2. This report (i) provides the Cabinet Member with an update on the development of a rental e-scooter trial for the city of Oxford, and (ii) seeks approval for the rental e-scooter trial to operate in Oxfordshire.
3. The report presents a summary of preliminary consultation with key stakeholders on the Experimental Traffic Regulation Order (ETRO) measures intended to be brought in to facilitate the use of e-scooters across Oxford. It should be noted that private e-scooters remain illegal and cannot be included in this trial.

Background

4. Oxfordshire County Council (OCC) in its role as Local Highway Authority has agreed to take part in a 12-month long trial of e-scooters within the county. The trial is being managed at a national level by the Department of Transport (DfT) who legislated for their trial use as part of local authority led hire operations on 4 July 2020. The county council is required to seek a license award certification from DfT in order to commence the public trial. Officers are in the process of liaising with DfT officials on this matter and anticipate confirmation of a trial license award imminently.

5. A principal driver of the trial is for e-scooters to form part of the movement recovery response to the ongoing Covid-19 pandemic by offering a socially distanced mode of transport to enable movement across the city. Numerous other local authorities including Cambridge, Bristol, West Midlands and Liverpool are currently already operating e-scooter trials. Operations in London are also anticipated to commence imminently. Both in the short term and longer term, through modal shift, e-scooters are also considered to positively contribute towards wider local transport plan measures to address congestion across the wider city.
6. At present it is illegal to use private e-scooters on the highway. The objectives of the Oxfordshire e-scooter rental trial are to:
 - i. Support safe commuting to work and education as an alternative whilst social distancing measures are in place,*
 - ii. Reduce private car use and reduce congestion,*
 - iii. Contribute towards the reduction in air pollution and carbon emissions,*
 - iv. Test perceptions and attitudes towards new mobility solutions, and*
 - v. Deliver a safe and accessible alternative travel mode which complements the public transport offer, but which addresses short term capacity constraints on the network.*
7. The intention is to allow e-scooters the same access across the Oxford trial area (please see map **annex 1**) as provided for pedal cyclists in so far as that is possible – albeit e-scooters will be restricted to operations within highway land at least initially. However, because e-scooters are classified by the DfT as motor vehicles, an Experimental Traffic Regulation Order (ETRO) is required to permit e-scooters to travel on streets within the trial area currently subject to a prohibition of motor vehicles, and also to allow for their use in bus lanes. A formal six-month public consultation will commence on the ETRO once it has come into force.
8. Whilst e-scooters will also be permitted to use cycle lanes including those comprising shared use footways / cycle lanes, it should be noted that due to the suitability of vehicles, unlike pedal cycles, e-scooters will be restricted from accessing towpaths and bridleways. The ability of manage this will be through the operator's (Voi's) geofencing technology.
9. Existing restrictions that apply to pedal cycles will also be applied to e-scooters. For example, in Cornmarket and Queen Street in central Oxford, e-scooters would only be permitted between 6pm and 10am, i.e. the same hours that apply to pedal cyclists. Geofencing technology applied to the e-scooters will be applied to ensure vehicles either power down outside of their area of agreed operation, or are able to operate under restricted speed limits within areas of greater hazards.
10. Informal pre-engagement with key stakeholders (see further details below) ahead of the trial has also provided an opportunity to capture safety considerations. The trial is proposed to be expanded via stepped phases. An initial launch will focus upon the Headington area of East Oxford (see **annex**

2), before the trial is incrementally expended to an area covering the wider Oxford urban area (see **annex 1**). Expansion of the trial both in fleet size and geographic area will be primarily determined based on performance of the trial and demand. Expansion of the trial will only be undertaken upon the agreement of the county council.

11. Key onwards dates for the trial are as follows;

Jan 2021 – CMD determination, DfT License award and launch of wider public comms; and subject to approval

Feb 2021 – Launch of e-scooter trial

Feb 2021 – Feb 2022 – Phased expansion of trial scheme across Oxford area

Winter 2021/22 – DfT and OCC evaluation and assessment of the trial

Preliminary Consultation

12. The preliminary consultation on the legal provisions to permit e-scooters was carried out between 9 December and 24 December 2020 with emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillors and other stakeholders identified by the project team.
13. 27 responses were received during the consultation, summaries of individual responses are presented in **Annex 3**.
14. The above table is based on an officer led review of all 27 responses ordered into common themes identified throughout the stakeholder analysis. Generally, the vast majority are considered to be enquires requesting more information or greater clarification on the plans for rollout.
15. Thames Valley Police expressed that, whilst in principle they have no objection to the trial, they do have reservations regarding the suitability of the ETRO in allowing scooters onto cycle tracks from a legal enforcement perspective. Officers appreciate the concern and advise that the county councils' legal team has had input into this matter and is comfortable with the arrangements for the purpose of the trial and do not consider it a significant issue at this stage. Should the use of e-scooters be considered for permanency across the city/wider county it is recommended that this matter be more comprehensively addressed.
16. Oxford City Council expressed their general support for schemes that promote sustainable and active modes of transport, including alternative modes to complement walking, cycling and public transport. They are also broadly supportive of the ambition to seek a 'green' led recovery from the impacts of the COVID-19 pandemic and are willing to engage with proposals that engage with that objective. "E-scooters are at this stage still a novel form of transportation, and as such we acknowledge that there would be some degree of a learning curve during the implementation of the scheme. We would

welcome the opportunity to make inputs throughout the implementation and monitoring process, using our substantial local knowledge base and policy framework to shape the expansion of the scheme and address any issues as they arise". OCC officers will continue to work closely with the City Council, as a key partner, to ensure their views and general input help shape the wider trial.

17. Oxford Bus Company responded via their parent company's (Go-Ahead Group) broader submission on the subject of e-scooters to the Transport Select Committee. They stressed the need to monitor any modal shift impacts throughout the trial. Concern was expressed that e-scooter trials elsewhere in Europe have led some studies to suggest that they lead to a shift away from public transport and more traditional active travel modes. Officers appreciate these comments and advise that the county council, along with the DfT, will be undertaking usage monitoring throughout the trial to understand how hire e-scooters influence wider modal uptake across the city. Monitoring will be undertaken in partnership with the e-scooter operating company with detailed monitoring dashboards on usage aiding discussions on whether the trial is to be judged as a success and therefore continued in the long term. The Go-Ahead Group also maintain their opposition to the DfT allowing e-scooters to use bus lanes, via an ongoing amendment to the Traffic Signs Regulations Act 2016, on safety grounds. Again, officers appreciate the concern but consider it appropriate in this instance to follow DfT's lead determination on this matter.
18. Kennington Parish Council has asked for Kennington not to be included in the trial – no reason given. On this basis, it is proposed that the Kennington area be included in the trail as set out in the phasing plan.
19. A significant number of respondents (18) either queried or expressed concern regarding the enforcement of operational rules. This included how the county council and operating partner plan on prevent illegal pavement riding or how we will differentiate the hire e-scooters from the privately owned scooters currently in use, albeit illegally. Officers advise that risks of pavement riding will be managed via a multi-level approach including, mandatory rider training (app based), the use of on-the-ground ambassadors who will reinforce and report on any incorrect rider behaviour, the use of corrective action measures (including the banning from the service for repeat offenders). Subject to trials, additional technology based on in-built pavement detection is also being developed for roll out. Officers also advise that the hire e-scooters will be of a distinct colour livery separate to private vehicles and will be equipped with identification and registration plate numbering to assist with any incident reporting. Close working and engagement with Thames Valley Police has already taken place and will continue to assist the reaffirming of messaging
20. The second most commonly recorded theme (17) was in regard to how much control the county council will have over where e-scooters can and can't be used throughout the trial area; this also included general queries about the capability of the geofencing technology this trial will look to utilise. Officers advise that utilisation of e-scooters will be determined based on geofencing technology. This limits the movement of vehicles by cutting of power to the

vehicle in a controlled manor when the vehicle exists the approved area of use. Geofencing technology is also able to regulate vehicle speeds through any required pre-agreed locations. Geofencing can be promptly amended as required. Prior to public use, rigorous on-street testing of the vehicles and geofencing within the trial area will be undertaken to ensure compatibility. Officers advise that expansions of fleet size and area will need to be agreed by the county council prior to implementation. A managed phased approach to expansion as proposed, is considered appropriate in order to understand and learn from any localised issues that may arise.

21. A number of queries (8) were raised regarding parking arrangements for e-scooters. Officers advise that in order to ensure a desirability of the service numerous on-street parking locations for e-scooters will be required across trial areas. To ensure parking does not create a visual or safety/ obstruction issue to users, county pre-approved mandatory parking zones for e-scooters will be required. The placement and visual awareness of these parking zones will be carefully considered in order to consider the requirements of those with visual impairment

Monitoring and evaluation

22. The DfT will centrally monitor and evaluate the trials across the country. In addition, Oxfordshire County Council working closely with the local city and district councils (should the trial expand beyond the city boundary) will coordinate local monitoring and evaluation processes in order to collect further data to develop local insight into the trial results. The monitoring and evaluation will align with the start of the trial.
23. Key areas which the Council and DfT will gather information on include:
 - safety outcomes for e-scooter users and what influences this
 - interaction with, and effect on, other road users
 - public perceptions of the e-scooters including people with disabilities and related groups
 - nature of modal shift and new journeys that have been enabled
 - characteristics of users and how uptake and outcomes differ for different groups
 - local authority perception of effects on the transport system

Financial Implications

24. The trial will be operated via a concession-based contract with the identified operator Voi. As such all direct running costs and infrastructure required for the trial is required to be delivered by the contracted service provider. As such it is anticipated that there will be limited financial implications for the Council other than staff time. A modest allowance of funding has however been identified within the County Council's successful Active Travel Tranche 2 bid to cover staff costs associated with the trial, together with any localised highway improvements required to ensure a safe running of the trial.

25. Should the 12-month trial be successful, any subsequent permanent scheme will need to be subject to future decision reports in line with the Council's Gateway and Financial Approvals Framework.

Legal Implications

26. The management of the operation of e-scooters in Oxfordshire will be exercised by the County Council in accordance with regulations issued by the DfT. By participating in the trial, the County Council will fully comply with any regulations issued by the DfT.
27. The County Council as local highway authority will continue to exercise its existing powers of removal and seizure of non-compliant e-scooters under the Highways Act 1980.
28. A concession contract is in the process of being prepared with the preferred operator Voi, for the provision of the hire trial e-scooter service.

Staff Implications

29. Following implementation of the trial, a modest amount of officer time is anticipated to be required to facilitate the trial, including the roles of monitoring, partnership liaison work and management performance reporting. The trial is limited to a 12-month period. Any staff implications are anticipated to therefore be temporary. No additional staff or resource is being brought in to facilitate the trial.

Equality & Inclusion Implications

30. It is acknowledged that there are potentially adverse impacts on the protected groups and characteristics under the Equality Act 2010 (in particular people with disabilities). As part of the informal ETRO pre-consultation phase, feedback from vulnerable groups has been received (summary available in **annex 3**). The proposal has had input and been discussed with the 'Inclusive Transport and Movement Focus Group' facilitated by Oxford City Council. Ongoing engagement and consultation with this forum and other inclusive/ access groups will be undertaken by both the county council and appointed operator throughout the trial to address any issues as they arise
31. Officers have considered the need for a formal Equalities Climate Impact Assessment (ECIA) of the proposed trial. Potential impacts may arise from the proposed trial therefore a full ECIA is deemed necessary and has been

completed. In particular there are risks of negative impacts relevant to the following characteristics/areas: disability/ age.

Disability: One of the main risks identified was the possibility of poorly parked e-scooters (pavement clutter) presenting trip hazards to blind or partially sighted individuals. Mitigation: It is proposed that users will be financially penalised if they fail to park in specific geofenced zones. Voi ambassadors will also be on hand to address any on street issues and remind users of their responsibilities.

Age: At present both individuals under the age of 18 as well as those not holding a provisional license or greater will be restricted from accessing the service so may feel unintentionally excluded from the service. Mitigation: DfT standards exclude under 16s from participating in the trials. Based on experience from operations already underway, it is recommended that this is age limit is raised to 18. A level of competency and experience for users is considered strongly advisable with user training being provided to support improved competency.

Sustainability Implications

32. The proposals will encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

Risk Management

33. Officers have considered that key risks principally centre on safety issues that may arise from the operation of e-scooters. Discussions between county council officers and DfT have focused heavily on managing these risks in partnership with the scooter providers. Key mitigating measures to manage these risks include effective promotion and communications led by the operator with county council oversight, development of a managed phased roll out of the trial, managing variables such as vehicle speed, fleet size numbers and the extent of the geographic area e-scooters can operate within.
34. It should be noted that vehicles being utilised on the trial have also been rigorously tested and pre-approved for operation by the DfT.

Eric Owens
Assistant Director Growth and Place

Annex: Plan of proposed area of e-scooter trial area

Contact Officer: Consultation responses
Kyle Graham, 07586 478406

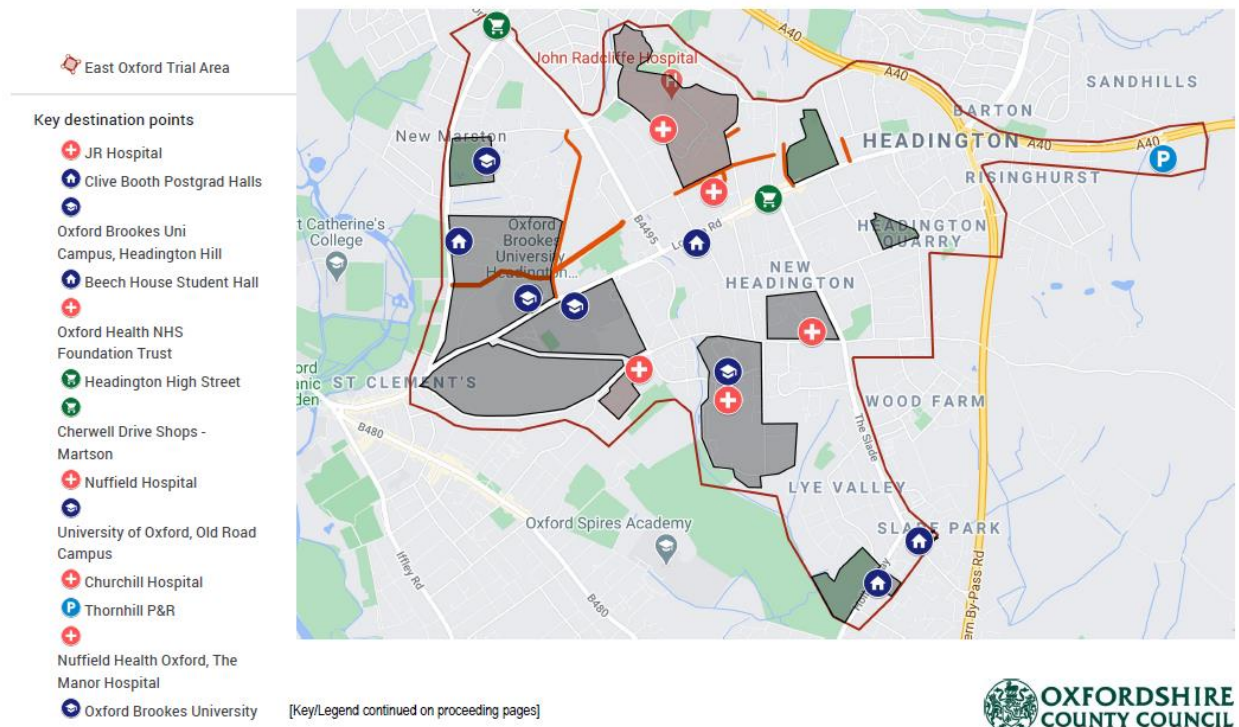
January 2021

ANNEX 1 – MAP OF OXFORD E-SCOOTER TRIAL AREA



ANNEX 2 – MAP OF INITIAL HEADINGTON E-SCOOTER TRIAL AREA

E-SCOOTER PROPOSED EAST OXFORD TRIAL AREA



ANNEX 3 – SUMMARY OF CONSULTATION RESPONSES

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Refer to 'preliminary consultation' section of report above
(2) Cllr Carmen Griffiths	<p>"Sadly, I have heard nothing but negative press about e-scooters.</p> <p>Personally, I am all for the idea if they are safe and if there are on designated routes etc. I suppose we don't know unless we try".</p>
(3) Cllr Bob Johnston	"Quite happy with the proposals, what sort of numbers of e-scooters are envisaged?"
(4) Cllr John Howson	<p>"I wonder whether the same exclusions for e-scooters should apply as for motorcycles - such as a ban in Hayfield Road in my Division. The argument about enforcement would be the same, but if they caused an accident, they would be more liable, although as with pedal cycles, I assume riders won't be insured. As e-scooters are largely silent, I am concerned about the safety of pedestrians, especially children, in more confined spaces close to shops and schools."</p>
(5) Cllr Roz Smith	<p>"I've received quite a few complaints, as I am sure other councillors have to, from residents concerned about the riding of electric scooters both on the footway and roads. One of the consequences of the lock down we saw a lot more people working at home and taking time to walk and cycle more locally thereby becoming more aware of the number of electric scooters. There do seem to be a lot around Headington and Cowley area we've noticed.</p> <p>My personal view is that they (electronic scooters) should be regulated more – i.e. insurance for using on the public highways, road use only (not footways).</p> <p>Sorry, another question, will key stakeholders include City / Parish councillors?"</p>
(6) Cllr Susanna Pressel	<p>"I am in favour of this trial, for the reasons given in your email.</p> <p>However, I thought there was to be a speed limiting device attached to the scooters, and a device that limits where they can go?</p> <p>If there is not, I might reconsider my support. We really need to</p>

	<p>know more about how this will operate.</p> <p>How will we prevent owners of private scooters from thinking they can also now use the highway? Will the public hire ones look quite different?</p> <p>I'm concerned that they would be allowed to use cycle lanes on footways. This will make many of the users feel they can scoot on any footway, as has happened with many cyclists.</p> <p><i>I'd like to see all cycle lanes removed from footways before we begin this trial."</i></p>
(7) Local resident, Oxford)	<p>I think this is a good proposal, in principle. My concerns are about enforcement both of privately-owned e-scooters (which I often now see on the streets of East Oxford) and, more importantly, of their use on pavements. Pedestrians already have to deal with ubiquitous levels of pavement cycling and will feel even more intimidated if e-scooters regularly use the pavements as well (as I have also seen recently in East Oxford).</p>
(8) Cowley Area Transport Group	<p>"We do think they should be limited to a speed of 10mph to encourage their users to use bicycles instead, or electric bicycles, if they want to reach their destinations faster".</p> <p>Concerned about lack of training for e-scooter users and perceived poor behaviour/ road awareness of current e-scooters (privately owned).</p>
(9) Guide Dogs	<p>Request thorough consultation with disabled people throughout the trial period including the planning stage, location of e-scooter parking spaces, Infrastructure within the trial area, enforcement, public awareness and monitoring. Also request we pass on attached guidance: "Advice for e-scooter operators participating in rental e-scooter trials", which has been co-produced by; Guide Dogs, RNIB, Thomas Pocklington Trust, London Vision and Visionary.</p>
(10) Headington Liveable Streets	<p>"Although we welcome measures to reduce motor vehicles in general, we believe the use of e-scooters can only be made safe with the implementation of Low Traffic Neighbourhoods, linked by dedicated cycle networks.</p> <p>We feel strongly that the e-scooter trial should only be rolled out after the Low Traffic Neighbourhood trial in Headington has begun, say after the first six months of the ETRO. This would help to avoid the public conflating the two measures, and one trial negatively impacting the other.</p> <p>We are concerned that there will not be adequate enforcement of the restrictions around e-scooters, including use of pavements vs.</p>

	shared pavement cycle paths”.
(11) National Pensioners’ Convention Oxfordshire	<p>“I support the introduction of e-scooters, provided users are FINED if they use the e-scooters anywhere except where allowed. I am concerned especially about their use in the Cornmarket and Queen Street, where cyclists already ignore the restrictions and use the streets during the daytime.</p> <p>I would also like to ask that e-scooters be equipped with bells so users can alert people”.</p>
(12) Local resident (Headington)	<p>“In principle I would welcome e-scooters as an environmentally-friendly, pollution-free (at the point of use) form of transport. However, I am afraid that my experience as a Headington resident for 30+ years makes me doubt that the County Council has the means or the will to enforce restrictions. Indeed, many e-scooters are being ridden now in Headington, illegally, on pavements, just as some cyclists have been cycling on pavements all the time I have lived here. I would welcome properly regulated rented e-scooters on the roads (in cycle lanes), but I have no faith that they would remain on the roads, nor that privately-owned scooters would not be used. So I am afraid I strongly oppose this trial going ahead”.</p>
(13) Kennington Parish Council	Oppose Kennington being included in the initial trial – no reason given.
(14) Oxford Bus Company	Refer to Preliminary Consultation section Concern with e-scooters being allowed to use bus lanes
(15) Oxford City Council	Refer to paragraph 14 above (Preliminary Consultation section)
(16) Oxfordshire Association for the Blind #1	<p>Query regarding parking arrangements.</p> <p>What measures are in place to stop riders mounting pavements?</p> <p>How involved are Thames Valley Police in the process?</p>
(17) Oxfordshire Association for the Blind #2	<p>Further to their previous submission they formally register their concerns for pavement clutter presenting a hazard to blind and partially sighted people and whether sufficient enforcement of the rules is possible to prevent such misuse.</p> <p>They also declare their clear desire for a docked parking solution to eventually be brought to fruition.</p> <p>They conclude: “We understand the desire to take part in the scheme and to encourage people to take part in active travel options rather than using their cars, we do support this desire, we feel though that this scheme comes with too many hazards to pedestrians and the general public, we can see you have worked very hard to ensure that it is as safe as possible and we are glad to see Voi have been listening and implementing good technology and</p>

	services to help alleviate the issues”.
(18) Oxford Pedestrians Association	<p>“Oxford Pedestrians Association recognises that alternative forms of transport to private motorised vehicles need to be encouraged, and as such we would support the ETRO to facilitate the use of electric scooters on the roads subject to the following caveats:</p> <ol style="list-style-type: none"> 1) Most importantly, the scooters should not be on pavements. Unfortunately, Oxfordshire County Council has both regularised and turned a blind eye to cycling and car parking on pavements, which sends out a message that scooters would also be welcome on pavements - this must not be allowed to become the norm. 2) Roads need to be safe enough for, which means thinking about a joined-up approach that would include reducing volumes of motorised traffic so that it is actually safe for people to be on e-scooters in the road. Such measures would also promote and increase cycle safety. 3) We would want to see enforcement of this, with people fined for using electric scooters on pavements. We would also want the traffic order reviewed after two months - a year is a long time and people can get into bad habits over that time which will then be hard to break (like with cycling and car parking on pavements currently).
(19) OXTRAG #1	<p>“I think the addition of powered scooters would be safer if they travel with some sound/ gentle noise and a light (so as to warn people with disabilities of their presence). If e-scooters are all fitted with a bell the rider has the potential to alert pedestrians.</p> <p>If scooters were restricted to 10 mph and users receive training on their use prior to hire, representatives of OXTRAG appreciate that these are inherently no more dangerous than bicycles (which Oxford already has many)”.</p>
(20) OXTRAG #2	<p>Further to their previous submission on the wider trial they also submitted a separate but relevant response regarding the separate ETRO for North Parade Avenue (Oxford):</p> <p>“The Order allows cycles only if they are non-ridden. It does not mention scooters, but i reckon it should do. There is a Department for Transport prescribed traffic sign; “CYCLISTS DISMOUNT”, but there isn’t one requiring scooter riders to dismount. A non-prescribed sign might be acceptable temporarily if the Department for Transport are considering introducing a suitable prescribed sign”.</p>
(21) Local resident (Oxford)	<p>“I have to say that the limited routes where it’s proposed to allow e-scooters in cycle lanes (including those on pavements) doesn’t look particularly useful to e-scooter users, while as an 85-year-old</p>

	pedestrian and occasional cyclist, the prospect of sharing pavements and cycle lanes (on or off pavements – they're narrow enough as it is) is daunting. It's bad enough having non-E-powered scooterists whizzing around, though I suppose electric ones might be slower and at a more consistent speed."
(22) Local resident (Oxford)	"I realise these are becoming more and more popular as are bicycles this year, due to the pandemic. However, I also notice a lot more of both riding on pavements rather than the roads, possibly as they are not confident enough to ride on the road. Or maybe it's because some pavements are now shared cycle routes which causes confusion. Either way if e-scooters are given the same rights as cyclists I feel this will be extremely dangerous for pedestrians given that they travel very fast and silently. Therefore, the rules should be made clear and be enforced. My fear is that there will be many more serious accidents."
(23) Local resident (Oxford)	Concerned about lack of training for e-scooter users and perceived poor behaviour/ road awareness of current e-scooters (privately owned).
(24) Local resident	Concerned about " <i>ebikes</i> " in general – whilst not explicably mentioning e-scooters in their response we can only assume they find them similarly "unsafe" to pedestrians due to their silent motors.
(25) Oxford Brookes University	<p>Provided the following initial thoughts:</p> <ul style="list-style-type: none"> • "Enforcement - we would welcome further information on how the scheme is due to be enforced (e.g. private e-scooters and areas they can be used); • Feedback - welcome thought to how you intend to gain customer services feedback • Student discount - will students and other less economical advantage groups be able to gain access to discounted trips? • Health and Safety - welcome further information relating to what H&S advice users will be provided with before using the e-scooter. • Speed limit - can speed limits be introduced in more built-up areas (e.g. city centre, university, etc). • Hubs should be located near to other transport hubs (e.g. train stations, bus stops, etc)."
(26) OCC - Manager Sensory Impairment Team	<ul style="list-style-type: none"> • Shared surfaces – these situations can be inherently difficult to manage for those people with both sight and hearing loss. <ul style="list-style-type: none"> ○ Certain areas of Oxford there are points where cyclists converge with pedestrians e.g. Controlled crossings. Adding e-scooters will obviously add to the risks associated with these pinch points. ○ Some pre-existing cycle routes in Oxford have pedestrian passage on the road side – therefore

	<p>cyclists on the inner shore – this is dangerous for pedestrians exiting shops on this route and the addition of e-scooters would only compound the situation.</p> <ul style="list-style-type: none"> • The speed being proposed for the e-scooters, are there going to be any restrictions imposed? • The publication of the trial – we have a large number of people who live within the areas shown and therefore need to advise of the proposed trial • Currently my understanding is the e-scooters will be silent – are there any minimum noise levels going to be implemented? • How will the scheme be policed? – in terms of anyone using the e-scooters not on the designated permitted areas.
(27) OCC – South & Vale Locality Lead	<p>support measures that reduce the reliance on private, single occupancy, motor vehicles and an e-scooter trial is great way to see what the impact of this technology can have on trying to make that modal shift.</p> <ul style="list-style-type: none"> • It appears that from the text in your email that e-scooter can use the public highway (roads and cycleways – where separated from pedestrians) and they cannot use footways. If my interpretation is correct then my question is – do e-scooters have a max speed? I totally understand why we wouldn't want to have e-scooters on footway but note that the A34 (between Hinksey and Botley Interchanges) and along the A420 – dual carriage way to Cumnor are included within the trial area. Both of these routes are dual carriageways with the national speed restriction being in place (the A34 does drop to 50mph in the AQMA zone at Botley). Neither of these roads has a cycleway alongside so would e-scooters be expected / allowed to travel along here? I can see issues with this. • I note there are a number of no go routes – who will enforce these restrictions? • I note there are a number of no go areas. Does this mean e-scooters are not allowed in those areas at all, or that the user must dismount and push the scooter? It strikes me if it is the former then the trial will not be as effective as it could be, as Brookes and the hospitals, for example, have huge numbers of people that could take up the trial but if they cannot use their scooter at their end destination then this will not encourage use of e-scooters. • Linked to the point above if it is the latter (and people are allowed to push their e-scooters in no-go areas) and also in general – is there any planned provision for safe e-scooter parking (is that even a thing) or will users be expected to take their scooters into their destination? • Are e-scooter users allowed to use bus lanes?



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

E-Scooter

January 2021

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Section 1: Summary details

Directorate and Service Area	Communities – Planning & Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	e-scooter trial
Is this a new or existing function or policy?	New
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>There are risks of negative impacts relevant to the following characteristics/areas:</p> <ul style="list-style-type: none"> ○ <input type="checkbox"/> Disability Age <p>The assessment recommends:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Further assessment of these risks <input type="checkbox"/> Further consultation with the communities and individuals identified <input type="checkbox"/> Consideration of changes to the proposals to mitigate the risks identified
Completed By	Rob Freshwater, Communities

Authorised By	Eric Owens, Assistant Director for Planning & Place
Date of Assessment	12/01/21

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxfordshire County Council (OCC) in its role as Local Highway Authority has agreed to take part in a 12-month long trial of e-scooters within the county. The trial is being managed at a national level by the Department of Transport (DfT) who legislated for the trial use of e-scooters as part of local authority led hire operations on 4 July 2020.</p> <p>The county council is required to seek a license award certification from DfT in order to commence the public trial. Officers are in the process of liaising with DfT officials on this matter and anticipate confirmation of a trial license award imminently.</p> <p>The trial is to be focussed on the urban area of Oxford and is intended to provide a socially distanced mode of active travel to assist wider Covid-19 recovery measures. The trial will also seek to help address wider congestion issues across the urban area of the city.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>As part of the recovery response to Covid-19 the Department for Transport (DfT) has made regulatory changes to enable e-scooters to be used on public roads, utilising the same road space as cycles. The regulatory changes will only apply to DfT approved rental schemes (privately owned scooters will remain illegal on public roads) for a 12 month period, and all participants must be 16 years or older and hold a valid driving licence. This change in legislation has provided the Council the opportunity to pilot an e-scooter scheme, which will provide an opportunity to gain further insight and understanding to support the city and counties longer term growth aspirations.</p> <p>Having selected an operator through a competitive procurement, the Council is proposing to introduce an e-scooter rental scheme as a sustainable commuting alternative to the private car use, especially whilst social distancing requirements across the county remain in place. This will initially comprise short term on street hire offer (pay per minute). Over the course of the trial a longer term (weekly or monthly rentals) hire option will also be considered for roll out. 50 e-scooters will be introduced at launch. The size and scale of the total fleet will be determined during the</p>

delivery phase, depending on uptake following agreement between NCC and the e-scooter operator.

To summarise the objectives of the Oxfordshire e-scooter rental trial are to:

- i. Support safe commuting to work and education as an alternative whilst social distancing measures are in place,
- ii. Reduce private car use and reduce congestion,
- iii. Contribute towards the reduction in air pollution and carbon emissions,
- iv. Test perceptions and attitudes towards new mobility solutions, and
- v. Deliver a safe and accessible alternative travel mode which complements the public transport offer, but which addresses short term capacity constraints on the network.

The intention is to allow e-scooters access across the Oxford trial area (please see map annex 1) with the initial launch of the trial will focused on a tightly defined area within the Headington area of Oxford. A formal six-month public consultation will commence on the once the trial has started with the trial being expanded in managed phased steps.

Whilst e-scooters will also be permitted to use cycle tracks including those comprising shared use footways / cycle tracks, it should be noted that due to the suitability of vehicles, unlike pedal cycles, e-scooters will be restricted from accessing towpaths and bridleways. The ability of manage this will be through the operator's (Voi's) geofencing technology.

<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Government Consultation</p> <p>Government held a consultation on legalising rental e-scooter trials from 18 May to 2 June 2020. Responses to this consultation, and stakeholder meetings that took place at the time of the consultation, provide some evidence of the impact of e-scooters:</p> <ul style="list-style-type: none"> ○ Groups representing disabled people mentioned that while e-scooters could offer an alternative means of transport for some disabled people, e-scooters are likely to have a potentially negative impact on deaf people, and blind and visually impaired people. Their representative bodies raised three key concerns: that e-scooters are dangerous as they cannot be heard; that discarded or badly parked rental scooters can be an obstruction or cause injuries; and that e-scooters should not be allowed on the pavement under any circumstances. Failure to address these issues could discourage visually impaired people from travelling or leaving the house. Further information on the consultation is provided here: https://www.gov.uk/government/consultations/legalising-rental-escooter-trials-defining-e-scooters-and-rules-for-their-use/legalising-rental-e-scooter-trials] ○ Some respondents, including some local authorities, expressed concern about potential impacts around race for the requirement that e-scooter users taking part in the trials should hold a driving licence. Government figures on the number of people over 17 holding a driving licence (https://www.ethnicity-facts-figures.service.gov.uk/culture-and-community/transport/drivinglicences/latest) shows that: <ul style="list-style-type: none"> ○ between 2014 and 2018, an average of 74% of people aged 17 years and over in England had a driving licence; ○ 76% of White people had a driving licence (the highest percentage out of all ethnic groups);
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- 52% of Black people had a driving licence (the lowest percentage of all ethnic groups).

Separate reports

An NHTS report on micromobility (little vehicle) use in urban areas from 2017 (<https://transportfindings.org/article/10777-sheddingnhts-light-on-the-use-of-little-vehicles-in-urban-areas>) shows:

- LVs ['little vehicles'] are mostly used by young men. Men were twice as likely as women to report a trip using an LV. This finding is consistent with other studies that showing women's rates of bicycle use are less than men's, largely attributed to feeling less comfortable cycling in risky traffic environments
- Adults aged 18–50 were more likely than other adults to report using an LV on the travel day.
- There are some statistically significant differences in some of the demographics of LV users; e.g. at the 90% confidence level, men were more likely than women and young people were more likely than older people to report using an LV on the travel day.

Local stakeholder feedback

A county council led preliminary consultation on the legal provisions to permit e-scooters was carried out between 9th December and 24th December 2020 with emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillors and other stakeholders identified by the project team.

27 responses were received during the consultation. Key feedback on e-scooters from the consultation included (not limited to);

	<ul style="list-style-type: none"> ○ RNIB guidance to local authorities has been shared with the Council and the operator. Key aspects were either addressed via the procurement exercise or are being factored into the set-up of the scheme, including training and education materials ○ City Inclusion Group Concerns have been raised around e-scooter use on pavements and in pedestrian areas. These will be mitigated through the local design of the scheme and by publicising the customer services contact details clearly. Invitations and ongoing engagement with the inclusivity group is being held ○ National Pensioners Convention – Concern about the e-scooters being too quiet ○ OCC Sensory impairment team – Concern about use of e-scooters in shared space environments <p>This ECIA is informed by feedback from the recent preliminary consultation, as well as by UK and international research on e-scooters.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The e-scooter trial forms part of a wider package of Active Travel measures being explored/ rolled out by the county council in response to the Covid-19 pandemic.</p>

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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	At present both individuals under the age of 18 as well as those not holding a provisional license or greater are barred from accessing the service so may feel unintentionally excluded from the service.	Accept - DfT standards exclude under 16s from participating in the trials. Based on experience from operations already underway Recommended that this is age limit is raised to 18. A level of competency and experience for users is considered strongly advisable	Rob Freshwater, Senior Transport Planner, Communities	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Some older people may not have mobile phones so will not be able to participate as smartphone is required to unlock the escooters.	Accept – a smartphone is essential to accessing and parking the escooters. DfT is seeking to collect robust evidence and data from the trials to inform the permanent changes to legalisation. exclusions for some in accessing the service due to issues such as these.	Rob Freshwater, Senior Transport Planner, Communities	

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Similar concerns amongst older people may also be present in line with disabled people and pregnant women with respect to e-scooter riding in pedestrianised areas and on pavement	There will be financial penalties against users who use the service irresponsibly. Furthermore, offenders may also face points on their license. See also mitigation as outlined (disability)	Rob Freshwater, Senior Transport Planner, Communities	
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Poorly parked escooters (pavement clutter) presenting trip hazards to blind or partially sighted individuals.	Users will be financially penalised if they fail to park in specific geofenced zones. Voi ambassadors will also be on hand to identify offenders.	Rob Freshwater, Senior Transport Planner, Communities	

				<p>Possible concerns are that users will ride through high trafficked pedestrian areas at speed or ride on pavements.</p>	<p>In line with DfT requirements, the maximum speed is capped at 15.5mph (the same as an ebike). Geo-fencing will be used to ensure e-scooters can only be used within the approved operating area. This technology also allows for speed to be reduced in high pedestrian areas, or to prohibit their use in some areas e.g. sensitive streets.</p> <p>Information to reinforce the message that e-scooters should not be used on the pavement (except in shared cycle/pedestrian space). The Council is putting in place an Experimental Traffic Regulation Order to permit the use of e-scooters on the highway and in other areas where cycles are allowed e.g. through no entry points.</p> <p>There will also be financial penalties against users who use the service irresponsibly. Furthermore, offenders may also face points on their license.</p>	Rob Freshwater, Senior Transport Planner, Communities	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Those of hard hearing may not be able hear electric motor of escooter	All e-scooters will be fitted with bells to allow users to alert others of their presence. Users will be given training on how to use the vehicle in a socially responsible manner.	Rob Freshwater, Senior Transport Planner, Communities	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	It is possible that users park e-scooters at places on their kickstands. These can then be knocked over, where it can then be a hazard to blind and partially sighted people	Appropriate customer complaint processes to be established so that people can raise issues/feedback to inform the way the trial is delivered. Operator ambassadress to 'patrol' streets to ensure e-scooters are being parked in a safe manner	Rob Freshwater, Senior Transport Planner, Communities	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Some people with disabilities may benefit from using an escooter if they have difficulties walking, however this must be balanced with the need to stand during the ride. Some individuals may find e-scooters hard to operate so may feel unintentionally excluded from the service.	Voi working on more accessible model, but it won't be introduced as part of initial trial – target is Q2 / Q3 2021. Any new trial model will be required to also be approved by the DfT for public use	Rob Freshwater, Senior Transport Planner, Communities	

Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks identified	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks identified	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pregnant women or those with young children may experience similar concerns as raised by disabled groups in relation to escooters in pedestrianised areas and on pavements.	Mitigation as above (see disability)	Rob Freshwater, Senior Transport Planner, Communities	
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Language barriers could result in those whose first language is not English not participating in the trial.	Promote the scheme through Council channels, via the operator and via employer networks – there will be a dedicated webpage	Rob Freshwater, Senior Transport Planner, Communities	

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Those from Black, Asian and Minority Ethnic (BAME) groups are less likely to have a driving licence	To be eligible for a driving licence, people must be 16 years or over and can apply at www.gov.uk for a provisional licence online for £34 and the Government changes remove the need and cost for training or taking driving tests to use an e-scooter	Rob Freshwater, Senior Transport Planner, Communities	
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Evidence suggests men are more likely to take up the option so there could be an increased impact on their safety as a proportion of riders potentially involved in incidents	Provide safety education and training to all participants.	Rob Freshwater, Senior Transport Planner, Communities	
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks identified	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks identified	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People living in rural communities are potentially more reliant on using the car or bus (including Park & Ride) for travel on the roads across the city where the trial is being undertaken. They may experience delays to their journeys due to vehicles needing to 'hang back' before passing e-scooters (but only when there is traffic travelling in the opposing direction). These delays are expected to be very small as a proportion of the total journey time. There may be a benefit in terms of improved road safety as a result of this – vehicle speeds may be reduced in situations like this.	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks identified	Not applicable	Rob Freshwater, Senior	

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
						Transport Planner, Communities	
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks identified	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People living in deprived areas in South and East Oxford will be able to make use of the trial e-scooters. For those without access to a car, this will offer a cost effective alternative travel mode and hence improve accessibility to other areas. Discount measures for those on low incomes will be available during the trial.	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional risks identified for staff that are not covered by the "Individuals and Communities" section above.	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Opportunity for staff and other service providers to travel via sustainable means of travel when carrying out their roles.	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is a risk of negative impacts on providers' transport and travel requirements (for example, contracted staff making home or site visits, deliveries to council premises).	These risks need to be further and discussed with any service areas affected.	Rob Freshwater, Senior Transport Planner, Communities	

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable	Not applicable	Rob Freshwater, Senior Transport Planner, Communities	

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Opportunity for staff and other service providers to travel via sustainable means of travel when carrying out their roles.		Rob Freshwater, Senior Transport Planner, Communities	
Purchased services and products (including construction)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Maintained schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Opportunity for staff and other service providers to travel via sustainable means of travel when carrying out their roles.		Rob Freshwater, Senior Transport Planner, Communities	

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	17/05/21
Person Responsible for Review	Jo Fellows
Authorised By	

Divisions Affected - Iffley Fields and St Mary's

CABINET MEMBER FOR ENVIRONMENT - 21 JANUARY 2021

OXFORD – EAST OXFORD: PROPOSED SECURE ON-STREET SECURE PEDAL CYCLE PARKING PLACES

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for secure on-street cycle parking in East Oxford except for the proposals at the north east end of Regent Street.

Executive summary

2. It is proposed to use money from the allocation from the Home Office Safer Streets Fund allocated to Thames Valley Police for the provision of secure on street cycle parking in eight streets between Iffley and Cowley Road from The Plain to Bullingdon Road. This money must be spent by the end of March 2021.
3. Consultation on the provision of secure parking for 104 bicycles on the carriageway in these eight streets was carried out in November and December last year. Whilst there were some common objections to the proposals in general as well as some specific objections/concerns about finer details, there was considerable support for the provision of additional secure cycle parking.
4. Having carefully considered all of the responses received in the context of the very limited potential to make alterations to the proposals due to constraints of highway width and layout, it is recommended that the necessary changes to car parking are made as advertised in order that these secure cycle parking spaces can be delivered. That is, with the exception of the one section at the north-east end of Regent Street as explained later in the report.

Financial and Staff Implications (including Revenue)

5. Funding for the proposed secure pedal cycle parking spaces has been provided to Thames Valley Police from the Home Office Safer Streets Fund. Once installed, the stands will become a highway asset maintained by the city council on the county council's behalf. It is expected that only minimal maintenance will be needed; comparable to if standard Sheffield stands had been the chosen solution as elsewhere in the city.

Equality and Inclusion Implications

6. A small number of car parking spaces (approximately five) will need to be removed across the eight streets in order to provide space to park 96

bicycles (assuming the officer recommendation about Regent street is approved). In most cases, any space lost has been re-provided in the close vicinity. However, even where this has not been possible, people with ongoing mobility issues can continue to use their blue badge to park in other residents' car parking spaces and can choose to apply for a dedicated blue badge holder space close to their property. The loss of space for a small number of cars is, in your officers' view, justified in order to provide additional cycle parking space to encourage more people to use a more sustainable mode of transport.

7. Providing on carriageway secure cycle parking should help remove a number of the bicycles currently parked against property boundary walls and signposts which often partially block pavements, creating a hazard for people with visual and mobility impairments.

Sustainability Implications

8. The proposals will encourage greater levels of cycling and walking in the area and across the city in support of the objectives of the Oxford Transport Strategy. Also the delivery of the proposals for low traffic neighbourhoods that are due to be funded by the £2.9m award by DfT from its second round of the Active Travel grant.

Background

9. The need for providing secure on-street cycle parking in this part of East Oxford has been identified by Thames Valley Police (TVP) in response to a significant problem with cycle theft in this area. Last summer, TVP received funding from the Home Office Safer Streets Fund for measures that would cut crime and the impact it has. Oxford has high rates of cycle theft and many residents in the inner East Oxford area have limited options to park their bikes securely. A door to door survey carried out by TVP in the autumn revealed that of the 170 bike owners questioned, 128 felt that additional public bike stands would make the area safer to own and keep a bike.
10. Proposals for secure on street cycle parking were drawn up by county officers for eight streets between Iffley and Cowley Road from The Plain to Bullingdon Road. Having liaised with the county and city councils, TVP settled on the Streetpod product by the Cyclepods company (www.cyclepods.co.uk/streetpod/) which would allow 8 bicycles to be parked securely in the same amount of space used to park an average sized car – 5m by 1.8m. When used correctly, the front wheel of a bicycle is automatically secured when its frame is locked to the Streetpod stand.
11. In order to place the Streetpods on the carriageway, some existing permit car parking bays would need to be adjusted. Wherever possible any car parking capacity lost in doing this would be re-provided nearby. Some streets would see a small net loss of car parking spaces for residents. Overall though, across the eight streets, the proposals would result in space for parking for 104 bicycles and the loss of only approximately 5 car parking spaces that residents could use.

Formal Consultation

12. Formal consultation on the revised proposals as shown at Annexes 1 to 9 was carried out between 19 November and 18 December 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including TVP, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 820 properties in the area which included the formal notice of the proposals. Additionally, street notices were placed on site in and around the area.
13. 90 responses (accounting for an 11% response rate based on letters sent) were received during the consultation. These are summarised in the table below which shows a high level of support for the proposals:

Location	Support	Object	Concerns	No opinion	Total*
Bullingdon Road	54 (60%)	4 (5%)	3 (4%)	29	90 (100%)
Circus Street	55 (61%)	2 (3%)	4 (5%)	29	90 (100%)
Hurst Street	56 (63%)	2 (3%)	6 (7%)	26	90 (100%)
James Street	55 (61%)	6 (7%)	3 (4%)	26	90 (100%)
Marston Street	56 (63%)	15 (17%)	5 (6%)	14	90 (100%)
Regent Street	53 (59%)	6 (7%)	4 (5%)	27	90 (100%)
St Mary's Road	55 (61%)	3 (4%)	4 (5%)	28	90 (100%)
Stockmore Street	56 (63%)	4 (4%)	5 (6%)	25	90 (100%)

* *total includes one submitted response/petition signed by multiple residents*

14. The individual responses are presented at Annex 10. A full response from Cyclox is at Annex 11. Copies of the original responses are available for inspection by county councillors.
15. The majority of the supportive comments made by respondents were on the grounds that bike theft is a real issue for residents and visitors alike and that providing additional secure bicycle parking would not only encourage more people to cycle but would also help to free footways of informally parked bikes, making it easier and safer for people to walk for local journeys.
16. Most common objections and/or concerns about the proposals were as follows:
- Loss of car parking capacity*
17. Some respondents made the point that space for residents' cars is already very tight and any removal of capacity in order to provide secure cycle parking would represent an inconvenience because car parking may not be possible in the immediate vicinity of where they live.

18. As already mentioned, the overall loss of car parking to provide space for 104 bicycles is very limited and as such officers believe it is justified when considering the potential benefits resulting from higher levels of owning and using a bicycle in the area. The loss of 5 car parking spaces is a very small proportion of the total number of spaces available for residents in the area. Of course people who have mobility needs which mean they have a blue badge can apply for a dedicated parking space very close to their property.

The proposed cycle stands are not in the right place and will not be used

19. A number of specific comments were made about the exact locations of the proposed cycle stands, sometimes with suggestions for alternatives which were felt would be better utilised. For example, in Marston Street it was felt that the stands outside number 38 were not needed by those houses and would be better placed towards the Iffley Road end of the street, closer to the Oxford Blue pub. Others suggested that the stands should be outside numbers 55 to 63 in Marston Street where there was a greater need due to many of those properties being houses of multiple occupation and with little provision to securely park bicycles.
20. Whilst there may well be take up of cycle stands placed in the road near numbers 55-63 Marston Street, there is no clear opportunity for the lost car parking to be re-provided nearby, unlike by number 38. And whilst there are some front yards in the latter location, they are still small and often used for bin storage rather than bike parking.
21. In Stockmore Street, suggestions were also made to move the cycle stands closer to the Cowley Road end of the street. However, there are highway constraints that would make this very difficult if not impossible. Some other suggestions were made about better positioning of cycle racks in St Mary's Road, Crown Street and James Street.
22. Generally speaking, placing stands at the end of the streets connecting Iffley to Cowley Roads has been avoided where possible with locations being chosen centrally on streets if available so they are accessible to more residents (and less likely to be used by visitors to the Cowley Road). It is also the case that constraints on the highway such as road widths, the need to provide suitably spaced vehicle passing bays and keeping dropped kerbs/legitimate vehicle accesses clear means that the options for placing cycle stands are actually very limited. The chosen locations may not always be directly outside a house where there are currently no secure cycle parking facilities, but officers believe that there will be sufficient people who will be willing to walk a short distance from their front door to make use of the proposed cycle stands.
23. Even where small changes to the proposals might just be possible within the highway space constraints already mentioned, officers are not convinced that they would necessarily result in greater use by residents (particularly if they move to the end of streets). In any case, these would require a further round of formal consultation. And it is more than likely that moving stands to another location will result in fresh objections even if the original concerns are

addressed. It is, therefore, the view of officers that apart from the one situation on Regent Street explained below, the new cycle stands should be delivered in the locations as proposed.

The bicycle stands should be covered/provided within secure hangars

24. The use of lockable hangars was investigated by TVP but on balance they were not considered appropriate for these streets where road widths are very restricted and there would have been major logistical challenges in managing ongoing access to the hangars.
25. Having said that, the proposed changes to the use of kerb space in this area do not specify which parking solution for bikes needs to be used. If the Streetpod stands are not successful (monitoring of the cycle parking will be part of the project), an alternative solution for cycle parking could be investigated and introduced at a later stage should funding be available. The city council is keen to consider the bike hangar solution for other streets in Oxford.
26. Whilst many people would prefer to use a covered cycle stand if they were given the choice, officers believe that the offer of secure on street cycle parking, even if it is uncovered will still be sufficiently popular. The fact that so many people supported the proposals would suggest that there is in fact a good chance the uncovered stands will be well used. Monitoring will reveal how well used these uncovered stands turn out to be.

Landlords should do more to provide secure cycle parking on their property

27. There are undoubtedly some opportunities in front yards of properties in the area for secure cycle parking to be provided. But in many cases this is the responsibility of the owner/landlord and it is outside the scope of this project to persuade them to take action to provide Sheffield stands or similar. As such it is definitely worth pursuing the on street secure cycle parking to encourage more ownership and use of bicycles.

The on-street cycle parking will attract clutter as people leave bikes unattended for long periods

28. It is inevitable that some bikes will be left for long periods, most often when they become unusable for mechanical reasons. Some may be left for good. This would not allow efficient use of the spaces. The issue of 'dead' bikes is managed by the city council elsewhere in the city, especially the city centre and whilst resources are inevitably stretched, this should not be a reason for the proposed cycle parking not to be introduced. Residents should get in touch with the city council and, if necessary, their local city and county councillors to report 'dead' bikes.

The bike racks will get damaged by vehicles or will cause an unhelpful obstruction for pedestrians, especially those with mobility and visual impairments

29. In finalising the design of the installation of the bike racks, the need to protect them from passing or parking vehicles will be taken into account – it may be possible to place appropriate traffic bollards to address this problem. Having said that, the racks will take up no more width than the existing car parking spaces. Measures to ensure people with visual impairments do not walk into the racks will be carefully considered e.g. parking bay markings on the road and white lines on the pavement as well as reflective strips and signs on the cycle stand units themselves.

Unhelpful interaction with proposals for St Mary's Low Traffic Neighbourhood (LTN)

30. The county council's successful bid to DfT's Active Travel fund included a proposal for a St Mary's LTN the design for which is due to be developed and consulted on during 2021. Some people suggested that the proposals for cycle parking may conflict with the proposals for the LTN. The county council will bear this in mind in developing the LTN proposals and of course attempt as far as possible to minimise any further impact on resident car parking. There will be consultation with residents and stakeholders as the LTN proposal progresses.

Parking for non-standard bicycles should be provided

31. In finalising the details of the installation of the cycle parking, providing some space for non-standard bicycles will be considered e.g. cargo bikes, tandems etc. However, it must be noted that whilst this might be possible, this would mean a reduction in the number of spaces available for standard bikes. One option might be to provide space for 6 bicycles rather than 8 at some of the installations. Unfortunately, it will be difficult to ensure that only non-standard bicycles use the spaces designated for them. This could be trialled for a period and if found not to be successful, an additional stand for two bicycles added later.

Regent Street proposals

32. It had been proposed that at the east end of Regent Street, the existing residents' car parking on the north side is switched to the south side and a space for secure bike parking added. However, concerns have been raised about the impact of this on the accesses for numbers 14 and 18 Hurst Street which are on Regent Street. In the case of 18 Hurst Street, the relocated car parking on Regent Street would go across the access. In the case of 14 Hurst Street, the relocated car parking would be directly opposite.
33. It must be noted that there is currently no legal vehicle access to 18 Hurst Street and an application will need to be made for that to the county council. The presence of a parking bay would not jeopardise the success of any future application for a vehicle access. However, the relocated parking bay would make it very difficult to safely use the existing legitimate vehicle access to 14 Hurst Street. Additionally, the advertised proposals will result in all the parking bays being on the same side of the street. This could result in vehicle speeds in the street increasing.

34. It is therefore recommended that the changes in this location are not taken forward. The other proposals for Regent Street for cycle racks (outside numbers 6 and 20) should proceed.

Monitoring and evaluation

35. It is suggested that ongoing monitoring of the scheme be carried out with a review carried out approximately 6 and 12 months after the implementation of the changes should they be approved.

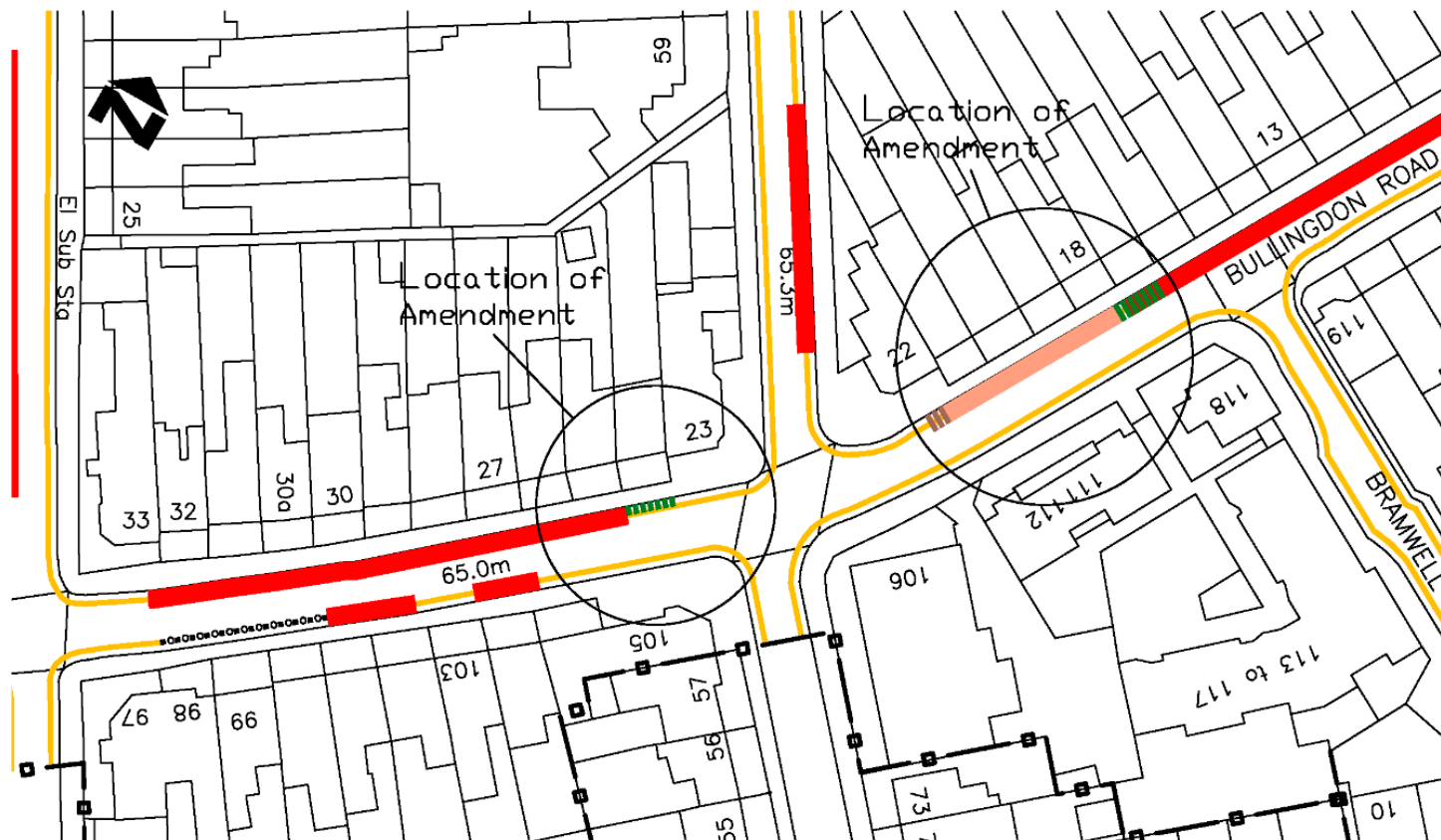
JASON RUSSELL

Corporate Director, Communities

Annexes: Annex 1 - Plan of proposals for Bullingdon Road
 Annex 2 - Plan of proposals for Circus Street
 Annex 3- Plan of proposals for Hurst Street
 Annex 4 - Plan of proposals for James Street (East)
 Annex 5 - Plan of proposals for James Street (West)
 Annex 6 - Plan of proposals for Marston Street
 Annex 7 - Plan of proposals for Regent Street
 Annex 8 - Plan of proposals for St Marys Road
 Annex 9 - Plan of proposals for Stockmore Street
 Annex 10 - Consultation responses

Contact Officers: Craig Rossington 07880 945891
 Hugh Potter 07766 998704

January 2021



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

Existing No Loading 7.30am–9.30am & 4.00pm–6.30pm Mon–Sat.

Existing No Loading at any time.

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Existing 3-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ

Notes

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
A	Minor amendments to Key.	SMA	29.10.20		

Oxford Direct Services

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Client

Project

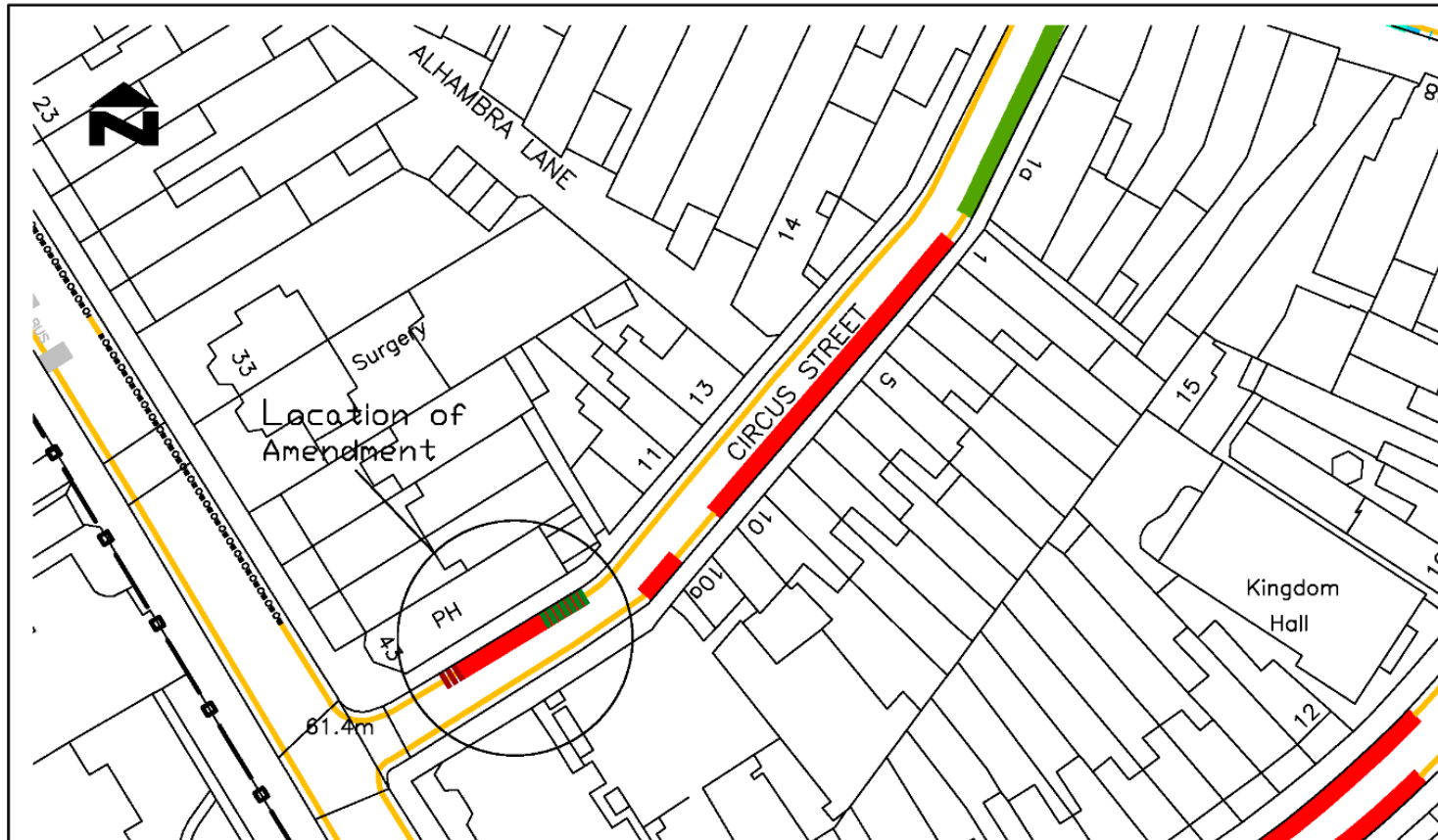
**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
Bullingdon Road**

ANNEX 1

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 23.10.20	Date	Date
Drawing Number 0034/A3/00609	Rev A		



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

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Proposed secure on street cycle parking

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Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

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A Minor amendments to Key.

SMA 29.10.20

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Client

Project

**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
Circus Street**

Scale

1:500

Drawn By

SMA

Checked By

Date

Date 23.10.20

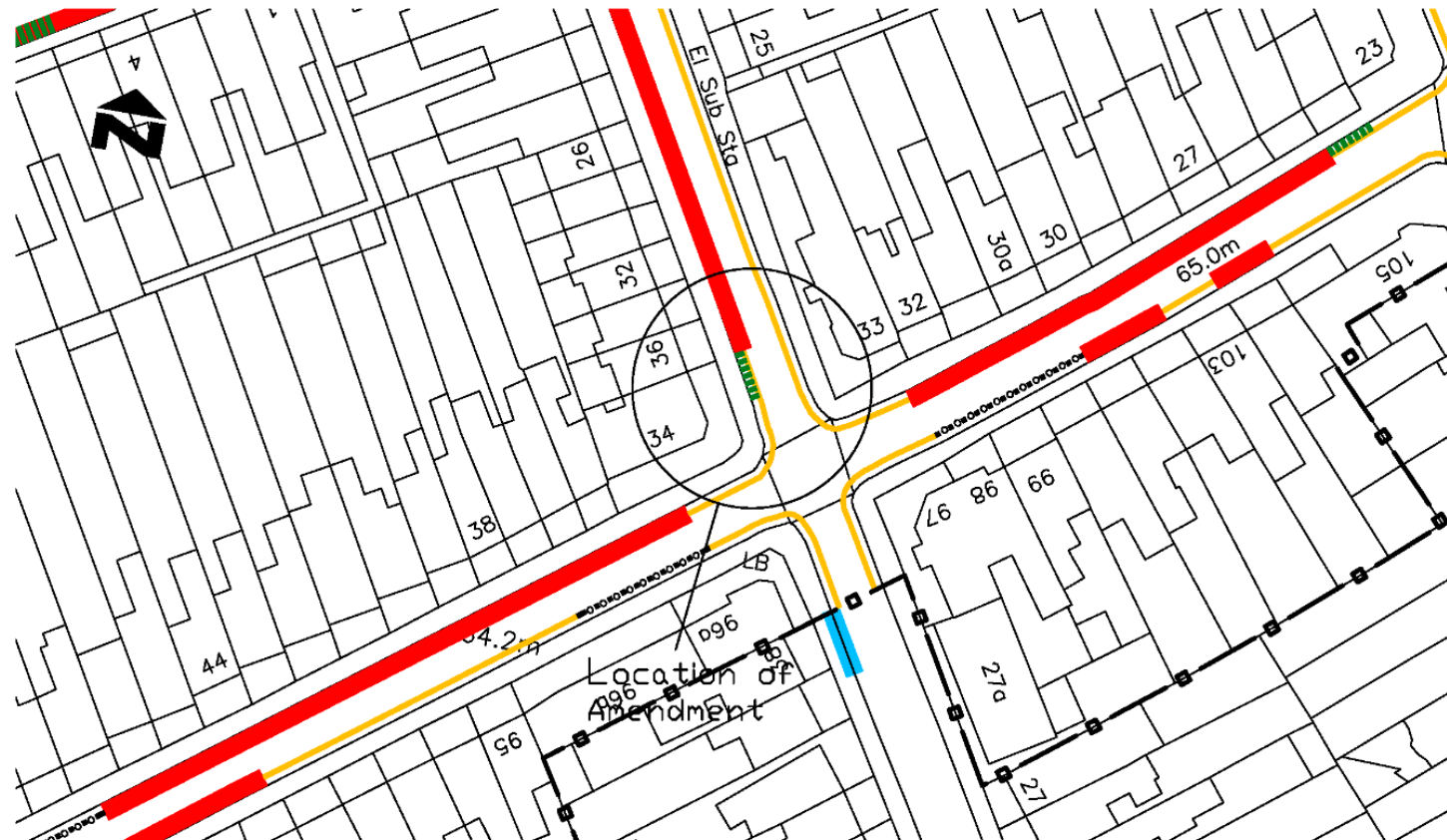
Date

Drawing Number

0034/A3/00601

Rev

A



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm
Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

Existing No Loading 7.30am–9.30am &
4.00pm–6.30pm Mon–Sat.

Existing No Loading at any time.

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Permit holders exempt from time limit.

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Permit holders exempt from time limit.

Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place
8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

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SMA 29.10.20

Rev	Description	By	Date	Chk'd	Auth

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Client

Project

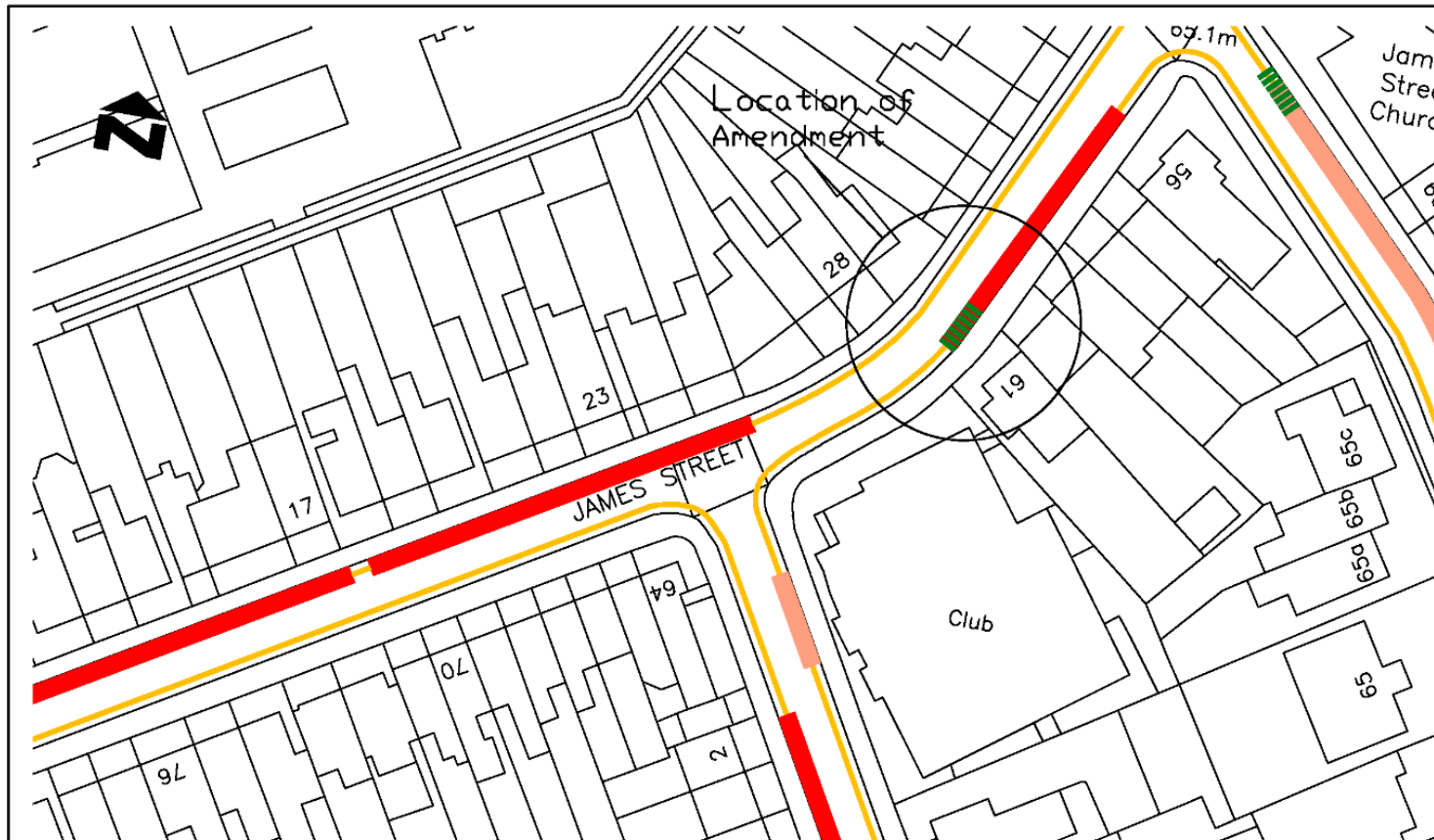
**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
Hurst Street**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		

Drawing Number	Date	Rev
0034/A3/00607	23.10.20	A



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

Existing No Loading 7.30am–9.30am & 4.00pm–6.30pm Mon–Sat.

Existing No Loading at any time.

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Existing 3-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

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A	Minor amendments to Key.	SMA	29.10.20		

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Client

Project

**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
James Street (East)**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 23.10.20	Date	Date
Drawing Number 0034/A3/00605	Rev A		



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

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Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

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Client

Project

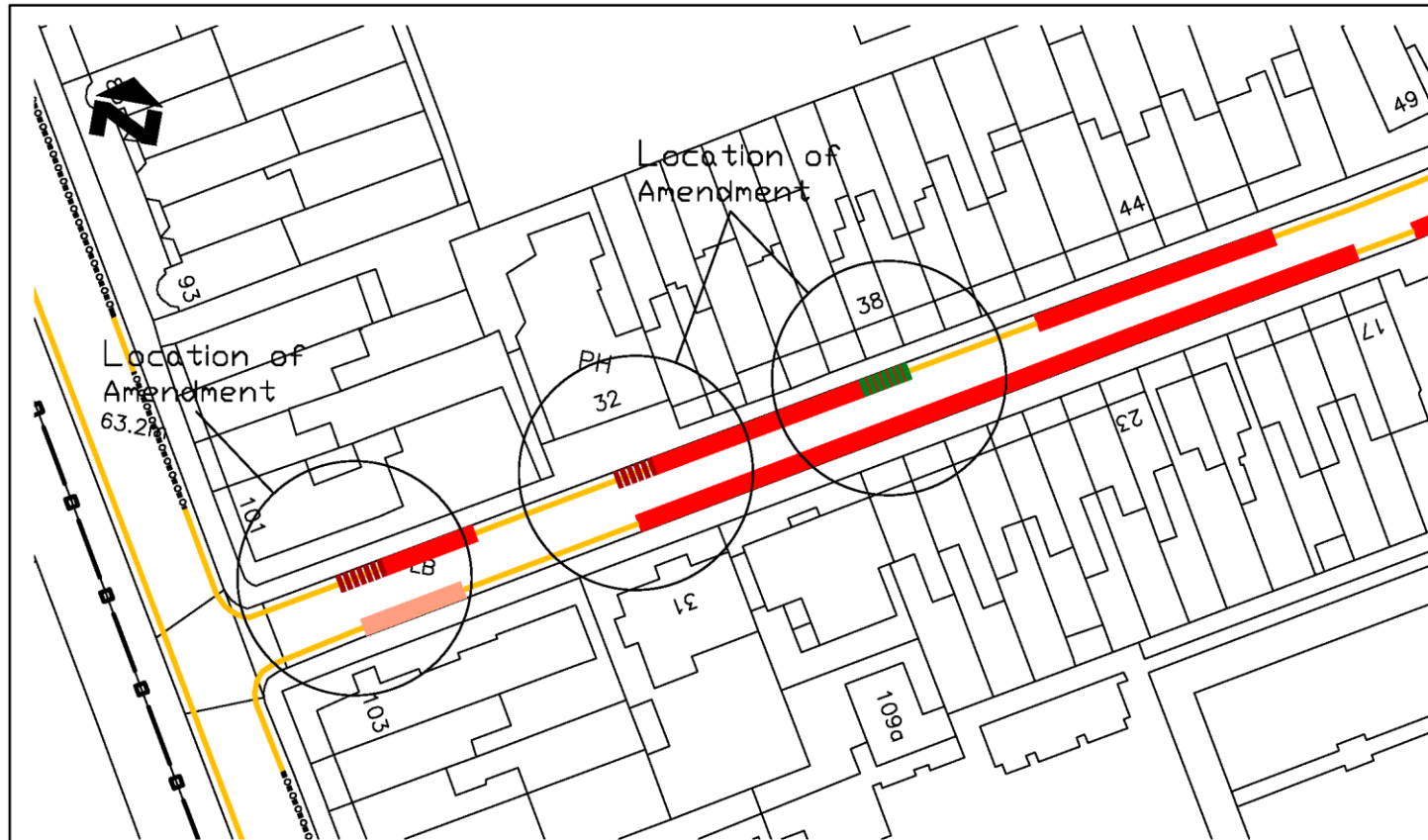
**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
James Street (West)**

ANNEX 5

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 23.10.20	Date	Date
Drawing Number 0034/A3/00604			Rev A



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

Existing No Loading 7.30am–9.30am & 4.00pm–6.30pm Mon–Sat.

Existing No Loading at any time.

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Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

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A Minor amendments to Key.

SMA 29.10.20

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Client

Project

**East Oxford Triangle
Cycle Parking 2020**

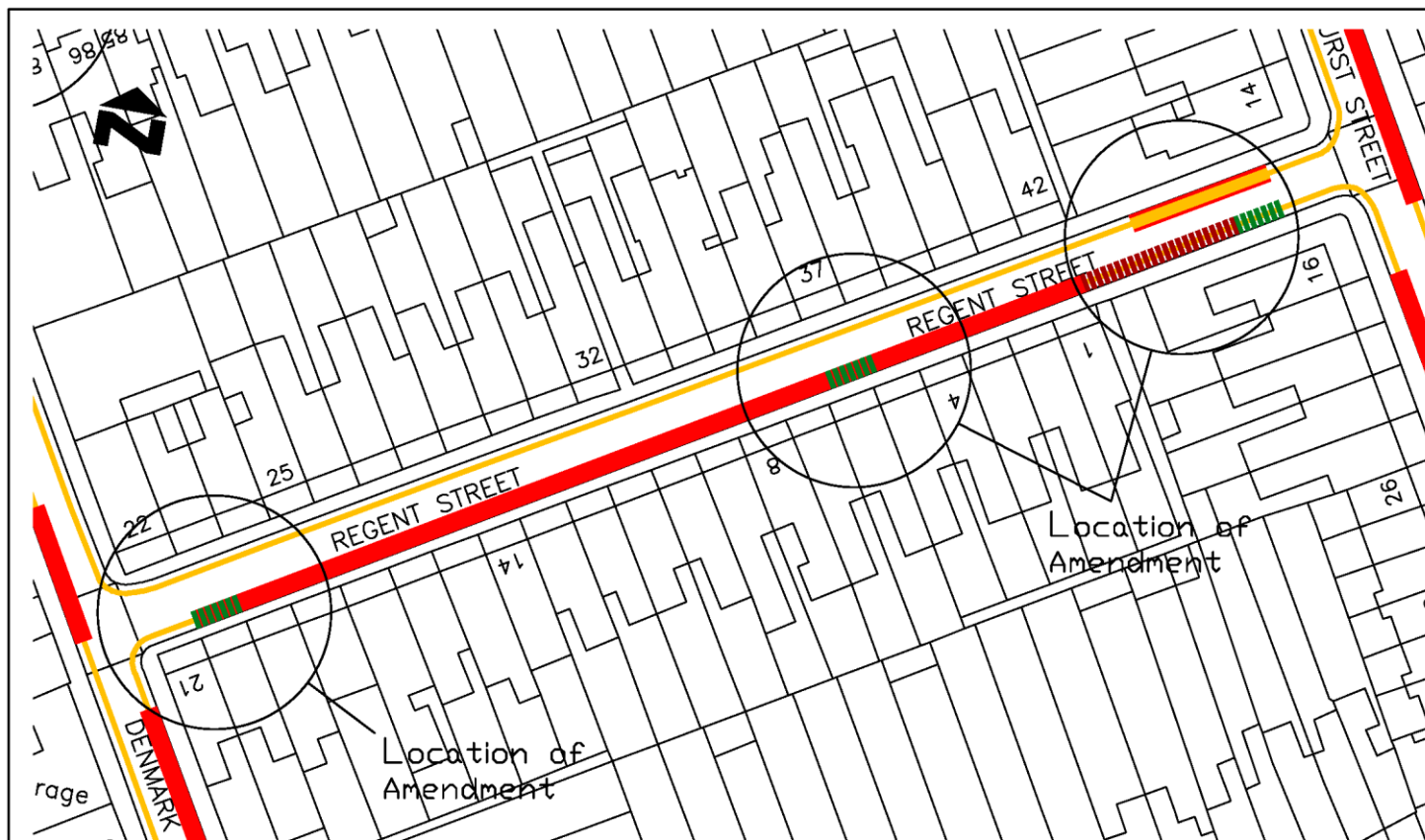
Title

**Proposed Cycle Parking Place
Marston Street**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 23.10.20	Date	Date

Drawing Number **0034/A3/00603**

Rev **A**



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

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Existing 3-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
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Client

Project

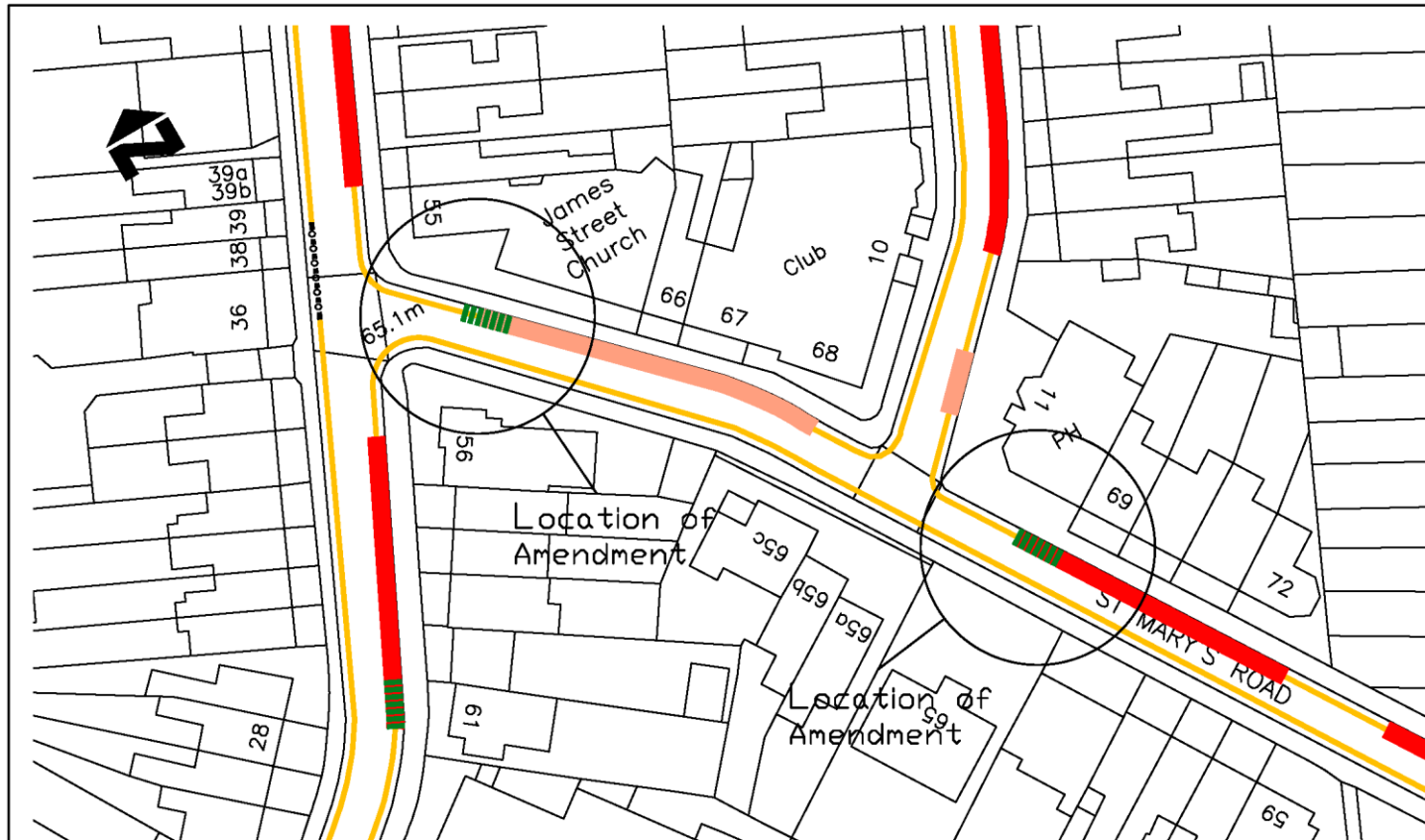
**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
Regent Street**

ANNEX 7

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 23.10.20	Date	Date
Drawing Number 0034/A3/00606	Rev A		



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

Existing No Loading 7.30am–9.30am & 4.00pm–6.30pm Mon–Sat.

Existing No Loading at any time.

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Existing 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Existing 3-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

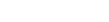
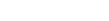
Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

Disabled Persons' Parking Place 8.00am–6.30pm Mon–Sat (see note 2).

Limits of the East Oxford CPZ



Notes

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A	Minor amendments to Key.	SMA	29.10.20		

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Client

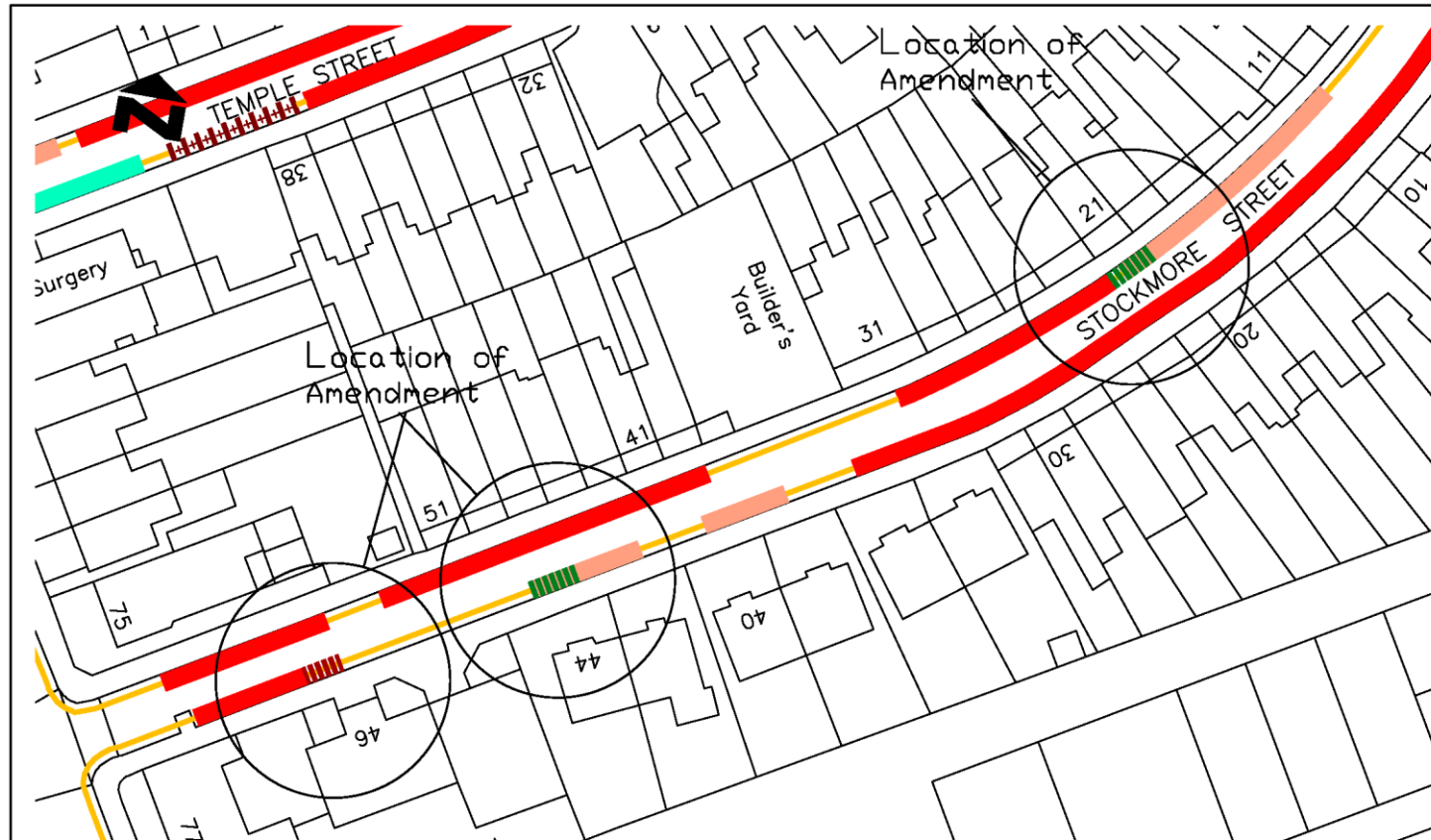
Project

East Oxford Triangle Cycle Parking 2020

Title

Proposed Cycle Parking Place St Mary's Road

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 23.10.20	Date	Date
Drawing Number 0034/A3/00608	Rev A		



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.

Proposed 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

Proposed Permit Holders Only Parking.

Proposed secure on street cycle parking

Existing No Waiting at any time.

Existing No Waiting 8.00am–6.30pm Mon–Sat.

Existing No Loading 7.30am–9.30am & 4.00pm–6.30pm Mon–Sat.

Existing No Loading at any time.

Existing 1-Hour Parking 8.00am–6.30pm Mon–Sat.



Existing 2-Hour Parking 8.00am–6.30pm Mon–Sat, Permit holders exempt from time limit.

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Existing Permit Holders Only Parking.

Existing Doctors Parking 8.00am–6.30pm Mon–Fri,

Existing Disabled Persons' Parking Place

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Limits of the East Oxford CPZ



Notes

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A	Minor amendments to Key.	SMA	29.10.20		

Oxford Direct Services

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Client

Project

**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
Stockmore Street**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 23.10.20	Date	Date
Drawing Number 0034/A3/00602	Rev A		

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Group, (CYCLOX)	Support – <i>(See Annex 11 for full response)</i>
(3) Local Group, (OXTRAG)	<p>Concerns - We are concerned that, unless appropriate mitigation measures are included, the cycle stands and parked cycles will be a hazard to visually-impaired people. The mitigation measures that we consider to be essential are as follows:</p> <ol style="list-style-type: none"> 1. The area within which cycles are to be parked should be delineated on the three sides in the carriageway by dashed line carriageway markings to Diagram 1028.4, of the Traffic Signs Regulations and General Directions, and the markings should be 150mm wide. On the fourth side, which we assume will coincide with the kerb, there should be a continuous white line, 150mm wide, on the edge of the footway, including the top of the kerb. 2. The cycle stands should be black, and bands of high-visibility tape should be applied to them. The first and last stand (whichever direction they are approached from) should also have a tapping rail with a cycle-parking sign to Diagram 968.1 of the Traffic Signs Regulations and General Directions. There is a very good illustration of this in Cycling England Standards C.04, and I am attaching a copy of the illustration for your convenience. 3. The cycle stands should be positioned so that the wheels of cycles that are secured to the stands will not encroach on the footway.
<i>[A. Objections/Concerns]</i>	

<p>(4) Local Resident, (Oxford, Denmark Street)</p>	<p>Bullington Road - Object Circus Street - Concerns Hurst Street - Concerns James Street - Object Marston Street - Concerns Regent Street - Object St Mary's Road - Concerns Stockmore Street - Concerns</p> <p>As car permit holder since it has been introduced I feel we cannot lose any more parking places firstly due to the 2 hour limited and parking places being taken away for the bicycles racks. If students did not bring cars into resident parking areas then perhaps there would not be a strain on the permit parking areas thus freeing up room for you to put bicycle racks. As a cyclist I have kept my bicycle on my property and have not cluttered up paths. Maybe the landlords that house the students in area should do more to provide places for bicycles. As a resident of Denmark street for 40 years I can see these racks being used as dumping ground for bicycles so they should go well with the bins lining our paths daily.</p>
<p>(5) Local Resident, (Oxford, Stockmore Street)</p>	<p>Stockmore Street - Object</p> <p>1 Racks will fill up with abandoned bikes that are not worthy of theft. 2 Bikes will not be secure from theft. You just can't leave bikes of any value out in East Oxford. 3 Fewer parking spaces for cars when there aren't enough already. 4 Residents have already made provision for storage of their bikes closer to their premises.</p>
<p>(6) Local Resident, (Oxford, Hurst Street)</p>	<p>Regent Street - Object</p> <p>The proposed extension of the permit parking blocks the back gate access to 18 Hurst Street, which is located opposite of the back gate of no 14 Hurst Street. Currently we are remodelling the property and plan to drop the curb to enable off-road parking. This stretch of our garden (which is L-shaped) used to be a garage we are planning to replace the gate and reinstate this as off-road parking as soon as our construction work to the house has finished.</p>

<p>(7) Local Resident, (Oxford, Hurst Street)</p>	<p>Regent Street - Object</p> <p>I live at 18 Hurst Street which has a rear access via double gates on Regent Street - it is adjacent to number 1 Regent Street. I use these gates to park my car on my own private land which results in less need for on street parking which is at a premium in the area. I object to the current plans which show parking spaces being created which will block my gate and prevent it from being used. This will be detrimental to the local environment as I will no longer be able to park my car on my own land there and have to use a street space. I will also no longer be able to park my large cargo bike on my land so will be forced to make more local journeys and school runs by car. This is undesirable. I also plan to use the land for parking an electric car in the future which will be more eco-friendly and reduce local emissions. It is unacceptable that my access to my property that has been maintained for decades should be removed.</p>
<p>(8) Local Resident, (Oxford, Marston Street)</p>	<p>Marston Street - Object</p> <p>This is what I think: The proposed parking place on/near house numbers 36-38 is not a good location. Most parking problems is near to Cowley Road end, Stephen's House. Also some people cycle to the Oxford Blue Pub however not many, If there must be a parking better to do near to the pub or towards Iffley Road end as there is more space and out of the residence parking. 1) I have objection that it is a narrow road and cycle parking for the residents (us) will make worst while we are parking, taking our shopping out or any work if carried in the buildings. We do wait if we need a load to do or ask not to park until the work finished to our neighbours but with a permanent obstacle we have no chance. 2) I don't think any of the resident demands a cycle parking around 36-38. It will be never safe unless it is a boxed storage. We don't park our bike safely even in front of our garden. My neighbour specially put a boxed (shed like) storage for safety for their bike. Because, the parts of the bikes even stolen if it is locked securely. 3) I am concerned that bikes will be park disorganized, even left by students going home for so long. 4) Parts stolen, vandalized bikes appearance won't be nice to see. I have seen some other safe pedal cycle parking, I sure can't see it, look good on the middle of the road both end with terrace house. I do hope my view will be taking into consideration.</p>
<p>(9) Local Resident, (Oxford, James Street)</p>	<p>Bullington Road - Object Hurst Street - Concerns James Street - Object Regent Street - Concerns St Mary's Road - Object</p>

	<p>While I appreciate the idea of bike parking spaces, I am not sure who they are for. If they are for residents, most of those in the streets I have ticked have front gardens where they can lock bikes, and many have sheds. If it is for those coming to the Cowley Road or to shop, it would be better to have these in, for example, the Tesco car park and not on residential streets. I am a cyclist as well as co-owning a car, and we frequently already have problems parking anywhere near our house so I am very reluctant to lose any car parking spaces in James Street. I am often driving either an elderly person or a toddler, neither of whom can walk far and I can't drop them off on their own, so parking a distance away is already hard. The proposed site is right outside our house.</p>
<p>(10) Local Resident, (Oxford, James Street)</p>	<p>Bullington Road - Object Circus Street - Object Hurst Street - Support James Street - Object St Mary's Road - Object Stockmore Street - Support</p> <p>When representatives from TVP came to ask our opinion on increased "secure" bike parking, my household expressed we would not want it. Those gathering opinions were quite pushy about getting a positive assessment from us about having more cycle parking, so I suspect that the data informing this policy has been biased. I currently commute only by cycle and would absolutely not use cycle parking on the road. The major reason for this is the risk of damage by passing pedestrians: I had my wing mirrors knocked off while parked in the area in one year, always on the footpath side. So as a cyclist, I see no benefit in reducing the current very limited car parking availability and replacing it with bike parking.</p> <p>Things that would actually help would be enforcing the existing parking restrictions in this area, especially people parking on yellow lines at the junction of Cowley Rd and James St to visit KFC, which creates incredible hazards for cyclists and pedestrians.</p> <p>For residents of this area, parking is incredibly short in supply. I'm an NHS worker and am often rotated out of the ring road area for work, to sites that are not commutable by public transport in shift work. When I have needed a car for this work I was frequently unable to find a spot within a few blocks of my home. The current parking situation does not support further reduction.</p>
<p>(11) Local Resident, (Oxford, James Street)</p>	<p>Bullington Road - Concerns Circus Street - Concerns</p>

	<p>Hurst Street - Concerns James Street - Concerns Marston Street - Concerns Regent Street - Concerns St Mary's Road - Concerns Stockmore Street - Concerns</p> <p>In principle secure cycle parking is welcomed but there are a number of issues I would highlight.</p> <p>Size and appearance of secure racks: your documentation indicates the units will be 5m x 1.8m. How many spaces does this equate to, how many resident spaces will be lost? A sketch illustrating the appearance of the proposed units would be helpful. I have seen a photograph of a type of secure unit and it is both large and ugly and would clutter the streetscape. Residents will wish to know how they look.</p> <p>Currently cycles are kept in front gardens (mainly HMO/student houses) or secure storage (mainly resident family houses). It is true some gardens are very small and it is a case of cycle in garden, waste bins on pavement. But I wonder who will utilize the racks.</p> <p>My primary concern is whether this initiative will impact on another proposal for James Street. The installation of modal filters in James Street to cut down the speeding rat-run it has become. This was fully supported by the St Mary's LTN and one of the bids put forward by the Council for government funding. The location of the secure street cycle parking outside no.61 would abut with the proposed location of a modal filter (outside nos 59/60). Potentially this would eliminate 2-3 resident parking spaces. While not strictly related to this consultation vis a vis secure cycle provision some reassurance about the status of this proposal would be helpful. Residents in James Street would have a preference for modal filter installation and not secure cycle racks.</p> <p>On the general question of parking, I question the eligibility of students to have resident parking permits and think both Universities should be clear that students are not allowed to have cars in the city. Earlier in the summer the students at no 29 had 4 vehicles. (2 in their driveway and 2 parked at no 28 without the homeowners consent - the occupant was away for the summer).</p>
(12) Local Resident, (Oxford, Stockmore Street)	<p>Bullingdon Road - Concerns Circus Street - Concerns Hurst Street - Concerns</p>

	<p>James Street - Concerns Marston Street - Concerns Regent Street - Concerns St Mary's Road - Concerns Stockmore Street - Concerns</p> <p>I am very strongly in favour of creating secure cycle-parking spaces. However, I can find no mention of the spaces being covered. If that is right, people will use the spaces for short-term visiting of friends or shopping on Cowley Road but the spaces will be useless to residents. You are correct that 'many residents in this area have limited options to securely park their bikes' but outdoor spaces will most definitely NOT 'encourage more people to own and use a bike'. I have been cycling in Oxford for 28 years and I gave up my car 14 years ago because I rarely used it. I cycle throughout the year in all weather, within and beyond the ring road. I know that neither I or anyone else who has or buys a bike that is fit for commuting or shopping wants to leave it to rust in the rain.</p> <p>Look at this: https://www.cyclehoop.com/case-studies/ (I have no vested interest in this - I just googled on your behalf). If my suggestion costs three times as much, create one-third as many spaces and monitor what happens to bike ownership and usage. Then you will have evidence to show what works. So much is spent on parking for cars - please get it right for those of us who do not pollute. Please DO contact me and other cyclists so we can help you achieve your aims and not waste this opportunity and this money. If I have misunderstood, and you are proposing covered spaces, I am delighted.</p>
(13) Local Resident, (Oxford, James Street)	<p>James Street - Object</p> <p>With regards to your proposal of making changes to an already very limited parking area (James Street) for residents with cars. I strongly oppose this proposal.</p> <p>From my point of view all the houses on James Street have a substantial front garden, enough for all the bins and up to 4 bikes! So to lose 2 parking spaces outside of our block of houses will cause great inconvenience to all the residents who pay for CPZ. Not everyone can cycle to work as we don't work in Oxford.</p>
(14) Local Resident, (Oxford, James Street)	<p>James Street - Object</p> <p>I very strongly oppose to this as this will mean less parking spaces for residents by at least two spaces in James Street. The parking in James Street is very difficult at the best of times for residents to park and losing valuable car spaces is not</p>

	<p>desirable. We all pay to park in this area and are not happy when valuable spaces are removed.</p> <p>The majority of front gardens in James Street could house cycles for each household. Landlords should be encouraged to provide adequate security for cycles.</p>
(15) Local Residents, (Oxford, Marston Street)	<p>Marston Street – Object (<i>Letter signed by 13 residents</i>)</p> <p>We have discussed these proposals at length and whilst we agree that the ambition to encourage more cyclists is very sound, we have some concerns regarding the street parking scheme for bicycles in this Street.</p> <p>The majority of us believe the benefit of such facilities would not be for us, the residents, but rather the general public.</p> <p>The proposed location in this Street is outside numbers 37 and 38 (the house numbers are consecutive), which is close to the Iffley Road end.</p> <p>Few of the current residents at the Iffley Road end either own bicycles or already have provision to store them within their own gardens and houses.</p> <p>Older residents and particularly female residents (of which there are a good number of both in this Street!), do not feel comfortable parking bicycles at a distance from their own house and then walking home particularly late at night, even if only a few houses away.</p> <p>The proposed locations of the parking facilities don't have the benefit of being at the mid-point of the Street for all residents to use should they wish to do so (which is highly unlikely according to our enquiries). Nor would it be practical from a safety point of view to have such facilities there due to the curve in the road and busy access to St Stephen's College.</p> <p>There are no residents at the Iffley Road end of the Street or indeed the Cowley Road end who have expressed any interest in using such a facility were it to be made available.</p> <p>Indeed we the undersigned would not use it as we feel our bicycles would be more secure within our own gardens and houses.</p> <p>We consider the main users of such parking facilities would be non-residents : if near the Iffley Road end it is highly likely</p>

customers of the Oxford Blue Public House would be the main users of it and if located at the Cowley Road end customers of the various cafes/restaurants and shops.

The desire for bicycle parking from residents is very slim.

There is some suggestion that perhaps those houses nearer the Cowley Road end on the Eastern side (numbers 55- 63) may benefit as they generally have little or no space in their front gardens, and being primarily HMOs, have more than a few bicycles mainly locked to railings on the pavement and thus causing obstructions.

There is also the general concern of bicycles being vandalised, left for long periods of time or being abandoned completely, as we see throughout the City. We doubt if the Council or indeed the police would be monitoring these facilities for their use!

There is strong concern regarding the potential for noise late at night particularly after pub closing time and also for damage to residents' cars.

Should the Council consider that it is a vital community requirement and will genuinely enhance the lives of the residents of Marston Street and intend to provide such a facility regardless of our views we strongly urge you to reconsider the proposed location.

At the very least it should not be located immediately outside pure residential properties on both sides of what is already a narrow busy road.

Either a location by the commercial units at the Cowley Road end or less favourably outside the Oxford Blue Pub would, in our opinion be more acceptable.

The advantage of having one near the Cowley Road end would be to relieve the pavement obstruction and hopefully deter from the number of cars which consistently park there ignoring the double yellow lines and parking restrictions already in place.

If such facilities were outside the Oxford Blue we believe it would have less impact on residents, it would not be surrounded by parked cars in the same way as the proposed location. An additional residents' parking space could be more sensibly be added to the current area outside 38/39.

(16) Local Resident, (Oxford, Hurst Street)	<p>Hurst Street - Concerns</p> <p>I live on Hurst Street and we are a two-car household, as we need these for our jobs and in addition we have a number of bikes; hybrid, road, city and kids bikes. We have also fallen victim of bike theft but not from the house, from the city centre. The two primary concerns that I have:</p> <p>1. <u>Additional pressure on already in demand parking spaces</u></p> <ul style="list-style-type: none"> o CONCERN: At present it is already difficult to find a parking space, especially if there is some bad parking, skips or events at the Conservative Club. This has often left me circling the surrounding streets to find somewhere to park after returning from work or picking the kids up from their childcare arrangements (which are not currently possible to cycle to for logistic reasons) o CONCERN: Some of the proposed residents parking in Regent Street will be preventing 18 Hurst from using their off-street access o QUESTION: Please can you advise what the net parking spaces will be in the Hurst Street, Regent Street, James Street, Bullingdon Road and St Mary's Road area? <p>2. <u>Increase of abandoned bikes and tackling crime</u></p> <ul style="list-style-type: none"> o CONCERN: We have had an abandoned bike on the corner of Hurst Street/Regents Street that is locked to the road sign. This bike has been here for some time and has a police aware sticker on it dated 4th Sept 2020 (I feel that this has been here since at least the beginning of the year) stating that it will be removed within 7 days and disposed of within 35 days - picture attached. o CONCERN: How are you going to ensure that these bike stands do not create extra noise at night, with people standing around chatting whilst they lock/unlock their bikes - I'm just grateful that one of these are not outside my house. o QUESTION: Whilst it is great to receive this funding, have any survey's been completed to understand if local residents would use them? I did have a police officer come around to advise that it was happening but to be honest, I will not be using them, as I would prefer our bikes to be on my property in the front garden. o QUESTION: please can you advise how you are going to manage potentially abandoned bikes, as per the existing example detailed above? i.e. what reassurances can you provide so that we do not have bikes dumped here when students have left the city. o QUESTION: please can you advise how these bike standards are going to 'cut crime'? It was from one of these types of stands that my partner's locked bike was stolen from.
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(17) Local Resident, (Oxford, Hurst Street)	<p>Hurst Street - Object Regent Street - Object</p> <p>I STRONGLY OBJECT to the proposal to remove existing parking spaces on Regent Street and introduce parking just along one side of Regent Street. This is for the following reasons:</p> <p>It will result in the LOSS OF ACCESS TO 2 OFFROAD PARKING SPACES The double gated parking for 18 Hurst Street will have parking in front of it and be blocked. The double gated parking for 14 Hurst Street will be inaccessible. A row of parked cars opposite makes it impossible to gain sufficient lock to turn in or reverse in through the gates for 14 Hurst Street. Please note I was granted planning permission last year to renew my gates and erect a carport; Until now I had intended to install a charging point for an electric vehicle in the carport.</p> <p>INCREASED SPEED OF VEHICLES DRIVING DOWN REGENT STREET Switching the parking to just one side of Regent Street creates an unimpeded straight line for vehicles to accelerate immediately as they turn and drive down Regent Street. At the moment we have parking spaces on alternate sides of the street which at least slows vehicles down at the Hurst Street end of Regent Street and means the distance is shorter along Regent Street for cars to gain speed. Any serious initiative to promote safer streets should try to slow traffic down not increase vehicle speeds or encourage the use of the street as an easy rat run.</p> <p>OVERALL LOSS OF PARKING SPACES FOR RESIDENTS AND VISITORS. We only just have enough parking spaces and visitors frequently have to park on the double yellows</p> <p>As a corner property I have a long wall and hedge boundary on Regent Street and a hedged front garden on Hurst Street. Over the past 11 years I have found numerous broken D locks and cable locks cut with bolt cutters that have been discarded and thrown over my hedge. The introduction of on-street parking places for cycles does not change the fact that bicycles locked to street furniture in Oxford are relatively easy to steal.</p> <p>I OBJECT to the proposal as it stands to introduce on-street cycle parking spaces. This is for the following reasons:</p> <p>EASE OF THEFT. The proposed Sheffield cycle stands (inverted 'U's) are NOT SUFFICIENTLY SECURE. On-street cycle parking spaces will act as A MAGNET FOR 2 KINDS OF THIEF: a) Those who park a van and fill it up with bikes.</p>
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	<p>b) Those looking to steal bicycle parts – this happens often, wheels especially. Instead of having to go from house to house, the bikes will be in handy locations in residential streets with no CCTV.</p> <p>ABANDONED BICYCLES / BICYCLE WRECKAGE / STREET CLEANLINESS AND GENERAL NUISANCE VALUE. The bicycle below on the left started off as a complete bike left at first lockdown (March), Parts have been taken subsequently. It doesn't look like the owner is coming back. The months have passed by and the wreckage is still there on 15 December. Who is going to be responsible (and fund) ongoing monitoring and removal of abandoned bicycles? Who will be responsible for cleaning round the proposed stands which will collect litter dropped in the kerb, blown in the wind and deposited in bicycle baskets?</p> <p>THE PROPOSED SHEFFIELD CYCLE STANDS (inverted 'U's) WON'T ANSWER FUTURE NEEDS. More and more people in the area are using electric scooters (which are small enough to keep in a student room) and electric bikes. Is someone with an expensive electric bike really going to park it at one of these inverted 'U' cycle stands? I also see more bicycles with child trailers and the proposed stands don't accommodate these.</p> <p>I have lived in Hurst Street for many years and I welcome initiatives for safer streets. If Thames Valley Police have funds, please could they be directed to support anti-drugs initiatives. One example would be to make the entrances to alleys that run at the backs of our homes less attractive for dealing and drug taking. Alley security gates are recessed a couple of metres back from the pavement and sadly, provide ideal spaces for transactions and drug-taking.</p>
(18) Local Resident, (Oxford, Stockmore Street)	<p>Stockmore Street - Object</p> <p>Although I am sure that the idea is well intended I am not happy with the idea and if I'm honest see little need for it on Stockmore street for the reasons I will explain below.</p> <ul style="list-style-type: none"> • Virtually all (if not all) of the houses on Stockmore street have a small walled area outside the property where occupants can and are more likely to want to, park their bikes. Personally I would not leave my bikes out the front anyway but if I needed to I would far rather lock them in my front garden. The other main accommodation on Stockmore street belongs to the University which already provides adequate bike storage for their students. • My second objection to this idea and far more pressing, is the idea that we will lose a parking space. Parking on Stockmore is already very tight particularly during term time. We certainly don't have the capacity to lose spaces regardless of whether they are 2-hour which also double up as permit holders.

(19) Local Resident, (Oxford)	<p>Object – on the grounds that it removes car parking facilities that are already in short supply. There is a need for permit and 2-hour term car parking in all the roads intended for the cycle parking scheme. I suggest the scheme utilises areas that are at present marked with yellow lines.</p>
(20) Local Resident, (Oxford, Hurst Street)	<p>Regent Street - Object</p> <p>I was extremely distressed to read about the plans for Regent Street under the above proposals.</p> <p>Although I fundamentally agree that East Oxford needs more secure bike parking spaces, the proposals on this particular street will affect my family and the environment unduly.</p> <p>For many decades my property on Hurst Street has had rear access via a large double gate on Regent Street adjacent to number 1 Regent Street. The attached illustrated document will show where these gates are located.</p> <p>The gates will be blocked by car parking spaces in the proposed plans.</p> <p>These gates are invaluable, and I use them for multiple purposes.</p> <ul style="list-style-type: none"> - I park my car in there, meaning that I am taking up one less parking space - these are at a premium in the area. Ending my use of it would make no sense. - I park a large cargo bike in there, which allows me to do all school runs and local shopping without the use of a car - this reduces traffic and emissions. The bike is too bulky and heavy for me to manoeuvre between parked cars and there is not room to park it at the front of my property - I will be forced to get rid of it and use my car several times a day for very short journeys. - I plan to buy an electric car in the near future which I would be able to park and charge on my property. This will help reduce my carbon footprint. It only makes sense that I can carry out this plan. <p>For these reasons I urge you to reconsider the Regent Street plans to grant me full access to this right of way onto my property - the thought of losing it is causing me enormous distress.</p> <p>My suggestion would be that the three parking spaces on the other side of the road next to the side of 14 Hurst Street be</p>

	retained (they seem to be lost in this new plan although it is not entirely clear). This would still leave a bike rack unaccounted for but perhaps an alternative position for them could be found in the wider scheme.
(21) Local Resident, (Oxford, Stockmore Street)	<p>Stockmore Street - Concerns</p> <p>Being a resident of Stockmore Street I am all too aware that car parking on most of these streets is already stretched. I am worried that if car parking spaces were reduced further that this problem would become exacerbated. I wonder whether you had considered working with the 'Low Traffic Neighbourhoods' proposal to site these cycle parking facilities with the modal filters (where there will already be a loss of car parking).</p>
(22) Local Resident, (Oxford, Marston Street)	<p>Marston Street - Concerns</p> <p>I fully support better provision both current and future for cyclists in the area and right across Oxford. I am concerned that the proposed on-street bike parking will get little use from residents in its current proposed location yet would get used if placed at the Cowley Road end of Marston Street.</p> <p>At the Iffley Road end of the street, nearly all houses have space within their property at the front of the house for bikes to be locked up on private property, close to the front door of the bike's owner. Comparing this to the Cowley Road end of the Street, where there are fewer houses with space at the front of the house, I suggest that for "origin cycle parking" this would be a better location for the on-street bike park. This is particularly the case for the HMOs No.55 to No.63 inclusive.</p> <p>The only time routinely that bikes are parked in any number on the street at the Iffley end of the Street is when a group visit The Oxford Blue pub. Council policy OC24 (page 48 of Oxford LCWIPx192001 Approved by Cabinet 190317) encourages retrofitting of cycle parking "in the existing development". There is space on pub land for provision of cycle parking. In the first instance, if you are wanting to provide secure cycle parking for destination parking for the pub, please would you work with the pub to achieve this, rather than using the street.</p> <p>In the same document, on page 68, Policy OW11 states that "road markings will be designated to provide on street cycle parking bays where there is a need". There is a constant need during term-time for secure bike parking outside No. 55 to No.63. Some bikes can be locked to the railings on the pavement side of the properties, but there is not enough space for all the bikes. Out of term-time, this is less of an issue. I have not measured the pavement there, it is reasonably wide, but when multiple bikes are locked up against each other over-night, the Council's aim to have 2 metres width of free space on the pavement may be compromised.</p>

	<p>I recommend that secure bike parking is provided for these houses (No 55- No 63) rather than, as proposed, outside No 38 and No 37 (which is what I presume you mean in your documents). There is a streetlight directly outside No. 60, which is in the middle of the row. The provision is much more likely to be used here than at the Iffley end of the Street.</p> <p>The double yellow lines stretch between No 39 and No 41 is regularly used as a passing place as this is the point when drivers travelling towards Cowley Rd see cars/vans coming the opposite direction as they come around the bend in the road. One of the requirements of the bike parking is that it reduces the likelihood of damage by passing traffic. Placing it at a point where drivers pull in to let traffic through would not reduce this likelihood.</p> <p>Would the Council check that the three new build houses that are approaching completion are complying with Policy HP15 residential Cycle Parking? These are 4 bed houses, which would require 3 cycle spaces per dwelling. With the imminent occupation of these houses, and since they are high-value properties, they are likely to attract car owners. I am pleased that the Council is planning not to reduce the provision of car parking space in the street. On balance, the current provision is just about adequate, anecdotal evidence comes from the Street WhatsApp group, neighbours generally do not have routine difficulty in parking on the street except occasionally in term-time when student HMOs are occupied and more than one car per household is parking on the street.</p> <p>Whether the new houses will mean 6 extra cars parked on the street, or three, or none, time will tell but any additional cars owned as a consequence of new build housing will put significant pressure on the availability of parking.</p> <p>To conclude, I recommend to you that the section of on-street bike parking is outside the houses No 55-63, preferably directly under the streetlight at No 60. If the Council's concern is to remove some destination bike parking from Cowley Road, users of the cafés and restaurants around the area of the Cowley Road/Marston Street junction might be grateful for secure parking and pedestrians/chair users equally grateful that the pavement of Cowley Road is less congested.</p>
(79) Local Group (Stockmore Street Residents' Association)	<p>Stockmore Street - Object</p> <p>The Stockmore Street Residents' Association objects to the East Oxford Proposed Cycle Parking ref: CM.12.6.32 proposals as tabled, on the grounds that the specific positions for the secure on street cycle parking stands depicted on the Stockmore St map will not achieve the objectives of this initiative.</p> <p>We support the underlying policy.</p>

	<p>From local experience we therefore recommend that for the 2 sections of cycle parking substitute the current a) on the south side outside property No.44, and b) on the north side outside No. 21 with</p> <p>a) on the north side outside No.92 Cowley Rd and b) on the south side opposite No.1 Stockmore St</p> <p>This is because a) there is no resident's demand at the Iffley Rd end by No.44, properties there being college halls of residence and already adequately provided with secure cycle stands and b) most demand lies by the cluster of HMO's towards the Cowley Rd end (No.92 Cowley Rd is actually in Stockmore St) where the draft plans for the low traffic neighbourhood also indicate is near where modal filters will be positioned.</p>
<i>[B. Support]</i>	
(23) Local Resident, (Oxford, Regent Street)	Support - I strongly support the installation of cycle parking in East Oxford and in general any measure that will reduce traffic/parking in the area.
(24) Local Resident, (Oxford, James Street)	<p>Support - I am in principle in favour of this proposal but would like more information on what makes this bike parking secure. Since bicycle theft is such a problem in this area, for the additional cycle parking to be effective, it really does need to be safer than an ordinary metal support. In addition, it would seem important for this initiative to be coordinated with the proposed LTN in our area, since both promote active travel and both may result in the loss of on-street parking for residents.</p> <p>If active travel is a success, we should not be concerned about the loss of on-street parking in the long run, but in the short run it may prove disruptive and unpopular to take away parking spaces.</p> <p>Finally, what plans, if any, are being made that the bike parking spots don't become monopolized by abandoned or neglected bikes?</p>
(25) Local Resident, (Oxford, Marston Street)	Support - I understand some other residents of Marston Street are not happy with this proposal, but I want to let you know why I support the plan.

	<p>1. For green reasons, health reasons, economic reasons or whatever, any improvement in bicycle facilities is to be welcomed.</p> <p>2. At our house, my family used to chain up our bikes at the front of our property, and had a bike stand installed for that purpose, but the arrival of wheelie bins has now made that impossible as they have to be parked there instead and they take up all the space. Bicycles absolutely have to be chained onto something fixed, and not left on the pavement leaning against the front wall.</p> <p>3. I do not have a bicycle at present, but have been using Mobikes, which unfortunately has closed down. If I felt ready to buy a bicycle, it would be difficult, because I would not want to lug it through from the garden – round the corner, up the stairs, along the hall, down the steps – every time I wanted to use it.</p> <p>4. I would not feel at all unsafe walking a few houses down Marston Street at night to reach my bicycle: it's a very safe street.</p> <p>5. As to the location, near the Iffley Road end, I think that means that the bike stands would be used for the benefit of residents and their visitors (and that is also for the benefit of residents), as it is too far from the Cowley Road for shoppers to choose to park there. It is important that our visitors should be able to come by bicycle and should be able to lock up their bikes safely while here, and this is a practice we should encourage, instead of our visitors coming in cars. (Some day, we will be allowed to have visitors again!) I accept that customers of the Oxford Blue would use the stands too, if they were free at night and not already occupied by residents' bicycles, and of course there are people who find the pub a nuisance anyway, but I think it is a good thing that people should develop the practice of biking to pubs. You can actually be breathalysed for cycling when under the influence of drink, but at least you can walk your bike home but you cannot walk your car home.</p> <p>6. However I have no objection to having the location changed as some other residents would prefer, eg to somewhere close to the commercial units, but that would take them closer to the Cowley Road end and it would imply an increased use by shoppers rather than for the benefit of residents. However, if faced with the choice of looking out of my front window at someone else's parked car or at other people's parked bicycles, I have no doubt at all that I would rather look at bicycles! So I do not think that this is something that will be to the disadvantage of the residents of 37 and 38, quite the contrary.</p>
(26) Local Group, (Oxford, Hunsdon Road)	<p>Support - Many houses in East Oxford don't have cycle storage space. People would use their cycles more if they had somewhere secure to park their cycles. This in turn would reduce car use, traffic congestion, air pollution and carbon emissions. Greater cycle use would contribute to people's health. In conjunction with this measure, it is essential that there are segregated, continuous cycle routes in both directions on the Iffley and Cowley Roads, which deter cycle use at present. Cars should not be allowed to park on either side of these roads at any time of the day or night. Cycle riders are at huge risk when they have to overtake parked cars.</p>

(27) Local Resident, (Oxford, Maidcroft Road)	Support - I have plenty of reason to visit East Oxford, and it certainly needs more cycle parking.
(28) Local Resident, (Oxford, Henley Street)	Support - I support all efforts by the council to facilitate cycling. Bike storage is a particular problem for many of us - any steps to improve this are welcome.
(29) Local Resident, (Oxford, Monmouth Road)	<p>Support - Until recently I lived in Randolph Street, close to several of these proposed bike parking areas. Many people in the area wheel their bikes in through their front doors as they otherwise have nowhere secure to store them. The pavements are often partially blocked by bikes secured to drainpipes and the outside of houses.</p> <p>Secure bike park parking on these roads would be good for both cyclists (who can keep their bikes safer) and pedestrians (who won't have to dodge so many bikes on pavements).</p> <p>Please make sure the cycle parking provided is usable by cargo bikes and tandems, and ideally extend this scheme to cover more roads, particularly those like Randolph Street where there are no front gardens in which bikes can be stored.</p>
(30) Local Resident, (Oxford, Monmouth road)	<p>Support - I used lived in Randolph Street, close to several of these proposed bike parking areas. Often people wheel their bikes in through their front doors as they otherwise have nowhere secure to store them. The pavements are often partially blocked by bikes secured to drainpipes and the outside of houses.</p> <p>Secure bike park parking on these roads would be good for both cyclists (who can keep their bikes safer) and pedestrians (who won't have to dodge so many bikes on pavements).</p> <p>Please make sure the cycle parking provided is usable by cargo bikes (and adapted disability bikes) Please expand to other areas. Why is car parking enabled on the road and bike parking not anywhere (especially problematic due to the lack of frontage in this area)?</p>
(31) Local Resident, (Oxford, Meadow Lane)	Support - I frequently visit shops on Cowley Road and friends who live on the streets between Cowley Road and Iffley Road. Provision of secure bike parking will make me much more likely to cycle (and therefore visit more often and spend more money in the shops!)

(32) Local Resident, (Oxford, Hurst Street)	Support - Cycle theft has been an endemic problem ever since we moved to Hurst st 22 years ago. We have had 2 bikes taken from the front garden in that time & our son had a further 2 bikes stolen from outside friend's houses while he was growing up. These thefts varied from highly professional to opportunistic. I support any scheme that supports cycle owners to protect their property better.
(33) Local Resident, (Oxford, Howard Street)	Support - These parking places will be really useful when visiting friends who live in the area. They should reduce the number of bicycles parked so as to obstruct the pavement.
(34) Local Resident, (Oxford, Divinity Road)	Support - cycling and promoting a modal shift from use of private cars will benefit those living in and using the streets included in this proposal, as well as the wider area.
(35) Local Resident, (Oxford, Hugh Allen Crescent)	Support - More cycle parking is needed throughout the city. Removal of car parking spaces is an additional benefit.
(36) Local Resident, (Oxford, Glanville Road)	Support - This area is woefully lacking in cycle parking in general, and secure cycle parking in particular, compared the large amount of road space given over to private motor vehicle parking. This is a welcome, if small, movement towards addressing that imbalance.
(37) Local Resident, (Oxford, Marlborough Close)	Support - Cycling has become increasingly popular in East Oxford, both before and during Covid and it is important to support this mode of active travel through more and better cycling infrastructure including bicycle parking.
(38) Local Resident, (Oxford, Aston Street)	Support - I see this as a key part of the plan to reduce through traffic in East Oxford residential streets, with the Low Traffic Neighbourhood proposals as the flagship. Reduce the traffic, make walking and cycling feel safer, and then help people on bikes to park safely, thereby reducing bicycle theft.

(39) Local Resident, (Oxford, Linton Road)	Support - I wish to support those who live in these areas and need secure cycle parking. As you say, cycle theft in Oxford is a real problem for cyclists, and they need support as car owners receive with on street parking.
(40) Local Resident, (Oxford, Charles Street)	Support - There is a shortage of secure cycle parking throughout Oxford.
(41) Local Resident, (Oxford, Iffley Road)	Support - Oxfordshire's assistance for cyclists is a disgrace. But these notional measures are better than nothing.
(42) Local Resident, (Oxford, Herschel Crescent)	Support - Cowley is big enough to be a self-sufficient town centre, making it more attractive and easier for people to travel into and not have to drive makes the city more liveable for all of us
(43) Local Resident, (Oxford, Magdalen Road)	Support - Lots more of this, please! Secure bike parking is an important factor in giving people the confidence to cycle. I've had a bike stolen in the area. Sacrificing some car parking spaces is a lovely bonus.
(44) Local Resident, (Oxford, Hurst Street)	Support - I'm owning a house on Hurst the street and when my friends are visiting me, they never find a secure place to lock their bike. I support the initiative. --Pods-- However, the pods considered are looking horrendous!! I understand that one wheel is not accessible which is a plus for opportunistic theft. However, what is the additional safety against a plyer or portable angle grinder? Please put standard Sheffield the achieve the same security, cheaper and more harmonious. --Hangars on street/pavement-- I would also be interested in having shared bike storage to rent from the council. Some call it a bike hangar: https://www.cyclehoop.com/product/shelters-canopies/bikehangar/ They are wide indeed for some street but not all street in east oxford. Cars actually park on the pavement, hangars can do the same. The opposite car park can be removed also.

	<p>-- Private bike hangars on street --</p> <p>I would also consider buying one myself and park it on the street and sharing with neighbours. I would be paying a parking permit similar to what car owner pay.</p>
(45) Local Resident, (Oxford, Oatlands Road)	<p>Support - I strongly support the provision of better facilities for cyclists in Oxford. I do not believe that cyclists should have to move to The Netherlands to benefit from such infrastructure. OCC Cabinet Member for Highways Delivery & Operations Liam Walker has publicly supported that view, expressed using the crudest possible language. The County Council recently overruled the City Council on a proposal for additional bus gates in the city centre. I believe they will do the same for this scheme. It will be quietly dropped after a few local residents objected.</p>
(46) Local Resident, (Oxford, Maidcroft Road)	<p>Support - Although Oxford had more cycle parking than many cities, it also means that many choose cycling as their main mode of transportation.</p> <p>Particularly in East Oxford, the existing parking is often full, making it hard to securely park, and discouraging others from taking up cycling.</p>
(47) Local Resident, (Oxford, St Mary's Road)	<p>Support - More bike parking would help people cycle more and hopefully reduce bike theft</p>
(48) Local Resident, (Oxford, Walton Well Road)	<p>Support - I do most of my shopping in Cowley and visit friends across the area there has always been a severe shortage of cycling parking.</p>
(49) Local Resident, (Oxford, Botley Road)	<p>Support - Every little helps to help people switch to cycling as a means of transport.</p>
(50) Local Resident, (Oxford, Ponds Lane)	<p>Support - Often cycle to this area for work or shopping - it will be very helpful to have improved provision of cycle parking</p>
(51) Local Resident, (Oxford, Mill Street)	<p>Support - I am planning on moving to this area next year. At present I drive rather than cycle in Oxford due to a lack of safety on the roads for cyclist and rampant bicycle theft. Secure bicycle storage could potentially enable me to stop</p>

	driving, which I would view as a major benefit and free up road space.
(52) Local Resident, (Oxford, Stanley Road)	<p>Support - We're desperately lacking in secure cycle parking in St Mary's. A lot of landlords such as my own do not provide adequate cycle storage, many of the houses don't really have space.</p> <p>6-10 people can benefit from cycle parking for every car parking space converted and we have a lot of people who do not drive here and the space wasted on cars parking unfairly disadvantages no drivers. This will help remedy it slightly.</p> <p>I would like to see a lot of secure lockable rental bike hangar spaces replace car parking spaces. I would like this to be extended</p>
(53) Local Resident, (Oxford, Linkside Avenue)	<p>Support - We need more cycle parking across East Oxford to encourage more cycling and to prevent cycle thefts, which have been a big issue in Oxford recently. Great stuff!</p>
(54) Local Resident, (Oxford, Bullingdon Road)	<p>Support - I support the proposals as currently there is no cycle parking provision on these streets. Many of the houses on these streets are HMOs and the landlords have not provided for any cycle parking for the tenants of these properties. Moreover, there have been high levels of cycle theft in the neighbourhood due to residents not having a safe place on which to lock their bike.</p> <p>The council should be supporting the provision of cycle parking given that it is a more sustainable travel option for residents compared to cars. I support the reallocation of road space away from car parking to bike parking.</p>
(55) Local Resident, (Oxford, Bullingdon Road)	<p>Support - I agree that we need to tackle bike theft which is a major problem in East Oxford</p> <ul style="list-style-type: none"> - I agree that we need to support the uptake of cycling to tackle air pollution and congestion. - Given the council subsidises motorists by making road space available for car parking at rates well below a market rate (£65/yr), I think it is equitable and fair that the council also make that space available for cyclists. In 2020 it is untenable that the council is subsidising pollution at the expense of sustainable travel.

(56) Local Resident, (Oxford, Temple Road)	Support - To support cycling by making it safer and more secure to own a bike
(57) Local Resident, (Oxford, Marston Street)	Support - am writing to support the proposal to install cycle parking in Marston Street (where I live), because I know there are some other residents who are writing in to oppose it, and I want you to know that not everyone agrees with them.
(58) Local Resident, (Oxford, Hurst Street)	Support - Bike parking has been an issue for a very long time and vast numbers of residents cycle. It addresses a clear need.
(59) Local Resident, (Oxford, Magdalen Road)	Support - As a young professional living in Oxford, I love that I do not have to have a car in order to have a high quality of life. Actions to increase biking utilization further my (and others) ability to use bikes, reduce motor vehicle traffic, and support local businesses.
(60) Local Resident, (Oxford, Denmark Street)	Support - we need to encourage people to use cycles and have somewhere safe to house them. At the moment I have to keep my bike in my sitting room. I have no front garden or side access.
(61) As a business, (Oxford, St Marys Road)	Support - the proposals because the scheme will help reduce bike theft, encourage cycling, better for the environment, reduce car traffic.
(62) Local Resident, (Oxford, St Mary's Road)	Support - Interest in furthering cycling infrastructure and reducing emissions for a cleaner environment for all. It was not immediately clear what the bicycle parking device was going to look like / or what material it was to be made of (concerns of whether it was an environmentally friendly material?) would be good if this was given in the document somewhere.
(63) Local Resident, (Oxford, St Mary's Road)	Support - Oxford needs more safe bike parking spots

(64) Local Resident, (Oxford, Fairlie Road)	Support - Cycle parking in Oxford has been a longstanding issue, with bikes having to be secured to unsuitable structures and obstructing walking paths. The proposals are consistent with a drive towards encouraging people to cycle whenever possible and reduce road traffic and pollution.
(65) Local Resident, (Oxford, Crescent Road)	Support - We need to encourage people to switch to bikes from cars. Cycle parking will help cycling residents and encourage visitors / shoppers to Iffley Rd / Cowley Rd to cycle. As a cyclist, it is annoying to have nowhere to lock your bike to. Especially with the kids together it is often really difficult to find a place, whether in town or in East Oxford. For me this is an important part of the bigger plan, which includes LTNS and better cycle paths. A proper, segregated one on the Cowley Road is long overdue.
(66) Local Resident, (Oxford, Cornwallis Road)	Support - There is insufficient secure cycle parking throughout East Oxford. What there is is primarily on the main roads, but even that is woefully inadequate and almost always full. The cycle parking in this consultation will begin to correct things. It would also be helpful to provide significant cycle parking on Magdalen Road.
(67) Local Resident, (Oxford, Arnold Road)	Support - I am a keen cyclist in the area and would like more cycle parking available
(68) Local Resident, (Oxford, Meadow Lane)	Support - I support any action by the council which will help lower carbon emissions and improve air quality in our local area.
(69) Local Resident, (Oxford, The Oval)	Support - As a cyclist and a car owner, I fully support the transition towards more and safer cycling infrastructure.

(70) Local Resident, (Oxford, Don Bosco Close)	Support - I have had my bike stolen recently and support measured to make bikes more secure especially the Oxford as a whole pushes towards more walking and cycling.
(71) Local Resident, (Oxford, Marston Street)	Support - As a resident of Marston St I currently have to chain my bike to the railings in front of the house. This narrows the pavement considerably for pedestrians. This is further narrowed on dustbin days when we put our wheelie bin in front of the parked bikes leaving very little room to pass. This is even more of a concern in the pandemic when keeping distance from someone else on the pavement coming in the opposite direction trying to pass wheelie bin and bike is nigh on impossible.
(72) Local Resident, (Oxford, Cowley Road)	Support - Not enough cycle parking spaces across Oxford. I am concerned about safety of cycles left there - there should be CCTV there. Scheme should be extended to other locations too.
(73) Local Resident, (Oxford, St Marys Road)	Support - I need secure parking for all my Cowley commercial and social activities. I do not drive a car.
(74) Local Resident, (Oxford, James Street)	Support - I very much support installing secure bicycle parking and am happy for car parking spaces to be "sacrificed" for it. I do wonder though whether it is possible to change some of the 2-hour parking spots into permits only. Specifically I am thinking about the new 2-hour parking space planned for the west end of James street, and the stretch of current parking it will be added to. I know that permit holders can use these spaces too, but since two permit-only spaces are taken from the street (alongside a few other on neighbouring streets), I think it would be fair to my car-owning neighbours if the competition over car parking spaces is mitigated a little bit in this way. Though this is not being asked at the moment, I would like to stress how important it is for these bike parking racks to indeed be very secure and - if at all possible - also with a little protection from the weather. That's the only way that these facilities will be regularly used by residents and visitors alike and prevent it from quickly deteriorating due to dis-use, which will make them even less appealing, and start a whole negative feedback loop.

(75) Local Resident, (Oxford, James Street)	<p>Support - I support this proposal as I believe that there should be more alternative uses for the public realm in east Oxford streets other than as a thoroughfare and a location for car parking. If car parking is to continue to be allowed on every street, then there should be proper cycle parking as well; and if cycling is to be further encouraged, then bicycle facilities need to be improved. As a regular cyclist, and as a driver who chooses not to own a vehicle, I object to so much of the public realm being given over purely for the parking of personal cars.</p> <p>I would add that there should also be public consultation on the design and appearance of the cycle racks. Good design can make a big difference when it comes to public acceptability. Furthermore, the Low Traffic Neighbourhood plans for the street should be taken into account when finalising the design to ensure the two projects fit together well, and to see if there are any additional benefits that can be worked in.</p>
(76) Resident, (Radley)	<p>Support - When I lived in the city the reason I kept my car as long as I did was because I used it to store my bike in. My house mate objected to me storing it in the house and my previous bikes got stolen when parked outside.</p> <p>I think lockable bike hangers should be offered to residents. When parking permits are offered, residents should be given the option to request secure cycle storage. Offering on street parking exclusively to cars only helps to entrench car dependency.</p>
(77) Resident, (Wheatley)	<p>Support - More cycle parking will encourage cyclists to use this form of transport to the areas concerned. It will also support a culture which changes Oxford to a truly cycle friendly city</p>
(78) Local Resident, (Oxford, James Street)	<p>No opinion - We need secure bicycle parking. We are a house of 5 students, including 3 key workers, and have no covered secure bicycle parking available. We are as important as other people.</p>



Cycle parking in East Oxford: consultation response from CycloX

<https://consultations.oxfordshire.gov.uk/consult/ti/EastOxfordCycleParking/consultationHome>

East Oxford Cycle Parking Consultation: Response by CycloX, the cycle campaign for Oxford

Headline points

- The new 104 cycle parking spaces are welcomed, we support this.
- 104 spaces over 8 street works out at 13 spaces per street – rather insignificant when compared to the number of car parking spaces currently provided on the streets.
- Cycle parking is a much more efficient use of road space, typically 8 cycles in 1 car space (6 cycles if using a cycle hanger).
- Cycle parking spaces need good protection against vehicles – kerbs plus bollards tall enough to be seen from a vehicle with a high window line (esp rear window if reversing to park).
- Parking stands need to be secure (stainless steel ones in the centre are not).
- Cycle hangars need serious consideration – they are smaller than most cars parked in these streets.
- Most cycles being parked here will be utility cycles, so likely to have baskets and/or panniers, so the recommended rack spacing of 1.2m should be used, not the minimum 1.0m spacing.
- The funding of this through the Home Office Safer Streets Fund is welcome, though much more of this type of cycle parking should be funded by the County Council.

More specific points

Secure on street cycle parking is particularly important as there are (probably) quite a few HMO properties in this area, most properties in the area have limited or no rear access with very small front garden. All have width restricted indoor access to the rear.

Parking orientation.

It has been stated that the cycle parking will be parallel to the road (e mail from Craig Rossington).

This is a good decision for 2 reasons:

Cycles will not be liable to roll on the road camber while trying to be secured/locked.

A cycle that is parked a bit towards one end of the Sheffield hoop will not be at risk of sticking out into the roadway.

The number of parking places being provided.

The "Statement of reasons" says 104 cycle parking spaces. This works out at 13 per street which is significantly less than the on-street car parking provision. Comparing the modal share of cycling vs private driving in the city center, this is a pretty poor provision for cycle parking.



We look forward to this being corrected using County Council funds from the highways budget.

Protection from motor vehicles. On street cycle parking in the city centre often has cycles damaged by manoeuvring (parking) motor vehicles. The proposed cycle parking must have tall bollards (tall enough to be seen from high window line vehicles), and a kerb surround to prevent vehicles coming too close (need to allow for front/rear end vehicle overhang).

Trees or planters would provide protection from manoeuvring vehicles while adding to the streetscape.

Non-standard bike parking. This needs to be provided, for tandems/cargo bikes – an increasing number of which are being used by households in the city.

- **Regent St** (drawing 0034/A3/00606) – this has a very long run of cycle racks, would it be better to have the same number but spread in smaller clusters, so more convenient for residents?
- **St Mary's Rd** near the James St junction (drawing 0034/A3/00605). The racks outside James St Church are handy for the Church – question, as they are close to the junction, are they at risk from wide turning vehicles from St James St? Vehicle protection here should be more obvious/robust(?)
- **Stockmore St** (drawing 0034/A3/00602). The cycle parking would be better protected from vehicles if moved from outside no 46 to be abutted to the kerb build out adjacent to 77 Iffley Rd, and "down stream" of the car parking spaces.
- **Marston St** (drawing 0034/A3/00603) Ditto for cycle parking in Marston St adjacent to 101 Iffley Rd, move the cycle parking so "down stream" of the car parking spaces.
- Parking outside no's 32 – 38. To even out cycle parking distribution suggest leave outside no 38 as car parking, and move proposed cycle parking to outside no 46.
- **Circus St** (drawing 0034/A3/00601) adjacent to the pub. There is a short length of car parking with a short stretch of cycle parking at each end. To minimise motor vehicle/parked cycle clashes, we would suggest to combine all the cycle parking at 1 end of the cycle parking.

The details of the parking provision.

Not directly part of the consultation, but important none the less for when the details are being decided.

Rack spacing – use recommended spacing (1.2m between racks) to allow for baskets/panniers:
LTN 1-20:

11.4.6 Cycle stands require at least 0.6m clearance to walls, and a clear space of 1.0m in front to enable the bicycle to be wheeled into position. A distance of **at least** 1.0m between stands enables bicycles fitted with panniers or child seats to gain access. Other types of cycle are longer and wider and will require additional space (see Figure 11.3 and Table 11-2).

Table 11.2:

Spacing between stands 1.2m (recommended) 1.0m (minimum)



To be honest, 1m spacing is a bit of a fiddle with panniers/baskets, dropped handle bars vs flat handle bars etc., so go for the recommended 1.2m spacing.
TfL cycle parking guidance says the same.

Toast rack Sheffield stands.

These are usually a poor choice for 2 reasons,

The bars along the ground are invariable too far apart, so cycles end up with one wheel partially up on one of the bars, which results in the bike rolling back or forward (making it hard to locate the bike for secure locking) and/or the front wheel to flop round.

The bars along the ground trap litter and leaves.

Parking for non-standard cycles.

Some provision needs to be made for non-standard cycles (sole with trailer or tag along), tandem (quite a few used on the school run) and domestic cargo bikes.

Reference from LTN 1-20

11.3.2 As with car parking, a proportion of the cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.

Some provision needs to be made for non-standard cycles (sole with trailer or tag along), tandem (quite a few used on the school run) and domestic cargo bikes.

How secure will the parking racks be?

Galvanized steel racks tend to be thicker/more robust.

The stainless steel racks used in the city centre are not that robust (having seen someone cutting one through by hand with a small hack saw to "liberate" an abandoned bike frame).

Cycle Hangars

Cycle Hangars - www.cyclehoop.com/product/shelters-canopies/bikehangar/

Cycle hangars are an excellent way to provide genuinely secure on-street cycle parking. Two considerations:

Will they fit?

Will they be intrusive?



	Width (mirrors folded/not folded)	Length	Height
Cycle hangar	2030mm	2500mm (door side)	1365mm
Mini Clubman	1800mm/1966mm	4253mm	1441mm
VW Golf	1789mm/2073mm	4284mm	1456mm
Fiat 500 (2021)	1683mm/1900mm	3632mm	1527mm
BMW X7 (2019)	2000mm/2218mm	5151mm	1805mm

Car measurements www.automobiledimension.com/car-comparison.php

Hanger measurements <https://www.cyclehoop.com/product/shelters-canopies/bikehangar/>

The cycle hangers are a bit wider than most cars, but the length and height of the cycle hanger is less than most cars, and has a rounded shape rather than a box shape. Thus visually a cycle hanger would be far less intrusive than a parked car.

A cycle hanger also has the option of having street art on it.

They also offer a rental system

<https://www.cyclehoop.rentals/how-it-works/bikehangars-and-bikelockers>

Cost £72/yr per space

Alternative provision needed for non-standard cycles however, their website says "Not recommended for cargo bikes and child seats".

We would like to see the County Council adopt a means of supporting and enabling communities wanting to put up cycle hangars through their legislative and planning processes. There is an aspect of planning permission needed and it helps if bike hangars can be declared 'permitted development'.

CycloX.

December 2020

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Divisions affected: Abingdon North; Churchill and Lye Valley; Iffley Fields and St Marys Jericho and Osney; Leys; St Clements and Cowley Marsh; St Margarets; Wolvercote and Summertown

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

OXFORD & ABINGDON - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

Report by Interim Corporate Director Communities

Recommendation

The Cabinet Member for Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Corunna Crescent; Flexney Place; Quartermain Close as advertised (with minor adjustments being made to accommodate concerns raised in the consultation) and also to approve the removal of the DPPP in Mill Street as advertised.

But defer approval of the proposals at the following locations pending further investigations: Bourne Close; Divinity Road (removal).

Executive summary

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

Financial Implications

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

Equalities and Inclusion Implications

The provision of disabled persons parking places assists those with a mobility impairment

Sustainability implications

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

Introduction

4. This report presents objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPPs) at various locations in Oxford.

Background

5. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. Plans at Annex 1 to Annex 6 show those locations where objections have been received or concerns raised.

Consultation

6. Formal consultation on the proposal was carried out between 8 October and 6 November 2020. A notice was placed in the Oxford Times and Oxfordshire Herald Series newspapers and emails sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity and adjacent to the proposals.
7. Thames Valley Police and Abingdon Town Council have not objected.
8. Twenty-five responses were received from members of the public during the course of the consultation and these are summarised in the tables below:

Town	Location	Support	Object	Concerns
Oxford	Bourne Close		1	5
	Bramling Way	1		
	Corunna Crescent			1
	Divinity Road		1	
	Farndon Road	1		
	Flexney Place			2
	Mill Street		2	
	Quartermain Close	1	1	
	West Street	2		
Abingdon	Boxhill Walk	7		

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

Response to objections and other comments

10. Comments and recommendations in response to the concerns and objections received are provided at Annex 7 in respect of each of the proposed site.

Oxford – Bourne Close – proposed DPPP

11. One objection received and five concerns raised. The area is a turning point for vehicles including ambulance drivers carrying out daily visits and therefore it is recommended that this proposal be deferred.

Oxford – Bramling Way – proposed DPPP

12. One expression of support received. It is recommended that this proposal is approved.

Oxford – Corunna Crescent – proposed DPPP

13. One concern raised on the location of the DPPP. It is recommended that this proposal is approved. However, consideration needs to be taken into account on its location so as not to obstruct access and egress to driveways.

Oxford – Divinity Road – proposed removal of DPPP

14. One objection was received on the removal of this bay as it is still used by a disabled person. It is recommended that the space remains in place.

Oxford – Farndon Road – proposed DPPP

15. One expression of support received. It is recommended that this proposal is approved.

Oxford – Flexney Place – proposed DPPP

16. Two concerns raised regarding access to properties and parking issues. It is recommended that this proposal is approved.

Oxford – Mill Street – proposed removal of DPPP

17. Two objections were received on the removal of the bay on the grounds that it is in use on a regular basis. Site investigations have established that there is an off street parking place at the property where the blue badge holder (who is not the driver of the vehicle) lives and that although it is noted that representations have been made that the slope of the parking place and the planned provision of a wheelchair ramp to the door of the property make it difficult for the wheelchair user to access the vehicle when it is parked on the off-street parking place there appears to be no reason why the vehicle cannot be moved onto the road adjacent to the vehicle access for such access to take place. Although there is a waiting restriction applying between 8am and 6.30pm this – or should no waiting at any time restrictions be introduced at a later time - prevents a vehicle waiting here as long as required for access to

and from the vehicle to take place. While it is also accepted that the access is located opposite the junction with Russell Street, the parking of a single vehicle here is not anticipated to present an undue restriction of traffic movement.

Oxford – Quartermain Close – proposed DPPP

18. One objection was received. Consideration needs to be made on the location of this bay so that it is positioned more outside number 3. It is recommended to approve this bay but relocate it in front of number 3 and reduce the length where appropriate so as not to obscure any access ways.

Oxford – West Street – proposed DPPP

19. Two expressions of support received. It is recommended that this proposal is approved.

Abingdon – Boxhill Walk – proposed DPPP

20. Eight expressions of support received. It is recommended that this proposal is approved.

Sustainability implications

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

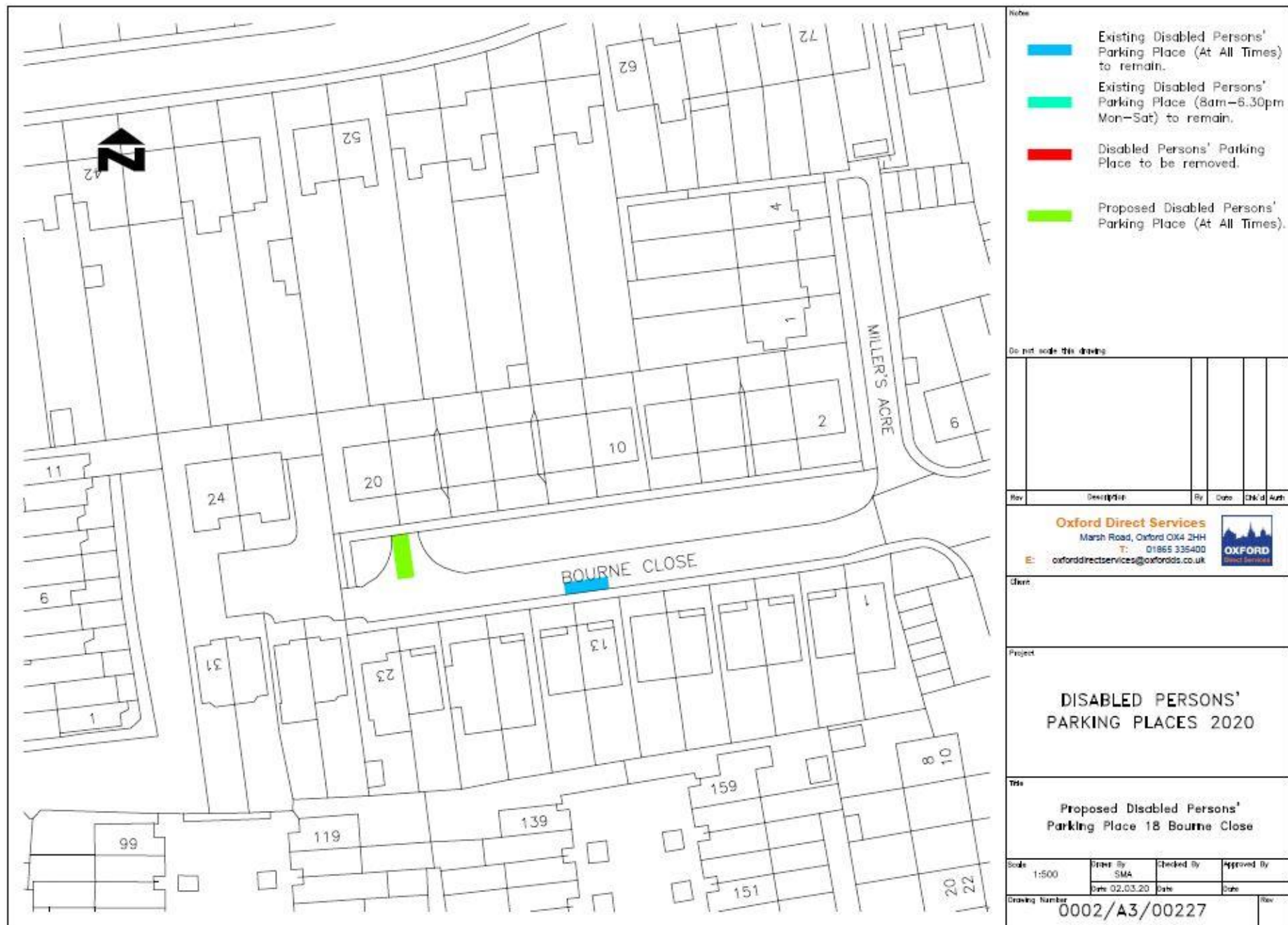
JASON RUSSELL
Interim Corporate Director Communities

Annexes: Annex 1: Bourne Close proposed new DPPP
 Annex 2: Corunna Crescent proposed new DPPP
 Annex 3: Divinity Road proposed DPPP to be removed
 Annex 4: Flexney Place proposed new DPPP
 Annex 5: Mill Street proposed DPPPs to be removed
 Annex 6: Quartermain Close proposed new DPPP
 Annex 7: Consultation responses

Contact Officers: Hugh Potter 07766 998704

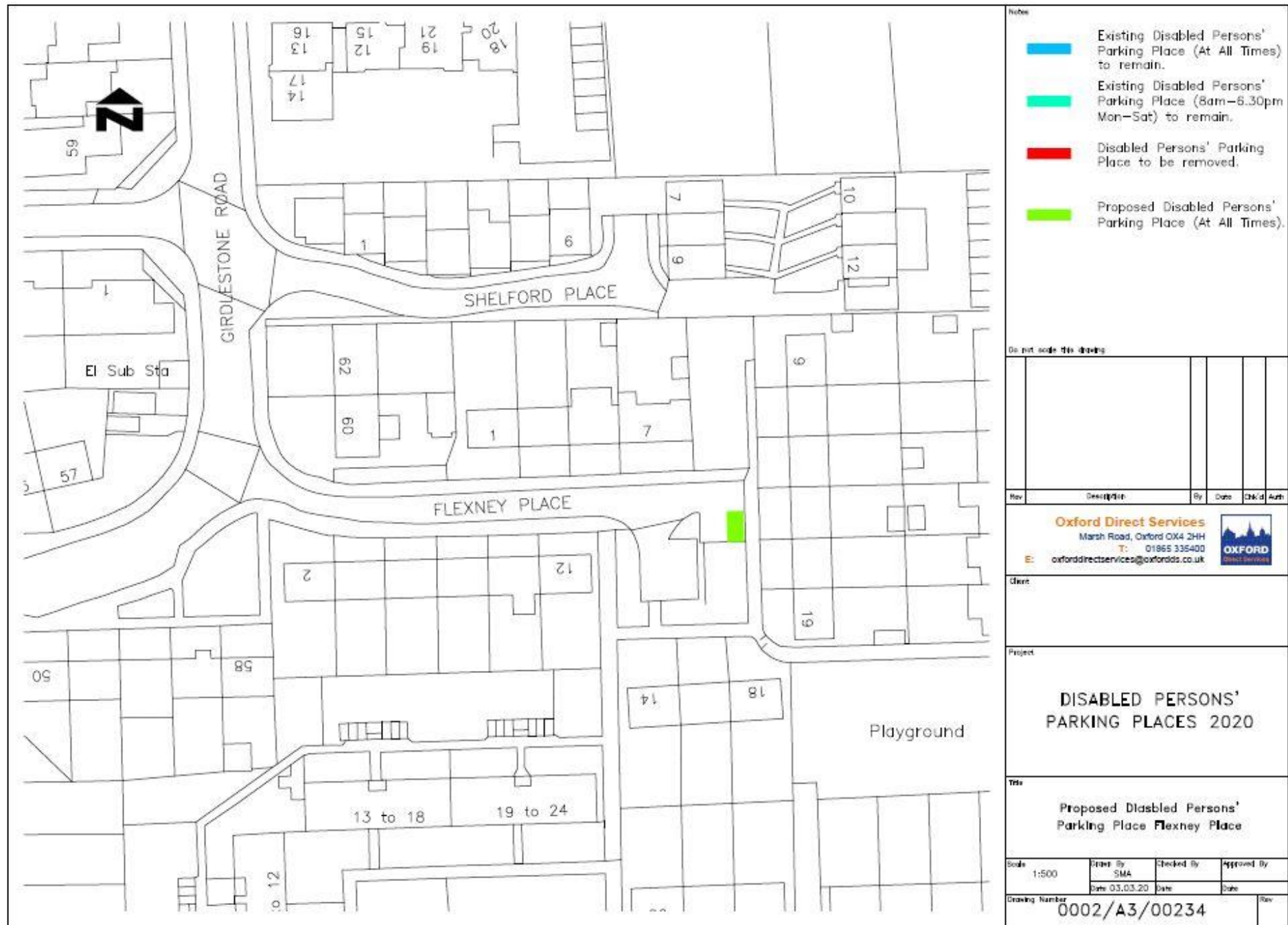
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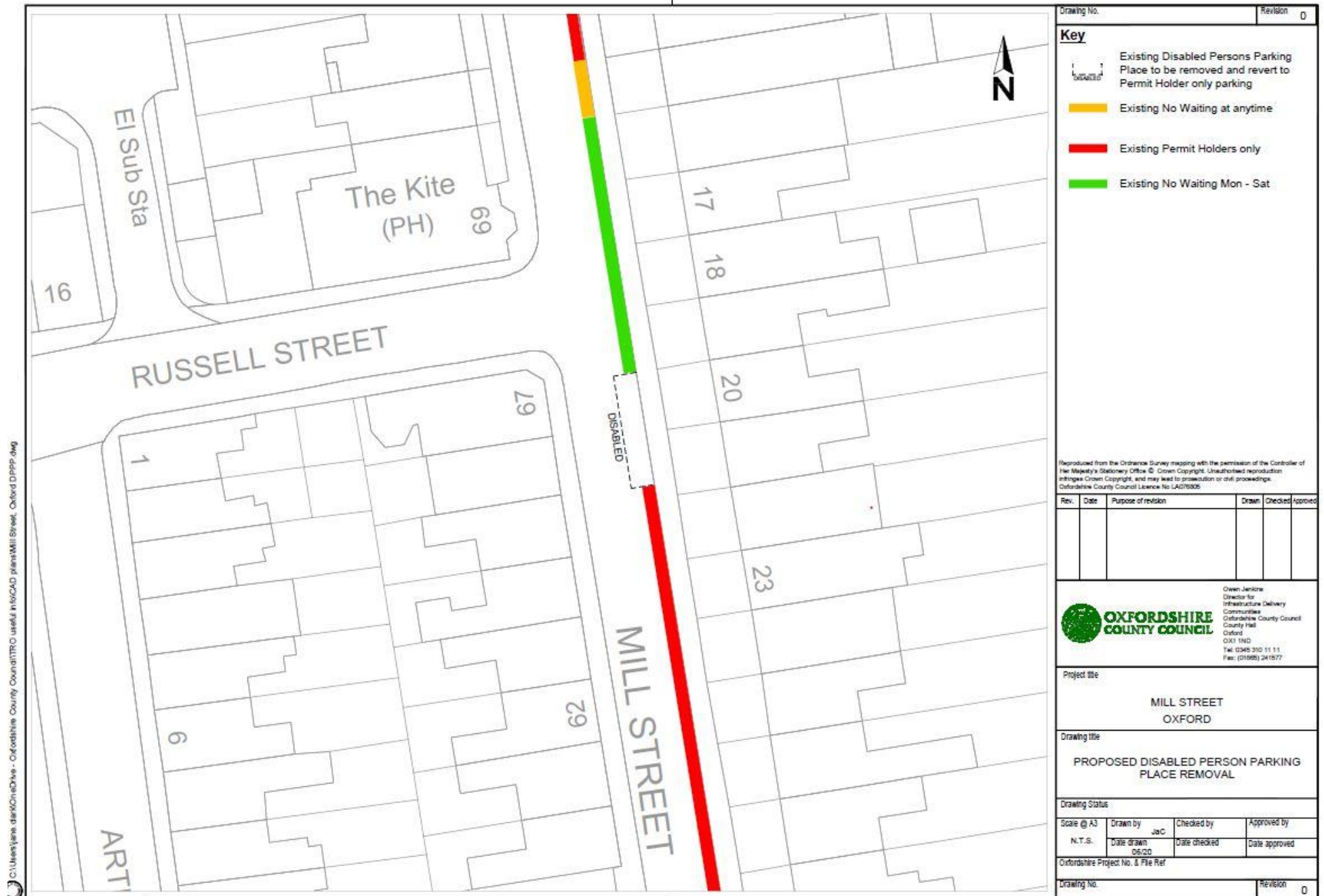
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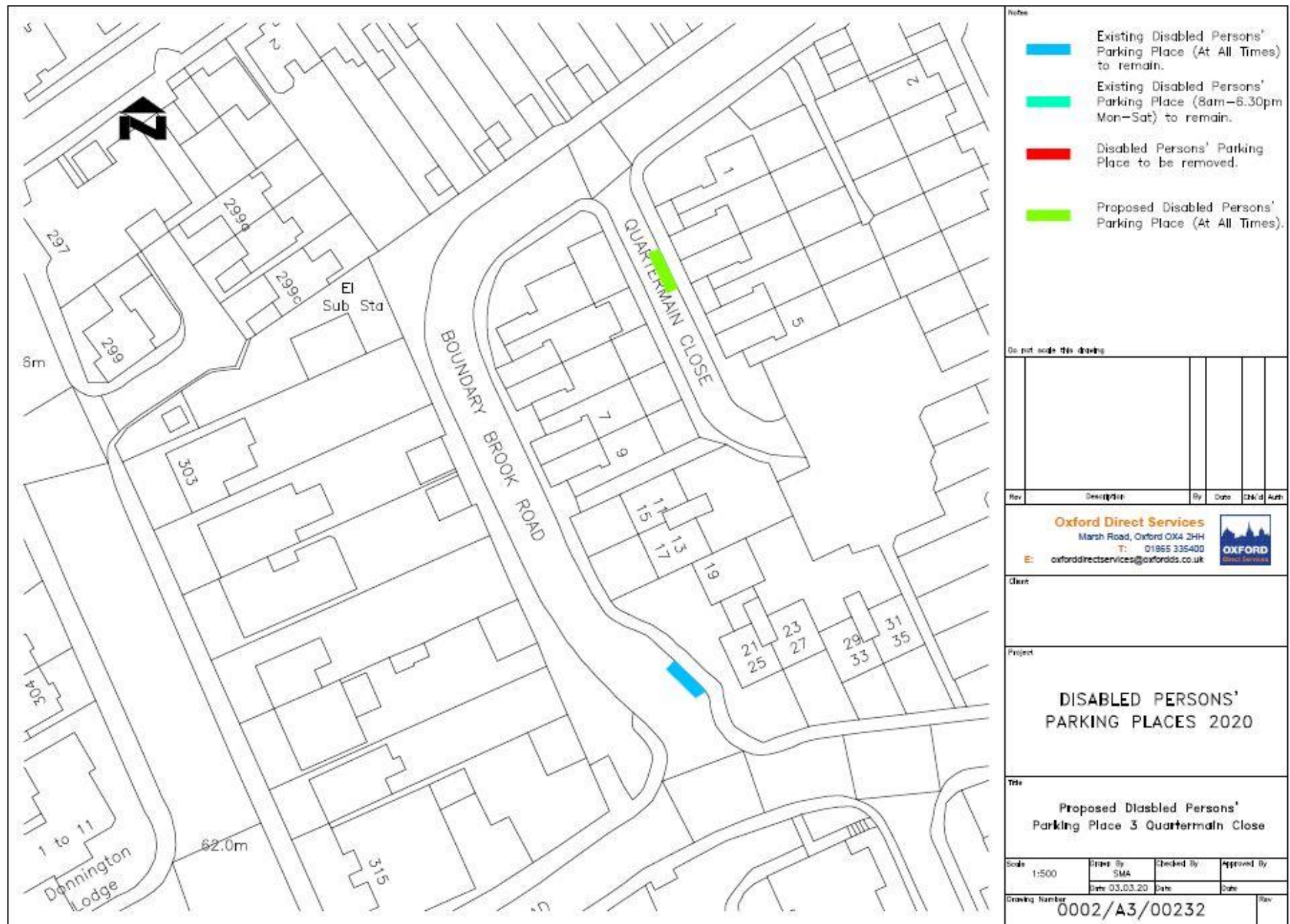












RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Abingdon Town Council	No objection
<i>Bourne Close (Oxford) - Proposed new DPPP</i>	
(1) Local Resident, (Bourne Close)	Concerns (Bourne Close) – It would be grossly unfair to put another disabled parking place in this cul-de-sac where parking is already a problem.
(2) Local Resident, (Bourne Close)	Concerns (Bourne Close) – Where the parking space is proposed this is a turning point for all residents in the close. Requests that the disabled bay is positioned bearing this in mind.
(3) Local Resident, (Bourne Close)	Concerns (Bourne Close) – I feel that if this space is not designated to a particular person then this would be a waste of a space in Bourne Close which is already short of parking spaces for existing residents.
(4) Local Resident, (Bourne Close)	Objection (Bourne Close) – This area is a turning point for vehicles, I have requested that this should be a no parking area, but have never had a response. Damage has occurred to the wall adjacent to the turning point where vehicles are parked in this area and obstruct the turning point. This affects the daily collections and drop offs for ambulance drivers as they attempt to reverse into this turning point and have been unable to due to vehicle parked in the turning point.
(5) Local Resident, (Bourne Close)	Concerns (Bourne Close) – The space outside 21 Bourne Close is a turning space, required for emergency services and other vehicles, NOT a parking space. Currently many visitors and residents use the turning area to park in.

(6) Local Resident, (Bourne Close)	Concerns (Bourne Close) – I do not mind if a disabled space is provided as long as the turning area is widened by taking away some of the grass verge. If it is widened and doubled yellow lines are installed then ambulances and delivery vans can turn around.
<i>Bramling Way (Oxford) – Proposed new DPPP</i>	
(7) Local Resident, (Bramling Way)	Support (Bramling Way) – I am supporting the proposal as I am disabled and unable to walk far and unable stand for to long it would be a great help for me.
<i>Corunna Crescent (Oxford) - Proposed new DPPP</i>	
(8) Local Resident, (Corunna Crescent)	Concerns (Corunna Crescent) - If the space is outside number 35 then that will leave a space outside 33, where a less than considerate person who does not live there, or even in our road will park and have no clue that they are preventing us from reversing off our drive. If you saw the actual position of our drive you would see how it would affect us. I think that outside Number 33 with the front of the space in line with their gate would suit most people including us and still allow the disabled occupant of 35 to access any vehicle.
<i>Divinity Road (Oxford) - Proposed removal of DPPP</i>	
(9) Local Resident (Divinity Road)	Objection (Divinity Road) - Regarding the disabled parking space on divinity road, I am a disabled person with a badge living at number 5 where a parking space is very necessary. Please could you do what you can so the spaces there next to the coop stay disabled bays.
<i>Farndon Road (Oxford) - Proposed new DPPP</i>	
(10) Local Resident (Farndon Road)	Support (Farndon Road) - I am delighted to see that the Public Notice mentions a DPPP outside 21 Farndon Road, my address. Of course I am very much in favour of this. I very much look forward to the implementation of this parking place.

<i>Flexney Place (Oxford) - Proposed new DPPP</i>	
(11) Local Resident (Flexney Place)	Concerns (Flexney Place) - There are 7 properties in Flexney Place that cannot accommodate off-street parking. There are 7 on-street parking places. This may be a co-incidence. Two of the properties unable to accommodate off-street parking are HMOs (House in Multiple Occupancy). Due to the number of cars per household, obtaining a parking space at any given time is a lottery. This has been the case for many years and apart from the occasional squabble is manageable, although not ideal. I am eligible to apply for a Disabled Parking Permit, we currently have a 24 Hour Residential Carers permit. Our property cannot accommodate off-street parking. My next door neighbour is registered disabled. Her property cannot accommodate off-street parking. I believe that another individual residing in one of the properties unable to accommodate off-street parking is also registered disabled. I'm not sure therefore what the benefit would be in allocating one of the on-street parking bays as a Disabled Person Parking Place. Three spaces would be excessive, two would be preferential.
(12) Local Resident (Flexney Place)	Concerns (Flexney Place) - Regarding the disabled parking we have no objections. Residents have had lots of problems getting in & out of their house. They even had their drive done alongside ours hoping they could get off street parking but despite paying the council fees & going from pillar to post for 6 months, we were turned down. If you drive into Flexney, everyone has off street parking available to them except three properties (ours included) all can park in our drive way but aren't allowed to. I would appreciate it if you helped us get access to our drive ways that way 5 cars would be taken off the street which would ease tensions in the place as there is a lot of arguing & unpleasantries as people from the flats on Girdlestone road also come and park in the the parking bays. I urge you to look at this matter carefully please as there have been 3 accidents recently 2 hit & runs where thousands of pounds damage has been done but no details were left. I'm afraid there are too many incidents & stories to mention but to cut a long story short, if we sacrifice 1 parking space outside 17 Flexney then no 19 can park in their driveway. This way they will have easy access to their home. Disabled bays are a good idea but there's no guarantee they will get a spot because others will park there & they will be back having to try to find a space on the grass verge.
<i>Mill Street (Oxford) - Proposed removal of DPPP</i>	
(13) Local Resident (Mill Street)	Objection to full removal (Mill Street) - My mother is still having issues getting into the car whilst it's parked on the drive simply because of the slight downhill ground and her health conditions put together, all this will be harder for her when the ramp is fitted. She is much more comfortable getting into the car when at the disabled parking space. I can understand the need to decrease the disabled parking space but removing it all together and saying it's a redundant

	space is not right in my opinion as it's clearly being used still. I also understand the discussion we had about there being an off road parking however I've explained a number of time's the difficulties we have and my mother has to go through to get in. I know that there can be exceptions made on your side as I'm sure you would take each case separately.
(14) Local Resident (Mill Street)	Objection to removal (Mill Street) - I am emailing you to object to the removal of the disabled parking space between 20-21 Mill Street Oxford. I feel strongly that this parking space should not be removed as it has been used constantly for the last 20 years by the same family who live close in Mill Street. I also feel that the removal of the disabled space will NOT in the long term increase the parking capacity in our area as I think that this space will be lost when occupants turn their front gardens into parking spaces for their cars. This means that the space is lost in front of the property so as to give access for the car to enter and leave. I think that it is important to encourage the retention of front gardens for aesthetics, the environment and the over effect of the area. I would therefore strongly recommend that this is not removed.
<i>Quartermain Close (Oxford) - Proposed new DPPP</i>	
(15) Local Resident (Quartermain Close)	Support (Quartermain Close) - I have no objection to the space being proposed.
(16) Local Resident (Quartermain Close)	Objection (Quartermain Close) - Unfortunately, there has been a recent increase in cars from outside of the neighbourhood parking in the area and we struggle to park in our usual spaces. We suspect that this is caused by the number of people preferring to drive close to the city and then walk the remaining distance rather than using public transport or paying to park. If a disabled parking bay were located outside of 3 Quartermain Close <i>only</i> , so that this did not extend along the roadside beyond the adjoining line of other properties, there would still be room for two cars to park in the same comfort as they have for years. Designating the whole of this stretch of roadside would loose a space for the street overall. This would only make the situation worse, increasing the impact which the recent influx of cars parking from outside of the area is having on residents. I understand that resident's parking has recently been introduced in other areas within 'walk & commute' distance of the city centre to address this same issue (Sandhills, Marston North, and Waterways). If this could be done here, this would solve the growing issues for all residents, not just one house. Due to the above concerns we object to a full-length disabled parking bay being formed on the roadside where two cars would normaly park.
<i>West Street (Oxford) - Proposed new DPPP</i>	

(17) Local Resident (West Street)	Support (West Street) - I am in favour of additional parking spaces for disabled motorists. However, I would like you to be aware that I often find it challenging to obtain parking on Osney Island notwithstanding the fact that I have paid over £600 for residential parking permits over the past ten years. Therefore, I would prefer it if the County Council created additional disabled parking in places where it does not reduce the stock of existing parking spaces. To give you an example, there were until recently free parking spaces near Botley Recreation Ground which have in the last year become pay and display. Could not additional disabled parking spaces be sited there which is more convenient for the Rec. for the local primary school, and local services?
(18) Local Resident (West Street)	Support (West Street) – I am in support of the disabled parking space on West Street, Osney. This will not impact or reduce the number of carpark spaces in the area as the disabled person already parks on the street, but often has to walk a long way back to her house, with considerable mobility issues.
<i>Boxhill Walk (Abingdon) - Proposed new DPPP</i>	
(19) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – I support this application so that disabled persons have access to St Nicolas Primary School, which does not have its own on-site disabled parking facilities.
(20) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – I've spent 10 years getting to St nics, mostly by cycling or walking with my disabled child. Occasionally I need to drive and it is awful, the parents abandon their cars all over the place, even on the double yellow lines. I personally think the whole bay should be for disabled use, one is a good start.
(21) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – I support the creation of all the disabled parking bays as I have a disabled child and I know how difficult immobility makes life for us. I particularly support the boxhill walk one as my friends disabled son attends St Nicholas school and she struggles every single morning with parking when taking him to school. Life is hard enough for people with disabilities without adding the nightmare of parking into the equation.
(22) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – It would benefit for easier school access as currently it is very difficult to safely drop children with extra needs off at school.
(23) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – I support this disabled parking place.

CMDE10

(24) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – There are a number of families at St Nicolas School who would greatly benefit from disabled parking provision, as there is none on the school premises and parking in the area can be very difficult at busy times, meaning families may have to park quite some distance from the school. This presents additional challenges for families with disabled children who attend the school.
(25o) Local Resident (Boxhill Walk)	Support (Boxhill Walk) – St Nicolas school does not have its own on-site disabled parking provision so this will be helpful to a number of school families.

Divisions affected: Deddington

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

ADDERBURY – MILTON ROAD, BERRY HILL ROAD & THE RISE: PROPOSED 40MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND WAITING RESTRICTIONS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to:
 - a) approve the proposed 40mph speed limit on Milton Road limit as advertised;
 - b) approve the proposed traffic calming chicanes on Berry Hill Road and Milton Road limit as advertised;
 - c) approve the principle of waiting restrictions at the junction of the A4260 Banbury Road with The Rise but with the restrictions only to apply at times to be agreed following further local consultation with Adderbury Parish Council and affected residents, rather than at all times as advertised.

Executive summary

2. Speed limits, traffic calming measures 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, local councils or other parties due to concerns over road safety. This report presents responses to a statutory consultation to introduce a 40mph speed limit on the Milton Road in place of the existing national speed limit, the introduction of traffic calming chicanes on Berry Hill Road and Milton Road and no waiting at any time restrictions at the A4260 Banbury Road junction with The Rise following concerns being raised on traffic safety by Adderbury Parish Council. The proposals are shown at Annexes 1 to 3.

Financial Implications

3. Funding for the proposed speed limit has been provided through S106 funding and the OCC Third Party Support Schemes Budget.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate safe movement of traffic.

Consultation

6. Formal consultation was carried out between 19 November and 18 December 2020. A notice was published in the Banbury Guardian newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Adderbury Parish Council, and local County Councillor. Letters were also sent directly to approximately 80 properties in the immediate vicinity of the proposals.
7. 58 responses were received and these are summarised in the table below:

Proposal	Object	Support	Concerns	No Opinion/ objection	Total
Speed Limits	6 (10%)	34 (59%)	11 (19%)	7 (12%)	58 (100%)
Traffic Calming	3 (5%)	38 (66%)	13 (22%)	4 (7%)	58 (100%)
Parking Restrictions	1 (2%)	20 (34%)	1 (2%)	36 (62%)	58 (100%)

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

Response to objections and other comments

9. Thames Valley Police have not objected to the proposals and expressed support for the physical calming in general terms.
10. Adderbury Parish Council expressed support for all the proposals but were happy to consider amendments to the proposed waiting restrictions in response to local objections to the restrictions applying at all times of the day.
11. The West Adderbury Residents Association submitted a detailed objection to both the proposed speed limits and traffic calming measures, and also comments and concerns over a proposed experimental measure at the junction of Horn Hill Road with Milton Road and Berry Hill Road which are not however the subject of this report. The Association's objections focus on the limited scope of the current proposals, and express the view that additional measures including a 20mph limit within the residential roads in the village supported by traffic calming measures such as speed cushions are required to address the current safety risks and environmental intrusion caused by 'rat-running' traffic travelling at excess speed on the residential roads in particular. Noting these concerns, the current proposals will not preclude consideration of these additional measures subject to a further consultation but at present no funding has been identified to progress these.

Traffic Calming Measures

12. The concerns raised by residents about the proposed measures are noted, whilst in the main the traffic calming has been generally supported the main concerns seem to be that the chicanes won't address all the speeding issues and do not go far enough. Whilst acknowledging these concerns the budget is limited and by locating the chicanes where we have, I feel that will have the most effect in reducing speeds. Softer complementary measures will also be considered, i.e. removal of the centre line to give a more rural feel.
13. The introduction of the Chicanes should be seen as a start to resolving the speeding issues along Milton Road and Berry Hill Road with more measures added if needed when finances become available.
14. With regards to comments about agricultural vehicles, the chicanes will be designed with that in mind, whereby the street furniture can be set back and the islands themselves can be overrun.

Speed Limit Changes

15. Regarding the comments about the change in speed limit, The speed limit reduction is designed with a stepped change in reduction rather than a sudden 60 to 30mph. Introducing a short 40mph, whilst it may seem counterintuitive, will help to alleviate sudden braking on approach to the traffic calming features.
16. The request for 20mph along Milton Road/Berry Hill Road is not considered feasible without significant investment in traffic calming and as discussed above the budgets are not available for that.

Parking Restrictions

17. The objection to the parking restriction is noted and, following discussions with the Parish Council who do not object in principle to the suggested amendment; a localized consultation on the precise nature of the limited waiting will be carried out and as a less onerous restriction compared to the current proposal, there would be no requirement to formally advertise the revised restrictions subject to all parties being in agreement following the local consultation.

JASON RUSSELL

Interim Corporate Director Communities

Annexes

Annex 1: proposed speed limits

Annex 2: proposed traffic calming measures

Annex 3: proposed waiting restrictions

Annex 4: Consultation responses

Contact Officers:

Hugh Potter 07766 998704 & Mike Wasley 07393 001045

January 2021

Drawing No. Revision 0

Key

- Proposed 30mph Speed Limit extension (approx 80 metres)
- Proposed 40mph Speed Limit
- Proposed 40mph Speed Limit in place of existing 30mph speed limit
- Existing 30mph Speed Limit (to remain)
- Existing 50mph Speed Limit (to remain)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

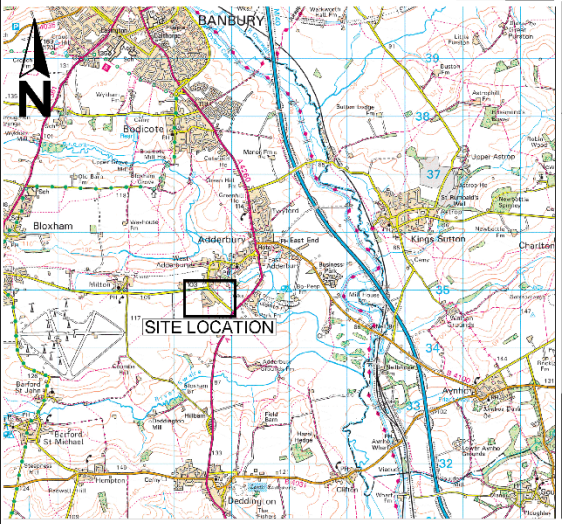
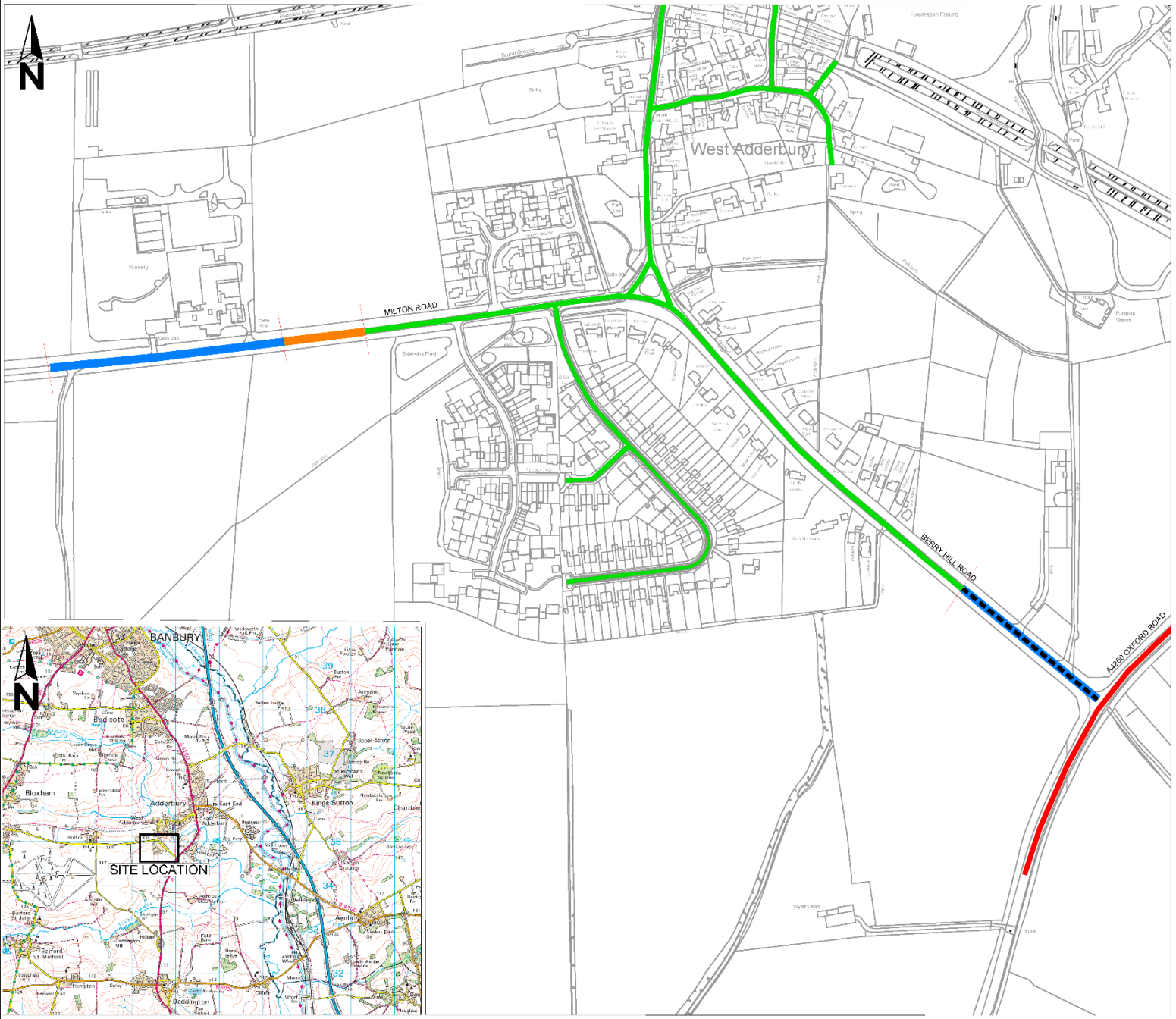


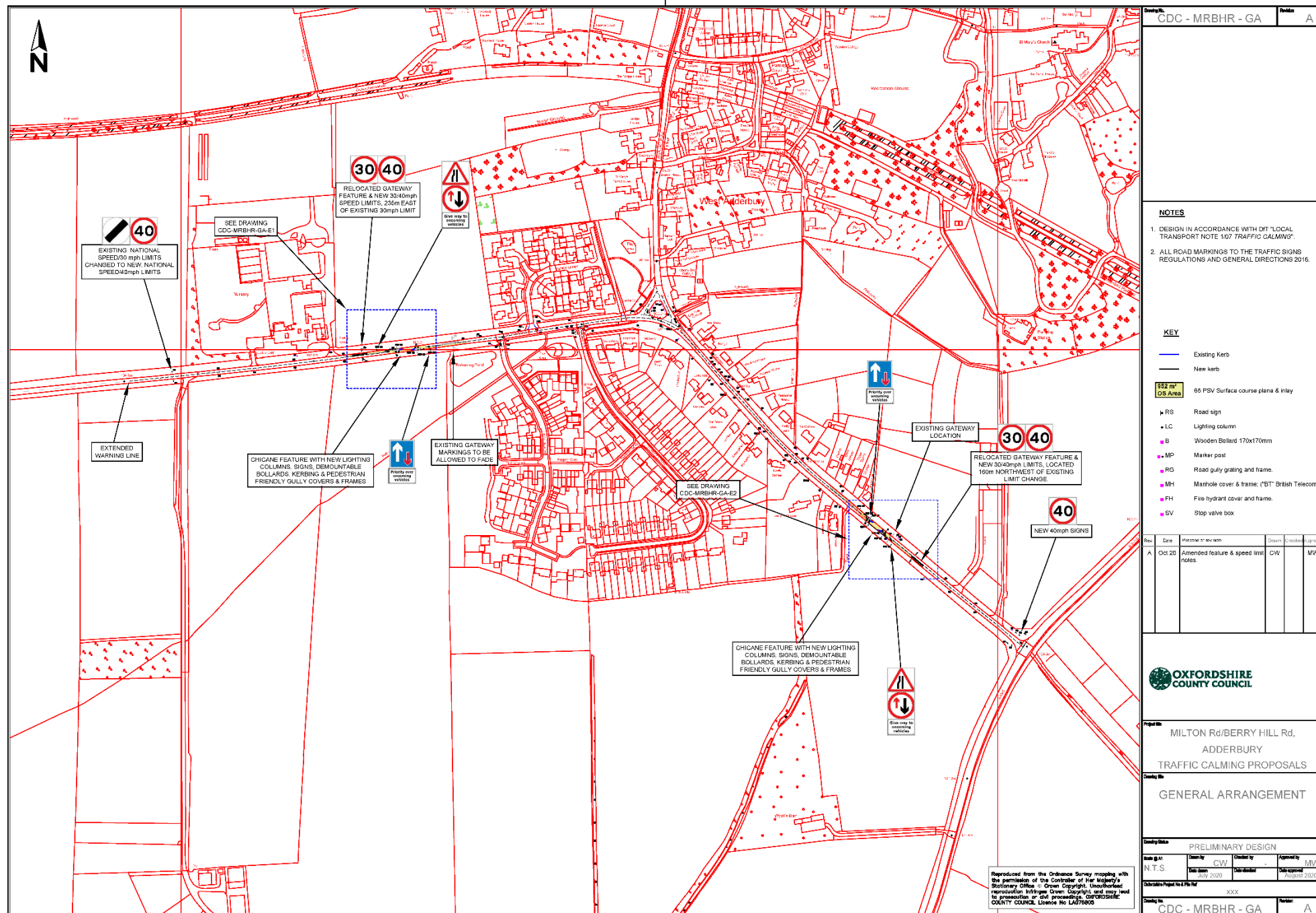
OXFORDSHIRE COUNTY COUNCIL
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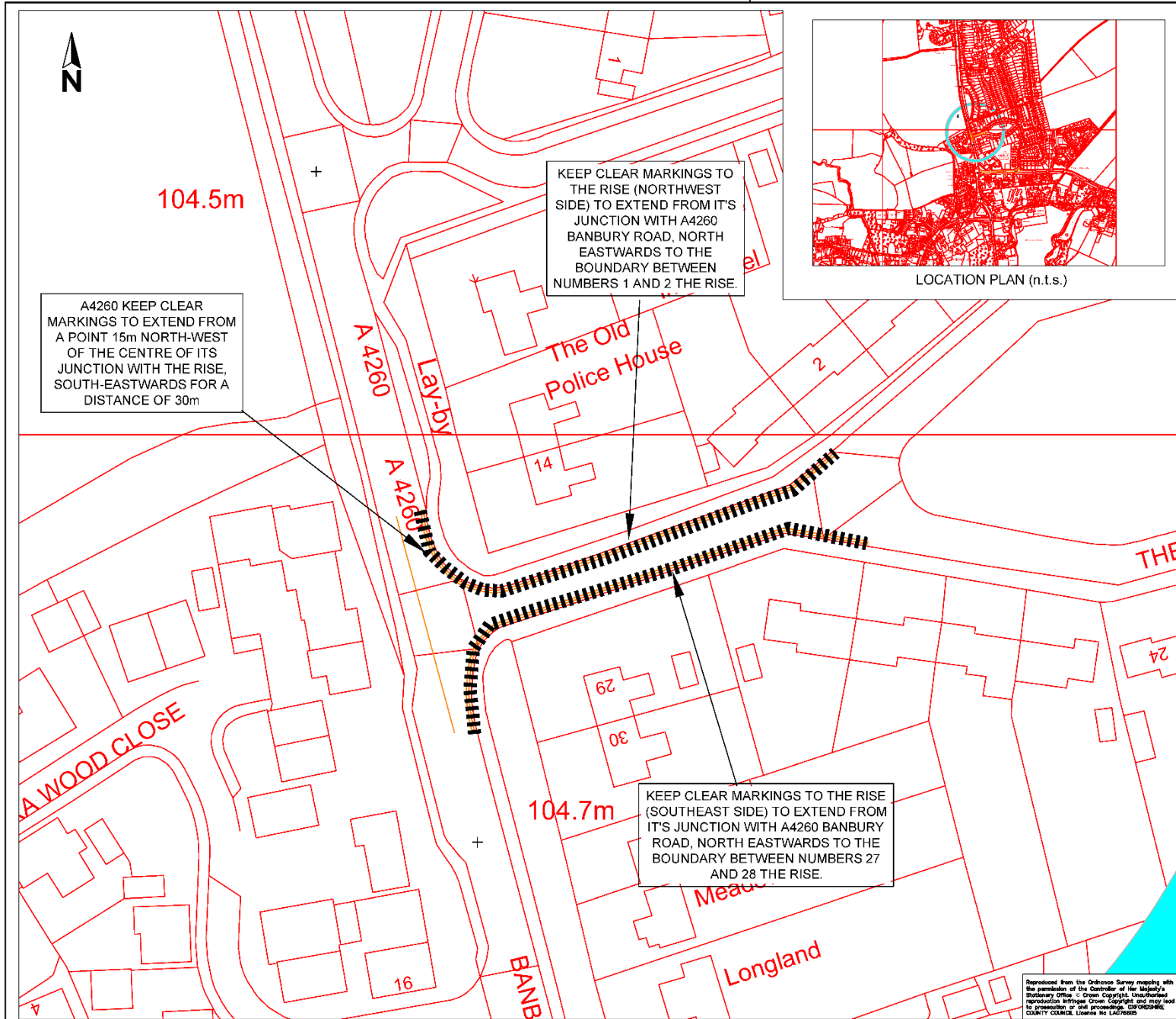
Project title
PROPOSED 30MPH AND 40MPH SPEED LIMIT


Drawing title
**ADDERBURY
MILTON ROAD AND BERRY HILL ROAD**

Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	11/20		
Oxfordshire Project No. & File Ref			
Drawing No.			Revision 0







Drawing No. CDC - TR - TRO - GA		Revision			
<div><div>KEY</div><div><div><div><div></div></div></div><div>Road to be closed under an Experimental Traffic Road Order</div></div><div><div><div>▣</div>RS</div><div>Road sign</div></div><div><div><div>●</div>LC</div><div>Lighting column</div></div><div><div><div>■</div>MP</div><div>Marker post</div></div><div><div><div>■</div>RG</div><div>Road gully grating and frame.</div></div><div><div><div>■</div>MH</div><div>Manhole cover & frame; ("BT" British Telecom)</div></div><div><div><div>■</div>FH</div><div>Fire hydrant cover and frame.</div></div><div><div><div>■</div>SV</div><div>Stop valve box</div></div></div>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><div><div></div><div><div>OXFORDSHIRE COUNTY COUNCIL</div><div>Owain Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</div></div></div></div>					
<div><div>Project title</div><div>THE RISE, ADDERBURY TRAFFIC ROAD ORDER</div></div>					
<div><div>Drawing title</div><div>GENERAL ARRANGEMENT CONSULTATION PLAN</div></div>					
<div><div>Drawing Status</div><div>CONSULTATION</div></div>					
Scale	Drawn by	Checked by	Approved by		
N.T.S.	CW		MW		
	Date drawn	Date checked	Date approved		
	Oct. 2020		Oct. 2020		
Oxfordshire Project No. & File Ref					
XXX					
Drawing No. CDC - TR - TRO - GA			Revision		

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – Berry Hill road has always been a problem due in part to its wide-open aspect and set back substantial residential housing behind wide deep grass verge frontages. The Calming will temper these speeds where they are located but the section between may still suffer abuse without change in character or additional calming.</p> <p>The extension of the existing 30 towards Bloxham is not obviously required and may reduce the impact of a village gateway visually? I appreciate the new housing development here but am unaware if this is to be developed further towards Milton? Approach speeds may be high and for safety the calming must be lit and kept in good visual condition to avoid high speed overshoot scenarios which may be generated. We would encourage the Highway Authority to monitor before and after speeds to evidence any road safety cost effective improvement these measures add and consider any adverse and unwelcome collision generation this could bring.</p> <p>Thames Valley Police welcome the physical calming in general terms on a road currently with a safe collision record and therefore not likely to attract a notable level of speed enforcement going forward.</p>
(2) Adderbury Parish Council	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>The Parish Council has produced a comprehensive Traffic Calming report, in conjunction with residents and the County Council. The PC supports all of the proposals for traffic calming, speed limit amendments and parking restrictions.</p>
(59) West Adderbury Residents Association	<p>The proposed measures not only fail to meet local needs Speed Limit amendments – Object Traffic Calming measures – Object</p> <p>We are the committee members of West Adderbury Residents Association and we represent 250 members who live in</p>

West Adderbury. We have, over the past few weeks of the consultation period, received a number of verbal and written comments, opinions and views of our members and we have summarised these in to one response below which reflects the thoughts of our members. It is true to say that what is being proposed would certainly improve the problems arising from increased traffic flows speeding through the village and along Berry Hill Road but a Twenty MPH speed limit coupled with speed bumps or cushions would be far more effective.

Response to Traffic Calming Consultation.

Traffic speeding through our community is a growing daily threat to each and every one of our residents. Public petitions, persistent calls for action and endless so called "consultation exercises" have all resulted in next to no improvement on the ground. For years our local authorities have either not been listening to or not understanding our fears.

The latest traffic calming plans for Adderbury put forward by the Parish Council and Oxfordshire County Council fall far short of meeting the urgent local need to slow speeding traffic and safeguard the lives of all road users.

The proposals call for two pinch points – one on the Milton Road by the entrance to the planned new community and sports venue – the other at the A4260 Oxford Road junction with Berry Hill road into Adderbury. Also suggested is a temporary barrier on the Milton Road access to Adderbury via Horn Hill Road by the Oak Tree. There is a consensus among residents that the most effective measure would be speed bumps or cushions but the preferred option initially would be to trial such a barrier. There is also a concern raised by some residents in Berry Hill Road that a barrier blocking access to the village at the Milton road access to Horn Hill Road would significantly increase traffic past their properties on Berry Hill Road.

Between the proposed pinch points on Berry Hill Road and Milton Road there is no provision of physical barriers to speed in the form of bumps or cushions. Nor is there any provision along the length of Horn Hill Road, Cross Hill Road and New Road - the most dangerous roads where pedestrians on the narrowest pavements are closest to speeding traffic. It is inevitable that proposals of limited scope will have a correspondingly minimal effect.

Effective traffic calming requires both pinch points and speed cushions. The proposed measures do nothing to significantly reduce risks to local residents and form only a small part of a long term and long overdue solution. And yet there has long been a comprehensive plan in existence. It was put forward by Oxford County Council 4 years ago and could have been funded by a Public Works Loan or section 106 monies from the sale of a piece of land adjacent to the Milton Road sports venue. But the political will was lacking. Although it is hard to think of anything more important than protecting parishioners' lives, the parish council apparently had more pressing priorities, such as investing in unneeded football pitches. The increase in our population in West Adderbury With the new housing developments means that we now have more than twenty children who effectively have to play Russian roulette every morning

during the rush hour trying to see a gap in the speeding traffic that gives them sufficient time to cross the road at the Oak tree to wait for their school buses. We also have parents with younger children crossing without a pedestrian crossing walking their children to Christopher Rawlins primary School.

The effect of the proposed traffic calming along Berry Hill and Milton Road has been questioned because it may impede the access of large farm machinery such as combine harvesters. We would argue that there is a case for some of the costs of traffic calming to be funded by the farmers themselves who have profited from selling land to developers thereby adding to our traffic problems. An alternative might be for farmers to make use of the Milton Gated Road to the OCC Highways depot on the Oxford Road.

they also fail to meet recent international commitments made by the government at the third Global Conference on Road safety. In February this year Britain was among 130 countries to sign the Stockholm Declaration resolving to:

Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h(20 mph) in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.

Studies prove that you are around eight times more likely to survive being hit by a car travelling at 20 mph than 30 mph. That is why a report sent to Parish Councillors in October 2018 by its Traffic Sub Committee recommended just such a 20mph speed zone, not only across West Adderbury but also Twyford and East Adderbury. We request the implementation of this report without further delay.

We cannot afford to wait. Adderbury's classification as a class A village means that development has more than doubled traffic density on many local roads in the last decade – it was up by 141% in Horn Hill Road between 2012 and 2018. The statistics show that traffic flow and speeding is greatest on the A4260 the main Banbury to Oxford Road. That issue can only be solved by its incorporation in a 20mph zone or a bypass which is of course beyond the power of a parish council.

There remains a yawning gap between what is needed and what has been offered. We estimate fully effective traffic calming for Adderbury would cost in the region of £170,000 – the parish council has asked us to to examine options costing less than £15,000!

We remain convinced where there is a will there is a way – that if all funding options were openly and honestly

	pursued without prejudice then our long-term safety could be guaranteed. Piecemeal partial measures have and will continue to fail. Tinkering tactics simply won't do. It is high time to implement an effective strategy for the permanent solution we deserve. It is too dangerous to do otherwise. Twenty really is plenty!
(3) Local Resident (Adderbury)	<p>Speed Limit amendments - Object Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>I am generally supportive of OCC's proposals for Berry Hill Road and Milton Road in West Adderbury, but feel that they do not go far enough, and would like to see additional measures for Horn Hill, Cross Hill, Berry Hill and Milton Roads</p>
(4) Local Resident (Adderbury)	<p>Speed Limit amendments - Object Traffic Calming measures - Object Parking Restrictions - Support</p> <p>I believe the proposed changes will not address the traffic problem and will likely lead to worse issues with regards to congestion and road crossing safety.</p>
(5) Local Resident (Adderbury)	<p>Speed Limit amendments - Object Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>The speed limit should drop to 20mph, like in Croughton.... The rest I support.</p>
(6) Local Resident (Adderbury)	<p>Speed Limit amendments - Object Traffic Calming measures - Support Parking Restrictions - Support</p> <p>The traffic calming down the Milton road has been needed for a while and certainly since the new housing developments went up. There is nowhere to safely cross this road with a youngster or an animal. The speed limits are not observed the 30 mph signs do not work. Most traffic is moving at above 30 miles as the travel down Berry hill road</p>

	<p>and Milton road.</p> <p>The calming measures will hopefully help and a zebra crossing and cameras would certainly add value. It is hopeful that some measures are being explored and if the Adderbury community centre does go forward more improvements will be needed.</p>
(7) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Object Parking Restrictions - Support</p> <p>While we support in principle the proposed speed reduction measures on the Milton Rd and Berry Hill Rd there are aspects of it which waste public money and have minimal impact on the real problem. The latest traffic calming plans for Adderbury put forward by the Parish Council and Oxfordshire County Council fall far short of meeting the urgent local need to slow speeding traffic and safeguard the lives of all road users.</p> <p>The proposals call for two pinch points – one on the Milton Road by the entrance to the planned new community and sports venue – the other to construct a chicane feature at the proposed 30mph/40mph terminal point located approx. 175 metres northwest of the junction with the A4260, There was a consensus among residents certainly that the most effective measure would be speed bumps or cushions and chicanes because they are self-policing and do not need enforcing with police physically being present.</p> <p>Between the proposed pinch points on Berry Hill Road and Milton Road there is no provision of physical barriers to speed in the form of bumps or cushions. Nor is there any provision along the length of Horn Hill Road, Cross Hill Road and New Road - the most dangerous roads where pedestrians on the narrowest pavements are closest to speeding traffic. It is inevitable that proposals of limited scope will have a correspondingly minimal effect.</p> <p>Effective traffic calming requires both pinch points and speed cushions. The proposed measures do nothing to significantly reduce risks to local residents and form only a small part of a long term and long overdue solution. And yet there has long been a comprehensive plan in existence. It was put forward by Oxford County Council 4 years ago and could have been funded by a Public Works Loan or section106 monies from the sale of a piece of land adjacent to the Milton Road sports venue. But the political will was lacking. Although it is hard to think of anything more important than protecting parishioners' lives, the parish council apparently had more pressing priorities, such as investing in unneeded football pitches.</p>

The effect of the proposed traffic calming along Berry Hill and Milton Road has been questioned because it may impede the access of large farm machinery such as combine harvesters. We would argue that there is a case for some of the costs of traffic calming to be funded by the farmers themselves who have profited from selling land to developers thereby adding to our traffic problems. An alternative might be for farmers to make use of the Milton Gated Road to the OCC Highways depot on the Oxford Road.

The proposed measures not only fail to meet local needs they also fail to meet recent international commitments made by the government at the third Global Conference on Road safety. In February this year Britain was among 130 countries to sign the Stockholm Declaration resolving to:

Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h(20 mph) in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.

Studies prove that you are around eight times more likely to survive being hit by a car travelling at 20 mph than 30 mph. That is why a report sent to Parish Councillors in October 2018 by its Traffic Sub Committee recommended just such a 20mph speed zone, not only across West Adderbury but also Twyford and East Adderbury. We request the implementation of this report without further delay.

We cannot afford to wait. Adderbury's classification as a class A village means that development has more than doubled traffic density on many local roads in the last decade – it was up by 141% in Horn Hill Road between 2012 and 2018. The statistics show that traffic flow and speeding is greatest on the A4260 the main Banbury to Oxford Road. That issue can only be solved by its incorporation in a 20-mph zone or a bypass which is of course beyond the power of a parish council. Some forward thinking Highway Authorities have included main arterial A Roads within a 20mph zone.

There remains a yawning gap between what is needed and what has been offered. We estimate fully effective traffic calming for Adderbury would cost in the region of £170,000 – the parish council has asked us to to examine options costing less than £15,000!

It was in 2016 that a petition was presented by a Mrs McCulloch with about 200 signatures requesting that a 20mph Traffic Calming system be installed for the safety of Residents following two incidences of collisions of vehicles with two ladies. This was directed to you as the Highways Authority with copies to our MP and the Parish Council. This was met with platitudes generally and a mealy mouthed series of disingenuous obfuscations by the Parish Chairman. At about the same time an informal house by house consultation was carried out in Horn Hill Rd and at its junction with Berry Hill Rd and Milton Rd on your proposals for Traffic Calming in Horn Hill Rd, Cross Hill Rd and New Rd which

	<p>resulted in an expression of the same desires for Traffic Calming to a 20mph speed limit. This desire paralleled the same results from the Parish wide consultation at the formulation of the earlier Neighbourhood Plan.</p> <p>We remain convinced where there is a will there is a way – that if all funding options were openly and honestly pursued without prejudice then our long term safety could be guaranteed. Piecemeal partial measures have and will continue to fail. Tinkering tactics simply won't do. It is high time to implement an effective strategy for the permanent solution we deserve. It is too dangerous to do otherwise. Twenty really is plenty!</p> <p>The junction at the Oxford Road & entrance to Berry Hill Road is very dangerous. Speeding vehicles which fail to respect the right turn junction box & at times are attempting to or overtaking vehicles & almost meeting traffic head on who are waiting to turn right into Berry Hill Road. Traffic continues to speed as soon as it enters Berry Hill Road and any increase in the speed limit to 40 mph will only exacerbate this problem. The most recent road traffic collision on this junction required the services of the Air Ambulance. I am aware from Traffic Police that they have recorded speeds well in excess of 50 mph on Berry Hill Road outside of our property. We have to walk on the road as we do not have a footpath to access the Oxford Road to enable us to walk to the village/ school or businesses, including a day nursery on the business park on the Oxford Road. We are now even more limited in our access to open space at our end of the village due to further developmen. We have to negotiate crossing the Oxford Road & the high levels of traffic travelling at ridiculously high speeds to get to the public footpath / bridleway directly opposite Berry Hill Road. Horse riders also walk / ride along our road to gain the same access.</p> <p>The danger to pedestrians, particularly the young & infirm crossing Berry Hill Road at the junction of Horn Hill Road to access the school bus stop/ buses & village has been highlighted on many occasions by concerned residents in West Adderbury to Adderbury Parish Council . It is an accident waiting to happen & without effective measures being taken will only get worse.</p>
(8) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>I walk round Adderbury and around the Oxford Road daily and I am horrified by the speed of cars - both on Oxford Road and rat runners through the village - we need chicanes in several places in the village as well as a speed limit of 20 which works well in some of the more enlightened villages.</p> <p>I had a friend killed in Bloxham by a speeding car!!</p> <p>Most traffic coming along Milton Road towards Bloxham is going so fast they fail to even see speed limits and similarly</p>

	<p>on the main Oxford Rd near the bridge - the 30 and 40 speed limits are not obvious. Painted on the road is good, but signage with trees overgrown around is pointless. I see this every day - about 5% of vehicles adhere to limits - a speed camera here could clear the national debt. Why are councils so slow to do anything. Traffic calming in Adderbury seems to have been talked about for years but nothing ever happens. Do we wait for a death before we waste money on safety.</p>
(9) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>I agree with extending the 30mph limit out towards Milton, but not with extending the 40mph limit along Berry Hill Rd from the A4260 junction. Simply moving or repeating the 30mph gateway signs would be a better option, there are many footpaths at this junction and no pavements. I have concerns that the proposed chicanes will lead to queuing traffic onto the A4260 at busy times, this is a very well-used junction. I am disappointed that there is no traffic calming for Horn Hill Rd, Cross Hill Rd or New Rd where this is badly needed. Also nothing for the Oak Tree junction where many schoolchildren catch school buses. In summary, I do not feel that enough consideration has been given to traffic calming in West Adderbury.</p>
(10) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - Support</p> <p>Concerns about raising Berry Hill Road speed limit to 40mph. This is a road with no pathway and used by lots of pedestrians. This will increase the danger to pedestrians.</p> <p>Concerns about close proximity of chicane to homes. Fear that traffic will speed up outside homes along Berry Hill Road to get through chicane before the approaching vehicle.</p>
(11) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - Support</p>

	Any small step is appreciated although I don't think they go far enough, the main village should have a 20mph limit or at least a 20 is plenty campaign and signage. I would like to see built out verges like Aynho along Berry Hill Road and the left hand branch of the oak tree junction closed.
(12) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Support Parking Restrictions - Support</p> <p>I have some concerns over the speed limit amendments as I saw that one of them was to lengthen the 40mph perimeter on Berry Hill Road. As this is a residential area, with many elderly people living in the area and walking around the area, I feel this would not have the desired affect and may encourage cars to speed as many use this road as a through road. It is becoming increasingly difficult to exit the driveways on Berry Hill Road due to speeding of vehicles and I believe this will be made worse should the 40mph limit be extended.</p> <p>I fully support the use of traffic calming measures as these force vehicles to slow in areas where currently, vehicles are ignoring speed limits and speed limit reminders. I feel that traffic calming measures, such as chicanes, would be the best use of funding, in order to deal with the issues with speeding in Adderbury. I feel it would be most beneficial to roll these traffic calming measures out across Berry Hill Road, the Oxford Road and Anyho road, as these seem to be the places where people are speeding the most, and where it is most unsafe, with families using the routes to walk to school.</p> <p>Parking restrictions in Twyford may help residents as many park on curbs and pathways making it increasingly difficult for disabled residents or young families to walk along. These areas are walking routes to the local school so I think parking restriction would help make these routes more safe and paths more usable.</p>
(13) Member of Public (Swindon)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I don't live in Adderbury anymore but I drive to and from the village twice a week along Milton Road. I have noticed a problem with speeding traffic using Milton Road and Berry Hill Road - quite often I am overtaken by another car within the 30mph speed limit while myself driving at 30 mph. I have also seen cars travelling towards the village along Berry Hill Road brake sharply when they get to the "village gates" suggesting they are unaware of the change of speed limit</p>

	<p>at the junction of Oxford Road.</p> <p>I support the chicane proposals because the existing speed limit isn't being observed, and without constant policing physical measures are needed to slow traffic down. The change in speed limit might help, but I am not convinced (if the housing proposals for Berry Hill Road go ahead that will require further thought about speed limits). I am disappointed that there aren't any proposals for the road through the village, as I also perceive a speeding problem along Cross Hill Road and Water Lane. I hope you keep this area under review. Would a 20mph limit be possible?</p>
(14) Local Resident (Adderbury)	<p>Speed Limit amendments - <i>No opinion</i> Traffic Calming measures - <i>No opinion</i> Parking Restrictions - Support</p> <p>Living in an affected house on The Rise I am constantly blinded to oncoming traffic in both directions because of the school parents' cars. It starts at 8:25am 'to get a spot' and people sit in their cars blocking access and vision for up to 25 minutes before getting out and going to the school. This is repeated again in the afternoon. I have had a number of near misses coming out of my driveway as the road is narrow and the cars block all vision. Our driveway is often partially blocked. I have been completely blocked in and unable to get out when I required and then viciously verbally assaulted and threatened with physical violence by a 'man' (I am a woman) when I remonstrated. I was in fear of physical assault for a week and came out of my home with my mobile phone recording in case this 'man' turned up again as he threatened. Following this altercation I telephoned the school where I was given short shrift and instantly dismissed as not their issue. The junction with the Oxford Rd is crammed with cars creating a narrow alley for incoming and exiting vehicles where visibility is dangerously reduced. Turning off the Oxford into The Rise forces cars to the far right of the road directly into the path of oncoming traffic that you were unable to see before making the turn. Selfish parking sees cars parked right up to the junction and even on an angle going around the junction onto the Oxford Rd. The Oxford Rd is a busy road and the parking of school parents is creating a real safety issue. There are 4 houses directly affected who will no longer be able to have visitors or health workers park outside their homes. Two of the 4 homes have very elderly and vulnerable residents so if a temporary exemption card was available to override the 'no waiting' it would be much appreciated.</p>
(15) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Concerns</p>

	I fully support the entry chicanes proposed for Milton Road and Berry Hill Road. It is disappointing that modifications to the junction of Horn Hill Road i.e. closing the approach from the Milton direction at the Oak Tree are not incorporated with these proposals.
(16) Local Resident (Adderbury)	Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i> hopefully it will slow down traffic
(17) Local Resident (Adderbury)	Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i> I fully support OCC's proposals for Berry Hill Road and Milton Road in West Adderbury and look forward to seeing them implemented in the new year.
(18) Local Resident (Adderbury)	Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i> As a local resident with small children, the speed at which drivers pass through the village on the Berry Hill road, in both directions, is extremely worrying.
(19) Local Resident (Adderbury)	Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i> Very concerned about the constant speeding on berry hill road and milton road!

(20) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>Traffic coming through the village is passing through too fast and majority (through traffic) ignoring speed restrictions</p>
(21) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I fully support OCC's proposals for Berry Hill Road and Milton Road in West Adderbury and look forward to seeing them implemented in the new year.</p> <p>This will help with a very dangerous situation at the moment and only more vital once the new recreational facilities are completed.</p> <p>The speed limit on the road into the village, either way, is not adhered to and it's only a matter of time before there is a serious incident as there are many families and walkers/ dog walkers on this route.</p>
(22) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>Long overdue infrastructure improvements to ameliorate the traffic increase and improve safety.</p>
(23) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I live on the Milton Road, on the Henge Close development. The traffic that travels up and down the Milton Road and along Berry Hill Road is absolutely horrendous. My front garden overlooks the 30mph speed limit warning sign, that</p>

	lights up, when someone exceeds the speed limit. If I could get one pound for every time that light comes on, I wouldn't have to work anymore! 8 out of 10 drivers, including the heavy goods vehicles completely ignore the 30mph speed restrictions & travel along the Milton/Berry Hill Rd between 45-60mph! The proposed chicanes on Berry Hill Road and Milton Road will slow down the traffic a little, and it's imperative that these proposals are implemented for the safety of residents living along Berry Hill Rd/Milton Road.
(24) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>Vehicles of all sizes frequently exceed the speed limit. With no pavement for some of the highway in the 30mph zone, pedestrians and other road users are put at risk of injury due to speeding</p>
(25) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>All proposed measures seem an appropriate and practical solution to current traffic speeding concerns.</p>
(26) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>It seems to be the best that can be done for a longstanding series of problems which are getting more significant.</p>
(27) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>Our House overlooks Milton Road, from Henge Close. I'm supporting the proposals having endure 3 years of speeding motorists who flaunt the law, I also walk on the Milton Road and Berry Hill Road with our pet dog, and have</p>

	<p>witnessed on several occasions motorists overtaking in the 30 Mph zones without due care and attention to other motorists or pedestrians and I fully support the recommendations for chicanes and traffic zones to be implemented as I feel it will reduce excessive speeds, and motorists will either re-route or abide to the highway codes and practices which have been put in place.</p> <p>Motorists tend to drive at excessive speeds during the morning rush and early evenings, weekends seem to attract super cars and bikes as they see the Milton Road as a drag strip and don't foresee the dangers of farm equipment exiting agricultural land, and Oxfordshire wildlife has come second to none with speeding motorists wounding or killing</p>
(28) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>The traffic on Berryhillroad where I live has doubled in volume and speed. It's not acceptable that people driving through the village have no respect for the residents</p>
(29) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>I have lived in West Adderbury all my life and am very concerned about the vast increase in traffic using the Milton Road, Berry Hill Road and also down into the village over the past 3 years. Many of the cars travelling along the Milton Road and Berry Hill Road are going at excessive, dangerous speeds and are clearing ignoring the '30' signs. Therefore, I fully support OCC's proposals for Berry Hill Road and Milton Road and look forward to seeing them implemented early in the New Year. I hope that they will be sufficient to solve the problem, but I do wonder whether additional measures might be necessary. I am also concerned about the speed of some cars travelling through the main part of the village and think that further consideration should be given to this matter. I feel that the village is being used as a 'rat run' between Bloxham and other villages and the route to the M40 and so would welcome some method of discouraging motorists from using the village as a corridor.</p>
(30) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support</p>

	<p>Parking Restrictions - Support</p> <p>Fully support the proposals.</p>
(31) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>I support the proposals because I see first hand how fast a lot of cars, vans and lorries approach the village from Milton, not slowing down until they reach the bend in the road.</p>
(32) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>Living close to Milton road (on Wallin Road) we are constantly passed by cars exceeding the speed limit, in particular there is a consistent tendency for cars to accelerate as soon as they round the corner from Berry Hill Road onto Milton Road and reach speeds in excess of 40mph well before the national speed limit sign.</p> <p>As a family with children this makes walking or cycling extremely dangerous, let alone the increased emissions as cars accelerate.</p>
(33) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>Concerns re speeding and potential accidents involving pedestrians and pets</p>
(34) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p>

	<p>Traffic speeds in Adderbury are a serious concern. Something must be done before there is a serious accident. In addition the new sports field development will bring more traffic entering and leaving the Milton Road.</p>
(35) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>While we support in principle the proposed speed reduction measures on the Milton Rd and Berry Hill Road there are aspects of it which waste public money and have minimal impact on the real problem. The latest traffic calming plans for Adderbury put forward by the Parish Council and Oxfordshire County Council fall far short of meeting the urgent local need to slow speeding traffic and safeguard the lives of all road users.</p> <p>The proposals call for two pinch points – one on the Milton Road by the entrance to the planned new community and sports venue – the other to construct a chicane feature at the proposed 30mph/40mph terminal point located approx. 175 metres northwest of the junction with the A4260, There was a consensus among residents certainly that the most effective measure would be speed bumps or cushions and chicanes because they are self-policing and do not need enforcing with police physically being present.</p> <p>Between the proposed pinch points on Berry Hill Road and Milton Road there is no provision of physical barriers to speed in the form of bumps or cushions. Nor is there any provision along the length of Horn Hill Road, Cross Hill Road and New Road - the most dangerous roads where pedestrians on the narrowest pavements are closest to speeding traffic. It is inevitable that proposals of limited scope will have a correspondingly minimal effect.</p> <p>Effective traffic calming requires both pinch points and speed cushions. The proposed measures do nothing to significantly reduce risks to local residents and form only a small part of a long term and long overdue solution. And yet there has long been a comprehensive plan in existence. It was put forward by Oxford County Council 4 years ago and could have been funded by a Public Works Loan or section106 monies from the sale of a piece of land adjacent to the Milton Road sports venue. But the political will was lacking. Although it is hard to think of anything more important than protecting parishioners' lives, the parish council apparently had more pressing priorities, such as investing in unneeded football pitches.</p> <p>The effect of the proposed traffic calming along Berry Hill and Milton Road has been questioned because it may impede the access of large farm machinery such as combine harvesters. We would argue that there is a case for some of the costs of traffic calming to be funded by the farmers themselves who have profited from selling land to</p>

developers thereby adding to our traffic problems. An alternative might be for farmers to make use of the Milton Gated Road to the OCC Highways depot on the Oxford Road.

The proposed measures not only fail to meet local needs they also fail to meet recent international commitments made by the government at the third Global Conference on Road safety. In February this year Britain was among 130 countries to sign the Stockholm Declaration resolving to:

Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h(20 mph) in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.

Studies prove that you are around eight times more likely to survive being hit by a car travelling at 20 mph than 30 mph. That is why a report sent to Parish Councillors in October 2018 by its Traffic Sub Committee recommended just such a 20mph speed zone, not only across West Adderbury but also Twyford and East Adderbury. We request the implementation of this report without further delay. We cannot afford to wait. Adderbury's classification as a class A village means that development has more than doubled traffic density on many local roads in the last decade – it was up by 141% in Horn Hill Road between 2012 and 2018. The statistics show that traffic flow and speeding is greatest on the A4260 the main Banbury to Oxford Road. That issue can only be solved by its incorporation in a 20-mph zone or a bypass which is of course beyond the power of a parish council. Some forward thinking Highway Authorities have included main arterial A Roads within a 20mph zones.

There remains a yawning gap between what is needed and what has been offered. We estimate fully effective traffic calming for Adderbury would cost in the region of £170,000 – the parish council has asked us to to examine options costing less than £15,000!

It was in 2016 that a petition was presented by a Mrs McCulloch with about 200 signatures requesting that a 20mph Traffic Calming system be installed for the safety of Residents following two incidences of collisions of vehicles with two ladies. This was directed to you as the Highways Authority with copies to our MP and the Parish Council. This was met with platitudes generally and a mealy mouthed series of disingenuous obfuscations by the Parish Chairman. At about the same time an informal house by house consultation was carried out in Horn Hill Rd and at its junction with Berry Hill Rd and Milton Rd on your proposals for Traffic Calming in Horn Hill Rd, Cross Hill Rd and New Rd which resulted in an expression of the same desires for Traffic Calming to a 20mph speed limit. This desire paralleled the same results from the Parish wide consultation at the formulation of the earlier Neighbourhood Plan.

	<p>We remain convinced where there is a will there is a way – that if all funding options were openly and honestly pursued without prejudice then our long term safety could be guaranteed. Piecemeal partial measures have and will continue to fail. Tinkering tactics simply won't do. It is high time to implement an effective strategy for the permanent solution we deserve. It is too dangerous to do otherwise. Twenty really is plenty!</p>
(36) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I am generally supportive of OCC's proposals for Berry Hill Road and Milton Road in West Adderbury, but feel that they do not go far enough, and would like to see additional measures for Horn Hill, Cross Hill, Berry Hill and Milton Roads.</p>
(37) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>I fully support the implementation of some traffic calming Milton to Oxford road via Berry Hill Road but I am concerned with the position of Chicane on BHR.</p> <p>I feel the chicane is to far up BHR and traffic will do what it always does and that is come round the bend from Milton road passed the triangle put their foot down and still be able to speed along BHR especially as the right of way will be to SE and will be a race to get through the right of way.</p> <p>I also think that with the traffic being stopped at the entrance of proposed 30 mph limit could cause problems with backed up vehicles toward the Oxford road and the speed some often do coming off ox road. I therefore think the chicane should be more toward the middle of the BHR or a traffic bump halfway down BHR with Right of way toward Milton.</p> <p>We desperately need this traffic calming in the appropriate place.</p>

(38) Local Resident (Adderbury)	<p>Speed Limit amendments - <i>No opinion</i> Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>we confirm that it is imperative that some form of traffic calming is carried out on Berry Hill Road/Milton Road as it is extremely dangerous for pedestrians to cross the road from the south side of the road to the north going into the village due to the increasing heavy traffic we are now experiencing. The new developments on either side of the road are also where a lot of children live who wish to walk into the village or to socialise with their school friends in the developments. We live by the sharp bend on Berry Hill Road/Milton Road, opposite the island with the huge oak tree, and know how difficult it is to cross the road to walk into the village.</p> <p>My husband and I suggest that instead of the primitive chicane type units proposed, it would be better to install chicanes along the lines of those used in France by having an elongated island in the middle of the road, where the road then 'divides' and passes either side of the island, just like the one on the Banbury/Oxford Road (north of the Aynho Road traffic lights) in Adderbury. This, of course, would mean cutting into grass verges, but would obviate the need for any traffic holdups (like those on Bankside), with attendant extra pollution and also dangerous drivers 'racing' to beat the car with the right of way.</p>
(39) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I fully support OCC's proposals for Berry Hill Road and Milton Road in West Adderbury and look forward to seeing them implemented in the new year.</p> <p>I am generally supportive of OCC's proposals for Berry Hill Road and Milton Road in West Adderbury but feel that they do not go far enough, and would like to see additional measures for Horn Hill, Cross Hill, Berry Hill and Milton Roads.</p>
(40) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p>

	<p>We are pleased to see the implementation of measures to slow the speed of traffic along the Milton Road. We have experienced a variety of dangerous driving pursuits along this road, the most infuriating being a driver overtaking another car whilst we were cycling with our child along the road in the 30 mph area. We are supportive of measures that encourage safer driving for the benefit of residents.</p>
(41) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I fully support OCC's proposals for Berry Hill Road and Milton Road in West Adderbury and look forward to seeing them implemented in the new year. This will help with a very dangerous situation at the moment and only more vital once the new recreational facilities are completed.</p>
(42) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>As a resident of Henge Close I have found speeding traffic a perennial problem and therefore welcome the OCC plans, as far as they go.</p> <p>The proposed chicanes and new speed limits seem sensible given that they work well in neighbouring Aynho. I also think the proposed locations are appropriate. But like most residents, I also feel that consideration should be given, sooner rather than later, to reducing the speed limit from 30 to 20 on the road north from the Oak Tree towards the village centre.</p>
(43) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>Whilst I hope that the proposed changes to calm the traffic most especially along the Milton Road, I still feel that a zebra crossing is needed close to The Henge and Wallin Road.</p>

	I also hope that this will slow traffic from the oak tree down through the village, as most of us have experienced some near misses with speeding cars.
(44) Local Resident (Adderbury)	<p>Speed Limit amendments - <i>No opinion</i> Traffic Calming measures - <i>No opinion</i> Parking Restrictions - Object</p> <p>I am writing to raise my concerns about the proposed Prohibition and Restriction of Waiting Order on the corner of the Oxford Road and The Rise in Twyford, Adderbury. There is no doubt that the 'school run parents' are an annoyance and can block the road at times - this has been exacerbated recently by the building of the small estate on the west side of the Oxford Rd with builders parking there all day, but that has now finished.</p> <p>I live on the corner of Oxford Rd and The Rise so 'suffer' the consequences of the school run everyday during term time. However, I do think putting double yellow lines here is a sledge hammer to crack a nut and will only push the problem up into The Rise causing traffic to stack up down to the Oxford Rd while they wait for a place to park.</p> <p>I also have a disabled mother-in-law who lives with us, and currently it is convenient for us to have a car parked in The Rise, where the proposed yellow lines will be, so she can get in and out easily, and we can get her walking frame/wheelchair in and out with a bit of space to do it.</p> <p>If we are going to have a restriction can it not be between the hours of 08.30 -9.30 and 15.00 - 16.00 or make the whole Rise residents' parking only? Also who is going to police this and hand out parking tickets? If it gets known that no sanctions are applied, or if they are, they are done so rarely, the double yellow lines will be ignored.</p> <p>You may be surprised that the perceived main beneficiary of this restriction order is deeply unhappy about it but, selfishly, it will also have a negative impact on us, making visits by family and friends more difficult and deliveries more complicated.</p> <p>I hope a different solution can be found for this, if one is deemed to be needed - frankly, it is only an hour a day, and now the building has finished, much more bearable.</p>
(45) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns</p>

	<p>Parking Restrictions - <i>No opinion</i></p> <p>The proposals of traffic calming in West Adderbury do not fully address the problems. They do not address the speeding on Horn Hill Road and Cross Hill Road nor the traffic from the Bloxham end of Milton Road using these village roads as a short cut to Banbury hence the clogging of the High Street. There was a proposal to close off the access from the Milton Road into Horn Hill Road to alleviate this problem and that seems to have been ignored. Why? Not only chicanes are needed, but also a pedestaiin crossing on the crossroads in the Oak Tree area.</p>
(46) Local Resident (Adderbury)	<p>Speed Limit amendments - Object Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>I support the proposals for installing chicanes along Berry Hill Road and Milton Road. However, I do not support the speed limit changes which I feel would be detrimental.</p>
(47) Local Resident (Adderbury)	<p>Speed Limit amendments - Object Traffic Calming measures - Object Parking Restrictions - <i>No opinion</i></p> <p>I live on Berry Hill Road Adderbury where the proposed traffic calming chicanes are to be built. Whilst I am firmly in favour of traffic calming along this road I am far from convinced that the current proposals will necessarily have the required effect.</p> <p>I am concerned that a substantial proportion of the traffic consists of agricultural vehicles often pulling long trailers, articulated lorries, buses and other large vehicles which will have great difficulty negotiating these chicanes. So how does that work? Do the bollards have to be demounted every time a large vehicle needs to negotiate them? Furthermore, only having calming measures at either end of the Berry Hill Rd and Milton Road stretch will surely encourage cars to rapidly accelerate again once they have cleared the "obstacles". Bearing in mind that we have no pedestrian paths along the length of Berry Hill Rd which since the building of large developments on the edge of the village at the Milton Rd has dramatically increased both the volume of vehicular and pedestrian traffic, this constitutes an ongoing danger. I would therefore be much more in favour of calming measures along the length of the road perhaps speed bumps or similar</p>

	<p>Finally, I fail to understand the rationale for raising the speed limit from 30mph to 40 mph on the short run from the Oxford Rd to the proposed site of the chicanes, should they be the adopted method of calming at the end of this consultation. Surely this will cause drivers to break severely coming off the Oxford Rd particularly during “rush hours” morning and evening when there are likely to be traffic queues in view of the directional priority given to traffic leaving the village. This junction between the Oxford Rd and Berry Hill Rd has historically been the scene of several serious road traffic accidents including fatalities. These proposals will not enhance the safety of that black spot!</p>
(48) Local Resident (Adderbury)	<p>Speed Limit amendments - <i>No opinion</i> Traffic Calming measures - <i>No opinion</i> Parking Restrictions - Support</p> <p>We are so happy to receive news of the double yellow on the junction of The Rise as it is so dangerous. I don't know if falls to yourself too, but a couple of other things for The Rise which has been discussed with the neighbours is reducing the speed maybe 20 signs and/or speed calming measures also the possibly of permit parking only for the residents.</p> <p>We feel the school Christopher Rawlins isn't providing its duty of care to its neighbours, they don't respond to emails or calls regarding what there children's parents put the residents through and the danger they create. My child's school actually patrol the problem areas and engage with community support officers.</p>
(49) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>I am generally supportive of OCC's proposals for Berry Hill Road and Milton Road in West Adderbury, but feel that they do not go far enough, and would like to see additional measures for Horn Hill, Cross Hill, Berry Hill and Milton Roads. as traffic along these roads regularly ignore speed limits and drive dangerously.</p>
(50) Local Business, (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p>

	<p>We strongly support the proposed traffic calming along Milton Road to include the extension of the 30mph speed limit, a new 40mph speed limit and inclusion of a chicane. For too many years we have seen the volume and speed of traffic increase past our property and it's only a matter of time that there will be a fatal accident.</p> <p>We employ over 65 staff and have many vehicles entering and leaving our site during the day including staff in cars, motor bikes, push bikes and pedestrians as well as delivery vehicles. We regularly have HGV vehicles accessing the entrance nearest Addebury as well as visitor events where we can have over 100 additional vehicles using our entrances on certain days. So any measure to protect the safety of our staff, visitors and delivery vehicles as they enter and exit our property, as well as other road users on Milton Road is extremely positive.</p> <p>Also, with the new recreational facility development next door to the Ball Colegrave site and residential properties now in place in recent years, this proposal can only significantly reduce the risk of a serious accidents from happening. We offer our full support for this proposal.</p>
(51) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>we welcome the two pinch points in Berry Hill Road and Milton Road but feel they will not address the main problems between this pinch points and Horn Hill Road.</p> <p>This area of the village has been problematic over decades, but with added developments here and in Bloxham, Hook Norton and villages to the west, traffic volume has increased significantly. As regular pedestrians along these roads, we also add that any vehicles exceed the speed limit, some to excess. Traffic entering Horn Hill Road at both the north and south, accelerates downhill between Tanners Lane and Round Close Road, yet there is no mention of any measures being proposed here.</p> <p>Already money has been wasted with the installation of VAS signs and boundary 'gates'. These have had little or no effect. The only sure way to calm traffic is by physical blocks, ie cushions. Cost is probably the determining factor here, but priority should be give-way to Horn Hill Road and those areas of Berry Hill Road and Milton Road, by the three way junction at the oak tree.</p> <p>Is there any reason why all of the Milton Road between Milton and West Adderbury cannot have a speed limit of 40mph? Could not the 'Give Way ' lines on the slip road to the west of the oak tree, entering Horn Hill Road, not be</p>

	<p>replaced by a 'Stop' line?</p> <p>Whilst these proposals are a start in the right direction, we fear there could be a fatality before proper measures are taken.</p>
(52) Local Resident (Adderbury)	<p>Speed Limit amendments - Concerns Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>I am generally supportive of OCC's proposals for Berry Hill Road and Milton Road in West Adderbury, but feel that they do not go far enough, and would like to see additional measures for Horn Hill, Cross Hill, Berry Hill and Milton Roads. Although I think that West Adderbury desperately needs traffic calming, I do not support the proposed chicanes and speed limit changes as I do not believe they will address the problem and may in fact make the situation worse.</p>
(53) Email Response, (Lincolnshire)	<p>Speed Limit amendments - <i>No opinion</i> Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>With the proposed traffic calming measures proposed for Berry Hill Road, have OCC taken into consideration the impact of the planning application for 40houses to the north of Berry Hill Road for which an appeal has been lodged against the refusal decision?</p> <p>It believe that OCC had no objection, subject to conditions, to the planning application and it would be disappointing (& a waste of council funds) if the traffic calming measures were put in place & then had to be changed in the event that that the planning appeal was upheld.</p>
(54) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - Support</p> <p>I live in St Marys Road and have to cross the Berry Hill/Milton Road every day when taking the children to Christopher</p>

	<p>Rawlins Primary School and when dog walking. The traffic has increased dramatically with the majority of the cars travelling over the speed limit. When the children are pushing bikes we have frequently had to rush back to the pavement as a car has been approaching fast from the Oxford road direction and it wasn't in our view when we had started to cross to go into the village.</p> <p>In my opinion there needs to be a pedestrian crossing of some kind before someone gets knocked down or killed.</p>
(55) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>Traffic speeding along Berry Hill and the Milton roads is very bad. Many drivers carry the derestricted mindset all the way down Berry Hill and then along the Milton Road, overtaking of cars doing the 30mph limit can be seen on worryingly regular basis. I have had near misses as both a driver (being over taken whilst slowing to turning right) and as a pedestrian (where it was safe to cross in front of the next approaching car following the limit, but that car was over taken by a reckless driver who could not see me crossing because the car he was over taking obscured his view until the last minute).</p> <p>Whilst I support the measures, I do not think they go far enough and would perhaps like to see the removal of the central white lines and perhaps interim chicanes or crossing points similar to those in Aynho.</p>
(56) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support Parking Restrictions - <i>No opinion</i></p> <p>As a resident of Henge Close, Adderbury I believe traffic calming measures are desperately needed to reduce speeding cars/ motorbikes and to improve the overall level of safety residents do not currently enjoy. I strongly agree in introducing the proposed measures along the Milton Road, Horn Hill Road and Berry Hill Road. Let's hope they are introduced before a serious accident or worse, a fatality takes place!</p>
(57) Local Resident (Adderbury)	<p>Speed Limit amendments - Support Traffic Calming measures - Support</p>

	<p>Parking Restrictions - <i>No opinion</i></p> <p>I am strongly in support of the traffic calming and speed limit amendments apart from one speed limit amendment which is the one pertaining to Berry Hill road speed limit increase from 30 to 40 leading up to the Oxford Road. I oppose this increase due to the following reasons;</p> <p>1. This is a very dangerous junction where people are already speeding into Berry Hill Road. In the last couple of years I have witnessed at least 3 multiple collisions at this turn. There should not be a speed limit increase here please.</p> <p>2. This is an area where there's a lot of wildlife such as hedgehogs, foxes, squirrels and pigeons. We already see many run over. Please help us respect and save our wildlife where we can.</p>
(58) Local Resident (Adderbury)	<p>Speed Limit amendments - <i>No opinion</i> Traffic Calming measures - Concerns Parking Restrictions - <i>No opinion</i></p> <p>Whilst the proposed measures will go some way to address the issues I feel that more needs to be done in order to fully solve the problem.</p> <p>I live with my family in Henge Close which directly joins the Milton Road very close to the intersection with Berry Hill Road. We have three year old twins and a four year old.</p> <p>It is not until you stand on the pavement adjacent to the road that you fully appreciate the speed of the vehicles passing along Milton Road and Berry Hill Road. Whenever we do need to cross the road with our children it always feels extremely dangerous due to the speed of the traffic. In my opinion it is only a matter of time until there is a serious incident involving pedestrians and a speeding vehicle along this piece of road.</p> <p>Whilst the implementation of chicanes would go some way to address the issues, my concern is that due to the very nature of the way they work, I feel that it will ultimately lead to an increase in speed as vehicles approaching the mechanism will speed up so as to get thorough the chicane before the opposing vehicle does. My impression therefore is that they will simply shift (and centralise) the problem of speeding vehicles through the village.</p> <p>In my opinion, a full implementation of speed bumps in the 30mph zone on Milton Road and Berry Hill Road is the only way this problem will be effectively addressed. Whilst this would be more expensive to implement than the proposed</p>

	<p>chicanes, I feel that there are ample funds available, they just need to be allocated appropriately. I feel that the funds available in the public purse raised via Section 106 payments should be directed towards this very important/safety related problem over and above the proposed Community/Sports facilities on land to the North of Milton Road, currently under proposal from Adderbury District Council.</p> <p>I would therefore like to raise my concerns as such and request that the traffic calming proposals are amended from chicanes to a full implementation of speed ramps on the necessary sections of Milton Road and Berry Hill Road.</p>
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Divisions affected: Banbury Grimsbury and Castle

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

BANBURY – A361 NORTH OF BANBURY - PROPOSED 40MPH & 50MPH SPEED LIMITS AND BUS STOP CLEARWAYS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve proposed 40mph and 50mph speed limits and bus stop clearways on the A361 North of Banbury as advertised.

Executive summary

2. Speed limits and bus stop provision are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member, local councils or other parties due to concerns over road safety. The report presents responses received to a statutory consultation to introduce a 40mph speed limit and 50mph speed limit on the A361 in place of the existing national speed limit and also bus stop clearways at new bus stops being provided in conjunction with the development of adjacent land.

Financial Implications

3. Funding for the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and provide for the development site to be safely accessed by bus users.

Consultation

6. Formal consultation was carried out between 12 November and 11 December 2020. A notice was published in the Banbury Guardian newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Banbury Town Council and local County Councillor.

7. Five responses were received. 2 in support, 1 objection and 2 non-objections. All are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police and Cherwell District Council did not object to the proposals.
9. One objection was received from a member of the public in respect of the speed limit proposals noting the road safety hazards and significant accident record along the route between the M40 junction to north of Wardington village and requested that a 40mph should be considered. While agreeing that this stretch of road does have an above average accident rate a 40mph speed limit over its full length would not be consistent with guidance issued by the Department of Transport on setting local speed limits.
10. Expressions of support were received from two members of the public.

JASON RUSSELL

Interim Corporate Director Communities

Annexes

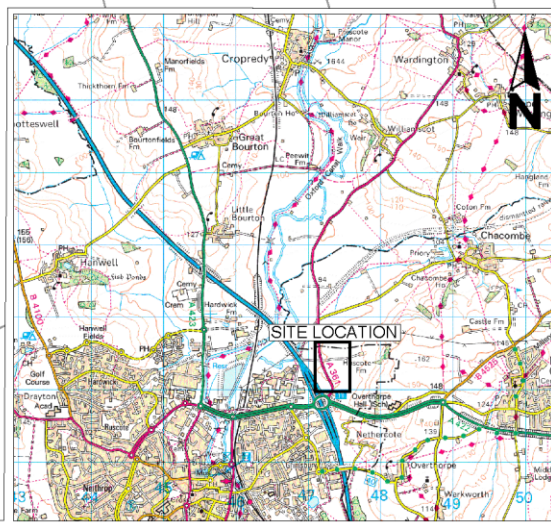
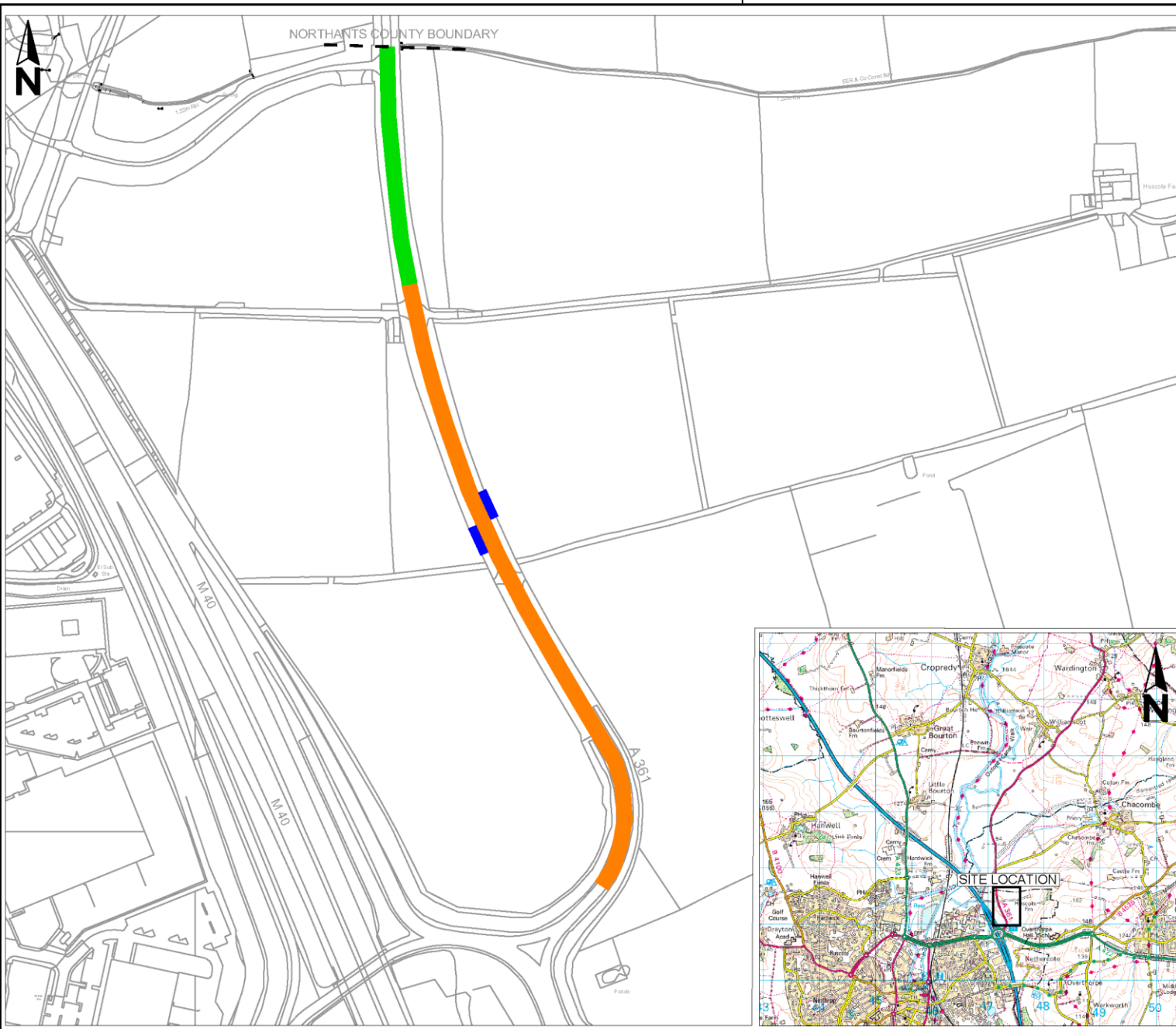
Annex 1: Plan of proposed speed limits and bus stop clearways
Annex 2: Consultation responses

Contact Officers:

Hugh Potter 07766 998704
Adam Barrett 07919 175889

January 2021

Drawing No.		Revision	
		0	
Key <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: orange; margin-right: 5px;"></div> <div>Proposed 40mph speed limit in place of existing national speed limit for a distance of approx. 550 metres</div> </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: green; margin-right: 5px;"></div> <div>Proposed 50mph speed limit in place of existing national speed limit for a distance of approx. 180 metres to the Northants County Boundary.</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div> <div>Proposed Bus Stop locations - 'No Stopping Except Buses'</div> </div>			
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895</small>			
Rev.	Date	Purpose of revision	<div style="display: flex; justify-content: space-between;"> <div>Drawn</div> <div>Checked</div> <div>Approved</div> </div>
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="font-weight: bold; margin-bottom: 5px;">OWEN JENKINS</div> <div style="font-size: 0.8em; margin-bottom: 5px;">Director for Infrastructure Delivery</div> <div style="font-size: 0.8em; margin-bottom: 5px;">Communities</div> <div style="font-size: 0.8em; margin-bottom: 5px;">Oxfordshire County Council</div> <div style="font-size: 0.8em; margin-bottom: 5px;">County Hall</div> <div style="font-size: 0.8em; margin-bottom: 5px;">Oxford</div> <div style="font-size: 0.8em; margin-bottom: 5px;">OX1 1ND</div> <div style="font-size: 0.8em; margin-bottom: 5px;">Tel: 0345 310 11 11</div> <div style="font-size: 0.8em; margin-bottom: 5px;">Fax: (01865) 241577</div> </div>			
Project title <div style="text-align: center; font-weight: bold;">PROPOSED 40MPH AND 50MPH SPEED LIMITS</div>			
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N.T.S.	Date drawn	Date checked	Date approved
	10/20		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – I was not in favour of extending the proposed 40 for the new junction layout and access all the way to the Northants border where a 50 is already in place. I am pleased the temptation to do that where the road is unchanged has been resisted. The new proposal here is appropriate in my view to accommodate commercial and retail outlets whilst tying into the higher limit seamless into Northants. .
(2) Cherwell District Council	No objection
(3) Local Resident, (Great Bourton)	Object – I have no objection to the bus stops proposed. However, I believe that the A361 between the M40 junction should be 40mph throughout to the north of Wardington. The reason for this is that there are several dangerous junctions with minor roads leading from Chacombe, Cropredy/Williamscot and Upper Wardington which have led to a number of serious accidents over the years, including fatalities.
(4) Local Resident, (Banbury)	Support – I drive this section every day, usually at 50mph and am regularly dangerously overtaken by people so, therefore, support a lower and enforced limit.
(5) Local Resident, (Oxford)	Support – This is necessary for road safety due to the proposed introduction of turning traffic entering and leaving this major new development.

Divisions Affected - Deddington

CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021

BODICOTE – HIGH STREET JUNCTION WITH WHITE POST ROAD & WYKHAM LANE: PROPOSED WAITING RESTRICTIONS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve waiting restrictions as advertised at the High Street junction with White Post Road and Wykham Lane at Bodicote along with an extension to those proposals by up to 5 metres westwards on the north side of Wykham Lane subject to a detailed site inspection.

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. This report presents responses received to a statutory consultation to introduce waiting restrictions at the junction of High Street with White Post Road and Wykham Lane at Bodicote to reduce the risk of obstructive parking (Annex 1). The proposal has been put forward by Councillor Arash Fatemian to alleviate parking issues at this junction and improve safety.

Financial and Staff Implications (including Revenue)

3. Funding for the proposed measures has been provided by Councillor Arash Fatemian from his Councillor Priority Fund

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation on the proposal was carried out between 19 November and 18 December 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, Bodicote Parish Council, Cherwell District Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 40 properties in the immediate vicinity adjacent to the proposals.
7. Eight responses were received. One objection, one in support, one not objecting and 5 raising various concerns/suggestions.
8. 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

9. Thames Valley Police did not object but noted that 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.
10. One objection and five expressions of concern were raised. The objection specifically related to concerns over the loss of parking for residents living adjacent to the proposals and requested consideration of the provision of residents parking spaces to ensure that residents or their visitors would not be disadvantaged by the proposal. While noting this request, until the anticipated introduction of civil parking enforcement in the Cherwell District it is not viable to consider such requests and, even when civil enforcement is in operation, the introduction of residents parking schemes will be subject to funding and an assessment of priorities.
11. Other concerns raised included the loss of parking both for residents and parents and staff at the nearby primary school and the displacement of parking to the detriment of other residents. Some respondents requested a more comprehensive scheme to reduce parking, noting also the impact of adjacent approved major residential development on parking pressures in the area.
12. One specific request was made for an extension of the proposals on the north side of Wykham Lane by 5 metres to help ensure that a driveway remained unobstructed by any displaced parking. In principle it is agreed that this would be appropriate as a minor adjustment to the proposals as advertised but will be subject to a detailed site assessment to confirm the exact length of any extension to a maximum of an additional 5 metres.

13. Whilst it is acknowledged that parking along White Post Road is a general issue due to limited parking at Bishop Loveday School and CDC Offices, to introduce full restrictions would need engagement with both who would need to find alternative arrangements. The County Council promotes 'Active Travel' with the aim of reducing the number of school pupils travelling to and from school by car, which will help to alleviate parking pressures. It is, though, also noted that parking can help reduce traffic speeds and so a more general review of parking provision in the area would need to consider also the possible provision of appropriate speed management measures. It should though also be stressed that at present there is no funding for a general review of parking.

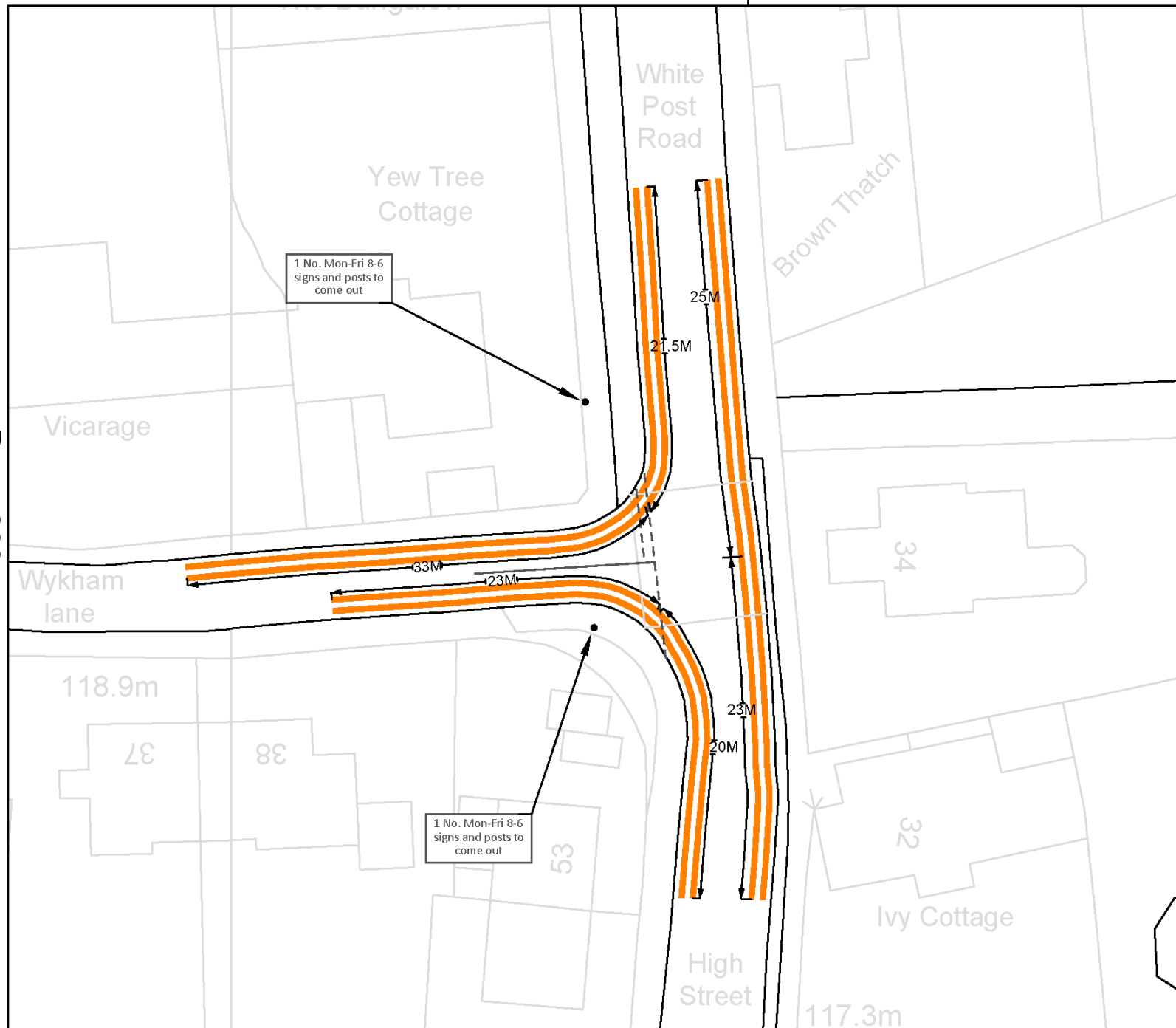
JASON RUSSELL
Interim Corporate Director Communities

Annexes:

- Annex 1: Plan of proposed waiting restrictions
- Annex 2: Consultation responses

Contact Officers: Hugh Potter 07766 998704
Mike Wasley 07393 001045

January 2021



Drawing No.		Revision															
<p>KEY TO RESTRICTION</p> <p>===== No Waiting (Double Yellow Line)</p> <p>ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED</p>																	
<p>Key</p> <ul style="list-style-type: none"> Wykham lane NS from J/W High St. for 33M Wykham lane SS from J/W High St. for 23M White Post Road WS from N kerb line of Wykham lane for 21.5M White Post Road WS from S kerb line of Wykham lane for 20M White Post Road ES from centre of J/W Wykham lane N for 25M High Street ES from centre of J/W Wykham lane S for 23M 10m single yellow line on White Post Road corner, 12m on High Street corner Need Removing. 2 No. Mon-Fri 8-6 signs and posts to come out. 																	
<p>North Arrow</p> <p>© Crown Copyright and Database rights 10023343 2017</p>																	
Rev.	Date	Purpose of revision	Drawn	Checked	Approved												
<p>Project title</p> <p>Proposed Parking Restrictions</p>																	
<p>Drawing title</p> <p>White Post Road - High Street - Wykham lane Bodicote</p>																	
<p>Drawing Status</p> <p>Consultation</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>NTS</td> <td>LN</td> <td>xxxxx</td> <td>xxxxx</td> </tr> <tr> <td></td> <td>Date drawn 08/09/2020</td> <td>Date checked xxxxx</td> <td>Date approved xxxxx</td> </tr> </tbody> </table> <p>Oxfordshire Project No. & File Ref</p>						Scale @ A3	Drawn by	Checked by	Approved by	NTS	LN	xxxxx	xxxxx		Date drawn 08/09/2020	Date checked xxxxx	Date approved xxxxx
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – The junction has suffered from collision history and complaints to Police where obstruction and residents difficulty for access and so the matter was taken to the Highway Authority for consideration to parking control measures which are limited to the key area and contained within the documents.
(2) Local Resident,	<p>Object – Whilst I applaud the initiative to reduce parking in close proximity to the junction of White Post Road and Wykham Lane, I am concerned that the double yellow lines would effectively take away a hitherto convenient parking space for guests and visitors, not to mention delivery drivers (now that we are all having to purchase more online).</p> <p>I have an elderly father who still drives - I would hate for him to have to walk a long way when he stays with us - something that might soon become more permanent.</p> <p>Could I propose we have 2 residents' parking bays incorporated into the double yellow lines - therefore effectively reserving the reduced number of parking spaces for residents only.</p> <p>I understand the need to not block the corner for lorries heading to the construction site, but a parking bay shouldn't be controversial and would also preclude intensive parking by people visiting the council or drop offs at the school.</p>
(3) Local Resident, (Bodicote)	Concerns – Will limit even further the parking access to bishop loveday school. Currently no car park Available for the school which only leave nearby roads to park on. By restricting this even further where will the parents park?
(4) Local Resident, (Bodicote)	Concerns – I am a resident on Wykham Lane, my property being the first house on the north side as you head away from the High Street / White Post Road junction. In the proposed change, the "No Waiting at Any Time" markings would extend westwards along the north side of Wykham Lane for approximately 33 metres: This would result in the parking restrictions stopping to the east side of my driveway entrance. Difficulty is experienced turning in to the drive or exiting the property when vehicles are parked closely to either side of the entrance, due to the narrowness of the lane preventing sweeping past the parked vehicles without mounting the kerb on the south side of the lane (and

	<p>subsequent damage to wheel rims...) I would therefore request that the parking restriction be extended to approximately 38 metres from the junction, to ensure at least one of our two entrances is kept clear to permit ingress & egress from the property. I do not suggest extending the parking restrictions for the full frontage my property, as some of my immediate neighbours do not have the luxury of off-road parking, so have to park in the road outside my property. However, if double yellow lines could also be installed in front of the second, westerly driveway (allowing sufficient swing into and out of the property), this would be greatly appreciated.</p> <p>As Wykham Lane is very narrow, I would propose that if parking is permitted on the north side of the road, then NO parking should be permitted on the south side at any point until past the houses, heading west out of the village. Hence I suggest that the "No Waiting at Any Time" markings be extended the full length of the south side of Wykham Lane.</p>
(5) Local Resident, (Bodicote)	<p>Concerns – I would like to make some comments regarding the proposed parking on White post Road. I have contacted the highways department on more than one occasion for help with our on going issues concerning parking and gaining access to our driveway. I originally contacted Cherwell District council who then told me to contact the highways dept and then was told to contact the police! We have been going round in circles for years. I live on White Post Road. We regularly have cars parking over the white lines (and actually blocking our drive). This is a daily occurrence for ourselves and our neighbours. We are often unable to see both to the left and right when pulling out due to the parking and have had to drive across the grass banking on several occasions causing damage to the underside of our vehicles. When asking people if they would kindly move their vehicles we are regularly faced with verbal abuse ending in 'it's not illegal to park over a white line'. There have been many times that I am unable to swing on and off when going to work or coming home. I have a van for work and when cars are parked opposite our driveway and up to the edges (or partially blocking) there is absolutely no way I can get on or off.</p> <p>There is a bus stop a few metres from our driveway which is regularly parked over resulting in the bus stopping in the middle of the road for passengers to disembark. Cars then pull up to both ends of the bus and we have been out on many occasions to stop arguments because everyone is refusing to move/backup. School children walk in and out of the parked cars daily and we often hear cars skidding to a stop. It's an accident waiting to happen. I have suggested many times that double yellow lines should run from the council offices junction to where you are proposing outside Ivy Cottage. By just having the yellow lines stopping outside Brown Thatch will only make our problems worse and I am very unhappy about this. I have also spoken to my neighbours and they have asked that we also share their concerns. We have had a lot of very near misses. On my last phone call I was told to park our vehicles out on the road so we could go to and from work! I'm sure by having a large van parked outside would only cause more problems. I know that it's busier at school times but it's not just school traffic. I have asked many people parking and they have</p>

	<p>said that they have meetings at the council offices and have been told to park on White Post Road! In our opinion there is a simple way to solve the problem and that would be to run the double yellow lines as previously suggested. I have attached a sketch of what we think would work. Please help us and the bus drivers and the children at risk. I await your thoughts,</p>
(6) Local Resident, (Bodicote)	<p>Concerns – This should increase visibility for vehicles travelling North and visiting schools, CDC and playing fields, but if flow is increased how will pedestrians and cyclists be protected especially to the South of this junction into the old village (Conservation Area) where roads and pavements are narrow.</p> <p>Flow was not such a problem until recent years when Wykham Lane and Broad Gap became a magnet for through traffic, this access has been greatly exacerbated by the many new developments close by which continue apace. The volume has increased considerably and without restriction on weight or size of vehicle. At the junction of Broad Gap and High Street we see many near misses. Many families use this junction en route to schools walking and cycling - many with small children walking alongside pushchairs etc. How will they be protected here? Will a new link road relieve this or still allow unrestricted access?</p> <p>The Government has promised to take a more balanced approach between vehicles, cyclists and pedestrians. When is this going to happen in North Oxfordshire?</p>
(7) Local Resident, (Bodicote)	<p>Concerns – With regards to the above proposal, the concern we would have is how this restriction is going to affect the rest of White Post Rd. It would possibly push the parking to the other end of White Post Rd, nearer to where the new road is being constructed for the new housing estate.</p> <p>That in turn could affect the ability to view traffic from the right when trying to exit Saltway Lane so would it be possible to at least mark the entrance to the Lane with a white line to deter parking right up to the entrance of the lane.</p> <p>If this cannot be done in conjunction with the above proposals could it be incorporated into the work for the new housing estate taking place now as I'm sure there will be new road markings anyway once it's been constructed.</p>
(8) Local Resident, (Banbury)	<p>Support – The parking restrictions need to be extended further to include onto and around and along Sycamore Road. Parking by school parents/carers is dangerous, frequently parking all around the island and right up to the junction of Sycamore.</p>

<p>(9) Local Resident (Bodicote)</p>	<p>Concerns – Will soon be living on High Street and I am aware that many of the residents affected do park their cars outside their houses as many of the houses have very little off road parking. What is being done within this proposal to help this situation? Parking further down the High Street will only push the problem of narrow street congestion to that area.</p> <p>I do understand the need for restrictions as the village as a whole suffers from severe traffic issues as it is used as a “rat run “ from the main Oxford Road. The Wykham lane junction is certainly a bottleneck exacerbated by parents’ car parking during term drop off and collection times for the Bishop Loveday primary school. White Post road and the High Street is now the main bus route from and to Banbury. This was moved from Broad Gap (second turn). Surely this would be a better route and circuit. The road is wider and has the advantage of avoiding the school at busy times and the Wykham lane bottleneck.</p> <p>I think that Bodicote deserves a more holistic approach to its traffic management issues with the potential for speed limits below 30mph, one way systems (there are 4 entry and exit points into the village) traffic parking restrictions, resident parking permits, speed bumps and “No Waiting” restrictions that are enforced.</p>
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