



Delegated Decisions by Cabinet Member for Environment (including Transport)

***Thursday, 25 February 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, 5 March 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

February 2021

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

Note: Date of next meeting: 25 March 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 19 February. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. We ask for a written statement of your presentation to ensure that if the technology fails then your views can still be considered. That statement can either be submitted with your request but should in any event be provided no later than 9 am 2 working days before the meeting – Tuesday 23 February).

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

Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Ferry Hinksey Road and Osney Mead: Proposed Shared Use Footway/Cycletrack, Parallel Crossing for Cyclists and Pedestrians and Amendments to Parking Places (Pages 1 - 14)

Forward Plan Ref: 2020/183

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Julian Richardson, Senior Engineer (Road Agreements Team C&W) Tel: 07825 052736

Report by Interim Corporate Director Communities (**CMDE4**).

The report presents responses received to a statutory consultation on proposed pedestrian and cycle improvement measures on Osney Mead and Ferry Hinksey Road (Oxford) put forward as part of a wider highway improvement scheme, which is being delivered by the University of Oxford (via a Section 278 agreement) to improve access by sustainable travel modes to/from and through the Osney Mead Industrial area. Osney Mead is an identified development site in the adopted Oxford Local Plan. Proposals will therefore help facilitate and support potential future re-development and growth of the Osney Mead area whilst also improving a key sustainable travel link to Oxford City Centre from the West.

The Cabinet Member for Environment is RECOMMENDED to approve proposals for a shared use footway/cycle track, parallel crossing and amendments to parking places as advertised.

5. Bicester: Proposed Active Travel Measures (Pages 15 - 58)

Forward Plan Ref: 2020/189

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Naomi Barnes, Project Manager Tel: 07824 528681

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

The report outlines responses received to a consultation for the statutory and legal measures required to proceed with the Bicester active travel scheme. These measures include a 20mph speed limit, toucan crossings and legal conversion to shared use footway/cycle tracks. The Bicester active travel scheme in its entirety will be reported separately to the Director of Growth and Economy, under delegated authority, on 26 February for implementation decision subject to the public consultation and available funding.

The Cabinet Member for Environment is RECOMMENDED:

- a) to approve the proposed 20mph speed limit, toucan crossings and shared use footway/cycle tracks as advertised and as permanent measures;***
- b) to approve the introduction of an Experimental Traffic Regulation Order including the following provisions:***
 - i) Waiting restrictions at Loddon Close and Villiers Road;***
 - ii) Width limit, loading restrictions and a contra flow cycle lane on Causeway.***

6. Witney: Proposed Active Travel Measures (Pages 59 - 98)

Forward Plan Ref: 2020/188

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Naomi Barnes, Project Manager Tel: 07824 528681

Report by Assistant Director Growth & Place, Communities (**CMDE6**).

The report outlines responses received to a formal consultation on statutory and legal measures required to proceed with the Witney active travel scheme. These measures include a 20mph speed limit, toucan crossings and legal conversion to shared use footway/cycle tracks. The Witney active travel scheme in its entirety will be reported separately to the Director of Growth and Economy, under delegated authority, on 26 February for implementation decision subject to the public consultation and available funding.

The Cabinet Member for Environment is RECOMMENDED:

- a) to approve the proposed 20mph speed limit, toucan crossings and shared use footway / cycle tracks as advertised as permanent measures;***
- b) to approve the introduction of an Experimental Traffic Regulation Order for the removal of car parking on at 146 - 152 Corn Street, Witney.***

7. Islip - B4027 River Bridge and Wheatley Road: Proposed Traffic Signals Including One-Way Restrictions on Mill Street and Speed limit Changes (Pages 99 - 162)

Forward Plan Ref: 2020/162

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Robin Calver, Principal Officer (Structures) Tel: 07741 607453

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

Mitigation measures are required to protect the damaged narrow three span masonry arch bridge across the River Islip on the B4027 from further damage. A scheme comprising permanent traffic signals and other traffic management measures has been identified as the least-worst option, recognising that while inevitably leading to some traffic delays and queuing in the village it will help address long standing concerns over the safety of pedestrians crossing the bridge, where the only provision is a narrow 'virtual' footway using carriageway markings as there is no space for a kerbed footway.

Separately from the above proposal, a request has been received from Islip Parish Council to extend the 20mph speed limit on the B4027 Wheatley Road, which currently terminates just south of the above bridge to the current terminal point of the 30mph speed limit and to then provide a 'buffer' 40mph speed limit in place of the current 50mph speed limit south of Islip. Although the speed limit proposals were not identified in the context of the proposed signals, they are complementary in that lower speed limits would help mitigate the risk of shunt type accidents on the northbound approach of the B4027 into the village when vehicles are queuing

on the approach to the signals.

The Cabinet Member for Environment is RECOMMENDED to approve:

- a) the proposed traffic signals on the B4027 river bridge at Islip and the one-way restriction on Mill Street as advertised;***
- b) the proposed 20mph and 40mph speed limits on the B4027 Wheatley Road as advertised.***

8. Long Wittenham - High Street - Proposed Waiting Restrictions

(Pages 163 - 170)

Forward Plan Ref: 2020/185

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Anthony Kirkwood Turner, Principal Officer Road Safety Team –Tel: 07393 318871

Report by Interim Corporate Director Communities (**CMDE8**).

Following provision of cycle bypasses in October/November 2020 at the two existing traffic calming build-outs in High Street, Long Wittenham complaints and comments have been received from cyclists that vehicles parking close to the build-out on the north side of the road have prevented cyclists from using the bypass. While it had been hoped that drivers would refrain from parking too close to the build-out without the need for waiting restrictions that has not been the case and the need for the latter has, unfortunately, been confirmed by recent experience. Therefore, no waiting at any time restrictions of the minimum length required to ensure safe and convenient access to the bypass are now being proposed

The Cabinet Member for Environment is RECOMMENDED to approve the waiting restrictions at Long Wittenham High Street as advertised.

9. Wallingford - St Georges Road - Proposed Waiting Restrictions

(Pages 171 - 176)

Forward Plan Ref: 2020/186

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Aaron Morton, Road Agreements Engineer (S&V) Tel: 07393 001028

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

A new car park for staff of Wallingford School on the west side of St Georges Road has been required as part of enabling works for a new £6m teaching block on the school site which will start as soon as the new car park can be used. No waiting at any time restrictions adjacent to the access of the car park onto St Georges Road have been identified as being required on road safety grounds to ensure that visibility for vehicles using the access is adequate.

The Cabinet Member for Environment is RECOMMENDED to approve the waiting restrictions at St Georges Road, Wallingford as advertised.

10. Grove: Denchworth Road & Cane Lane - Proposed 30mph Speed Limit and Prohibition of Motor Vehicles (Pages 177 - 186)

Forward Plan Ref: 2020/178

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Ryan Moore, Senior Engineer (Road Agreements Team S&V) Tel: 07557 082568

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

Proposals for introducing a 30mph speed limit on Denchworth Road and a prohibition of motor vehicles at Denchworth Road and Cane Lane on parts of the existing highway being superseded by a new road layout as part of an approved major residential development were first consulted on in 2017 and approved as part of a package of wider highway works by the Cabinet Member for Environment at her Delegated Decisions meetings on 23 November 2017 and 8 March 2018. Due to delays in the developers progressing the 30mph speed limit and new road layout beyond the two years from the start of the previous consultation, a further consultation on the traffic regulation orders giving effect to these specific provisions is statutorily required.

The Cabinet Member for Environment is RECOMMENDED to approve the 30mph speed limit and prohibition of motor vehicles at Denchworth Road and Cane Lane as advertised.

Divisions affected: Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

OXFORD – FERRY HINKSEY ROAD AND OSNEY MEAD: PROPOSED SHARED USE FOOTWAY / CYCLE TRACK, PARALLEL CROSSING FOR CYCLISTS AND PEDESTRIANS AND AMENDMENTS TO PARKING PLACES

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve proposals for a shared use footway/cycle track, parallel crossing and amendments to parking places as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed pedestrian and cycle improvement measures on Osney Mead and Ferry Hinksey Road (Oxford) as shown at Annexes 1 and 2 put forward as part of a wider highway improvement scheme, which is being delivered by the University of Oxford (via a Section 278 agreement) to improve access by sustainable travel modes to/from and through the Osney Mead Industrial area. Osney Mead is an identified development site in the adopted Oxford Local Plan. Proposals will therefore help facilitate and support potential future re-development and growth of the Osney Mead area whilst also improving a key sustainable travel link to Oxford City Centre from the West.

Financial Implications

3. Funding for the proposals has been provided by Local Growth Funding awarded by Oxfordshire Local Enterprise Partnership to the University of Oxford.

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 cyclists and pedestrians.

Consultation

6. Formal consultation was carried out between 7 January and 5 February 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. Notices were placed on site and letters also sent to premises adjacent to the proposals.
7. Seventeen responses were received during the formal consultation which are summarised in the table below:

Road	Object	Support	Concerns	No objection / opinion	Total
Shared-Use Cycle Track	8 (47%)	1 (6%)	5 (29%)	3 (18%)	17 (100%)
Tiger Crossing	2 (12%)	5 (29%)	2 (12%)	8 (47%)	17 (100%)
Parking Amendments	2 (12%)	5 (29%)	1 (6%)	9 (53%)	17 (100%)

8. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

Proposed shared use cycle track

9. Objections to the proposed shared use footway/cycle track were received from County Councillor Pressel (the local member), OXTRAG (a local group representing those with visual and mobility impairments) and six local residents on the grounds that:
- shared use cycle tracks are not consistent with current cycle design standards;
 - the continued presence of numerous site accesses off Osney Mead would make the facility inconsistent and not desirable for cycle users;
 - the current low vehicle flows on Osney Mead do not justify the need for an off-road cycle provision.
10. These concerns have been considered and a segregated line down the 4m wide footway/cycle track is now proposed to be provided to give visual separation between pedestrians and cycles on the facility.
11. Whilst the addition of a segregated line on the footway/cycle track is proposed to be provided, officers accept the design approach is still not in keeping with cycle design best practice, which would be desired. It is advised that a futureproofed approach to the design of the facility has been taken, such that the 4m width of the widened pedestrian and cycle track now provides sufficient allocated space to allow for conversion of part of the facility to an enhanced segregated cycle track, as part of any future wider redevelopment of Osney Mead. Officers advise that it would not be suitable to provide such a facility within the current scheme on the basis that:

- a. Costs would be prohibitive against available project budget.
 - b. More expensive works would risk abortive spend in advance of potential wider redevelopment of the Osney Mead area.
 - c. The need to retain a number of existing accesses off both Osney Mead and Ferry Hinksey Road would make any enhanced cycle segregation scheme inconsistent.
12. A number of local residents also suggested that roads in the area are not heavily trafficked and that cycling on the carriageway currently was not an issue. Officers appreciate the points made but advise that proposals are planned to help facilitate an initial stage of planned wider growth of Osney Mead which may attract more trips into and through the area. The route is also part of a much longer off-road cycle and walking route which connects onwards to Willow Walk (in the West) and the Thames Towpath to the East. The works help provide for an important 'missing link' in provision of this longer off-road sustainable travel route into the city and will directly complement a number of funded county council schemes in the area including, the provision of a new Oxpens Bridge and planned improvement works to Willow Walk and Bulstake Stream bridge.

Officer comments

Proposed Tiger Crossing

13. Thames Valley Police did not object to the proposals. However, they did raise concerns about the proximity of the Tiger crossing to the Osney Mead junction and that this plan did not allow for the appropriate Zig Zag markings to be provided within the required regulations. Officers have accepted these comments and an amended drawing has been prepared, which does not affect the location of the crossing. A concern was also raised about the crossing being provided directly on the path of cycles exiting eastbound from Willow Walk and that this may result in conflict with turning traffic from Osney Mead. Officers advise that a set of existing bollards on Willow Walk will be retained on the approach to the junction which will also be widened to improve visibility. Officers consider moving the crossing of the pedestrian/cycle desire line is unlikely to alter user behaviour in practice.
14. Support for this element was received from County Councillor Pressel (the local member),

Proposed Parking Amendments

15. Two objections from OXTRAG and a local resident were raised in relation to proposed parking amendments. These concerns centred on an objection that the measures should instead remove parking along Osney Mead rather than relocating it. Officers consider that removing parking in its entirety at the current time would provide little benefit to the scheme but would unduly negatively effect businesses and premises in the area, which benefit from its provision.

16. OXTRAG objected to the parking amendments due to the re-provided facility being located in an area where two vehicles would not be able to easily pass. Officers advise that the narrowing of the carriageway throughout Osney Mead to 6m would make it challenging for two vehicles to pass next to a row of parking in any proposed location. Retaining parking at the existing location would, however, create a safety issue with proposed realigned access into/ from premises off Osney Mead.
17. A number of responses raised concerns about existing on-street parking providing a hazard to vulnerable road users. Officers suggest this demonstrates the importance for having a formal off-road (ped/cycle track) provision for cycles and pedestrians.

Other

18. Concerns were also raised by a number of respondents about the quality of the existing road surface through Osney Mead. Officers advise that an element of road resurfacing will be undertaken to complement the proposals which should address a number of these issues.

JASON RUSSELL

Interim Corporate Director Communities

Annexes

Annex 1: Plan of proposals for Ferry Hinksey Road

Annex 2: Plan of proposals for Osney Mead

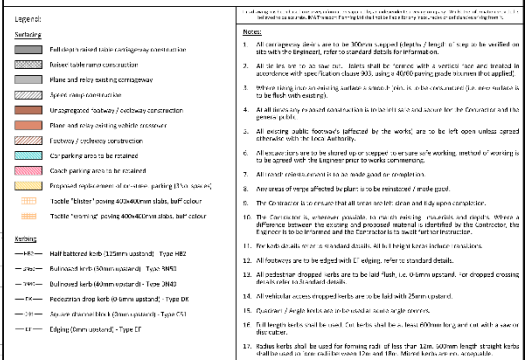
Annex 3: Consultation responses

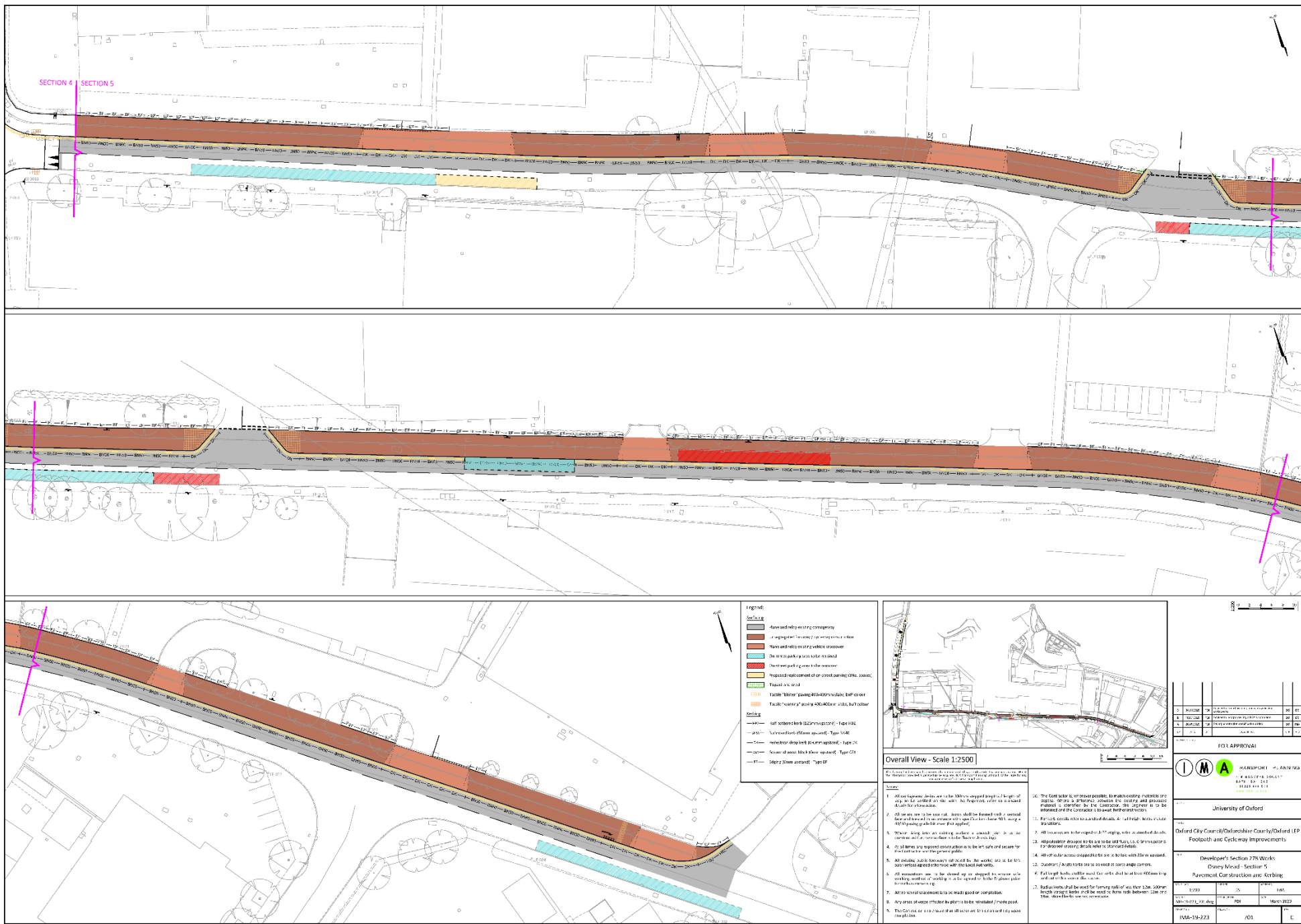
Contact Officers:

Hugh Potter 07766 998704

Julian Richardson 07825 052736

February 2021

[illegible]



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – In principle I am not objecting. However, I do raise serious concern about the design and its close proximity to the Osney Mead Road junction.</p> <p>Can I assume that speed data has already been obtained and current speeds support this design.</p> <p>It is apparent from the drawing No 700 dated March 2020 there are No Zig Zag markings on one side of this crossing which suggests they have been omitted in error or the design is positioned too close to a road junction to allow . I can find nothing in the Regulations that allows this. I understand the drawings have already been audited and I welcome site of any comments.</p> <p>I also note the parallel crossing is directly in line with Willow Walk which may lead to cyclists not Stopping and result in conflict with traffic turning right from Osney Mead.</p> <p>I accept there is a Give Way marking shown on the path approaching the crossing however this in time will fade or become covered by leaves from nearby trees . Offsetting the crossing from directly in line with Willow Walk may help.</p>
(2) Local County Cllr, (Jericho & Osney Division)	<p>Shared-Use Cycle Track - Object Tiger Crossing - Support Parking Amendments - No opinion</p> <p>I very much support making our streets safer and more attractive for pedestrians and cyclists, however, I am totally opposed to footways shared between pedestrians and cyclists. Please find an alternative.</p> <p>It's not clear to me why so much parking is being retained in Ferry Hinksey Road. I believe it's solely or mainly used by commuters and by coaches, which should park elsewhere and have facilities provided.</p> <p>Will all surfaces be raised? This might help to make the streets usable during low-scale flooding.</p>

	<p>The tiger crossing seems to be a good idea.</p> <p>The “traffic calming” measures have never worked. Please can you take this opportunity to improve them – at least in the section of Ferry Hinksey Road covered by these proposals but, if possible, also in the northern half of the street, which is used by so many school children and their families? Drivers constantly swerve to avoid the cushions, making the road much more dangerous than if they were not there. There is still a great problem of speeding in Ferry Hinksey Road, which must be addressed urgently.</p>
(3) OXTRAG	<p>Object – I am objecting to this scheme because OXTRAG considers that it is not needed, it may cause more problems than it solves, and the money would be better spent on improvements to the existing carriageway and footway, and on improvements to a nearby length of shared footway/cycleway to the west of Ferry Hinksey Road. Apparently the footway, both in Ferry Hinksey Road and in Osney Mead, is proposed to be widened by reducing the width of the carriageway and removing the on-carriageway cycle lanes. Where parking is allowed (both at present and after the proposed minor changes) the Osney Mead existing carriageway is wide enough for two cars to pass each other alongside a row of parked cars. The narrowed carriageway would not allow this.</p> <p>The carriageway, and the existing footway which is proposed to be widened, are generally in fair to poor condition. Resurfacing of the carriageway would make it more attractive to cyclists. The footpath/cycletrack to the west of the Osney Mead / Ferry Hinksey Road junction (leading westwards to North Hinksey and Botley) is in need of improvement. It is only about 2 metres wide, and the surface is generally in fair to poor condition. Also there is no lighting on it.</p> <p>The proposed scheme is probably unnecessary. It would be better to resurface the existing footway and carriageway and repair damaged kerbs, and to improve the shared footpath/cycletrack to the west described above. Incidentally, I note that, where parking is currently prohibited, the double yellow lines are at best difficult to see, at worst non-existent.</p>
(4) Oxford Bus Company	No objection

(5) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Object Tiger Crossing - No opinion Parking Amendments - No opinion</p> <p>The plan enclosed is bureaucracy gone mad. This part of Osney Mead and Willow walk floods in winter. Plus, has flooded over two weeks ago but pipes underground. Cyclists with carriages attached to back the cycles with babies in also parents with 4/5 year old children behind them on tricycles. Surely, they shouldn't need a cycle sign on the road, as I think the law shouldn't allow the children on the road, especially the Osney Mead. You should erect a sign saying cyclists bring your children out and play on cycles amongst, juggernauts, coaches, lorries etc these cycles of children are motorist's nightmare. Councils started the road at the bottom of Ferry Hinksey Road to take traffic into and out Osney Mead. That road is still there behind businesses on the Mead. Council ran out of money and didn't finish it, so why not spend taxpayer's money on finishing that road, instead of pulling up roads, filling them in and then pulling them up again after a few months in West Oxford especially Botley Road.</p>
(6) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Object Tiger Crossing - No opinion Parking Amendments - No opinion</p> <p>I don't see a reason to move cycles onto the pavement along Osney Mead where they and pedestrians will get in each others way. The amount of traffic along this road doesn't justify it.</p> <p>Before coronavirus lockdown I used to cycle along along Osney Mead to and from work every weekday. I have never experienced any problems due to road traffic.</p> <p>The only problems I have experienced are the appalling state of the road surface and the flooding after heavy rain.</p>
(7) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Object Tiger Crossing - Object Parking Amendments - Object</p> <p>I do not see the utility of removing the cycle lane on the west side of Ferry Hinksey Road in order to accommodate a shared use cycle track on the east side. This will make cycling northwards on Ferry Hinksey Road more dangerous for</p>

	<p>cyclists. As a cyclist if these proposals come to pass I will continue using the road to cycle southwards rather than the shared use cycle track as I perceive that track to be more dangerous for cycles to use than the road, given the risk of cars turning left into the side roads and not giving way to cyclists in the shared use cycle track. Likewise, I will not be using the proposed shared use cycle track on the north side of Osney Mead for the same reasons. These proposals will make it more dangerous for cyclists using these roads as it will reduce the road width available for all road users. The tiger crossing appears too close to the roundabout and may give pedestrians and cyclists a false sense of security given its proximity to a 90° turn given that some drivers are unlikely to expect to have to give way again before their vehicle has even exited the roundabout.</p> <p>I object to the changed parking arrangements because they have not gone far enough in that on street parking on Osney Mead needs to be removed along its entire length in order to provide sufficient space for segregated cycle lanes which would be safer than the current proposals.</p> <p>Once again the County Council funks the opportunity to put in a scheme which will benefit cyclists and pedestrians to the detriment of car drivers for one which disbenefits cyclists and pedestrians, and has a negligible impact on drivers!</p>
(8) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Object Tiger Crossing - Support Parking Amendments - Concerns</p> <p>I cannot see the need for creating segregated cycle routes on roads that are wide enough to have designated on road cycle lanes in both directions that will allow for natural traffic flow for cyclists on the main carriage way. There is an argument for improved pedestrian and cycle access and egress to the Willow Walk as there is a misalignment with the junction of Willow walk to the mini roundabout. I look at it and see a large sum of money being spent on improvements where they are not really needed with any urgency, whilst that money ought to be spent on providing a raised surface for Willow walk and the pavements at the south end of Ferry Hinksey Road so that when it floods that route is passable for Cyclist and Pedestrians. As a local resident that is where I would spend money for maximum and immediate benefit.</p>
(9) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Object Tiger Crossing - Support Parking Amendments - Support</p>

	Shared use cycle track object: LTN 1/20 standards set shared use tracks as not acceptable. A separate segregated cycle track should be designed and built which integrates with the tiger crossing. Never use shared use facilities; they are dangerous and unacceptable.
(10) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Object Tiger Crossing - Support Parking Amendments - Support</p> <p>I believe that a shared-use cycle track does not adequately meet the needs of cyclists. Other similar tracks have issues that I'm worried will be repeated here:</p> <ul style="list-style-type: none"> - Dropped kerbs are always irritating to cycle over (this is likely to be a particular issue on Osney Mead with the outlets to the businesses which will be used by road traffic) - Pedestrians often on the cycle track, both for legitimate (e.g. crossing the road) and illegitimate reasons - lampposts etc. - A surface maintained at a lower quality than the road <p>This sort of issue generally leads me to prefer to cycle on the road even when a shared-use track is available. I would much prefer that the road was left unchanged except for resurfacing</p> <p>If there are to be changes, I would also be grateful for a dropped kerb or similar provision at the path from the lock alongside the King's Centre</p>
(11) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Concerns Tiger Crossing - Support Parking Amendments - Support</p> <p>I support creating a safer cycle lane on Osney Mead because it is commonly used by cyclists. However, shared-use cycle tracks are dangerous and unpleasant to use - particularly when the pavement kerb is often dropped for vehicle access. I fear it would leave cyclists on the road (without a cycle lane) as they don't want to cycle on such an undulating surface. There is very little car traffic in this area so a separate cycle-lane on the road could be created by reducing the road width instead.</p> <p>Adding more crossings sounds sensible and I support any proposal for less parking to be available in central Oxford.</p>

(12) Local Resident, (Oxford)	<p>Shared-Use Cycle Track - Support Tiger Crossing - Concerns Parking Amendments - Support</p> <p>Concerned with the lack of proper lines of sight for vehicles approaching the Tiger crossing from Osney Mead to see pedestrians or cyclists.</p>
(13) Resident, (Bicester)	<p>Shared-Use Cycle Track - Concerns Tiger Crossing - No opinion Parking Amendments - No opinion</p> <p>The proposed cycle track would be regularly interrupted by road junctions. I personally find this less safe, and it impedes progress compared to simply riding on the road.</p>
(14) Resident, (Kidlington)	<p>Shared-Use Cycle Track - Concerns Tiger Crossing - No opinion Parking Amendments - Support</p> <p>Before and, hopefully, after Covid I cycle this way to work almost every day. I work at Osney Mead House.</p> <p>I don't use the existing cycle path when travelling north along Ferry Hinksey Road because it's too close to parked cars. So getting rid of the parked cars seems like a good plan although I'm not clear from the description whether this is what is proposed.</p> <p>I'm not going to use shared cycle tracks no matter what they are a bad idea always, they'll just be used by drivers as a way to bully people who use the road.</p> <p>My main concern cycling on Osney mead is</p> <ul style="list-style-type: none"> i) There are too many parked vehicles and HGVs etc making navigating them dangerous to cyclists. ii) There are too many pot holes! This is really dangerous to cyclists especially in combination with the above as it can result in loss of control and expending lots of attention on avoiding potholes rather than looking ahead at the road and parked vehicles and other hazards. I'd rather you fixed this than anything else. :(

	<p>The tiger crossing sounds like it might help some people. Certainly, drivers don't currently give way to cyclists at the mini roundabout coming from Willow Walk as they should but I don't personally use that route. I do fear that there's a lack of visibility though; cyclists coming from willows walk will now have right of way but you can't see them when driving until they're almost at the junction. Not sure anything could be done about that except chopping lots of trees down which doesn't sound ideal.</p>
(15) Resident, (Southmoor)	<p>Shared-Use Cycle Track - Concerns Tiger Crossing - No opinion Parking Amendments - No opinion</p> <p>The conversion of existing footways to a shared footway and cycleway will mean that these ways will have to cater for 2-way pedestrian and 2-way cyclist flows. This will lead to confrontations between pedestrians, particularly disabled users, and cyclists. Greater consideration should be given to best overall use of ways for cyclists and pedestrians, including disabled users. Cyclists can operate safely on lightly trafficked roads by being on the carriageway (such as Ferry Hinksey Road and Osney Mead). Conversely, there is a lot of merit of having off-carriageway ways on busy roads, like the adjoining Botley Road. Please record this as an objection to the changes you are proposing in this consultation.</p> <p>On a technical level, why are the bull nose kerbs adjacent to the shared way only 40 mm high (very short section 50mm)? A low kerb like this would encourage over running of vehicles onto the shared way. These kerbs should be 125HB.</p>
(16) Resident, (unknown)	<p>Shared-Use Cycle Track - Concerns Tiger Crossing - No opinion Parking Amendments - No opinion</p> <p>I have worked on Osney Mead for 12 years and regularly cycle on and off the industrial estate from all points of entry/exit.</p> <p>In my view, pavements which are shared between pedestrians and cyclists are unnecessary in an area with a 20mph speed limit. The proposed pavements drop each time they pass a vehicular ingress which forces cyclists to slow down and makes it less clear to motorists that we have right of way. I note there is also no plan to lower the kerb at the path</p>

CMDE4

	<p>joining Osney Mead from next to the King's Centre, linking to Osney Lock - this would actually be helpful to cyclists as the joining path is regularly used by us.</p> <p>If money is to be spent on improving cycling in this area, I would much rather it be spent on re-surfacing the road so that potholes no longer present a hazard to cyclists, and we can then continue to use the main carriageway.</p>
(17) Local Business, (Oxford)	<p>Request – I write as managing director of a business on Osney Mead. A majority of my staff cycle to work (during normal times). Many of those use the footpath/cycle track that runs directly from Osney Lock, between the Rebellion and King's Centre sites, to Osney Mead.</p> <p>Our offices are in Osney Mead House on what used to be the Knowles site. Exiting from the path coming from the lock we turn left on to Osney Mead and then right at the former offices of Alden Press.</p> <p>Turning left onto the mead is difficult because there is no dropped kerb. No dropped kerb has been included on the plans for the present consultation. Please could a dropped kerb, allowing cyclists to turn left onto the Mead, be provided ?</p>

Divisions affected: Bicester Town; Bicester West

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

BICESTER – PROPOSED ACTIVE TRAVEL MEASURES

Report by Assistant Director Growth and Place, Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED:
 - a) to approve the proposed 20mph speed limit, toucan crossings and shared use footway/cycle tracks as advertised and as permanent measures;
 - b) to approve the introduction of an Experimental Traffic Regulation Order including the following provisions:
 - i) Waiting restrictions at Loddon Close and Villiers Road;
 - ii) Width limit, loading restrictions and a contra flow cycle lane on Causeway.

Executive summary

2. This report outlines the responses received to a consultation for the statutory and legal measures required to proceed with the Bicester active travel scheme. These measures include a 20mph speed limit, toucan crossings and legal conversion to shared use footway / cycle tracks, (as shown at Annex 1 and 2). The Bicester active travel scheme in its entirety will be reported separately to the Director of Growth and Economy, under delegated authority, on 26 February for implementation decision subject to the public consultation and available funding.
3. The formal statutory consultation was conducted from 22 January to 12 February 2021 for the proposals to deliver areas of 20mph speed limit, toucan crossings and shared use footway/cycle tracks in Bicester and this report outlines the results of the consultation process.
4. The outcome of the consultation was largely positive with 48 responses received. The full results are shown at paragraph 20; the level of support for each scheme element is outlined below:
 - 20mph speed limits – 75% of respondents supported the proposals
 - Toucan crossings – 83% of respondents supported the proposals
 - Shared-use Cycle Paths – 54% of respondents supported the proposals
 - Experimental Parking Restrictions – 48% of respondents supported the proposals

- Experimental Width Restriction– 60% of respondents supported the proposals
 - Experimental Loading Restrictions – 67% of respondents supported the proposals
 - Experimental Cycling Contraflow – 44% of respondents supported the proposals
5. Though there is support for the experimental proposals listed above the impact of these will be monitored and remedial measures considered if necessary.
 6. Officers therefore recommend that the measures are approved.
 7. The content of this report does not have any implications for legal, finance or procurement teams.

Background

8. Oxfordshire County Council was successful in its bid to Government for an allocation of the Active Travel Fund Tranche 2 but the amount secured would not have delivered all the proposed schemes. Additional funding has been secured from the Oxfordshire Local Enterprise Partnership (OxLEP) to enable the Bicester and Witney proposals to be delivered.
9. Government launched the active travel fund in response to the Covid-19 pandemic. The fund is designed to support economic recovery and enable people to travel safely whilst maintaining social distancing. However, the long term ambition is for walking and cycling to become the norm for short journeys, or as part of a longer journey, with places that are designed first and foremost for people on foot or bicycle. This has led Oxfordshire County Council to further develop and expand the Oxfordshire active travel programme.
10. The Bicester active travel scheme focusses on providing new and improved routes between south west Bicester and the town centre, via Causeway.
11. The aim is to:
 - Make walking and cycling safer for everyone
 - Make local shops, schools and employment easier to get to by walking and cycling
 - Provide more choice for travelling in Bicester
12. A co-production workshop was held with stakeholders in December 2020, to gain their views on the proposals for wider active travel project (Annex 3 contains invited stakeholders). Their views were then considered by officers and engineers and influenced the design where appropriate.
13. In addition to this consultation for the statutory measures, a second public consultation has run in parallel asking people for their views on the whole Bicester active travel scheme. This consultation is called “Bicester Active Travel Scheme” and ran from 21 January to 11 February 2021. The outcomes of the consultation will be published on the council’s consultation portal during March 2021.

14. Once the outcome is known regarding the recommendations of this statutory measures report, the Bicester active travel scheme in its entirety will be reported to delegate authority to the Director of Growth and Economy in consultation with the Active Travel Programme Board for the final sign off of schemes to be progressed. An overarching communication and engagement plan covering transport planning, design and construction phases has been produced, with the aim to promote walking and cycling to increase the take up. This will be considered and approved also through the report to the Director of Growth and Economy.

Financial Implications

15. Funding for the proposals has been provided OxLEP Local Growth Fund and planning obligation section 106 funds the council holds. The council received £1.4m from OxLEP to be spent on the active travel schemes across Bicester and Witney. In addition, for Bicester there is £289,000 from planning obligation section 106. OxLEP have stipulated the Local Growth Funding needs to be spent or substantially committed by 31 March 2021, with works commencing in March 2021 and implemented over a period of three months.
16. The statutory measures reported here form part of the Bicester active travel scheme and will be progressed as part of that scheme including all budgeting, and programming. Each statutory measure therefore does not have individual financial implications but is part of the wider scheme.
17. Should the wider Witney and Bicester active travel schemes have budget constraints, officers will recommend the way forward to the Director of Growth and Economy in consultation with the Active Travel Programme Board where scheme elements will be prioritised based on those that are ready to implement, and those which are recommended to have the most benefit to walking and cycling.
18. The future maintenance of the proposed infrastructure will form part of the regular maintenance programme. It is considered that the proposals do not put undue pressure on the future maintenance budget due to their scale and nature.

Equality & Inclusion Implications

19. A copy of the scheme Equality and Climate Impact Assessment is available at Annex 4.
20. The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those with a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, herein referred to as LTN 1/20.
21. In adherence to LTN 1/20 (paragraph 6.5.4) the proposals for the conversion of a footway to shared use is considered a last resort due to lack of other appropriate

options. It is acknowledged that shared use facilities are generally not favoured by either pedestrians or cyclists and can create particular difficulties for visually impaired people. Whilst actual conflict may be rare the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This can make the path unattractive for both types of user.

22. In order to try to reduce the likelihood or perceived risk to conflict between those walking and cycling we will deliver shared use routes that meet the recommended minimum width of 3.0m (where route traffic is up to 300 pedestrians and 300 cyclists per hour). We acknowledge that wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Sustainability Implications

23. The proposals will help facilitate the safe movement of cyclists and pedestrians and positively contribute to the council's climate change and carbon reduction targets. Additionally, investment in active travel measures is known to deliver significant health, environmental and congestion benefits.

Consultation

24. Formal consultation was carried out between 21 January and 12 February 2021. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council and local County Councillors. Letters were also sent to premises adjacent to the proposals.

25. Forty-eight responses were received during the formal consultation. These are summarised in the tables below:

Road	Object	Support	Concerns	No objection / opinion	Total
20mph Speed Limit	2 (4%)	36 (75%)	7 (15%)	3	48 (100%)
Toucan Crossings	-	40 (83%)	4 (8%)	4	48
Shared-use Cycle Paths	4 (8%)	26 (54%)	15 (31%)	3	48
Experimental Parking Restrictions	-	23 (48%)	2 (4%)	23 (48%)	48
Experimental Width Restriction	3 (6%)	29 (60%)	9 (19%)	7	48
Experimental Loading Restrictions	2 (4%)	32 (67%)	6 (12%)	8	48
Experimental Cycling Contraflow	4 (8%)	21 (44%)	16 (33%)	7	48

26. The individual responses are shown at Annex 5 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

27. The Traffic Management Officer responding on behalf of Thames Valley Police raised no objection to the permanent 20mph Traffic Regulation Order and will wait for monitoring of the Experimental Orders before responding on these.
28. Bicester Town Council discussed the proposals at their Planning Committee and resolved to support the scheme, with reservation over the contraflow cycle lane proposal for Causeway. As the designs emerge these will be discussed with the Town Council. OxLEP are aware that this particular element of the scheme needs detailed design and discussion and have supported the need for this element to be delivered beyond the March 2021 funding deadline.

Shared - Use Paths

29. Four respondents have objected to the proposals to convert areas of footway to shared-use cycle paths and fifteen voiced concerns. Ideally all the proposals would provide dedicated space for cycling. However, due to the constrained path widths the proposals are unable to deliver segregated paths which meet national design standards. Following on from concerns raised at the stakeholder workshop, the shared path along the section of Middleton Stoney Road within this scheme is now proposed as 3m width, which is the recommended width for shared use paths in LTN 1/20 table 6-3.

20mph speed limit

30. The 20mph speed limit order covers the areas where on-road cycling is proposed (and associated adjoining side roads). Two people objected to the 20mph proposal and seven voiced concerns. Research shows that lower speed limits, such as 20mph, are linked with increased walking and cycling as people feel safer. The speed data collected indicates that the 85th percentile speeds are lower than 24mph for all but two of the routes where 20mph is proposed and, therefore, no traffic calming measures are proposed. B4100 London Road at Priory Road and Site 7 - Launton Road recorded greater 85th percentile speeds at 28mph and 27mph respectively. We recommend that the 20mph speed limit is implemented in these areas and post scheme monitoring conducted to identify if speeds reduce due to the introduction of the 20mph scheme. A summary of the speed data from 2020 is available at Annex 6.

Toucan Crossings

31. Four respondents were concerned about the proposed toucan crossing because of the impact on pedestrians who are crossing; 85% supported this element of the scheme. Upgrading existing signalised pedestrian crossings to toucan crossings will allow mounted cyclists to cross the road. Infrastructure will be installed to aid people with disabilities throughout the design, such as tactile paving, and cones/bleepers at the toucan crossings. The proposals can be monitored and reviewed as part of future plans for the central corridor.

Experimental Parking Restrictions

32. The proposal for restricting parking on Villiers Road/Loddon Close, close to the mouth of the junction with Middleton Stoney Road is proposed on an experimental basis. The loss of these spaces could have a negative impact on residents and businesses very close to these parking spaces but is unlikely to have a wider negative impact. As part of the experimental order the impact will be monitored, and any remedial measures considered.

Experimental Width Restriction

33. The proposal for implementing a width restriction on Causeway will enhance the existing town centre vehicle weight restriction by preventing large vehicles from using this as a through route. The narrow nature of Causeway makes the route currently unattractive to active travel users and by introducing an experimental width restriction, this will aid safety for walking and cycling.

Experimental Loading Restriction

34. A loading restriction would prevent vehicles from stopping on Causeway to load or unload goods to/from adjacent shop frontages. Loading along Causeway causes a blockage to the flow of traffic as there is no space for queueing vehicles to move around a stationary delivery vehicle. There were two objections with six people raising concerns around the ability for businesses to operate under these restrictions. Rear access is available to most of these units, both on the northern side (via Hanover Gardens parking area) and on the southern side (in the parking area to the rear of the Polish Grocery Shop). As part of the experimental order the scheme will be monitored and any remedial measures considered.

Experimental Cycling Contraflow

35. There were four objections and sixteen responses raising concerns over the proposals for a contraflow cycle lane on Causeway - whether there would be adequate space for pedestrians and the local Sustrans Rangers object on the basis that the road should be closed to motorised vehicles to better meet decarbonising transport objectives. The funding budget and timescale limits do not enable consideration of closure – the impact of all vehicles from Kings End, Church Street and Causeway needing to exit westbound would require improvements to the junction with Queen's Avenue and the impact for the town centre would need to be thoroughly assessed. The current design proposal would keep all cycles off the footpath along Causeway, with the westbound contraflow cycle lane on the road itself. This element of the scheme will require careful design and stakeholder discussions. A road safety audit will be undertaken on the final design to ensure that it remains safe for all users.

ERIC OWENS

Assistant Director Growth and Place, Communities

Annexes

Annex 1: Plan of proposed 20mph speed limit

Annex 2: Plan of proposed shared use footway/ cycle tracks, toucan crossings and experimental measures on The Causeway

Annex 3: Stakeholder Workshop Invite List

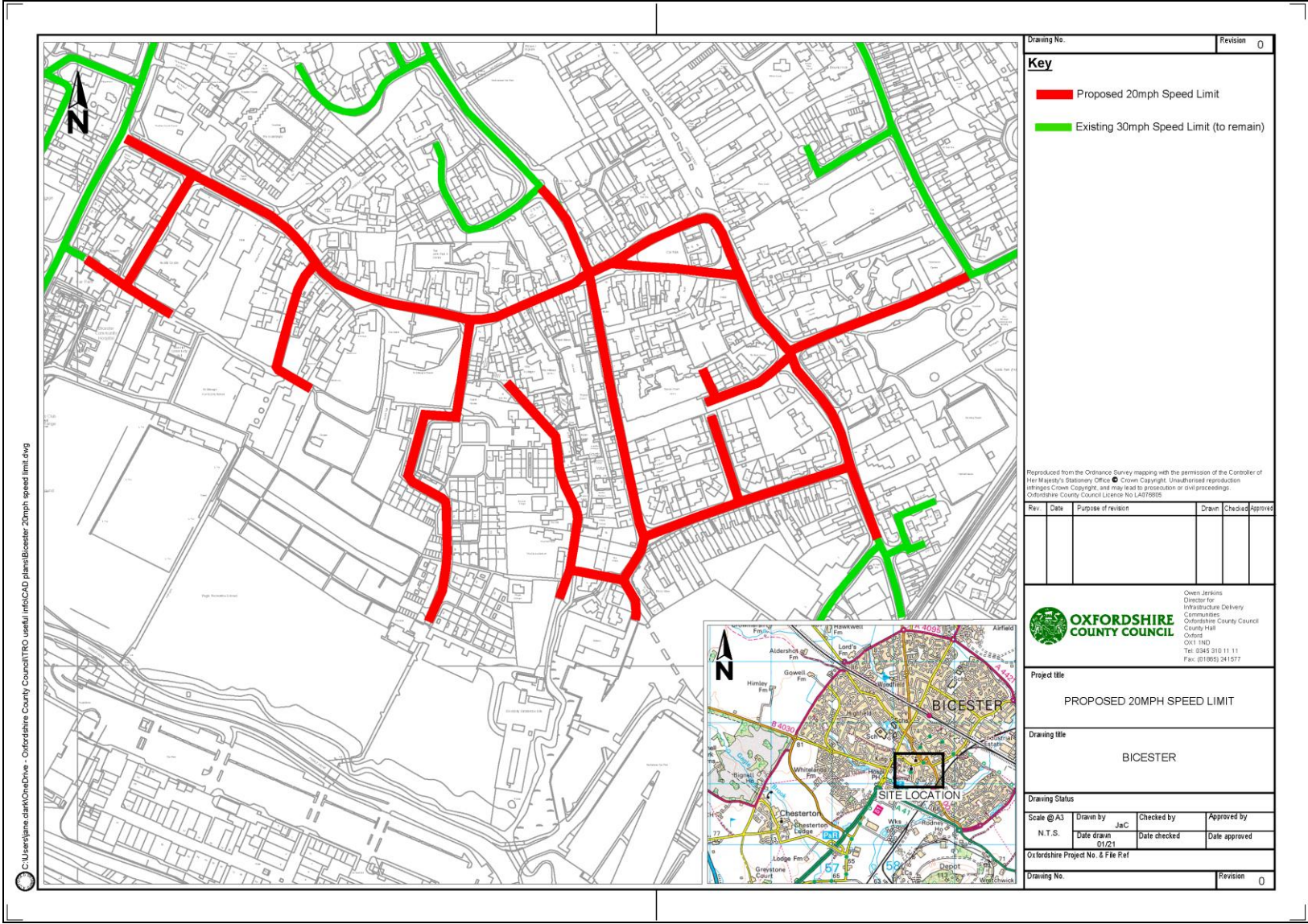
Annex 4: Equality and Climate Impact Assessment

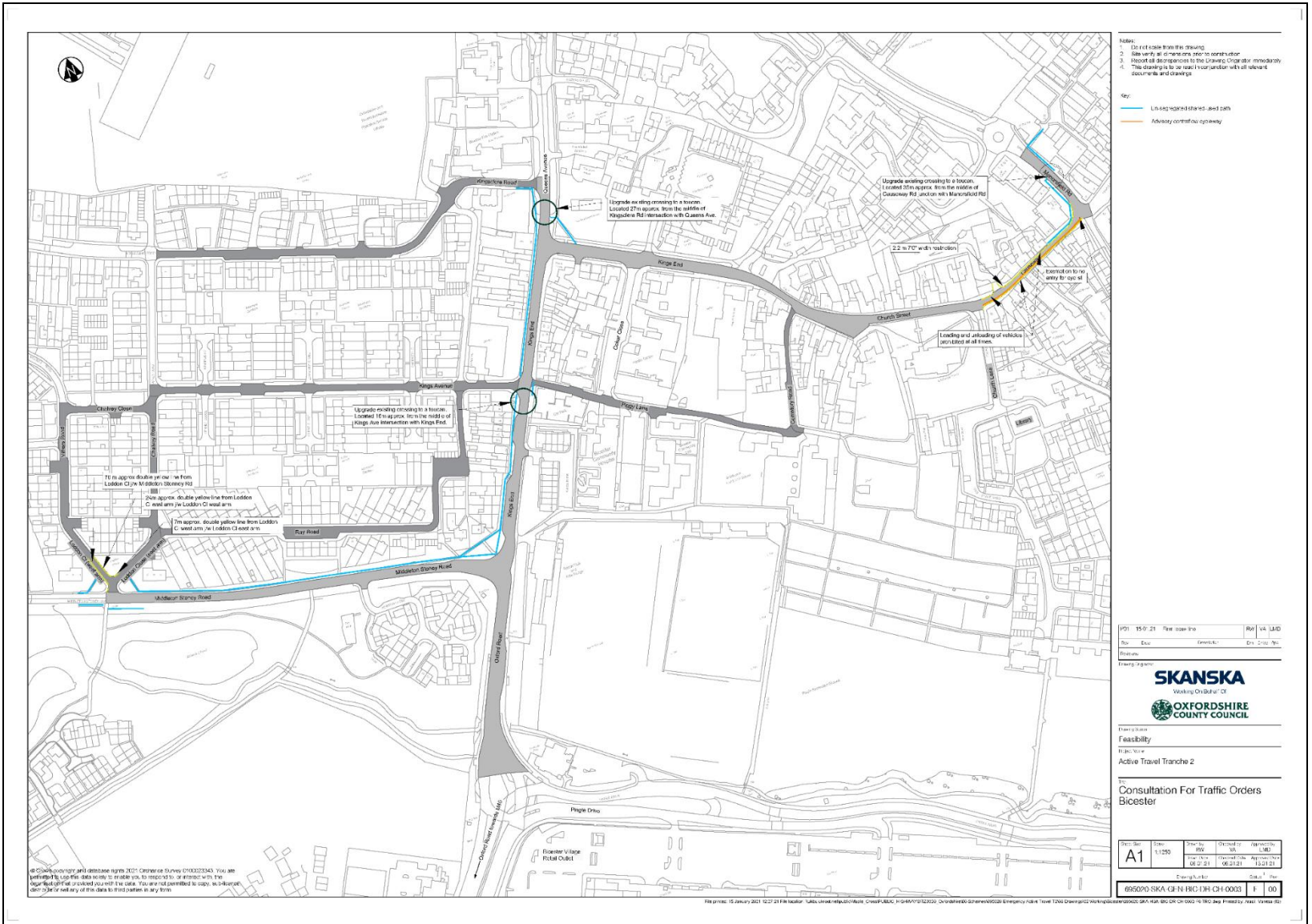
Annex 5: Consultation responses

Annex 6: Traffic Speed Data Summary

Contact Officers: Hugh Potter 07766 998704
 Jacqui Cox 07919 298304

February 2021





Oxfordshire County Council Bicester Active Travel Scheme – List of Stakeholders December 2020

Stakeholder	Name and role
Cabinet Member	Councillor Yvonne Constance, Cabinet Member for Environment Councillor Liam Walker, Cabinet Member for Highways Delivery & Operations
Oxfordshire County Council – Local Members	Councillor Michael Waine – (Bicester Town) Councillor Les Sibley – (Bicester West) Councillor Lawrie Stratford – (Bicester North) Councillor Dan Sames – (Otmoor) Councillor Ian Corkin – (Ploughley)
Cherwell District Councillors	Cllr Sean Gaul Cllr Tom Wallis Cllr Nick Cotter Cllr Lucinda Wing Cllr John Broad
Cherwell District Council Officers	Paul Feehily Robert Jolley Angela Smith Paul Almond Rosie Rowe Dale Hoyland Sarah Stevens Maria Dopazo Dean Fischer Sue Cavalier Andy Bowe
Bicester Town Council	Samantha Shippen – Chief Officer
	Councillor Jason Slaymaker - Mayor
	Councillors:
	Cllr Richard Mould
	Cllr Robert Nixon
	Cllr Nick Mawer
	Cllr Lynn Pratt
	Cllr Alex Thrupp
	Cllr Nick Cotter
	Cllr Zoe McLernon

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	Cllr James Metcalf
	Cllr Dan Hallett
	Cllr Harry Knight
	Cllr Fraser Webster
MP for Bicester	Victoria Prentis MP
Bicester Chamber of Commerce	Graham Perryman – Chair
Bicester Vision	Graeme Laws
Bicester Bike User Group (BBUG)	George Bennett (Chair) Paul Troop



Equality and Climate Impact Assessment

Bicester Active Travel Scheme January 2021

****Please see the guidance note for support with completing this assessment****

Section 1: Summary details

Directorate and Service Area	Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Bicester Active Travel LEP funded scheme
Is this a new or existing function or policy?	New infrastructure to support cycling and walking in Bicester

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).	In response to COVID-19 the Department for Transport (DfT) launched two funding streams for Active Travel. The project being assessed has arisen from the second tranche of DfT funding. This will support active travel interventions that will aid community recovery to COVID-19 by supporting businesses, social distancing and general healthy lifestyle choices. The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions. The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and beneficial for all.
Completed By	John Lee, Transport Planner; Odele Parsons, Principal Transport Planner
Authorised By	Amrik Manku, Growth Manager
Date of Assessment	Original 18/01/2021; revised 15/02/2021

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.	In response to COVID-19 the DfT launched two funding streams for Active Travel. This project is in response to the second tranche of this funding announced in July 2020. The aim of this funding is to support active travel interventions that will aid the reopening of the economy and social distancing; meaningfully reallocate road space for cyclists; and develop both cycling and walking as an attractive alternative mode of travel for short journeys, reducing potential overcrowding on public transport in the process. In addition, promoting active travel has many health benefits, including tackling obesity, which is said to increase a person's risk to the adverse effects of Covid-19.
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<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The project involves infrastructure measures to create a network of active travel links between southern and western neighbourhoods of Bicester to the town centre. Several measures are proposed throughout the route: a co-ordinated network of direction cycling signing with travel times; a review of cycle parking facilities and improvement if necessary; monitoring before, during and after completion of improvements; and a review of traffic signs to redirect vehicles to more appropriate routes. A combination of widening paths to create shared use off-road facilities, on-road advisory cycle lanes, reviewing/upgrading crossing points, surfacing improvements and a new 20mph zone for the section of the route closest to the town centre, complementing on-road cycling here.</p> <p>Suggestions for possible interventions were provided through initial stakeholder engagement between May-June 2020. The location and type of interventions that were ultimately chosen were selected due to their compliance with the DfT objectives, the available budget and timescales. In conjunction with this, consideration was given to where would have the greatest positive impact on the population, reflecting locations with a high population density and amenities including schools, retail and employment. The Propensity to Cycle Tool and Active Mode Appraisal Tool were also used in identifying the most valuable route. This was supported by analysis of hazard and traffic data.</p>
<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>Consultation:</p> <ul style="list-style-type: none"> • A consultation workshop was held with stakeholders in December 2020, to gain their views on the proposals for the project. Their views were then considered by officers and engineers and the design altered to reflect these where appropriate. • A public consultation will take place for three weeks from 21 January 2021, taking into consideration the intelligence from the workshop session. <p>Data:</p> <ul style="list-style-type: none"> • Speed surveys took place in late Jan/early Feb to assess the suitability of the proposed 20mph zone. These will take place along the main routes where speed reductions are planned (Kings End [east], Church Street, Causeway, Manorsfield Road [south], London Road, Launton Road). Surveys will also be conducted on selected adjoining roads where the proposed 20mph zone will affect (Priory Road, Chapel Street). <p>Research:</p> <ul style="list-style-type: none"> • Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.

<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>Many suggestions were put forward during the initial engagement period and not all of these have been taken forward. The proposals that were selected best met the government objectives, timescale and budget as discussed above. The suggestions that were not included have not been disregarded but added to a long list of schemes that will be reviewed when additional funding sources are available in the future.</p> <p>A full closure to motor vehicles on Causeway was suggested by a number of stakeholders, but this has not been taken forward to consultation due to a number of factors including timescales for delivery and a lack of political support. The proposed changes to Causeway go some way to making this road more accessible to non-motorised users and may be a stepping stone to making further changes to the town centre in the future.</p>
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Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty 'protected characteristics' whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	Cycle conditions will be made safer for all, including for children, meaning that more will be able to travel by bike. The scheme emphasises safe connections to schools and is complimented by School Streets interventions that benefit children, teenagers and their families.			Scheme implementation by end of May 2021. Monitoring throughout 2021.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The scheme will improve cycle infrastructure to provide routes for cycling for all bike users including those with specially	The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability,		Scheme implementation by end of May 2021. Monitoring

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				adapted bikes. Mobility Scooter users will also be considered in the scheme design to ensure that are not adversely impacted.	such as those a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, which states where route traffic is up to 300 pedestrians and 300 cyclists per hour the path width should be a minimum of 3.0m.		throughout 2021 including of accident statistics.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence that women don't feel safe and are hesitant to start or restart cycling the aim of the proposed cycle infrastructure is to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			
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"/>				

Additional 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
Additional community impacts							

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"/>	Certain neighbourhoods in west Bicester have been identified as areas where income deprivation and income deprivation affecting children are significantly worse than in Oxfordshire or England (Oxfordshire Insight 2020). The route provides an enhanced, accessible and free connection between these areas and local amenities including employment, meaning that people in deprived areas are not isolated due to lack of accessibility and producing an environment that may be attractive to further investment from businesses, thereby helping to reduce deprivation.			
Wider impacts							
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route will increase the connectivity of the community by improving the accessibility of retail, leisure and employment facilities. The route will also enhance the quality of the built environment. Improved lighting along the route will help to			

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

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				discourage anti-social behaviour. A more pleasant street scene will be created for all users.			
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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
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							
Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Bicester places it as a realistic alternative to the car potentially for some work journeys.			
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"/>	The increased attractiveness and convenience of active travel in Bicester places it as a realistic alternative to the car for journeys to school.			
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:							
Enable carbon emissions reduction at district/county	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and			

level?				cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
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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	1 June 2021
Person Responsible for Review	John Lee, Transport Planner
Authorised By	Amrik Manku, Growth Manager.

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I know the areas well where a 20mph speed limit is being applied and have requested speed data which I have now scrutinised and considered in this response. The sites chosen included those contentious with the exception of Launton Road where speeds may be towards or above the limit which I cannot evidence. The application is a measured one which I welcome without any included or additional character or physical features.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. I have had site of recent speed data from Oxfordshire County Council taken on these roads as part of this proposal. I am also aware Highway Authorities prefer to use Mean speed rather than 85th percentile. I note that the mean speeds from the data provided are compliant to Police and DfT guidelines and not exceeding 24mph.</p> <p>Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character function with driver perception. It is essential that post implementation speeds are also monitored to evidence any speed reductions together with casualty reduction benefits in areas with actual or assumed hazard potential. This is specifically relevant where measures as here are to attract and promote walking and cycling.</p> <p>There is a proven link between road environment/character where in this application all sections are urban. Drivers must respect the need for a speed limit. If not accepted as realistic from our experience a limit will quickly be abused and be the source of constant demands for police action which would never significantly address the problem. Communities not privy to this response will thereafter be unhappy and dissatisfied and the value lost for this and other schemes.</p>

	<p>Many town centres have imposed similar controls under temporary orders including Bicester due to the Covid 19 pandemic and social distancing rules. To my knowledge no comment or complaints have been received by Police thus far with these measures.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example junctions or reduced forward visibility.</p> <p>The police stance firmly reflects DfT advice that 20 mph limits should be self-enforcing. The speed data provided suggests roads included in the proposal would meet the criteria currently not exceeding 24mph (4 mph above the speed limit) accepted upper limit. The principal of 20mph speed limits is for compliant speeds without that outcome the perception of safety to vulnerable users is lost and with it the credibility of the intention.</p> <p>Thames Valley Police formally make no objection to the proposal evidenced in this report specifically due to the limited application on compliant roads. In the event that following implementation and residual public pressure to widen the 20mph speed limit, we would expect adherence to DfT guidelines and use physical self-enforcing measures to temper actual resultant speeds where appropriate.</p> <p>The Experimental Orders will be monitored during the relevant period and a response sent in due course.</p>
(2) Bicester Town Council	Support - RESOLVED that (planning) Committee NOTED the consultation and WELCOMED the active travel initiative, however Bicester Town Council have concerns with the 2-way system proposed for the Causeway.
<i>[A. Objections & Concerns]</i>	
(3) Local Group, (Kingsmere Residents Association)	<p>20mph Speed Limit - Support</p> <p>Toucan Crossings - Support</p> <p>Shared-use Cycle Paths - Support</p> <p>Exp. Parking Restriction - Concerns</p> <p>Exp. Width Restriction - Support</p>

	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>The KRA largely welcome residential 20mph zones and would welcome this on the Kingsmere estate. Toucan crossings mean cyclists do not have to dismount and encourage cycling and are therefore welcome. We welcome shared-use cycle paths which encourage cycling and walking. /we are concerned where the cars will go that currently park in this area and believe this will only push the problem to another area nearby. The loading and width restrictions are welcome and will be required if the other plans for the causeway are approved. We have concerns with the shared surface system with is widely used on the Kingsmere estate and are not well understood and do not reduce the speeds of vehicles as expected. If there is no segregation this could be more dangerous than it is currently. Making the causeway two-way for cyclists is welcomed.</p>
(4) Local Group, (Sustrans North Oxfordshire National Cycle Network Rangers	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Object Exp. Loading Restrictions - Object Exp. Contraflow Cycleway - Object</p> <p>We generally support the 20mph restrictions except:</p> <ul style="list-style-type: none"> - on London Road the 20mph zone should extend for approx. 130m further to include the railway crossing and the pedestrian crossing point which provides access to Bicester Village Station platform 1; this is particularly necessary due to the narrow pavements and absence of kerb at the railway crossing where pedestrian volumes are high; - the Launton Road 20mph zone should be extended a further 240m so it includes Longfields and the adjacent Launton Road toucan crossing which form part of a cycling/walking route to schools and are also part of the National Cycle Network. <p>We object to the proposals for the Causeway because this road should instead be closed to all motor vehicles between the entrance to the RC Church and Market Square. The reasons the road should be closed to motor vehicles are as follows:</p> <ul style="list-style-type: none"> - there is now a requirement to decarbonise of transport; - the alternative route along Manorsfield Rd has been improved in recent years; - even if a vehicle width restriction is introduced, the Causeway is too narrow to allow 1-way traffic and 2-way cycling

	<p>without impacting on the safety of both pedestrians and cyclists;</p> <ul style="list-style-type: none"> - this road forms part of the Historic Town Trail and is also part of a potential traffic free route from Bicester Village into the Town centre which would boost the Town centre economy; - the restaurants/cafes along the Causeway could potentially put small tables on the pavement as space would be freed up; - the June 2020 Grimsey Report on town centre regeneration makes the case for removing cars from centres; - road closure to motor vehicles could be introduced as a temporary measure at minimal cost with no expensive infrastructure work being required.
(5) Local Group, (BicesterBUG)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>Our full reasoning has been submitted to activetravelcherwellandwest@oxfordshire.gov.uk</p>
(6) Local Group, (CyclingUK Oxfordshire)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>This response is from the Oxfordshire Cycling Network.</p> <p>* 20mph speed limit is a measure with a strong record of safety improvement and will a better environment for walking and cycling. * Toucan crossing enables cycle crossing. We prefer a parallel crossing if possible on Kings End, at 20mph this should be quite viable.</p>

	<p>* Shared use paths are better than nothing but not ideal in urban settings, particularly when narrow. We support them over 'no change' but prefer facilities where motors, cycles and pedestrians are separated, or where the shared path is 3.0m wide (as LTN1/20) or 3.5m (as P.Lingwood)</p> <p>* We support the experimental parking, loading and width restrictions to enable the cycle routes, but recognise that shops need to receive deliveries, and perhaps timed delivery slots could be set. Emergency vehicle access should be checked.</p> <p>* We support the contraflow cycleway. These have a very good safety record, better than regular advisory painted lanes. We think this should have a post with the width restriction at the west end to sign and protect the lane.</p> <p>We will add further commentary to the consultation response.</p>
(7) Local Resident, (Bicester)	<p>20mph Speed Limit - Object Toucan Crossings - Concerns Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Object Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>I see no reason to reduce the speed limit to 20mph. Seems to be being proposed just for the sake of doing it. Some of the other measures I have concerns about shared path and contra flow as this may lead to collisions. Why the causeway width restriction? How many vehicles actually cause an issue. Installing one would create a potential hazard to collide with for correct width vehicles.</p>
(8) Local Resident, (Bicester)	<p>20mph Speed Limit - Object Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>30mph feels safe enough, if reduced to 20 it would be too slow.</p>

	<p>I think the zebra crossing on Queens Avenue (near police station) needs to be converted into a Toucan. I use that crossing twice a day and 5/10 times the cars don't see me waiting because that road is too "plain" so it gets drivers zoned out and they forget there's a crossing there.</p>
(9) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Object</p> <p>I am supporting measures which assist pedestrians, wheelchair users and people with mobility problems. Many motorists think that they mustn't block the roads when delivering but don't consider those using pavements. I am objecting to measures to give cyclists more freedom on existing pavements as many of them have a blatant disregard for pedestrians and those with mobility problems, especially children who are often not set a proper example by their parents. If cycle lanes on the road is the way forward I would definitely support this.</p>
(10) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Object</p> <p>Cycle and walking paths should remain separated to ensure safety of people walking as some pedestrians may not be aware of cyclists and may not be able to move out of their way in time to avoid an incident if they are not in designated lanes.</p> <p>I have noticed that drivers at The Causeway Junction with Market Square do not know which lane they are meant to be in and often go to the left lane even if they go straight on, rather than turning right towards Manorsfield Road, this</p>

	can be a hazard to cyclists if there is a car in both left and right lane and can cause further collisions if cyclists can freely use the Causeway in both directions
(11) Resident, (Oxford)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>UN-segregated shared use cycle paths are not "next-generation" cycling infrastructure as hailed in the @OCC twitter feed. They are not; if anything they are last year/last generation. "2. Middleton Stoney Rd between Loddon Cl and roundabout with Oxford Rd: Proposal B: Widen northern path and create an off-road</p> <p>unsegregated share-use facility, 2.5m min width." If you are going to the trouble of widening the footpath, then you should install a SEGREGATED cycle path. This would be "next-generation".</p> <p>"6. Kings End between Middleton Stoney Rd roundabout and existing signalised pedestrian crossing: Proposal A: Widen western path and create an off-road unsegregated shared-use facility, 2.5m wide." similarly: if you widen the path, make it a segregated cycle path. If necessary, restrict the width of the carriageway and make it 20mph.</p>
(12) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Concerns Shared-use Cycle Paths - Object Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>Cyclists continually use all footpaths as cycle tracks and in many cases have little regard for pedestrians. I have often</p>

	<p>experienced whilst out walking, a cyclist approaching from behind at speed without using any warning (eg a bell). Even on shared-use paths, cyclists frequently weave from one lane to another (eg blue line routes). Unless the police are prepared to do something about dangerous cycling on footpaths, then I am opposed to any creation of new "unregulated shared-use paths". I don't mind young children using the paths for cycling, however, there are too many adults recklessly cycling on paths. Crossings are another problem when cyclist cross at the same time as pedestrians and weave between them.</p>
(13) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Object Exp. Loading Restrictions - Object Exp. Contraflow Cycleway - Object</p> <p>I generally support the 20mph restrictions except:</p> <ul style="list-style-type: none"> - on London Road the 20mph zone should extend for approx. 130m further to include the railway crossing and the pedestrian crossing point which provides access to Bicester Village Station platform 1; this is particularly necessary due to the narrow pavements and absence of kerb at the railway crossing. - the Launton Road 20mph zone should be extended a further 240m so it includes the junction with Longfields and the adjacent toucan crossing which forms part of a cycling/walking route to schools and is also part of the National Cycle Network. <p>I object to the proposals for the Causeway because this road should be closed to all motor vehicles between the entrance to the RC Church and Market Square. The reasons the road should be closed to motor vehicles:</p> <ul style="list-style-type: none"> - there is now a requirement to decarbonise of transport; - the alternative route along Manorsfield Rd has been improved in recent years; - even if a vehicle width restriction is introduced, the Causeway is too narrow to allow 1-way traffic and 2-way cycling without impacting on the safety of both pedestrians and cyclists; - this road forms part of the Historic Town Trail and is also part of a potential traffic free route from Bicester Village into the Town centre which would boost the Town centre economy; - the restaurants/cafes along the Causeway could potentially put small tables on the pavement as space would be freed up; - road closure to motor vehicles could be introduced as a temporary measure at minimal cost with no expensive

	infrastructure work being required.
(14) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - Concerns Shared-use Cycle Paths - No opinion Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>Causeway in particular has been a problem since I came here 10 years ago. I live in Church St, very close to the start of Causeway, and have seen many exceedingly large lorries pass by - usually I suspect they are heading to Sainsbury's. Causeway is very narrow and I cannot see how there is space for cycling in the opposite direction. On bin days one property there puts out a large bin which stops wheelchair access - how will you stop this when it's a cycleway?</p> <p>I am most disappointed that this consultation does not cover the lack of footpath/cycleway on the west side of the Oxford Road from the Pingle Drive roundabout to the A41 roundabout. It is a muddy well-trodden path; Starbucks and the Burger King are otherwise inaccessible to pedestrians (who will NOT walk up to the Tesco junction to cross the A41 safely).</p>
(15) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - No opinion Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>The 20mph restrictions will be ineffective because, during a large part of the day, the traffic flow is relatively slow anyway. Due to congestion caused by Bicester Village and Sainsburys traffic, on many occasions, the traffic is stop/start. Extending and improving provision for cyclists would be very welcome but in Causeway, the medieval dimensions of the street make it difficult to safely accommodate drivers and cyclists/pedestrians. Pedestrianising the</p>

	area except for access would be a better solution.
(16) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>While the 20mph restrictions are good and I support them, they don't go far enough. The Bicester School will have a 20mph limit applied along Queen's Avenue, however, Kingsmere and Cooper Schools will still be subject to 30mph roads. Many primary schools will also have 30mph limits outside their premises. Please extend your proposed 20mph limits to around all schools to try to reduce the risk of inattentive drivers coming into contact with equally inattentive students.</p>
(17) Local Resident, (Bicester)	<p>20mph Speed Limit - No opinion Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>Bicester has changed immensely over the past 20 years but the road and cycle network is way behind what is currently needed.</p>
(18) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - No opinion Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion</p>

	<p>Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - Concerns</p> <p>I am a cyclist who wishes to cycle safely in Bicester. I am very concerned about cycle paths being built on the cheap by sharing with pedestrians. We need some councillors who ride cycles as a means of transport in Bicester if the appalling lack of a safe approach into the centre of Bicester from the North end of Bicester is to be addressed. The situation where all the roads meet to the North is dangerous, with Banbury Road cycle path coming to an end just as it gets to the dangerous bit. This is a joke!</p>
(19) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>The pedestrian/cycle/car combination on the Causeway can be chaotic especially when cyclists proceed the wrong way against the traffic. The paths as they stand are barely wide enough for a push chair or a wheelchair and slightly wider than normal vehicles tend to overlap the kerb. Doors from shops, houses and restaurants open directly onto the street. Allowing cycles to legally ride down from Market Square to Church street will leave even less room for pedestrians, and we be hazardous.</p> <p>Two churches are situated on Church Street, and congregational traffic after services can be heavy. Most vehicles leave the churches and go up the Causeway to Market Square to miss the difficult right turn at King's End into Queens Avenue.</p>
(20) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support</p>

	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>The Causeway is narrow and it is already impossible to pass another pedestrian without stepping into the road. Cyclists on the footway would make this very dangerous for all road users. What happens when they meet a buggy or wheelchair? My suggestion is to make the section of road from the entrance to the Church of the Immaculate Conception to Market Square accessible to cyclists and pedestrians only, no motor vehicles.</p> <p>Similarly the pavement on the Middleton Stoney Road is narrow and, for these proposals to be safe, would need widening.</p>
(21) Local Resident, (Alvescot)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>previous longtime resident of Bicester area and concerned over its future as a mini Milton Keynes.</p>
(22) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>I have concerns over the changes in the Causeway as without some sort of barrier between the road and the dual use paths I can see bikes moving in to the road against the traffic flow (as actually happens now). Surely the best option would be to force cyclists to dismount for the short distance of the causeway and walk on the path.</p>

	<p>Also, in my experience Shared-use cycle paths cause more problems than they solve. Better to have a marked cycle lane on the road. Cyclists are on the paths all the time anyway and for ever getting in peoples' way. Please force them on to the road in dedicated lanes where it will be safer for the pedestrians and cyclists.</p>
(23) Local Group/Organisation, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>20mph is an improvement, however it should include Queens Ave to discourage Bicester village traffic. Toucan crossings should include Queens Ave zebra crossing too as many bikes cross there. Shared use paths should be 1.5m wide for cyclists.</p> <p>Contraflow for cyclists is a must on the causeway as it is NCN 51. Cycling should be re allowed on Sheep St NCN 51, those who cycle with little regard anyway may be encouraged to cycle sensibly if they see others doing so.</p> <p>Queens Ave access to schools needs a crossing, we regularly see 'near misses' with traffic/pedestrians as we live opposite this junction.</p>
(24) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Concerns Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Support cycling infrastructure and reduction of in town speed limits</p>

(25) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I support the shared-use cycle paths on Kings End because I think this will provide a safer and more direct route for those cycling to the centre from the South West of the town. The shared-use cycle paths and toucan crossing on Manorsfield Road are particularly welcome because this is the final link to accessing the town centre by bike which is currently missing.</p> <p>However, I am concerned at the proposed contraflow cycleway on Causeway. I think this road is too narrow to share for pedestrians, cycles, and cars and that - without segregation - there may be accidents between different types of road users.</p> <p>I would like instead to see a modal filter at the end of Causeway. This would have the effect of eliminating all through traffic, reducing the number of vehicles through this historic road. It would also allow for a wider footway through Causeway, given its proximity to retirement homes I think would be much welcomed by its mobility-impaired residents.</p>
(26) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>We need safer cycling routes around the town. I do have concerns at contraflows and loading restrictions on the</p>

	causeway, already a busy road.
(27) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Traffic in the town centre generally flows at lower speed than the current 30mph speed limits due to the road layout and, in busy times, the sheer weight of traffic. Cyclists already ignore the no entry on Causeway and attempt to use the road as a contraflow, often taking to the pavement if traffic is oncoming, so this proposed experimental contraflow cycleway would (in my opinion) work well for motorists, cyclists and pedestrians. Loading restrictions in Causeway should already be a given based on the width of the road. My only concern is that a width restriction would create an amount of traffic u-turning into Old Place Yard, which could be dangerous in certain circumstances.</p>
(28) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>Generally this is a good scheme. I have some concerns over the shared use cycle paths where pavements are narrow, for example on parts of Kings End, in the Causeway, and on Manorsfield Road leading into Crown Walk. Experience of London Road where the pavement on the east side is used as an informal and illegal cycle route suggests that this can be dangerous both to pedestrians and cyclists. It would be better if cyclists had to dismount at such points and push their bikes, though I concede that this would be difficult to enforce. If loading restrictions apply at all times to the Causeway, what happens to deliveries to the businesses along the street?</p>

	<p>I am also concerned about the proposed cycle contraflow in the Causeway. The road is very narrow and I do not see how it can accommodate a shared use path for cyclists and pedestrians on the north side, and a contraflow cycle lane on the south side. Again cyclists should have to get off their bikes and walk.</p>
(29) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>Loading and width restrictions on the Causeway could harm the businesses there. It's important to support a variety of local business especially now - not make things more difficult. Please consider pedestrians and avoid putting cycling contra-flow on pavement. I have concerns about the contraflow.</p>
(30) Resident, (Eynsham)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I am all for increased and safe cycle and pedestrian ways to encourage people to use cars less.</p>
(31) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support</p>

	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I am concerned about the safety of the contraflow cycleway, the road is narrow and busy. There are alternative vehicle routes so Causeway can be closed to traffic allowing safe environment for people and active travel.</p>
(32) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - Concerns Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>Without seeing more evidence for the benefits, I don't see who reducing the speed limit will help.</p>
(33) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I would like to see better restrictions in place on approach to the road about just off the A41 near the park and ride. So many close misses there. Many a time I have pulled out of that park and ride to have a car almost on top of me. You put lights in at Rodney House roundabout.</p> <p>Something does need going throughout Bicester as the infrastructure of Bicester roads was never built to take all the traffic that goes through. It's been bliss during lock down and Bicester village shut. Once the schools are back and a dry thing is open it will be grid lock again quickly.</p>

(34) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I support the 20 mph speed limit in selected location, and toucan crossings, as i believe they will make it safer for pedestrians and cyclists.</p> <p>I also support experimental width and loading restrictions on the Causeway for the same reason but have concerns about a negative impact on pedestrians by contraflow cycling. However, if the Causeway were made completely unsegregated (ie curbs removed and resurfaced flat right across the width) that might mitigate this concern. My main concern over shared-use pathways is that the signage is clear and frequent enough to ensure its safe for all users.</p>
[B. Support]	
(35) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - Support</p> <p>I would like to add Crumps Butts - the end near The Bell Inn / Methodist church to your list. It is just a small bit of road but can be dangerous for pedestrians coming out of the Crumps Butts alleyway. There is no pavement and it is shared use cars and pedestrians but sometimes cars come out of the car park treating it like a normal road, too fast. I have been beeped at there by cars wanting me to move when I have been with dog, pushchair and elderly lady... there was not enough space for us to move and cars should be aware it is shared space, children can come straight out of the</p>

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	alleyway on scooters / bicycles into the road - most drivers are sensible and realise this but some people are not, so it should be indicated that is shared space with pedestrians and speed limit.
(36) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I moved to Bicester as a cycling instructor five years ago and was excited about the cycling plans for the future. Very little has materialised. Many children are prevented by parents to cycle to school as 'too dangerous'. Not enough joined up cycle ways. As a 'healthy' town, we need to be doing a lot more to encourage cycling, particularly in younger age groups. eg: no cycle path included in the building of the new shopping park and subsequent A41 road widening. Nowhere for a bicycle to go with crossing a major road multiple times through slow pedestrian lights. Actually no pavement for walking by the Shell Garage!</p>
(37) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I live locally to the area of proposed change</p>
(38) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support</p>

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	<p>Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Great ideas to make it more attractive to walk and cycle rather than drive</p>
(39) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I am a cyclist in Bicester and the surrounding area and heading into town is currently not a very nice experience, with narrow paths and having to cycle on busy roads.</p>
(40) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Supporting all proposals to encourage walking and cycling and reduce car usage for short distance travel.</p>
(41) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support</p>

	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I live in Church Street and welcome any proposal that encourages the slowing down of cars driving at speed down the road and into the narrow causeway... At times elderly neighbours nervously hurry over the road as cars come round the bend.</p> <p>As I live “ on the “ pavement” I come out of my front door cautiously, in case I’m knocked over by a cyclist on the pavement, invariably, also at some speed, so I welcome, a plan to divert them off the pavement, onto a cycle lane..... It would be very welcome for the residents of Church Street to be taken seriously on their concerns, some of which have been going on for a considerable amount of time.</p>
(42) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Bicester is a disaster area for walking and cycling. It is like Birmingham in the 1960s. There are previous few places to safely walk and cycle, it is dangerous, and the air is polluted. There is no need for motor vehicles everywhere.</p>
(43) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I am broadly in favour of measures designed to encourage less reliance on motor vehicles and to make the town more walking and cycling friendly. As a local resident, I am keen to see further measures, experimental or otherwise,</p>

	designed to facilitate primarily cyclists travelling in and out of the centre of town from all of the surrounding areas.
(44) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Bicester needs more joined-up thinking when it comes to planning infrastructure. Our two newest developments, Graven Hill and Elmsbrook, are isolated, as is the rest of the town from it's neighbours, in respect of active travel options. As a small town, everything possible should be done to make it easy to access all amenities without having to use a car.</p>
(45) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - No opinion</p> <p>The focus of these proposals enables greater safety for pedestrians and cycle users</p>
(46) Resident, (Faringdon)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support</p>

	<p>Exp. Contraflow Cycleway - Support</p> <p>Measures which aid more efficient traffic flow and pedestrian/cycle safety are welcome.</p>
(47) Resident, (Hornton)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>This is a sound initiative and an example of something to be encouraged. I hope it is a forerunner to a critical appraisal of traffic in Banbury - my nearest town - which is a mess - especially around the increasingly busy railway station.</p>
(48) Resident, (Launton)	<p>20mph Speed Limit - No opinion Toucan Crossings - No opinion Shared-use Cycle Paths - No opinion Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway – No opinion</p> <p>I live in Launton and have an issue with the narrow footpath by the church, it really needs to be widened (and raised so it's not a mud bath and flooded like it's been in the last few weeks from every time the road is flooded it fills up the path.) If it's widened we could then actually get pushchairs down there easily without getting filthy and enough room for cyclists & folk to pass (Launton school also acts a catchment area to glory farm so this would encourage people to walk)</p> <p>I'm not talking all the way through the village, it just needs to be from the bridge down to the church entrance as then there's a path both sides of the road through the village so passing is easy. Note: there is already a divided foot/cycle path Bicester side of the Launton bridge so this would also be a continuation.</p>

Summary of Bicester traffic speed surveys conducted January 2021 – Five-day, two-way data, 00:00-00:00.

Location	Mean Speed mph	85th Percentile Speed mph
Site 1 - Kings End	20.14	25.21
Site 2 - Church Street	19.50	23.53
Site 3 - Causeway	16.20	19.30
Site 4 - B4100 Manorsfield Road	18.59	21.77
Site 5 - B4100 London Road at Launton Road	17.60	20.45
Site 6 - B4100 London Road at Priory Road	23.61	28.40
Site 7 - Launton Road	23.23	27.41
Site 8 - Chapel Street	15.36	19.98
Site 9 - Priory Road	17.41	21.58

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Divisions affected: Witney North and East; Witney South and Central

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

WITNEY – PROPOSED ACTIVE TRAVEL MEASURES

Report by Assistant Director Growth and Place, Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED:
 - a) to approve the proposed 20mph speed limit, toucan crossings and shared use footway/cycle tracks as advertised as permanent measures;
 - b) to approve the introduction of an Experimental Traffic Regulation Order for the removal of car parking on at 146 - 152 Corn Street, Witney.

Executive summary

2. This report outlines responses received to a formal consultation on statutory and legal measures required to proceed with the Witney active travel scheme. These measures include a 20mph speed limit, toucan crossings and legal conversion to shared use footway/cycle tracks (as shown at Annexes 1, 2 and 3). The Witney active travel scheme in its entirety will be reported separately to the Director of Growth and Economy, under delegated authority, on 26 February for implementation decision subject to the public consultation and available funding.
3. Formal statutory consultation was conducted from 22 January to 12 February 2021 for the proposals to deliver areas of 20mph speed limit, toucan crossings and shared use footway/cycle tracks in Witney and this report outlines the results of the consultation process.
4. The outcome of the consultation was largely positive with 44 responses received. The full results are shown at paragraph 20. The level of support for each scheme element is outlined below:
 - 20mph speed limits - 75% of respondents supported the proposals
 - Toucan crossings – 80% of respondents supported the proposals
 - Shared-use Cycle Paths – 59% of respondents supported the proposals
 - Experimental Parking Removal – though 39% of respondents supported the proposals the impact will be monitored, and remedial measures considered if necessary.
5. Officers therefore recommend that the measures are approved.

6. The content of this report does not have any implications for legal, finance or procurement teams.

Background

7. Oxfordshire County Council was successful in its bid to Government for an allocation of the Active Travel Fund Tranche 2 but the amount secured would not have delivered all the proposed Oxfordshire schemes. Additional funding has been secured from the Oxfordshire Local Enterprise Partnership (OxLEP) to enable the Witney and Bicester proposals to be delivered.
8. Government launched the active travel fund in response to the Covid-19 pandemic. The fund is designed to support economic recovery and enable people to travel safely whilst maintaining social distancing. However, the long-term ambition is for walking and cycling to become the norm for short journeys, or as part of a longer journey, with places that are designed first and foremost for people on foot or bicycle. This has led Oxfordshire County Council to further develop and expand the Oxfordshire active travel programme.
9. The Witney active travel scheme will deliver sustainable cycle routes across central Witney and join-up with further future improvements to walking and cycling in western Witney. It will provide a continuous cross town route between east and west Witney, making it easier for people to travel by bike or on foot.
10. The scheme aims to:
 - make walking and cycling safer for everyone, particularly residents of Tower Hill, Deer Park, Madley Park and the town centre areas of Witney;
 - make local shops, schools and employment easier to get to by walking and cycling particularly The Batt School, St Mary's, Henry Box and Wood Green and businesses at Corn Street and Market Square; and
 - provide more choice for travelling in Witney.
11. A co-production workshop was held with stakeholders in December 2020, to gain their views on the proposals for wider active travel project (Annex 4 contains invited stakeholders). Their views were then considered by officers and engineers and influenced the design where appropriate.
12. In addition to this consultation for the statutory measures, a second public consultation has run in parallel asking people for their views on the whole cross town corridor Witney active travel scheme. This consultation is called "Witney Active Travel Scheme" and ran from 21 January to 11 February 2021. The outcomes of the consultation will be published on the council's consultation portal during March 2021.
13. Once the outcome is known regarding the recommendations of this statutory measures report, the Witney active travel scheme in its entirety will be reported to delegate authority to the Director of Growth and Economy in consultation with the Active Travel Programme Board for the final sign off of schemes to be progressed. An overarching communication and engagement plan covering transport planning, design and construction phases has been

produced, with the aim to promote walking and cycling to increase the take up. This will be considered and approved also through the report to the Director of Growth and Economy.

Financial Implications

14. Funding for the proposals has been provided by OxLEP Local Growth Fund and planning obligation section 106 funds the council holds. The council received £1.4m from OxLEP to be spent on the active travel schemes across Bicester and Witney. In addition, for Witney there is £36,000 from planning obligation section 106. OxLEP have stipulated the Local Growth Funding needs to be spent or substantially committed by 31 March 2021, with works commencing in March 2021 and implemented over a period of 3 months.
15. The statutory measures reported here form part of the Witney active travel scheme and will be progressed as part of that scheme including all budgeting, and programming. Each statutory measure therefore does not have individual financial implications but is part of the wider scheme.
16. Should the wider Witney and Bicester active travel schemes have budget constraints, officers will recommend the way forward to the Director of Growth and Economy in consultation with the Active Travel Programme Board where scheme elements will be prioritised based on those that are ready to implement, and those which are recommended to have the most benefit to walking and cycling.
17. The future maintenance of the proposed infrastructure will form part of the regular maintenance programme. It is considered that the proposals do not put undue pressure on the future maintenance budget due to their scale and nature.

Equality and Inclusion Implications

18. A copy of the scheme Equality and Climate Impact Assessment is available at Annex 5.
19. The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those with a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, herein referred to as LTN 1/20.
20. In adherence to LTN 1/20 (paragraph 6.5.4) the proposals for the conversion of a footway to shared use is considered a last resort due to lack of other appropriate options. It is acknowledged that shared use facilities are generally not favoured by either pedestrians or cyclists and can create particular difficulties for visually impaired people. Whilst actual conflict may be rare the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This can make the path unattractive for both types of user.

21. In order to try to reduce the likelihood or perceived risk to conflict between those walking and cycling we will deliver shared use routes that meet the recommended minimum width of 3.0m (where route traffic is up to 300 pedestrians and 300 cyclists per hour). We acknowledge that wherever possible and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Sustainability Implications

22. The proposals will help facilitate the safe movement of cyclists and pedestrians and positively contribute to the council's climate change and carbon reduction targets. Additionally, investment in active travel measures is known to deliver significant health, environmental and congestion benefits.

Consultation

23. Formal consultation was carried out between 20 January and 12 February 2021. A notice was published in the Witney Gazette newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council and the local County Councillors. Letters were also sent to premises adjacent to the proposals.

24. Forty-four responses were received during the formal consultation. These are summarised in the tables below:

Table 1: Summary of Response to statutory measures consultation.

Statutory Measure/ Response	20mph Speed Limit	Toucan Crossings	Shared-use Cycle Paths	Experimental Parking Removal
Object (no.)	6	2	8	6
Object (%)	14%	5%	18%	14%
Support (no.)	33	35	26	17
Support (%)	75%	80%	59%	39%
Concerns (no.)	2	3	7	9
Concerns (%)	5%	7%	16%	20%
No objection / opinion (no.)	3	4	3	12
No objection / opinion (%)	7%	9%	7%	27%
Total	44	44	44	44

25. The individual responses are shown at Annex 6 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

26. The Traffic Management Officer responding on behalf of Thames Valley Police makes no objection to the permanent proposals for a 20mph speed limit, the

toucan crossings or shared-use paths. A response to the Experimental Order will be made in due course after this measure has been monitored.

Shared -Use Paths

27. Eight responses, including Oxfordshire Association for the Blind, have objected to the proposals to convert areas of footway to shared-use cycle paths. Concerns include the potential for conflict occurring between those walking and cycling, due to the lack of space. Ideally all the proposals would provide dedicated space for cycling, however due to the constrained footway and carriageway widths it is not possible to deliver segregated paths which meet the national design standards. However, where possible the shared use paths will be a minimum 3m (the recommended width for shared use in LTN 1/20 table 6-3); there will be small sections where due to physical constraints this will not be possible, but these will be limited.
28. The scheme will include the appropriate use of tactile paving to aid visually impaired people. We have sought to segregate walking and cycling as far as possible throughout the route and removed street furniture/obstacles from paths. We will be using infrastructure to aid people with disabilities throughout the design including but not limited to dropped kerbs, tactile paving, and cones/ bleepers at the toucan crossings.

20mph speed limit

29. There was general support for the 20mph speed limit proposals to cover the areas where the on-road cycle route is proposed and associated side roads. Six people did object, however, research shows that lower speed limits, such as 20mph, are linked with increased walking and cycling, as when people feel safer, they are more likely to walk and cycle. The speed data collected indicates that the 85th percentile speeds are at or lower than 24mph for all but three of the routes where 20mph is proposed, and therefore no traffic calming measures are proposed. Langdale Gate, Madley Way and Station Lane recorded fractionally greater 85th percentile speeds at 25mph, 25mph and 26mph respectively. We recommend that the 20mph speed limit is implemented in these areas and post scheme monitoring is conducted to identify if speeds reduce due to the introduction of the 20mph scheme. A summary of the speed data from 2020 is available at Annex 7.
30. Some responses cite that reducing the speed limit from 30mph to 20mph on roads where traffic already travels slower than 30mph is a waste of money. However, it is considered that bringing the signed speed limit in line with the environment is a positive approach and experience indicates that it does result in an increase in the number of vehicles travelling at lower speeds.

Toucan Crossings

31. A couple of respondents objected to the proposals for toucan crossings and concerns were raised about the impact on pedestrians. Toucan facilities will provide crossings that meet the needs of both those walking and cycling. Upgrading existing signalised pedestrian crossings to toucan crossings will allow mounted cyclists to cross the road. We will be using infrastructure to aid

people with disabilities throughout the design, such as tactile paving, and cones/ bleepers at the toucan crossings. The scheme seeks to increase the number of people walking and cycling and provide infrastructure to make it more convenient and safer to walk and cycle. The proposal to convert crossings to toucan crossings meets these aims.

Experimental Parking Removal

32. As an experimental order does not require a formal decision to proceed, this consultation acts as the preliminary consultation to inform officers as to the most appropriate way forward.
33. The proposal for removing approximately three parking spaces from outside No 152 – 146 Corn Street is proposed on an experimental basis to provide space for cycling. The loss of three spaces could have a negative impact on residents and businesses very close to these parking spaces but is unlikely to have a wider negative impact on businesses across Witney. Officers will seek to progress the Experimental Parking Removal and installation of double yellow lines. The impact will be monitored and remedial measures considered if necessary.

ERIC OWENS

Assistant Director Growth and Place, Communities

Annexes

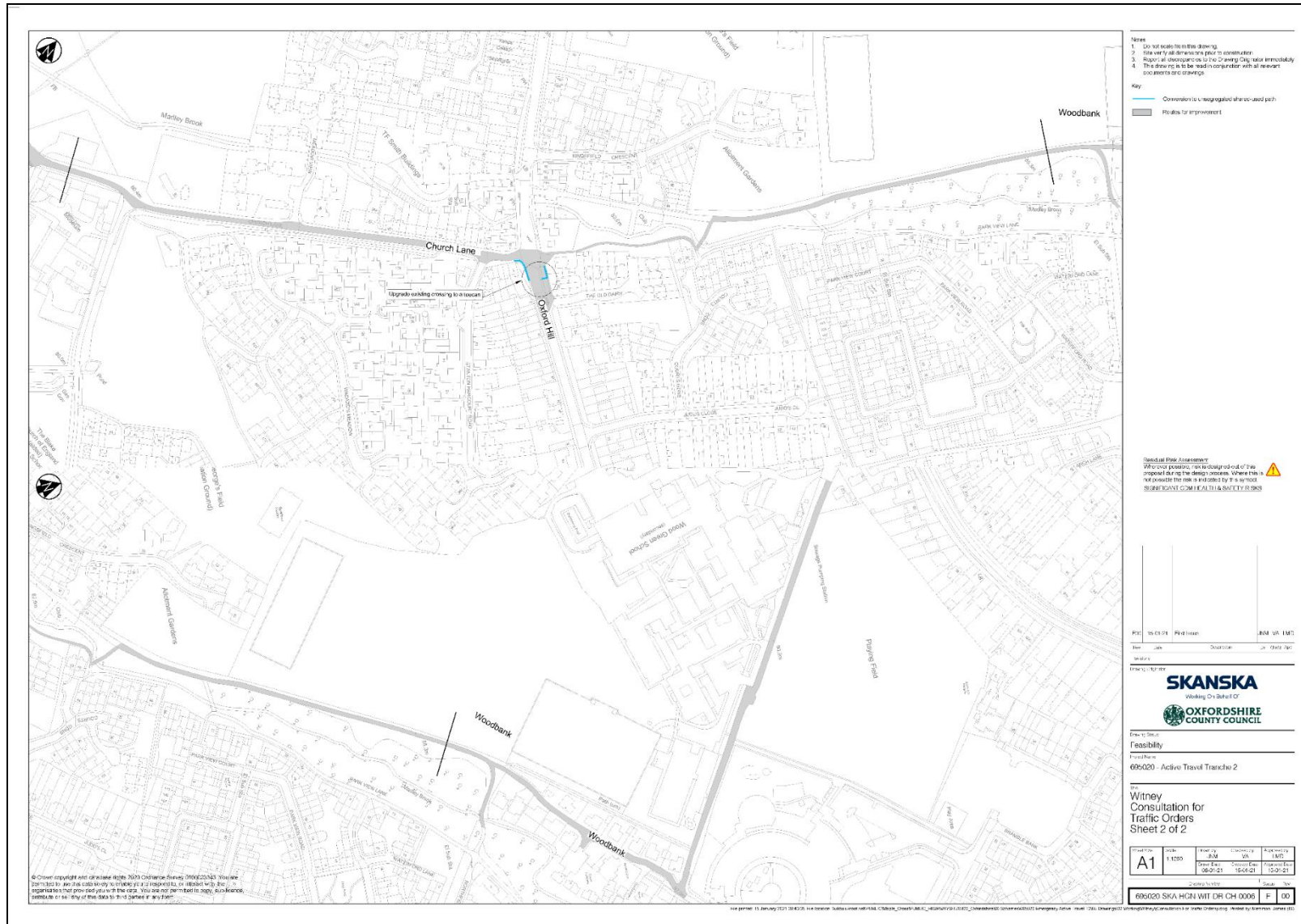
Annex 1: Plan of consultation corridor – western section.
 Annex 2: Plan of consultation corridor – eastern section
 Annex 3: Plan of proposed 20mph speed limits
 Annex 4: Stakeholder Workshop Invite List
 Annex 5: Equality and Climate Impact Assessment
 Annex 6: Consultation responses
 Annex 7: Traffic Speed Data Summary

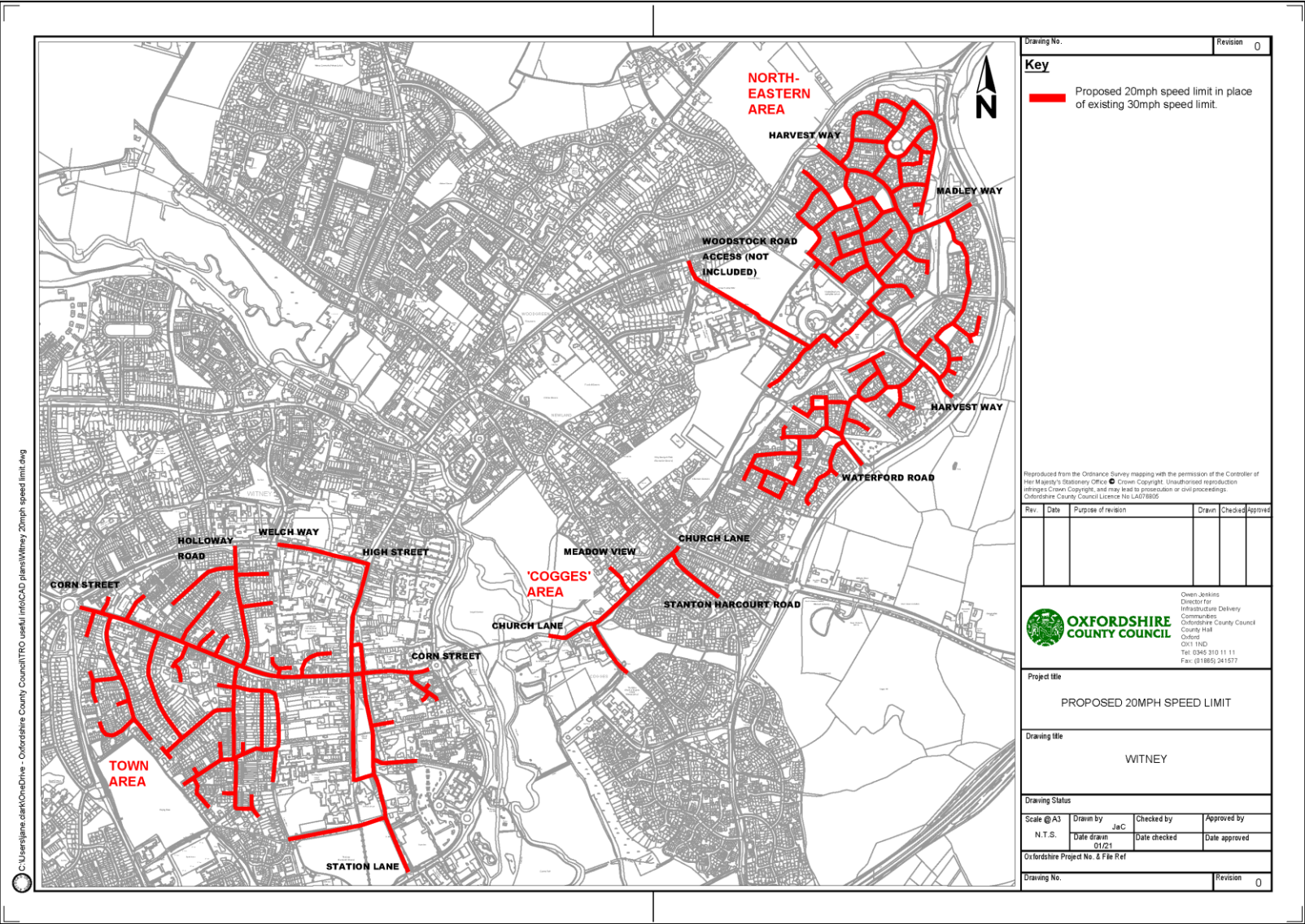
Contact Officers:

Hugh Potter 07766 998704
 Odele Parsons 07974 002860

February 2021







Oxfordshire County Council Witney Active Travel Corridor Scheme – List of Stakeholders November 2020.

Stakeholder	Name and role
Oxfordshire County Council - Cabinet Member	Councillor Yvonne Constance, Cabinet Member for Environment Councillor Liam Walker, Cabinet Member for Highways Delivery & Operations
Oxfordshire County Council – Local Members	Councillor Suzanne Bartington – North and East (Member of Witney TAC also) Councillor Laura Price – South and Central (Chair of Witney TAC also) Councillor Ted Fenton – Witney West & Bampton (Member of Witney TAC also)
West Oxfordshire District Councillors	Councillor Suzi Coul – Cabinet Member for Healthy Communities and Public and Community Health Councillor Luci Ashbourne – Central Councillor Andrew Coles – Central (also on Witney TAC) Councillor Joy Aitman – East Councillor Rosa Bolger – East Councillor Duncan Enright - East Councillor Owen Collins – South Councillor Jane Doughty – South Councillor David Harvey – South Councillor Louise Chapman – West Councillor Harry Eaglestone – West Councillor Toby Morris (North and also Witney TAC) Councillor Richard Langridge - North Councillor Dan Levy – WODC Cycling Champion.
West Oxfordshire District Council Officers	Kim Hudson, Planning Policy Janice Bamsey, Planning Policy Nick Dalby, Environment Planning Will Barton, Economic Development

Witney Town Council (WTC)	Sharon Groth - Clerk Councillor Joy Aitman – Mayor Councillor Ruth Smith - Central (and chair of Climate, Biodiversity and Planning Committee) Councillor Luci Ashbourne - Central Councillor Liz Duncan - Central Councillor Rosa Bolger – East Councillor Duncan Enright – East Councillor Vicky Gwatkin – East (and Witney TAC) Councillor Daniel Butterfield – South Councillor Owen Collins – South Councillor Melanie Jones – South Councillor Jim King – West and on the Witney TAC Councillor Thomas Ashby – West Councillor Harry Eaglestone – West Councillor Dean Temple – North Councillor Andy McMahon – Member of the Climate, Biodiversity
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Cherwell District Council and Oxfordshire County Council

**Equality and Climate Impact Assessment
Witney Active Travel Corridor
December 2020**

****Please see the guidance note for support with completing this assessment****

Section 1: Summary details

Directorate and Service Area	Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Witney Active Travel Corridor LEP funded scheme
Is this a new or existing function or policy?	New infrastructure to support cycling and walking in Witney

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).	In response to COVID-19 the Department for Transport (DfT) launched two funding streams for Active Travel. The project being assessed has arisen from the second tranche of DfT funding. This will support active travel interventions that will aid community recovery to COVID-19 by supporting businesses, social distancing and general healthy lifestyle choices. The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions. The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and beneficial for all.
Completed By	Kim Sutherland, Assistant Transport Planner; Odele Parsons, Principal Transport Planner
Authorised By	Amrik Manku, Growth Manager
Date of Assessment	Original 12/2020; revised 15/02/2021.

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.	In response to COVID-19 the DfT launched two funding streams for Active Travel. This project is in response to the second tranche of this funding announced in July 2020. The aim of this funding is to support active travel interventions that will aid the reopening of the economy and social distancing; meaningfully reallocate road space for cyclists; and develop both cycling and walking as an attractive alternative mode of travel for short journeys, reducing potential overcrowding on public transport in the process. In addition, promoting active travel has many health benefits, including tackling obesity, which is said to increase a person's risk to the adverse effects of Covid-19.
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<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The project involves infrastructure measures to create a cross town active travel route between Tower Hill and Madley Park in Witney. Several measures are proposed throughout the route: a co-ordinated network of direction cycling signing with travel times; a review of cycle parking facilities and improvement if necessary; monitoring before, during and after completion of improvements; and a review of traffic signs to redirect vehicles to more appropriate routes. A combination of widening paths to create shared use off-road facilities, on-road advisory cycle lanes, widening of traffic islands, reviewing crossing points, surfacing and lighting improvements and 20mph speed limits are used throughout the route also.</p> <p>Suggestions for possible interventions were provided through initial stakeholder engagement between May-June 2020. The location and type of interventions that were ultimately chosen were chosen due to their compliance with the DfT objectives, the available budget and timescales. In conjunction with this, consideration was given to where would have the greatest positive impact on the population, reflecting locations with a high population density and amenities including schools, retail and employment. The Propensity to Cycle Tool and Active Mode Appraisal Tool were also used in identifying the most valuable route. This was supported by analysis of hazard and traffic data.</p>
<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>Consultation:</p> <ul style="list-style-type: none"> • A consultation workshop was held with stakeholders in December 2020, to gain their views on the proposals for the project. Their views were then considered by officers and engineers and the design alerted to reflect these where appropriate. • A public consultation took place in January 2021 on the preferred options, taking into consideration the intelligence from the workshop session. <p>Data:</p> <ul style="list-style-type: none"> • Speed surveys were conducted between 8th-15th December to inform the location of the 20mph speed limits • MCC traffic flow data analysed for the three major junctions of the scheme route (Five Ways Roundabout, Corn Street/Market Square/ Langdale Gate and Witan Way) focusing on the proportion of HGVs to determine flows and where safety concerns may arise. <p>Research:</p> <p>Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.</p>

Alternatives considered / rejected 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.	Many suggestions were put forward during the initial engagement period and not all of these have been taken forward. The proposals that were selected best met the government objectives, timescale and budget as discussed above. The suggestions that were not included have not been disregarded but added to a long list of schemes that will be reviewed when additional funding sources are available in the future. The original proposals included in the funding bid for cycle lanes protected by wands on the Five Ways and Witan Way roundabouts will not be taken forward with this funding because appraisal of these measures has identified they would not meet safety requirements.
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Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty 'protected characteristics' whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	Cycle conditions will be made safer for all, including for children, meaning that more will be able to travel by bike. The scheme emphasises safe connections to schools and is complimented by School Streets interventions that benefit children, teenagers and their families.			Scheme implementation by end of May 2021. Monitoring throughout 2021.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The scheme will improve cycle infrastructure to provide routes for cycling for all bike users including those with specially adapted bikes. Mobility	The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those a sight		Scheme implementation by end of May 2021. Monitoring throughout 2021

				Scooter users will also be considered in the scheme design to ensure that are not adversely impacted.	impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, which states where route traffic is up to 300 pedestrians and 300 cyclists per hour the path width should be a minimum of 3.0m.		including of accident statistics.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence that women don't feel safe and are hesitant to start or restart cycling the aim of the proposed cycle infrastructure is to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			
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"/>				

Additional impacts	No Im	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title,	Timescale & monitoring
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	pa ct					Organisation)	arrangements
Additional community impacts							
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"/>	Witney Central and South have been identified as areas where income deprivation and income deprivation affecting children are significantly worse than in Oxfordshire or England (Oxfordshire Insight 2020). In addition, all wards of Witney apart from Witney West include areas that are within the 10% most deprived in West Oxfordshire (Oxfordshire Insight 2020). The route provides an enhanced, accessible and free connection between these areas and local amenities including employment, meaning that people in deprived areas are not isolated due to lack of accessibility and producing an environment that may be attractive to further investment from businesses, thereby helping to reduce deprivation.			
Wider impacts							
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route will increase the connectivity of the community by improving the accessibility of retail, leisure and employment facilities. The route will also enhance the quality of the built environment. Improved lighting along the route will help to discourage anti-social behaviour. A more pleasant street scene will be created for all users.			

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
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							
Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car potentially for some work journeys.			

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

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"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car for journeys to school.			
We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:							
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			

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 June 2021
Person Responsible for Review	Odele Parsons, Principal Transport Planner
Authorised By	Amrik Manku, Growth Manager

ANNEX 6

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - Thames Valley Police formally make no objection to the speed limit proposal evidenced in this report specifically due to the limited application on compliant roads. In the event that following implementation with residual public pressure to potentially broaden the scope of the 20mph speed limit, we would expect adherence to DfT guidelines. The use then of physical self-enforcing measures to temper actual resultant speeds where necessary would be the way forward in our view.</p> <p>The Experimental Order will be monitored during and after implementation and comment sent in due course. The Pedestrian crossing changes together with Cycle facilities are consistent with the general intention of these measures and I have no objection or comment on these proposals.</p>
(2) Witney Town Council	<p>Support - Witney Town Council welcomes the proposals for 20mph speed limits and active travel measures by Oxfordshire County Council. It looks forward to seeing more ambitious plans as the project progresses and asks that further consideration is given to extending the 20mph speed limits into Oxford Hill and Witan Way. This would improve safety for cyclists and pedestrians in those areas and compliment the active travel, east to west corridor.</p>
(3) Oxford Bus Company	No objection

<p>(4) Oxfordshire Association for the Blind</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Experimental Parking Removal – No opinion</p> <p>1. We are in support of all the 20mph zones and the addition of 2 new toucan crossings, this will help improve the confidence and independence of visually impaired people.</p> <p>2. We oppose the introduction of shared cyclists and pedestrians on Tower Hill, as this is not segregated a visually impaired user would not be able to identify that they are in a shared space and it can be very frightening when a cyclists passes when you are unaware, we are also concerned that as it is beside a busy road, pedestrians will be forced into the roadway to avoid passing cyclists. We feel with the introduction of a segregated line and appropriate tactile paving and the pedestrians on the side away from the road this will provide a safer route for everyone. We believe an unsegregated path is a shortcut providing a less safe environment for all.</p> <p>3. Although we oppose the shared space scheme at Witan way, we feel the shared path could be suitable as it is off the roadside, but there is not enough space by the crossing point on the Waitrose side, this could cause congestion of pedestrians/cyclists forcing people into the road, this could be improved by removing a section of barrier and widening the crossing point, allowing pedestrians and cyclists to stand side by side when crossing.</p> <p>4. I was unable to see where the Oxford Hill shared space would go, but this is a very busy road which would certainly not work as shared space, even if the pavements are widened.</p> <p>We urge the council to reconsider any shared cyclists and pedestrians schemes and reinvest in shorter areas with the proper infrastructure, it will cost more but we feel investment into less areas with the right infrastructure is better than more areas which are less safe. Tactile paving is there to protect vulnerable road users and they should be used appropriately.</p>
<p>[A. Objections & Concerns]</p>	

<p>(5) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Object Toucan Crossings - Object Shared-use Cycle Paths - Object Experimental Parking Removal - Object</p> <p>Witney is great for pedestrians and cyclist already and the reason the town is successful is because of its free parking attracting visitors from surrounding villages who can only access the town via driving.</p> <p>These plans are moronic and drawn up by ideology rather than the reality of the situation and will be a step backwards.</p>
<p>(6) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Object Toucan Crossings - Support Shared-use Cycle Paths - Object Experimental Parking Removal - No opinion</p> <p>20 mph in nearly all Queen Emma's Dyke (as given in map) is not needed and is a waste of money.</p> <p>Closure to Corn Street will mean longer more polluting journeys for those resident in Corn Street area.</p> <p>While there is a need for wider footpaths at the Buttercross end of Corn Street and parts of Tower Hill there is no need for additional cycling lanes as cycling is reasonable along Corn Street for the small number of people who are likely to go shopping on bicycles and there are very few people who would wish to cycle up Tower Hill.</p>
<p>(7) Local Resident, (Witney)</p>	<p>20mph Speed Limit - Object Toucan Crossings - Support Shared-use Cycle Paths - Object Experimental Parking Removal - Object</p> <p>I am against 20 mph limits having experienced them in many towns including Oxford. Too much time is spent constantly looking at one's speedometer instead of watching the road for pedestrians and other traffic.</p>

(8) Resident, (Eynsham)	<p>20mph Speed Limit - Object Toucan Crossings - Concerns Shared-use Cycle Paths - Object Experimental Parking Removal - Concerns</p> <p>20mph not easy to enforce Crossings need lights, for safety of pedestrians and drivers Mixed use paths very dangerous. People need to know what to expect, and what is expected of them</p> <p>There is a current craze for more walking and cycling, as if it's a panacea towards climate change. During the pandemic we have seen all cycle shops sell their entire stock, and have nothing to replace it with for months, as like most things we used to make we now import virtually all cycles. Now that new stock has arrived, the shops are awash with second hand bikes, that are selling for a fraction of their recently bought new price.</p> <p>If we are going to take cycling seriously in the UK, we need to commit to building proper cycle tracks, not putting a few dotted lines on the pavement, or road. This will mean in most cases having to widen roadways, and that will mean having to demolish houses, shops etc on at least one side of the road! If you are not prepared to do this then forget it, as in most circumstances you will either inconvenience or endanger pedestrians or motorists, remember roads are for motor vehicles, and pavements are for pedestrians.</p> <p>As a cyclist, motorcyclist and driver, who has covered over two million miles in a number of countries, no other country tries to do things on the cheap like the UK. Either do the job properly or not at all. Every day I see the traffic stationery on the a40 between Oxford to almost to the second Witney turn on the bypass, yet there are never any more than half a dozen cyclists on the purpose built cycle paths, when you would think they would be crowded.</p> <p>The other problems involve the lack of proper maintenance of the average cycle and the lack of training of the cyclists. Most cyclists take no notice of road signs, and are prepared to put their lives in danger, by relying on motorists raking avoiding action, when they place themselves in danger.</p> <p>If cycling is going to be taken seriously then both cycle and cyclist, must be maintained and trained, therefore all cycles must be registered, tested taxed and insured as both are lethal in the wrong hands</p>
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(9) Resident, (Newbury)	<p>20mph Speed Limit - Object Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Object</p> <p>No evidence for the reasons to have 20mph Limits, or even Zones. From experience, many of the roads are not travelled above 20mph anyway. Huge cost, doubtful benefit. Those that drive too fast now will continue to do so regardless of any signs.</p> <p>The schemes have the appearance of being a way to spend Grant money as opposed to delivering any need. I see no evidence of foundation work done to identify needs of citizens - routes travelled and method as opposed to what could be if certain measures were in place.</p> <p>A poorly constructed and presented plan, but as Local Authority 'consultation' is all but meaningless it will surely go ahead and be a stunning success</p>
(10) Local Resident, (Witney)	<p>20mph Speed Limit - Object Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>Speed limit of 20 mph for Church Lane is far too high. Racing bicycles careening across the Windrush bridges at Langel Common and flying around the blind curve between St. Mary's Priory and St. Mary's Priory House are already a threat to life and limb. Mothers with baby carriages and other pedestrians are regularly nearly struck. Speeding cyclists themselves are endangered by possibly colliding with unseen vehicles leaving the gate of St. Mary's Priory House. Much preferable would be a speed limit of 10 mph.</p> <p>In addition, it would greatly enhance safety at that blind curve if some sign facing Witney could be erected - perhaps something like "Slow - Hidden Entrance".</p> <p>Thank you for your care with this. The general scheme for a cross-town travel route is splendid.</p>

(11) Local Resident, (Witney)	<p>20mph Speed Limit - No opinion Toucan Crossings - No opinion Shared-use Cycle Paths - Object Experimental Parking Removal - Concerns</p> <p>I consider the shared use of bus and cycle lane between Holloway Road and Market square to be potentially dangerous due to the narrowness of the road.</p> <p>I am concerned about future parking for residents of which I am one, at the bottom end of Corn street ie the spaces outside no's 148 to 170 and from the new inn to Swinburne place. The proposals are not clear on this.</p> <p>What will removal of the centre line between the roundabout and Holloway Road achieve. Are you making this one way? Some motorists are unable to keep to 30 mph when coming down corn street. How are you going to police the proposed 20mph?</p>
(12) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - No opinion Shared-use Cycle Paths - Object Experimental Parking Removal - No opinion</p> <p>Would like to see 20mph in Mill Street where I live because of the speed of traffic makes it dangerous to cross the bottom of Mill Street from Bridge Street to High Street. As you cross from Bridge Street there is a corner up Mill Street so you have to step out onto Mill Street to see if vehicles are coming down Mill Street and at 30mph is too fast especially for the elderly living in the sheltered dwellings in Riverside Gardens etc. Sometimes I find the speed of traffic frightening as I wait at the controlled crossing at Puck Lane to cross Mill Street simply because at speed they sometimes tend to go through the red light without stopping.</p>
(13) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Object Shared-use Cycle Paths - Object Experimental Parking Removal - Object</p>

	<p>The first item is sensible for the right reasons. Shared use of pavements by cycles I consider very dangerous , because there are a substantial number of cyclists who have no consideration for pedestrians, they even expect you to get out of their way, same applies to Toucan Crossings.</p> <p>Removal of parking on an experimental basis without replacing an alternative is totally unacceptable.</p>
(14) Resident, (Brize Norton)	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Concerns Experimental Parking Removal - Object</p> <p>Concerns over shared use cycle lanes due to small size. Cycles need 3 meter clear width away from other vehicles, to maintain safe use.</p> <p>Parking should never be removed.</p>
(15) Resident, (Great Rissington)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Object</p> <p>We need to do everything we can as a community to enable walkers and cyclists to access Witney safely.</p>
(16) Local Resident, (Witney)	<p>20mph Speed Limit - Concerns Toucan Crossings - Concerns Shared-use Cycle Paths - Concerns Experimental Parking Removal - Concerns</p> <p>With more and more houses being built in Witney and an increase in cars, many proposals are not addressing the overall need to limit traffic in and around Witney.</p>

(17) Resident, (Fifield)	<p>20mph Speed Limit - Support Toucan Crossings - Concerns Shared-use Cycle Paths - Concerns Experimental Parking Removal - No opinion</p> <p>There seems to be insufficient consideration for those who can walk but not very far.</p>
(18) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Experimental Parking Removal - No opinion</p> <p>Concern for sensible traffic management scheme which is fair to all users</p>
(19) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Experimental Parking Removal - Support</p> <p>I support the proposals as there is no need, except for emergency vehicles, to go any faster. Could it be extended to Oxlease?</p> <p>I am concerned about shared pathways as cyclists tend to dominate pedestrians.</p>
(20) Resident, (Eynsham)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Experimental Parking Removal - Support</p> <p>I am very much in favour of cycling and walking paths in order to encourage people out of their cars. Shared use cycle paths have their dangers. I would much prefer separate paths.</p>

(21) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Concerns</p> <p>Active travel is great for local residents and should be pushed and promoted at all times, however, thought needs to go into attracting non-residents to the area to support the local businesses.</p> <p>Removing parking could lower the attractiveness of visiting Witney for shopping/eating etc</p>
(22) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Concerns</p> <p>All are very good ideas to slow down the traffic in the area</p>
(23) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Concerns</p> <p>20 mph - would hope it includes some kind of speed control/traffic calming. Currently Corn Street seems to frequently used as a race track.</p> <p>Crossings - this is needed, even with less traffic, it would be safer.</p> <p>Cycle paths - We have experienced people riding bikes on the footpaths. Much as it's annoying and dangerous, its understandable with the narrow streets, large buses and other traffic.</p>

	<p>Parking removal - Would like to understand what the changes to parking are. We live on Corn St, and are currently outside of the parking controls, which means street parking is at a premium as anybody can and does park there. Would be very much in favour of residents only parking being extended for the entire length of Corn St.</p>
(24) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Concerns</p> <p>I am a driver trainer and very pro road safety. Part of my role (as well as being an on road trainer) is presenting road safety initiatives which I have been presenting for over 15 years.</p> <p>It is a fact that 20mph limits / zones save lives and impact speeds are much lower- These 20mph speed limits are growing around the country - and it is really about time we had 20mph limits on all housing estates and in the town centre of Witney. I am very interested in supporting this proposal to save death or serious injuries on our roads and encourage others to walk / cycle and to feel safe in doing so.</p>
(25) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Concerns</p> <p>The 20mph speed although unenforceable will greatly reduce the speed at which traffic can navigate town meaning more people are likely to adopt active travel methods as the key bar for many people currently is the potential conflict and safety concerns with sharing the roads with traffic travelling at such a high relative speed.</p> <p>I'd like to understand more the proposals regarding the "Experimental Parking Removal" as from my understanding providing more parking may actually reduce the speed of traffic as it can form a congesting barrier limiting the flow and potential for faster travelling traffic.</p>

(26) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Experimental Parking Removal - Concerns</p> <p>Shared Use cycle paths can be quite dangerous when people meander about, and fail to control their children, or their dogs. Will there be a line down the middle, to separate the two uses and, if so, will this be well signed? (Not that many people will take much notice anyway, if behaviour on Langel Common is anything to go by!)</p> <p>Cycle paths are needed on Hailey Road, but nothing seems to be planned, and some lighting (solar?) across the meadow between Hailey Road and Mill Street.</p>
(27) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Concerns Shared-use Cycle Paths - Object Experimental Parking Removal - Support</p> <p>0mph speed limits must be standard in all residential areas. The scope of the consultation is weak, Please consult on 20mph residential zones, get broad support then proceed at will over a few years. Yes, of course it should be 20.</p> <p>Toucan crossings are not ideal. As it keeps active travellers as second-class citizens. I would prefer to see parallel crossings, build up using a Dutch entrance kerb, to give more clear priority to pedestrians, cycles and scooters. Why cycle 10mins to town if you waste 30% of your trip time waiting at junctions, where you can simply drive past the impatient cycles and pedestrians waiting on the kerb? Even then plenty of cars still run amber and red lights even by the police station!</p> <p>Shared-use cycle paths are not cycle paths, they increase apprehension among pedestrians and add confusion where they marked or otherwise. They also don't give users the priority at any junction or crossing intercept. To be effective in modal shift, you need carrots for active travel and more obstacles to motor vehicle use. This is well known and has been for years, we continue to waste money on these half measures which won't work. There are so many better models of cycle track, without the massive expense for mile of London super highways. Just take space from the road, and bollard or armadillo off the route, or plant trees to create a boulevard (as you have also said you want 50% tree cover increase?)</p>

	Parking removed has not affected use as high streets are closed. Add cycle parking or parklets.
<i>[B. Support]</i>	
(28) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - No opinion</p> <p>I live on Newland where most of the traffic travels at a speed well in excess of 30mph. The safety of people crossing to King George's Field from the pathway near my house is at risk from this constant threat.</p> <p>I support any measures which slow the traffic down and, as a consequence, make it safer for walkers, cyclists and drivers. The toucan crossing near Church Lane goes some way to achieving this. However, drivers will probably still speed in between traffic calming points. The 30 mph (many think it should be 20mph) speed limit is clearly displayed along Newland as is the placement of speed cameras. To no avail. There is some doubt among residents as to the functioning of these cameras. If people do not fear a penalty charge for speeding, they have no reason to slow down. Fines imposed on those speeding would be a good way to raise funds for further traffic control.</p> <p>I have contacted my local MP in the past about this issue and he referred my concerns to another parliamentary representative. They concluded that, as there have been no serious accidents or deaths recorded on this stretch of Newland, the status quo is acceptable. I totally disagree with this standpoint and favour a more preventative approach</p>
(29) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - No opinion Experimental Parking Removal - No opinion</p> <p>I fully support the proposals for a 20mph speed limit. However, such speed limits are notoriously difficult to enforce. The Police do not have the resources and CCTV is expensive and only deals with speeding after it has occurred.</p>

	<p>What is needed is traffic calming measures. Not speed humps as these are opposed by the emergency services but chicanes or similar so that traffic has to slow down. Cheap timber planters can be used which can be moved around to get the best effect. Welch Way, High St, Corn St, Church Green and the Leys are places where such measures are necessary.</p>
(30) Resident, (North Leigh)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - No opinion</p> <p>I support the cycling improvements and would like to suggest a further area of possible improvement of road safety for cycling.</p> <p>When cycling northeast along Witan Way and approaching the Sainsbury's roundabout, the geometry of the approach to the roundabout makes it difficult for a cyclist to go straight ahead and exit onto Witan Way. If the cyclist keeps to the left, cars assume that they have committed to a left turn and are surprised when the cyclist attempts to go forward towards the second exit.</p> <p>I suggest that a cycle ahead lane be added on this approach and that the left lane be made a turn left only lane for all vehicles.</p>
(31) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>Want less cars and more walking and cycling. Church Lane has. Lot of cars during non-lockdown. Replacing the zebra crossing is very good as it is not so safe as toucans.</p> <p>Church Lane is fine for walking on the pavements but when it rains the puddles on the pavement make pedestrians to need to walk in the road so this would need fixing.</p>

(32) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I support anything that makes roads and streets safer for pedestrians and cyclists</p>
(33) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I feel that all housing estate should have the speed limit cut to 20mph to support people travelling on foot. I feel that the temporary traffic restrictions in the town have not affected people using the town or parking. This of course may change when we get out of Covid restrictions, but I feel this could solved easily.</p>
(34) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>Traffic in Witney is very busy, particularly at rush hours, and as a cyclist and pedestrian I notice a lot of speeding and overtaking. I think the new measures will help to encourage more people to cycle, with the knock on effect of reducing traffic and air pollution.</p>
(35) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>The reduction to 20mph and the other measures are really important to improve cycle and pedestrian safety and</p>

	access. I'm hoping you can improve the top part of corn street. The narrow pavements there are dangerous, particularly for the schoolchildren or wheelchair users. I thought there was going to be a proposal for this to be made one-way, which would be great as it could make pavements wider and roads safer for bikes.
(36) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I would like 20MPH zones to be extended to other areas of Witney, such as New Yatt Road and Farmer's Close.</p>
(37) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>The twin objectives of road safety and encouraging active travel seem to be advanced by these proposals. Realistically nobody should be travelling at over 20mph in the roads marked, and the other speed restrictions make sense.</p> <p>The toucan on Oxford Hill is an improvement, though some consideration of the width of paths leading to this crossing is urgently needed. Both the footpaths designated for shared use are too narrow, and could be widened without impact on the main roadway passability at this wide spot on Newland/Oxford Hill (in part by converting and remodelling a small stretch of verge on the eastern side of Oxford Hill, and widening the footpath on the western side). Footpaths leading to the crossing from the east need urgent attention which is part of a separate consultation. Alongside our property at 85 Newland there is a severe restriction in the width of the path rendering it unsafe for two pedestrians meeting in opposite directions, never mind bikes. As landowner I would be very happy to work with highways officers to discuss remedies. Alternatively use of the path north of our property, which is wider and emerges onto Newland opposite the Griffin pub, may be a better solution.</p>
(38) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support</p>

	<p>Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>Better and safer cycling and pedestrian infrastructure is needed in Witney.</p>
(39) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>Great idea and fully support the proposed changes</p>
(40) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>The 20 mph zone should include two important stretches of public road which I could not find in the proposals.</p> <ol style="list-style-type: none"> 1. Station Lane between Church Green and Witan Way and the Leys road behind the church. 2. Farm Mill Lane between Church Green and the entrance to Sainbury's car park. <p>Both areas have a lot of shoppers, students and people who want to go to the Leys for recreation.</p>
(41) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>I believe it is very important to encourage more people to walk and cycle where possible and making it easier and safer to do so is a vital part of the process. As well as this, 20mph limits make perfect sense in busy residential areas such as Madley Park.</p>

(42) Resident, (Stonesfield)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal - Support</p> <p>These measures would make Witney much more accessible as they would encourage a move to more active forms of travel and make the town a more pleasant environment in which to work, rest and play.</p> <p>Pre pandemic, my family would not travel into Witney as the level of traffic made it off putting to travel by bike or car. With calmer roads created by a 20mph speed limit it would be much more pleasant to travel into town and spend time.</p>
(43) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal – No opinion</p> <p>I live in The Crofts just off of Corn Street. I strongly support reducing the speed limit to 20mph and any other traffic calming measures on both on Corn Street and on The Crofts as I find people drive far too quickly on both roads - in fact some cars seem to use Corn Street as a race track. Having two small children, I live in fear of my children being hit by a speeding car. I walk my 3 year old to and from nursery school on Church Green regularly and feel anxious every time we set out.</p>
(44) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal – Support</p> <p>It is high time for ALL of society to make a step change in behaviours for all our futures. The status quo for town centre traffic has failed to deliver all the benefits that society needs and will need in the future. The small conservative attitudes resistant to any change have held back progress for too long and have espoused business interests at the expense of all others. So please do not let a well-organised but single -issue lobby group dominate what is best for wider society. Be brave and embrace change.</p>

(45) Local Resident, (Witney)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Experimental Parking Removal – Support</p> <p>To encourage active travel facilities in the town. More needs to be done around the mini roundabouts at the junction of Bridge Street/West End/Newlands/Woodstock Road to enable safe crossing and cycling. There is no mention of share cycle/pedestrians along the Hailey Road.</p>

Summary of Witney traffic speed surveys conducted December 2020.

Location	Mean Speed mph	85th Percentile Speed mph
Corn Street (between Marlborough Lane and Swan Court)	20.62	24.86
Langdale Gate	21.06	25.19
Church Lane	15.1	20.29
Harvest Way (between Campion Way and A4095)	19.54	22.79
Madley Way (between Harvest Way and Cherry Tree Way)	20.94	25.11
Harvest Way (between Cherry Tree Way and Barleyfield Way)	19.87	24.6
Station Lane (between Witan Way and The Leys)	22.99	26.93
Church Green (opposite St Mary's Primary)	18.4	23.57
Welch Way (between Woodford Way and High Street)	17.53	22.43

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Divisions: Otmoor

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

ISLIP – B4027 RIVER BRIDGE AND WHEATLEY ROAD: PROPOSED TRAFFIC SIGNALS INCLUDING ONE -WAY RESTRICTION ON MILL STREET AND SPEED LIMIT CHANGES

Report by Interim Corporate Director Communities

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve:
 - a) the proposed traffic signals on the B4027 river bridge at Islip and the one-way restriction on Mill Street as advertised;
 - b) the proposed 20mph and 40mph speed limits on the B4027 Wheatley Road as advertised.

Executive summary

2. Mitigation measures (Annexes 1 and 2) are required to protect the damaged narrow three span masonry arch bridge across the River Islip on the B4027 from further damage. A scheme comprising permanent traffic signals and other traffic management measures has been identified as the least-worst option, recognising that while it will inevitably lead to some traffic delays and queuing in the village it will help address long standing concerns over the safety of pedestrians crossing the bridge, where the only provision is a narrow 'virtual' footway using carriageway markings as there is no space for a kerbed footway. If the proposed signals are not installed soon then alternative mitigation measures will be required to protect the safety of the public and the bridge i.e. road narrowing and temporary traffic signals or a road closure, which would cause even more disruption and inconvenience for residents and road users. While a longer-term solution may be to reconstruct the bridge that is expected to take several years to arrange and costing several million pounds.
3. Separately from the above proposal, a request has been received from Islip Parish Council to extend the 20mph speed limit on the B4027 Wheatley Road, which currently terminates just south of the above bridge to the current terminal point of the 30mph speed limit and to then provide a 'buffer' 40mph speed limit in place of the current 50mph speed limit south of Islip. If approved the speed limit works would be funded by Islip Parish Council. Although the speed limit proposals were not identified in the context of the proposed signals, they are complementary in that lower speed limits would help mitigate the risk of shunt type accidents on the northbound approach of the B4027 into the village when vehicles are queuing on the approach to the signals.

Consultation

Traffic signals and one-way restriction in Mill Street

4. Formal consultation was carried out between 05 November and 04 December 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Islip Parish Council, and local County Councillor. Street notices were placed on site and a letter also sent directly to approximately 235 properties in the immediate vicinity of the proposals.
5. Eighty responses were received which are summarised in the table below:

Response	Object	Concerns	Support	No objection / opinion	Total
Number	42	16	20	2	80
Percentage	52.5%	20%	25%	2.5%	100%

6. The responses are recorded at Annex 4, including a more detailed response recorded separately at Annex 5. Copies of the responses are available for inspection by County Councillors.

Speed limit

7. Formal consultation was carried out between 19 November and 18 December 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Islip Parish Council, and local County Councillor.
8. Four individual responses were received. 2 in support, one objecting and one non-objection. These are recorded at Annex 3 with copies of the responses available for inspection by County Councillors.
9. Islip Parish Council also submitted a petition signed by 23 local residents who reside south of the bridge in support of the proposals.

Response to objections and other comments

Traffic signals and one-way restriction in Mill Street

10. Thames Valley Police recognise that implementation of traffic signals will significantly increase traffic queue lengths on this route and have a particular concern with the safety on the southern Wheatley Road approach due to lack of adequate forward visibility to queuing traffic and consider that the extension of the 40mph speed restriction will not be sufficient in itself. It is proposed to cut back the vegetation/trees on the highway verge, which currently encroach up to the edge of the carriageway, by approximately 2m to the highway

boundary to greatly increase forward visibility around the bend. It is also proposed to prioritise southbound traffic with the traffic signal timings, to minimise queuing in the village but this will unfortunately result in longer queuing on the northbound approach on Wheatley Road, which is predicted to reach 190m in length at peak times based on pre-Covid traffic levels.

11. The proposed measures are considered to be the least-worse option to protect the damaged narrow three span masonry arch bridge across the River Islip. If the permanent traffic signals are not installed soon, then alternative load mitigation measures will be required to protect the safety of the public and the bridge. i.e. road narrowing and temporary traffic signals or road closure. A longer-term solution may be to reconstruct the bridge, which is expected to take several years to arrange and costing several million pounds. It is, however, considered that a new bridge, wide enough to permit the free flow of two-way traffic, will increase traffic flows through the village, whose roads do not appear suitable to accommodate that increase. A better long-term solution would probably be a bypass and/or the upgrading of alternative commuter routes. These alternative options are considered to be outside the scope of the current proposals, which are primarily concerned at safeguarding the bridge in the shorter term. Implementation of the proposed road narrowing, controlled by traffic signals, has only required consultation for the TRO for making Mill Street one-way. Without making Mill Street one-way, temporary or permanent traffic signals will be likely to cause gridlock, due to larger queuing vehicles on the bend from Mill Street, blocking northbound traffic.
12. The only viable alternative in the short term to the proposed permanent traffic signals would be road narrowing with temporary traffic signals, or a road closure. However, if implementation of the road narrowing is left too long then the damage to the edges of the bridge may become too severe for the road narrowing option to be viable, such that the road will need to be closed until a bridge reconstruction can be arranged.
13. The majority of objectors do not appear to realise that leaving the bridge in its current configuration, 5.3m wide between parapets, with two-way traffic running up to the face of the parapets is not sustainable. Vehicular loading needs to be kept away from the damaged edges of the bridge and raised verges provided, to help prevent surface water running through the cracks in the edges of the structure, which is accelerating its deterioration.
14. The objectors' primary concern is related to queuing traffic through the village. However, it is proposed to prioritise southbound traffic with the traffic signal timings to minimise this. Peak time queue lengths on Kings Head Lane, based on pre-Covid traffic levels are anticipated to be 160m and clearing queuing traffic on Kings Head Lane during its signal phase. comments on the detrimental effects of queuing traffic from the provision of traffic signals are accepted. This will be minimised as far as practical with a permanent traffic signal installation and the making of Mill Street one-way.
15. Note, that to current highway standards, the minimum width of a two-way road is 5.5m and that an absolute minimum distance of 450mm should be available between the running lanes and any obstruction at the edges of the

carriageway. There should also ideally be footway provision across this bridge for which the absolute minimum width should be 1.0m. As part of the bridge load mitigation measures the narrowing is proposed to be slightly offset to provide a useable footway, with an upstand to deter overrunning, although overrunning should be far less of a problem once traffic signal control is in place. It is considered at this time that the proposals will serve as a reasonable medium-term solution to address the problems with the bridge. There are numerous other higher priority bridge works for which there is currently a funding and resource shortfall, such that it is anticipated that a multi-million pound expenditure on Islip bridge is not now warranted.

16. The existing road layouts at either side of Islip bridge are poorly suited for the installation of traffic signals, such that the permanent traffic signal set-up, will require several traffic signal heads making it impossible to avoid long queue lengths at peak times and increasing the cost of installation, which will include all practicable measures to address the concerns raised.
17. Comments are provided to the individual objections and concerns using the same numbering system in the table below.

- (3) Conservation Officer (Cherwell District Council) – The number of traffic signal posts and heads required for the traffic signals to operate safely is highly unlikely to be able to be reduced.

A conservation style rather than standard precast concrete kerb can be provided, but these still need to be able to provide their primary engineering function, i.e. highway drainage and to deter vehicles from mounting them, but still be over runnable by the occasional large wide agricultural vehicle, i.e. combine harvester (see 5 below).

- (5) Local Business, (Church Commissioners for England) – the proposals will protect the bridge and avoid the need to close it, or otherwise restrict the loading on the bridge and will enable farm vehicles to continue to use the bridge. i.e. the large balloon tyre of an occasional combine harvester over running the raised verges can be accommodated in the bridge's current condition. Without the proposals this is unlikely to remain the case.

- (6) Local Resident (Islip) – The traffic flows across the bridge are tidal, with commuter traffic going into Oxford in the mornings and out in the evenings.

The proposed traffic signal timings are intended to prioritise southbound traffic, clearing the queues on King's Head Lane, such that this resident should not experience serious difficulties in accessing their property.

- (7) Local Resident (Islip) – Making Mill Street one-way will require some residents to drive 200m further and join the queue at the top of Kings Head Lane. It is predicted, based on pre-Covid traffic levels that 306 vehicles will be added to the morning peak traffic flow on Kings Head

Lane, due to the proposed one-way system. The Traffic Signals will prioritise southbound traffic such that the queue on King's Head Lane should clear enabling traffic to turn right from the Walk into Kings Head Street. The hatched area currently parked on between The Walk and Kings Head Lane will need to be restricted more than now for this right turning traffic.

Without making Mill Street one-way, southbound traffic queuing in Mill Street to turn right over the bridge is likely to block northbound traffic, creating grid lock, i.e. the Mill Lane carriageway is only 4.9m wide in places. The minimum width of a two-way road to enable two-way traffic to freely pass is 5.5m. The tight bend makes this even worse for longer vehicles. The carriageway cannot be readily widened and if done so, there would be a further phase of the traffic signals required, which would increase traffic queue lengths.

- (8) Local Resident (Islip) – Considers consultation to be unfair as only considers making Mill Street one-way. This is the only element of the proposed works to protect the bridge which requires a TRO and consequently consultation. Unfortunately, other viable solutions to protect the bridge in the short to medium term have not been found. Alternatives, such as replacing the bridge cannot practically be carried out within this timescale. The reason for making Mill Street one-way, the traffic signals has been given and by including this the comments and concerns about the traffic signals are proposed to be taken into account within their detailed design, which should lessen their adverse impacts.

Asked why the traffic signal head on the north side of the bridge cannot be moved closer to the bridge as was previously positioned when temporary traffic signals were provided. A swept path analysis of vehicle turning movements has been carried out. Without moving the traffic signals further back longer vehicles heading north and turning left into Mill Street will clash with queuing traffic heading south. It is considered impractical to widen the highway over this section of the road to avoid this, i.e. land would need to be purchased and major modifications made to the retaining walls to the river.

- (9) Local Resident (Islip) – As (7) but emphasises that large vehicles will not be able to make the sharp turn at the top of the Walk onto Church Lane, with the car parking here, which needs to be retained. Few large vehicles are anticipated to wish to make this movement and there are alternative albeit slightly longer routes for larger vehicles, i.e. via. Middle Street and Lower Street.
- (10) Local Resident (Islip) – Against adverse impacts of traffic signals on bridge, especially as they do not understand the need for the traffic signals.

Accepted, but unfortunately no suitable alternative to protect the bridge in the short to medium term has been found to be viable.

- (11) Local Resident (Islip) – As (10) but thinks that traffic signals are primarily proposed for the benefit of people outside the village.
- (12) Local Resident (Islip) – As (10) but particular concern over pollution from queuing traffic.

The traffic signals will prioritise southbound traffic, such that queuing through the village will be minimised. This will however create long northbound queues on Wheatley Road, outside of the village at peak times.

- (13) Local Resident (Islip) – Concern that with the proposed section of Mill Street made one-way it will be impossible for large vehicles to turn left out of Mill Street up Church Lane.

Mill Street is very narrow, with poor access into it such that vehicles that are currently able to get into Mill Street should be able to make this left turn onto Church Lane.

Concern that there are poor footways on Mill Street and making this one-way could increase traffic speeds and endanger pedestrians.

There is a reasonable footway on the southern side of Mill Street. Only a 50m length of Mill Street is being made one-way with sharp bends at each end, so no substantial increase in traffic speeds is predicted.

Suggests priority signage rather than traffic signals over the bridge.

This has been investigated but rejected due to length of bridge and visibility on the approaches being inadequate.

Also as (12)

- (14) Local Resident (Islip) – Concern, similar to (13) regarding increased speeds on section of Mill Street and endangering pedestrians. Concern as cyclists using traffic signals, getting caught on the bridge between phases.

It is proposed to provide sensors to prevent this from occurring. There will be raised verges such that there will be some refuge from the single lane of traffic.

Similar concern to (7), but longer queue blocking access to North Street.

Queuing in the morning peak times is anticipated to extend as far back as North Street based on pre-Covid traffic flow levels.

- (15) Local Resident (Islip) – Receipt of notification half-way through notification period. Urbanisation of village, and light pollution with traffic signals.

This is considered the only practical means to safeguard the bridge and the queuing is likely to deter some commuter traffic.

As (5) and (10)

Lower Street being closed during times of flooding increasing congestion.

Access to either end will still be available with the proposed traffic signals.

North Street and Lower Street being used as a “rat run” and North Street very narrow.

The exit from Lower Street will be signalised, such that the timings can be adjusted if this becomes a problem, such that this is not a significantly more desirable route than using King’s Head Lane.

Suggests provision of separate footbridge.

Not considered required with proposals but not the primary reason for providing the road narrowing and traffic signals.

Considers traffic problems through Islip lie further afield, lack of other suitable routes to the John Radcliffe and North Oxford schools.

It is agreed that the narrow winding roads through Islip are not suitable for large volumes of traffic and that there is a problem with congestion on the primary road network, especially the A34, encouraging commuters to use this route.

- (16) Similar to (10)
- (17) Similar to (12), also concern about queuing traffic blocking right turning traffic into North Street.
- The traffic signal timings will prioritise southbound traffic, minimising queuing through the village such that queues should not reach this far back.
- (18) Similar to (12) and flooding on Lower Street amplifying problems.
- (19) Similar to (6), and (12)
- (20) Similar to (5), (7) and (12)
- (21) Similar to (7)

- (22) Similar to (13)
- (23) Similar to (12)
- (24) Similar to (13)
- (25) Similar to (7)
- (26) Similar to (7). Considers will have an impact on the conservation area and the setting of the Listed Buildings.

This issue has not been raised by the Conservation Officer in (3).

- (27) Similar to (12).

Concern over queuing traffic further north on B4027 adversely affecting pedestrians crossing to Doctor South's Primary School. Road rage and aggressive behaviour towards villagers and children. Query, regarding traffic modelling.

Modelling of the predicted queue lengths based on current traffic flows has been carried out. Queuing southbound back as far as the Doctor's South Primary School, is not predicted based on pre-Covid traffic levels, due to the proposed traffic signals prioritising southbound traffic.

Due to giving southbound traffic priority, northbound queues are anticipated to reach 190m length in peak times based on pre-Covid traffic levels.

- (28) Similar to (10) but wants a footbridge.

The proposals will, in addition to addressing the structural issue with the bridge, create improved pedestrian facilities.

- (29) Similar to (5)

- (30) Similar to (5), with more specific concerns of the proposed raised verges damaging the agricultural vehicles tyres.

A balance between all the objectives is being made, with the raised verges only being 50mm high for improving the drainage and keeping the single lane of traffic controlled by traffic signals away from the edge of the bridge. The kerbing is also to deter vehicles mounting the area designated for pedestrians. The proposed measures are not anticipated to cause damage to large agricultural vehicle tyres that over run the raised verges. These large tyres are anticipated to be able to suitably spread their load that they do not damage the edges of the bridge. This will be further reviewed at the detailed design stage.

Mention is made of a special dispensation for moving large agricultural vehicles the wrong way down The Walk, which will presumably also mean going against the proposed one-way system on Mill St. This will be more difficult with the proposals, but not impossible if, for example, the movement is done at night stopping all other traffic, if a suitable dispensation from the Police can be obtained.

- (31) Similar to (5), (12) and (26)
- (32) Similar to (5)
- (33) Similar to (5)
- (34) Similar to (13), but also points out that flooding occurs on Mill Street and making it one-way could result in higher traffic speeds displacing floodwater into adjacent properties.
- (35) Similar to (5) and (10)
- (36) Similar to (5)
- (37) Similar to (10)
- (38) Similar to (15). Has also highlighted the poor condition of the Tithe Barn and gardens of the Old Rectory retaining wall in Kings Head Lane, which leans towards the carriageway and damage from vehicles hitting the walls of this narrow lane.

Making Mill Street one-way will increase traffic on Kings Head Lane, but not significantly add to the current problem.

Concern that people in queuing traffic will drop more litter.

Supports measures to reduce traffic through the village.

- (39) Similar to (12), suggests some form of congestion charging system be introduced to reduce traffic through the village
- (40) Similar to (12) and (15)
- (41) Similar to (6), (8), (10) and (12)
- (42) Similar to (7)
- (43) Similar to (10)
- (44) Local Resident (Islip) – Objects listing numerous points as follows:
 - 1a. Concern over the narrow width of Kings Head Lane and lack of footways. Indicates that current give way sign at bottom of the Lane stops traffic assisting pedestrians.

The traffic signals will not improve the width of this lane, but will stop traffic for longer periods of time, which may assist pedestrians further.

- 1b. Concern that making the proposed section of Mill Street one-way will result in an increase in traffic on Kings Head Lane.

This is correct, but diverted traffic will be primarily coming from the narrow Mill Street, via the narrow Church Lane, so is anticipated not to significantly increase the number of wide vehicles using Kings Head Lane.

- 2a. Similar to (12)

- 2b. Similar to (10) and concern over increased noise on Kings Head Lane.

There will be an increase in traffic which is diverted by making Mill Street one-way and traffic may be more start stop due to the traffic signals. Queuing on Kings Head Lane will, however, be minimised by the traffic signal timings giving priority to southbound traffic.

- i) A road safety audit of the preliminary design proposals has been carried out.
- ii) Other options to keep traffic loading away from the damaged edges of the bridge and to keep surface water away from the face of the parapets and cracks through the arch barrels at the edges of the bridge do not exist. These require the single track road across the bridge to be narrowed further. Formalised traffic control is then required and the only viable solution is traffic signals.

Strengthening without addressing the surface water drainage issues from lack of verges, would be a short term solution.

Widening of the bridge has been considered not to be viable, such that in order to provide adequate width for two-way traffic flow the bridge would need to be replaced.

Replacement of the bridge would be extremely expensive and likely result in increased traffic flows through the village, whose narrow roads do not suit this. These works would take several years to arrange, by which time if other measures are not taken to protect the bridge, may require its complete closure, or the provision of emergency road narrowing and temporary traffic signals,

which would be likely to result in far more traffic disruption.

- (45) Resident (Noke) Similar to (10)
- (46) Resident (Woodeaton), concerned over increased journey time on commuter route.

The proposals will unavoidably increase journey times and particularly in the northbound direction as the traffic signal timings will prioritise southbound traffic, to minimising queuing through Islip.

- (47) Similar to (5)
- (48) Similar to (5)
- (49) Similar to (27)
- (50) Similar to (10)
- (51) Similar to (10), (12) and (26)
- (52) Similar to (7), (10)
- (53) Similar to (7)
- (54) Similar to (7), (10)
- (55) Similar to (5) and (18)
- (56) Similar to (7) and (12) also indicates that flooding on both Mill Street and Lower Street requires traffic to travel two ways on Kings Head Lane.

A similar emergency arrangement could still be put in place, but the permanent traffic signals would need to be temporarily turned off.

- (57) Similar to (7) and the view of Thames Valley police on the southern approach regarding poor forward visibility around the bend.

This is intended to be addressed by cutting back vegetation by about 2m to the highway boundary, greatly improving forward visibility for motorists and pedestrians. The traffic signals will create gaps in the traffic flow assisting pedestrians to cross the B4027. These measures are being combined with extending the 40mph speed restriction on the B4027 further south of the bridge.

- (58) Similar to (7)
- (59) Similar to (7), (10), (12)

(60) Similar to (56)

Speed limit

18. Thames Valley Police objected to the extension of the 20mph speed limit on the grounds that without further supporting measures compliance will be low. Cherwell District Council did not object and 25 expressions of support were received from members of the public (including a petition with 23 signatures).
19. The extension to the 20mph is at the request of Islip Parish Council who are part funding, due to reduced visibility. While acknowledging the concerns of Thames Valley Police, in this instance with the introduction of the traffic signals there is also an increased risk of rear end shunts. The extension of the 20mph and 40mph buffer can be seen as complementary to this where signing will reflect this and the new signalized bridge
20. However, the scope for further engineering measures that can be introduced to alleviate the concerns of TVP will be investigated.

Sustainability Implications

21. The proposals will enable the damaged Islip Bridge over the River Ray to remain open to unrestricted traffic - 40/44t vehicles. Without the proposals alternative load mitigation measures will be required as it is not considered practical to repair the damaged structure. i.e. road narrowing with temporary traffic signals, without making Mill Street one-way or closure of the road until such time the bridge can be reconstructed. Without the proposals it appears impractical to maintain the safe movement of traffic on this route.

Financial and Staff Implications (including Revenue)

22. Funding for the proposed speed limit has been provided from Islip Parish Council. Narrowing of the roadway across the bridge, to reduce the highway loading and to enable raised verges to be provided to improve the drainage, and the permanent traffic signal installation, involving making Mill Street one-way to minimise traffic disruption is to be funded out of the highway structures capital budget. The alternative using temporary traffic signals might need to be funded out of the revenue budget. There will be long term maintenance costs for the traffic signals, which are considered to be lower for permanent, rather than temporary traffic signals. The alternative of closing the road, with a temporary diversion route, potentially for many years, may need to be paid out of revenue. This would have a severe impact on the local economy with indirect consequences on the Council's funding.

Equalities Implications

23. The proposals will provide benefits to pedestrians over motorists in using the current available space on the bridge, such that pedestrians will be in less fear of their life whilst crossing the bridge, with a designated raised footway, rather than just a white line being frequently overrun by vehicles squeezing past each

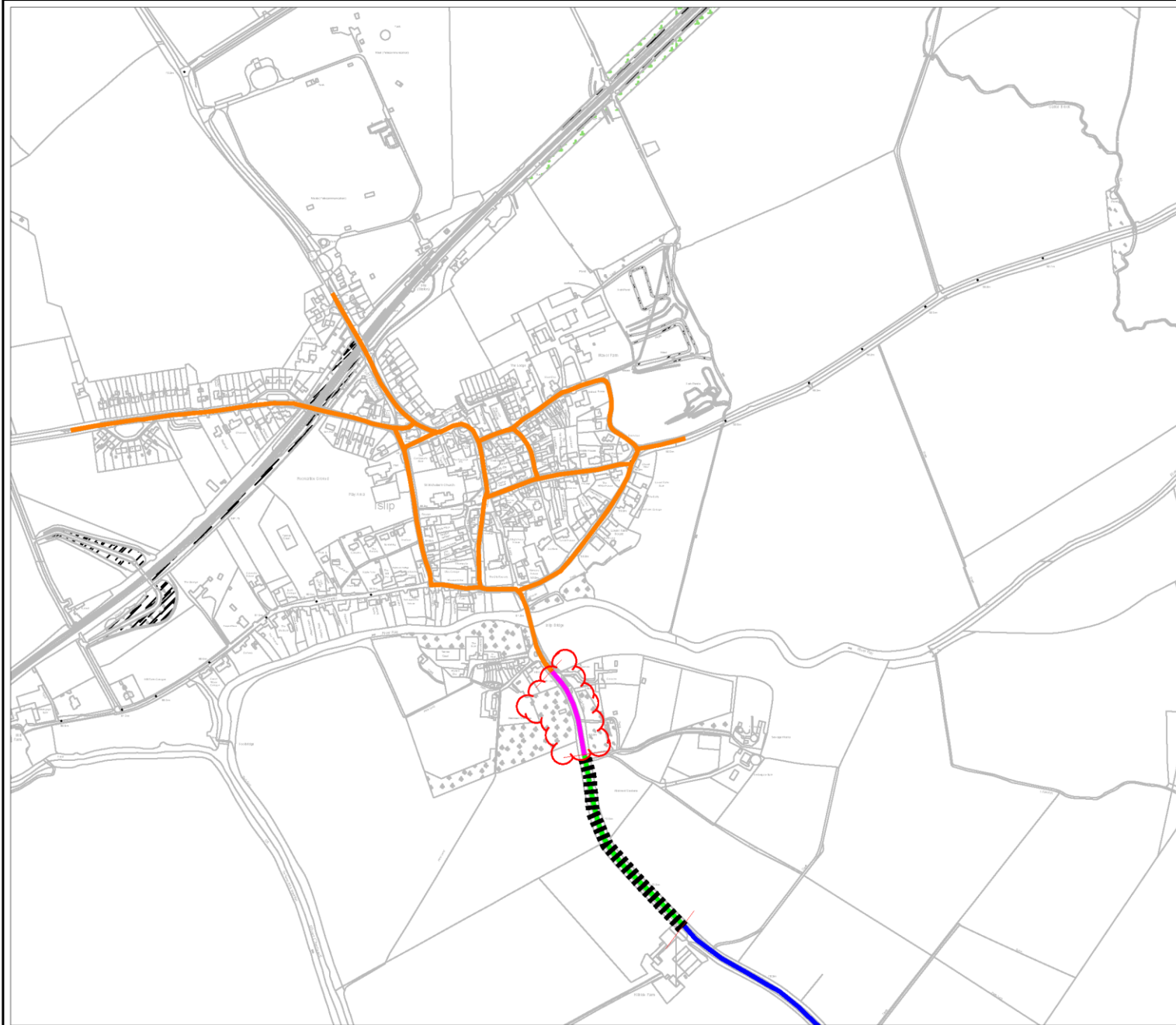
other up against the bridge parapets. The proposals will assist vulnerable persons wishing to cross the bridge.

JASON RUSSELL
Corporate Director, Communities

Annexes: Annex 1: Plan of proposed speed limit amendments
 Annex 2: Plan of proposed one-way restriction & traffic
 signals
 Annex 3: Consultation responses (speed limits)
 Annex 4: Consultation responses (one-way & traffic
 signals)
 Annex 5: Detailed individual response

Contact Officers: Hugh Potter 07766 998704
 Mike Wasley
 Robin Calver

February 2021



Drawing No.		Revision	
		0	

20mph extension - an additional 137m to the existing 30mph terminal signs

40mph extension - 300m

Existing 20mph

Existing 50mph

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

RECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
Islip speed limit extension

Drawing title
20/40mph extension

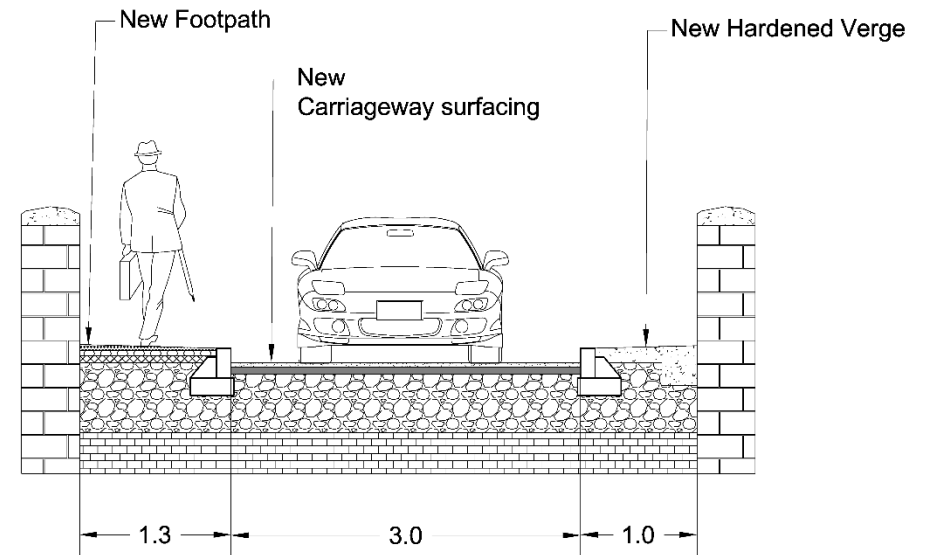
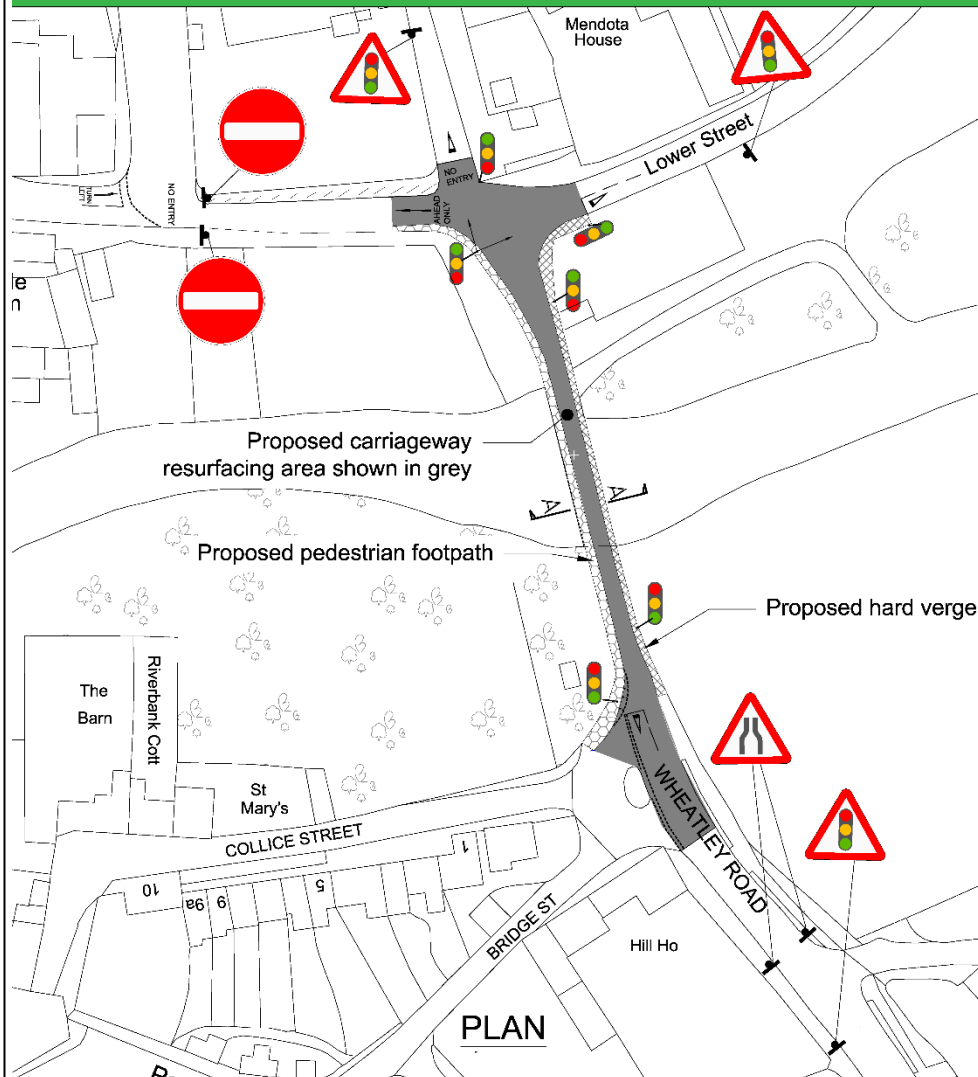
Drawing Status

Scale @ A3	Drawn by GG	Checked by DC	Approved by
	Date drawn 09/11/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	1

ISLIP TRAFFIC CHANNELISATION



Proposed Cross Section "A-A" of Carriageway & Footway



ANNEX 3 – Speed Limits

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character function with driver perception.</p> <p>No speed data has been sent despite requests where the current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. I am also aware Highway Authorities prefer to use Mean speed rather than 85th percentile.</p> <p>The Islip village 20mph speed limit was appropriate given the speed data and existing calming with road character where at that time the Wheatley road was singled out for consideration but left out of the Order appropriately. At that time existing speeds were within Police/Dft guidelines being compliant without further calming and no expectation for Police supervision. The approach on Wheatley road is rural unlit and has a blind bend where queuing traffic and rear shunts have been cited as strong potential with the signalisation of the bridge being considered. Extending the 20mph without additional engineering or other safety mitigation measures may render the location less safe given the nature of the road?!</p> <p>There is a proven link between road environment/character and drivers speed. Drivers' must respect the need for a speed limit . If not accepted as realistic from our experience a limit will quickly be abused and be the source of constant demands for police action. Communities not privy to this response will thereafter and be unhappy and dissatisfied with the residual situation which Police activity would never satisfy.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limits should not be used to attempt to solve the problem of isolated hazards which is the case here (Bridge signalisation), junctions or reduced</p>

	<p>forward visibility.</p> <p>Thames Valley Police object to the extended 20mph speed limit and seek a safe engineering solution to the bridge signalisation scheme and potential for traffic queuing on road safety casualty reduction grounds.</p>
(2) Cherwell District Council	<p>No objection – I can confirm that Cherwell District Council has no objections to the current proposal.</p>
(3) Islip Parish Cllr, (Traffic Matter)	<p>Support – I write to support this change for the following reasons. This is the most dangerous stretch of road in Islip and the only road in the village without a 20mph limit. From the south, it approaches the Ray bridge round a bend obscured by trees and bushes, cutting these back has proved unsuccessful. A footpath emerges halfway down the hill without decent sightlines, very dangerous. Two roads and three drives emerge onto this section of road also without decent sightlines.</p> <p>The Islip Parish Council have requested this change and a petition requesting it has been signed by every household south of the bridge. A copy is attached.</p> <p>Concerning the 40-mph section, this replaces the current advisory 40-mph section. In this area around a slow bend, numerous vehicles have run off the road here and this will help to limit this and should slow traffic approaching the 20mph limit.</p>
(4) Local Resident, (Islip)	<p>Support – I support this change which is long overdue.</p> <p>With the steep hill to the bridge in Islip, traffic needs to be slowed to 20mph at the top of the hill to reduce the risk of excessive speed at the bottom where traffic lights are to be installed. 50mph to 20mph was always too great a drop and the staged reduction via 40mph is to be welcomed.</p> <p>While I support strongly the implementation of the limits, the frequency with which the 20mph limit is ignored by motorists is deplorable. We need enforcement otherwise the limits, which are life savers, are toothless tigers.</p>

ANNEX 4 – One Way & Traffic Signals

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I was informally consulted some time ago by OCC and included on site visits with local councillors and engineers. I know the location well which has now got a village 20mph speed limit with essential physical calming in the village centre.</p> <p>The tortuous route through the village has never deterred and detracted from significant commuter traffic at material times which has not and will not with these proposals reduce in my opinion. This B class road circles across north of the City by passing the busy City ring road and also for traffic between North Oxford and employment centres in Headington and Cowley is attractive.</p> <p>The signal controls for the narrow bridge will allow grade separated pavements and offer increased protection for vulnerable users although cyclists could be dangerously squeezed on the narrow carriageway without facilities?</p> <p>Whilst understanding the motivation and local desire for the pedestrian facilities the signal aspect will generate significant traffic queueing on all approached during peak times which coincide with the local school run. I have not had site of any traffic modelling in this respect or what implications greater volume and density of standing traffic will have on air quality but would anticipate this being raised?</p> <p>The traffic queuing aspect raised specific concern for the Wheatley road section and the approach to the traffic signal heads. It is likely that que lengths will extend back up the hill and round a bend where forward visibility is limited. The potential here for rear end shunts and loss of control scenarios is a road safety hazard and requires specific safety mitigation measures. A lower speed limit alone would not in my view affectively control this problem and a thorough look at options and a safety audit approach should be considered by the Highway Authority in my view.</p> <p>Thames Valley Police have no objection to the proposal but would like thorough consideration to mitigation measures on road safety casualty reduction grounds to the potential for collisions with queuing traffic on the Wheatley road approach.</p>

(2) Islip Parish Council	<p>No opinion - It is the view of Islip Parish Council that the current consultation is inadequate. It refers only to the introduction of a one-way restriction on a short stretch of Mill Street and states that this has been proposed as part of plans to install traffic lights and a one-way system on Islip bridge.</p> <p>In the absence of detailed information or public consultation relating to the more extensive proposals for the bridge, which would have significant impact on traffic and potentially pollution within the village, it is not possible to reasonably assess whether the traffic-light controls are necessary and, therefore, whether the one-way section on Mill Street is appropriate.</p> <p>Islip Parish Council therefore give notice that we do not consider this to be a fair and open consultation and reserve the right to comment on the current consultation at a future date, when full information has been provided to the village about the plan in its entirety.</p> <p>We are therefore asking for a public meeting at which the officers of the Council can set out the reasons for the proposals and why these specific road designs are proposed. Not to do so would deny appropriate and proportionate consultation. If necessary, the timetable for action should be delayed to facilitate this adequate consultation.</p>
(3) Conservation Officer, (Cherwell District Council)	<p>Concerns – The number of traffic lights would need to be reduced. Ideally there would be only post with lights on it. To the north of the bridge there is also a historic fingerpost.</p> <p>The Conservation Officer would like to meet an engineer to discuss the proposed works, what they seek to address, and the potential alternative options.</p> <p>With regard to the proposed concrete kerb, the Conservation Officer suggests something more permeable, perhaps river pebble pitching to that used at Woodstock, which would look less urban.</p>
(4) Local School, (Doctor South's Primary School)	<p>Support - Makes it safer for pedestrians in the village. Prevents cars using a rat run.</p>
(5) Local Business, (Church Commissioners for England)	<p>Concerns – This being land and farms on either side of the River Ray. I have been made aware of the recent proposal in relation to traffic lights on the bridge over the River Ray and one-way traffic restriction. Our three farm tenants (copied into this email) all need to cross the bridge with a variety of agricultural vehicles and this is essential to</p>

	<p>the viability of their farming businesses. The layout of the proposed scheme and closure give us significant concern that the ability to move certain equipment (particularly combine harvesters) through the village may be severely restricted. This would of course be wholly unacceptable.</p> <p>I would very much welcome the opportunity to meet (socially distanced of course) with you and any other relevant persons from the Council to discuss these concerns on site, together with our farm tenants. This ideally being in advance of the consultations closure. I would very much wish to work with the Council to see if there is an agreeable way forward.</p>
<i>[A. Objections & Concerns]</i>	
(6) Local Resident, (Islip)	<p>Object - I wish to register a strong objection to the proposed installation of traffic lights on the B4027 at Islip bridge.</p> <p>I live at the top of King's Head Lane in the High St. just before the road becomes One-Way. When temporary traffic lights have been previously installed, vehicular access to and from my property was impossible; blocked by queuing traffic. Every day from dawn, traffic would tailback beyond the Village boundaries.</p> <p>The proposed plans would replicate and exacerbate these circumstances and stationary traffic will cause serious pollution - way beyond acceptable levels.</p> <p>Your notice indicates a need for an altered One-Way system. We already have a One-Way system in the Village which adequately copes with the through traffic; if however it is the integrity of the bridge which is at issue, the Council and Highways Agency are collectively negligent in not considering less impacting remedies and public consultation on such a sensitive matter.</p> <p>Heavy duty commercial vehicles contribute far more damage to the bridge than cars. We all know signage and other warnings do not deter the many big lorries looking for a short cut through Islip; so positive and physical deterrents have to be installed to bar their route.</p>
(7) Local Resident, (Islip)	<p>Object - Traffic wishing to go straight on at the end of mill street bar bridge and turn right over bridge, will be forced under proposed plans to turn left through village and right at the top of the hill. This will probably entail barging into the standing queue of traffic wishing to go down the hill and over bridge causing a potential blockage. Large vehicles e.g.</p>

	<p>ambulances, deliveries and trucks or trailers will not manage the extreme right Turn necessitated at the top of the hill causing more blockages. Every blockage on this section will cause More noise and Air pollution in the village. There is no need to block off the short piece of Road or make it one way. Lights on the bridge are likely to bring huge tail backs on Wheatley road Kidlington road and Bletchingdon road, which will be compounded by the chicane system. It is particularly dangerous for traffic coming from Woodeaton as there is a blind bend and even the proposed change of speed limit will not help prepare traffic for a long queue of traffic around a Blind bend. This would need warnings at intervals several yards back.</p>
(8) Local Resident, (Islip)	<p>Object - I find the documentation relating to this proposal entirely unsatisfactory. The consultation is on the introduction of a one-way restriction (east-west) on Mill Street; the reason given for this is the introduction of traffic-light controls on Islip bridge; but the various documents do not explain why the traffic-light controls are required. Without this information, it is impossible to assess whether the traffic-light controls are necessary and, therefore, whether the one-way proposal is appropriate. I therefore give notice that I do not consider this to be a fair and open consultation.</p> <p>The cumulative effect of the proposals on the village could be considerable. During road works to the A40 a temporary traffic-light control on the bridge was introduced, causing significant tailbacks at peak times on the Wheatley Road and on the High Street/ Kings Head Lane. In particular, the noise and pollution was of concern along Kings Head Lane and the High Street and near accidents were witnessed on Wheatley Road when fast-moving vehicles descending the hill into the village, rounding the corner to find stationary traffic.</p> <p>Covid makes adequate consultation difficult but the scale of the impact necessitates, in my view, a public meeting at which the officers of the Council can set out the reasons for the proposals and why these specific road designs are proposed. Not to do so would deny appropriate and proportionate consultation. If necessary, the timetable for action should be delayed to facilitate this adequate consultation.</p> <p>On the specific proposal of a one-way limit on Mill Street, I have concerns. For most of the day, the traffic is light over the bridge (there are considerable peaks in the morning and evening rush hour) and at these times, traffic travelling east along Mill Street which can currently continue to the bridge would be forced up the Walk, to make a 160 degree turn in Church Place and then to descend Kings Head Lane. During the aforementioned temporary traffic-controls, the lights were set on the start of the bridge, after the junction with Lower Street, which meant that the pre-existing road layout could be maintained (i.e. two-way along Mill Street). In the absence of an explanation as to why the traffic-controls are needed, or why they are proposed to be situated in a different place to that previous occasion, I object to the change to one-way on Mill Street.</p>

(9) Local Resident, (Islip)	<p>Object - We would like to object strongly to this proposal on the following grounds:</p> <ol style="list-style-type: none"> 1) Traffic currently passes through the village to Islip Bridge down the High Street and Church Lane. Forcing those wishing to head straight for the bridge to turn back up to the centre of the village and perform a hairpin right-hand turn at a busy junction in the middle of the village is a recipe for disaster. 2) It will result in a much heavier flow of traffic through the centre of the village (i.e. avoiding Church Lane, now effectively blocked at the bottom), especially at busy times when children at our village primary school are walking to and from school along roads that in some places have no pavements. 3) Reducing the 2 routes through the village to a single one will result in tailbacks and stationery traffic at the High Street pinch-point (already a dangerous pedestrian point) and down King's Head Lane. 4) There is insufficient space for large vehicles to perform a sharp turn at the top of King's Head Lane, around a much-needed parking area; we cannot afford to lose any of these parking spaces. <p>We applaud the decision to put traffic lights on the bridge but the introduction of a one-way system to avoid a 4-way junction seems to us completely unnecessary and shows a lamentable lack of understanding of the traffic flow in the rest the village, and the safety and health of residents.</p>
(10) Local Resident, (Islip)	<p>Object - Strongly object to both the proposal for traffic lights on Islip bridge and one-way traffic on middle Street. There is no need for this, and the village should not waste more money on such schemes. This would slow down journeys to Oxford unacceptably and for no gain. The proposal would greatly increase pollution from standing cars which would have a significant risk for all villagers and increase journey times through the village in addition to increased traffic.</p>
(11) Local Resident, (Islip)	<p>Object - I object to the proposed one-way system which will increase traffic through the centre of the village, pollution and journey times. For the same reason I object to the proposal to introduce traffic signal control at the Islip Bridge. Worryingly I have not seen a consultation for this. It is not clear what benefits would arise from such measures, given that the bridge is very quiet and traffic queues are extremely rare. It seems this is the latest in a line of proposals from those living on the outskirts of the village to spend large sums of taxpayers' money for no clear benefit (moving signage, purchasing cameras). This latest scheme causes considerable inconvenience for other residents.</p>

(12) Local Resident, (Islip)	<p>Object - I would like to register my strong objections to the proposals. They are as follows.</p> <ol style="list-style-type: none"> 1. The level of pollution arising from queuing traffic for several hours a day during morning and evening peak traffic times is likely to be harmful to the health and well-being of residents living along Kings Head Lane and the High Street as a result of the limited pollution dispersal opportunities. Also the level of pollution occurring will be harmful to the health and well-being of school children walking to and from school during these times. It should also be noted that the primary school is situated on the junction of Kidlington Road and Bletchingdon Road along which vehicle will queue at peak times meaning that children arriving at school between 8.00 and 9.00am will be at risk. I live on the High Street and my experience of occasions where temporary traffic lights have been introduced has been that the increased level of pollution has meant that car exhaust fumes have built up and entered my property both at ground level and at first floor level giving rise to potential risk to my health. Please would you confirm that an impact assessment has been carried out in this regard and advise me what the findings are. 2. During peak travel times noise pollution levels are increased to an unreasonable level. Again this exacerbated by the narrowness of the carriageway along the High Street and Kings Head Lane. Please would you confirm that an impact assessment has been completed in this regard and what the findings are. 3. The High Street and Kings Head Lane form part of the conservation area within the village. High levels of pollution will have a detrimental effect on the fabric of the listed buildings that form the High Street and Kings Head Lane. My understanding is that planning should take into account the preservation of buildings in conservation areas. Please would you confirm that an impact assessment has been undertaken in respect of this and what the findings are. 4. I do not believe that the Council has considered other options that would better manage the traffic in the area concerned and request confirmation of any other solutions that have been considered by the Council and an explanation as to why no other options have been consulted on.
(13) Local Resident, (Islip)	<p>Object - I am objecting to these proposals:</p> <ol style="list-style-type: none"> 1) The one way system will make it impossible for larger delivery vehicles to exit Mill Street, as; on leaving Mill Street, they will be required to turn left up The Walk, which is impossible for larger vehicles. 2) The one way system and traffic lights will have the effect of speeding up traffic, eager to make up for lost time, without the impediment of oncoming cars. 3) The sitting traffic at the traffic lights will lead to stationary cars, increased fumes and traffic noise.

	<p>4) The pedestrian route along this stretch, which doesn't have adequate pavement, and is often impeded by parked cars, will be less safe, as pedestrians are forced onto the highway with cars driving faster, both escaping the traffic lights and without having to manage two way traffic flows.</p> <p>5) A priority of travel sign in one direction over the bridge would resolve the issues of safe travel over the bridge without creating all of the adverse effects listed above.</p>
(14) Local Resident, (Islip)	<p>Object - I have two concerns on the grounds of safety and a further concern regarding access. My first safety concern is that cars will inevitably come around the sharp corner once they have crossed the bridge into Islip much faster than before as they will know they have nothing to fear from oncoming traffic. At the moment I have had several close passes on the pavement from traffic here.</p> <p>My second safety concern is that as a cyclist I would be anxious about the signal phasing. Quite often there is insufficient time built in for cyclists who then are stuck either in no-mans land or worse suddenly have to face oncoming traffic.</p> <p>My final concern is one of access. I live in Church Lane and if there were to be a one way system introduced where you propose, I would be forced to do a circuit via The Walk if I wanted to go on the B4027 in the Beckley/ Stanton direction. This would entail joining what I would anticipate to be thick traffic at the top of Kings Head Lane. Even worse would be if I wanted to go to any of the Otmoor villages as this would entail somehow getting across and into North Street or going down Kings Head Lane and turning left into Lower Street. I foresee traffic congestion and possibly gridlock even building up around these areas quite rapidly during rush hour.</p>
(15) Local Resident, (Islip)	<p>Object - Receipt of notification half-way through the notification period - totally unacceptable.</p> <p>Urbanisation of our village adding a number of traffic lights and kerbstones. I do not want the next step to be street lights.</p> <p>Large farm vehicles and lorries restricted to a 3 metre width on Islip Bridge.</p> <p>Light pollution, the traffic lights will obviously not be turned off at night. We are a very small village which should be dark at night.</p>

	<p>Traffic backing up, in some cases back to surrounding villages. Returning home from work in the past I have started queuing in Woodeaton. In the other direction traffic backs up to the A34 and beyond.</p> <p>Amount of time trying to get out of my home. I have spent an hour and more trying to get out of the village during previous attempts to solve this problem due traffic backing up.</p> <p>Flooding creating further traffic problems, Lower Street and Mill Street flood on a regular basis making them impassable. With one-way systems in place what will happen?</p> <p>Making North Street with its' very dangerous bend a rat run, where cars currently come through far in excess of the speed limits to "beat the traffic". North Street is very narrow where residents often do not have the luxury of off road parking, thus cars must be parked on the road making it even narrower.</p> <p>I am not sure of the reasons behind this, but should it be pedestrian movement from one side of the river to the other there are in my mind better solutions. One would be the creation of a specific pedestrian bridge away Islip Bridge.</p> <p>There is a necessity to solve Islip's horrendous traffic problems, unfortunately this is not it. The solution lies further afield looking at the access to the John Radcliffe and North Oxford schools. This appears to be one of the main reasons why so much traffic takes a "shortcut" through Islip.</p>
(16) Local Resident, (Islip)	<p>Object - This idea is absolutely ridiculous.</p> <p>The last time you put traffic lights on this bridge it brought the village to a standstill. I live on the B4027 and I could not get out of my drive to get my children to school due to the volume of traffic that was backlogged through the village. I suffer with asthma and the exhaust fumes from the cars that were queued outside my house during this time had a detrimental effect on my health. The queuing traffic on the hill as you come into the village from the east was dangerous the last time the lights were installed. This idea is only beneficial to a small amount of villagers that live by the bridge. It will have a really bad impact for the wider community there will be congestion on Bletchingdon and Kidlington roads.</p>
(17) Local Resident, (Islip)	<p>Object - Whilst we understand the bridge needs urgent repairs, this scheme is doomed to bring the village to a grinding halt, will result in more accidents and will result in elevated pollution levels throughout the village especially for children walking to school at the beginning and end of the day.</p>

	<p>When there were traffic lights in the past, traffic was cutting up North street which typically is a quiet road, people coming from middle street will take this narrow road around as a detour. There is a pinch point at the bottom turn of North street which will result in head on crashes at a blind corner. People were speeding on a road often used for walking.</p> <p>When trying to join the B4027 from the top of North Street, traffic will be parked across the junction and cars will be unable to turn right to exist the village in the direction of the school, this happened the last time there were traffic lights. That will mean the whole of North Street will be blocked in rush hour.</p> <p>The last time there were lights on the entrance into the village from Wheatley road, I was stationary waiting at lights just after the corner past the village boundary - cars travel down that stretch at speed - a car narrowly managed to miss going straight into the back of my car with the children in it by swerving across into the oncoming lane. They could have crashed into me, or into oncoming traffic or gone into a wall themselves.</p> <p>Getting in and out of our own village in key periods of the day will be hugely delayed too.</p>
(18) Local Resident, (Islip)	<p>Object - This area of the village regular floods and during these times the consequential traffic will cause chaos throughout the village. The linked proposal of traffic lights at the end of Kings Head Lane will cause huge traffic tailbacks and consequently rising pollution levels in the village.</p>
(19) Local Resident, (Islip)	<p>Object - I object (as does my wife) on the following grounds:</p> <ul style="list-style-type: none"> (1) it removes adequate access to and from my house for larger vehicles; (2) it involves a dangerous and difficult turn for vehicles approaching from Mill Street and travelling south; (3) it is likely to cause congestion in The Walk as vehicles queue in a single track street to turn right; (4) it is likely to cause extra traffic travelling north on Church Lane/Church Close as vehicles from Mill Street seek to find a viable route to travel south. Church Lane and Church Close are narrow and dangerous for greater traffic levels; (5) it will damage the environment by requiring vehicles to travel further and to wait to join Kings Head Lane. This will be exacerbated by the fact that many vehicles will have cold engines (on leaving the Mill Street area) and accordingly produce increased polluting emissions; (6) previous traffic lights on the bridge have functioned efficiently without affecting access from Mill Lane

(20) Local Resident, (Islip)	<p>Object - I wish to object strongly to the proposed introduction of a one-way system at the end of Mill St Islip. This will require us to undertake an unnecessary longer journey round through the village (thus adding to any traffic congestion) in order to drive from our home on Mill St to the Wheatley Rd and from there onto London or into Oxford. My objection is linked to my great concern about, and fundamental objections to, putting traffic lights on the bridge at Islip. Such traffic lights seem totally unnecessary (to my knowledge there has never been an accident involving a pedestrian on that bridge) and the consequence of such lights will be to cause severe congestion into, through and out of the village at peak times of the day. In case there is any doubt about this, I would draw your attention to the resurfacing road works that were carried out on or near to the bridge a couple of years ago. When temporary traffic lights were put on the bridge (and they were in place for several weeks) there were enormous queues at certain times of the day into and out of and through the village. For example, travelling back from Oxford to Islip via Woodeaton, the queues at, say, 16.00. stretched back as far as Woodeaton and added on more than one occasion 45 minutes to what should have been a 12 minute journey from Oxford to Islip. At the time I contacted the Highway Authority to seek information as to when the lights would be taken down as it was seriously impairing the enjoyment of living in Islip. This was not only affecting people like me but also local farmers and those travelling to the village school, the railway station, or the medical centre. It was a huge relief when those traffic lights were removed. The idea that lights might be installed again on the Islip bridge - and this time permanently - greatly concerns me. It will be a massive inconvenience to lots of people of different groups and will cause needless congestion in the village and on the roads leading into the village from all sides.</p>
(21) Local Resident, (Islip)	<p>Object - As a resident of Mill Street this will mean to leave the village towards Wheatley we have to go up into the main part of the village, which will increase traffic volume there considerably. We have a trailer and to then turn right at the junction with the High Street to go down King's Head Lane will be virtually impossible unless the parking spaces there are removed. I understand that the bridge needs work, but the problem is the excessive traffic rat-running through the village - including vehicles that are too big and heavy for our narrow roads and bridge - and measures to repair the bridge and address this situation should not be done to the detriment of Islip residents. If traffic lights are to be installed, it should be a four-way system with lights on Mill Street as well. This may make the lights system even slower - which will further deter the rat-runners as it will no longer be a quicker route for them - and no doubt it will cost a bit more. Other, alternative and more attractive options, which would preserve the rural nature of this village and improve air quality for everyone living here would address deterring the rat-runners and unsuitable vehicles by putting restrictions on access to the village.</p>
(22) Local Resident, (Islip)	<p>Object - I live on the west extremity of Mill Street.</p>

	<p>I believe I understand the logic in stopping traffic from Mill Street directly accessing the bridge, as last time the bridge was restricted to being single lane, traffic blocked up Church Lane/Mill St as a short cut causing deadlock and making it very difficult for residents of Mill St to leave the village or get home.</p> <p>The re-introduction of a single lane over the bridge will surely lead to tremendous rush hour congestion within Islip together with the attendant air pollution.</p> <p>It is unclear from the proposal what route would exist for long vehicles, long trailers etc to exit from Mill Street to leave the village via the Ray bridge on the B4027 Wheatley Road.</p>
(23) Local Resident, (Islip)	<p>Object - I am objecting to these proposals based on previous experience of living with the installation of temporary lights at the bottom of Kings Head Lane.</p> <p>The lights WILL cause huge congestion of traffic that will build up and tail back through the Islip beyond the village boundary on the Bletchington Road in the morning, and then in the afternoon, the traffic builds up along the Wheatley Road This will have affect the local community in terms of noise pollution, air pollution, daily disruption of access in and out of the village for residents.</p> <p>The narrow road and high walls on Kings Head Lane do not allow dispersal of exhaust fumes which accumulate, causing pollution to exceed safe or acceptable levels. The build-up of exhaust fumes have a potent effect on the young lungs of residents i.e. my children, my neighbours children. The lorries which frequent Kings Head Lane have raised exhaust pipes which spew out diesel fumes at the exact same level as first floor rooms so it is not safe to open windows. This is not acceptable.</p> <p>The proposed plans are presented as creating a one-way system in Islip - but we already have one which has so far managed the high volume of commuter traffic with no intervention from unnecessary lights.</p> <p>It is blatantly obvious that these plans are masking the real issue which is the state of the bridge in dire need of repair. The greatest threat to the bridge and its survival is the huge number of oversized vehicles that are constantly and illegally using Islip as a shortcut between A34 and A/M40 - these need to be stopped, but the proposed plans will not do this. In fact the oversized lorries with their engines idling while waiting for 4 way traffic signal access will cause damage to the Cotswold Stone buildings either side of the route.</p> <p>I agree that the issue of the bridge needs addressing, however these proposals are not a solution in the short or long term. The council have been grossly negligent as these plans have been made with no consultation with the local</p>

	community as to the impact of traffic lights and have not to this point evidenced that less disruptive alternative measures have been used to address the wider issue of needing to reduce traffic through the village.
(24) Local Resident, (Islip)	Object - I have an 18ft car trailer that I tow behind a Transit van often with a vehicle on it. If your proposal was to go ahead and I wanted to go on the Wheatley Road from my house at the end of Mill Street I would have to drive up Mill Street, turn left up the Walk and attempt a U turn to go down Kings Head Lane. With the current car parking arrangements where Kings Head Lane and the Walk meet this would not be possible without having to do a multi-point turn and possibly jack knifing the trailer. Chiltern Railways have recently closed the railway crossing on Mill Lane where previously I was able to exit Mill Street so your plan further exasperates my abilities to move around freely.
(25) Local Resident, (Islip)	<p>Object - As someone that lives in the village (the exit from our property is through the village hall car park) if we want to exit over the bridge along Wheatley Rd, we would currently head down Church Lane, left on to Mill street, and across the bridge as this is a much easier and safer route for us to take. Turning out onto Bletchington Rd is quite difficult and with the way the cars speed around the corner at the narrow bit (one way) on B4027 near the pub, it makes it a scary turn most of the time.</p> <p>It also means that anyone living on Mill Street will have to either have to come up The Walk and make a difficult u-turn to go down Kings Head Lane (complete madness) or come up Church Lane and out that way. It concerns me that at school time this is just going to increase the traffic near the village car park which is already very busy at school times, it will only be a matter of time till someone gets hurt.</p> <p>I think that Mill street should be kept 2 way and another solution to the problem is thought of.</p>
(26) Local Resident, (Islip)	<p>Object - 1. There will be no access for joining Kings Head Lane due to the parking at Church Square and the traffic build-up</p> <p>2. You have NOT consulted the full Village</p> <p>3. Conservation Area - Affects settings of Listed Buildings</p>
(27) Local Resident, (Islip)	Object - I am objecting to the whole proposal to create a one way traffic system in Islip as part of the proposal to introduce traffic controls on the Islip Bridge.

	<p>I am concerned about the congestion that any traffic controls would cause within the village and thereby increasing air and noise pollution. Previous traffic lights in a similar position have caused lengthy queues on the B4027 making it difficult for residents of Islip to access their own properties as stationary traffic blocked their drives.</p> <p>The traffic queues have also made it hard for children and their parents/guardians to cross the road to the Dr South's Primary School which is situated on the B4027. I have photographic evidence of the situation in previous occasions when lights have been in place. There have also been many incidents of road-rage and aggressive behaviour towards villagers and children as drivers are frustrated by the traffic queues.</p> <p>Lights at the bottom of the village have resulted in tailbacks all the way through the village. These tailbacks will cause air pollution that impacts the health of the children who attend the primary school and the many residents of Islip who may have asthma or other respiratory problems.</p> <p>What modelling has been done in advance that has suggested that these controls will not lead to traffic queues within the village particularly near to residential properties on King's Head Lane, High Street and Bletchingdon Road? Many of the period properties are not set back from the road so the noise and air pollution of stationary vehicles will be extremely problematic.</p> <p>Previous traffic lights have also resulted in traffic queues on the Wheatley Road stretching back to the Noke turn hampering the commute for many key workers who drive through Islip on their way to work at the JR and other hospitals.</p> <p>I would welcome a clear and open discussion about how the traffic flow in Islip could be better managed, the safety of pedestrians on the bridge improved and the structure of the bridge itself protected. A new bridge for the village would be wonderful! I don't believe traffic lights and a one-way traffic system would work and will cause additional problems in the village.</p>
(28) Local Resident, (Islip)	<p>Object – I am absolutely opposed to the one-way system on the bridge at Islip. The last time we had this introduced it was absolute chaos. Traffic backing up to Noke trying to get through the village. Church lane incredibly congested. Kings head Lane backed up out of the village.</p> <p>The only thing we need in this village is a pedestrian footbridge to enable people to cross the bridge safely. We cannot go through the turmoil of having the bridge controlled again.</p>

(29) Local Farmer, (Islip)	<p>Object – we strongly object due to the impact this will have on our family farming business and the village of Islip itself.</p> <p>We farm 1200 acres North and South of the Bridge stretching as far afield as Begbroke and including land at Islip (Tenants of the Church Commissioners), Noke and our base at Woodeaton.</p> <p>Part of our farming operations involves the movement of a Combine Harvester (and its associated convoy) which at 3.7 meters wide involves a carefully orchestrated manoeuvre, stopping and redirecting traffic at strategic points through the village. It also involves stopping traffic going North up The Walk to enable us to bring the Combine the wrong way down the one-way system.</p> <p>We don't have any other option but to do this due to other routes being too narrow or congested with parked cars or being impossible to pass due to the width and length of the machinery involved.</p> <p>The installation of the proposed lights would make it impossible to get the Combine through the village because we would have no control over the flow of traffic.</p> <p>This would be devastating on our business which would no longer be viable.</p> <p>Aside from our concerns with our farming operations, we also have concerns with the increase in pollution from vehicles sitting at lights and the gridlock which could occur in other parts of the village at certain pinch points when the lights let a lengthy queue of traffic go and other traffic cannot pass.</p> <p>All in all, we believe this to be a badly thought out proposal and would ask for a better alternative to be sort because it's not what the village nor any local farming businesses want due to the adverse effects it will have.</p>
(30) Local Farmer, (Islip)	<p>Object – I note that the carriageway over the bridge is only three metres wide with kerbs making a restricted width for any wide vehicle. As a combine is nearly four metres wide this will cause damage to both combine tyres and to the paved area. Furthermore, it is noted that the lead up to the bridge itself is tapered down to three metres. As most harvesting machinery is rear wheel steer, this will make it impossible to negotiate the restricted width on the bridge. It will also give a greater loading concentrated on the outside of the tyres towards the edge of the carriageway, which I assume these proposals are trying to avoid. As an aside combine tyres cost around £4,000 each should there be any damage to them.</p>

	<p>I fail to see what is hoped to be achieved by these proposals other than causing total disruption to the flow of traffic through Islip. When traffic lights were installed during the summer of 2016, we insisted that they were removed immediately, otherwise we were unable to operate during the harvest period. Traffic was backed up on most days either side of Islip and at one point through Woodeaton as far as the Marston interchange on the A40. We cannot afford to have this disruption to our business during the busy harvest period with our tractors and trailers when we are working up to 16 hours a day.</p> <p>I have attached a video taken during harvest in 2016, to highlight what is involved in crossing Islip Bridge with our harvesting machinery. Please note the width of a combine and the problems which will arise if traffic is queuing at traffic lights and unable to move to one side. The front (header trailer) is 16 metres long including the tractor, the combine is 10 metres long and this is escorted by a vehicle with hazard lights and marker boards. It is impossible to negotiate a route through Islip without holding the traffic up and travelling the wrong way down The Walk. We have a police dispensation to travel with an oversize vehicle between our areas of farmland. These proposals will not help in any way of solving the traffic problem through Islip and should be reviewed totally. Before any further decision is made on this matter, can we have a meeting on site, at a safe distance, to discuss this scheme.</p> <p>We are not the only farming business in the area which uses this means of access. There are others on the Islip Estate of the Church Commissioners and in the area surrounding Islip.</p> <p>I hope this emphasizes the impracticality of this scheme.</p>
(31) Local Resident, (Islip)	<p>Object – 1. There is no place for a traffic light system in a rural small village such as Islip. Traffic lights belong on major roads and in suburbs and cities.</p> <p>2. Traffic lights will cause light pollution and be unsightly in a conservation area and impact local listed buildings.</p> <p>3. Traffic lights will cause queuing and increased traffic pollution at a time when the government and everyone else are trying to reduce pollution.</p> <p>4. The proposal will severely restrict the width of the road and prohibit agricultural traffic which is so important to the lives of numerous farmers in the local area. The proposal should not disadvantage local agricultural businesses which the local community and those further afield rely on for work, a livelihood and food. The proposal will force farm machinery on to the A40 and other congested roads rather than local roads where the speeds are lower and more</p>

	<p>suitable for agricultural vehicles.</p> <p>5. The traffic light will cause traffic queuing throughout the village as has been experienced previously by the temporary lights put in place due to flooding.</p> <p>I really hope these plans don't get the go ahead and Islip is saved from being urbanised. It is an ill thought out proposal, a solution to a problem that doesn't exist and a waste of tax-payers money.</p>
(32) Local Farmer, (Islip)	<p>Object – We would also like to raise our objections to the proposed scheme – the effective blocking of agricultural machinery crossing the River Ray in Islip would destroy the viability of our business.</p> <p>Any machinery would have to then be moved via the A40 / Oxford ringroad / A34 which not only increases the journey to our nearest customer from 5 miles to 25 miles but involves moving abnormal sized, slow moving loads on already very congested roads which increases the potential risk of accidents exponentially.</p> <p>Please do keep us updated with details of the consultation process, as you can imagine we are extremely concerned about the risk to our livelihood & that of our staff.</p>
(33) Local Farmer, (Islip)	<p>Object – I have lived and worked in Islip all my life and I would not like to see the village become completely disrupted by these traffic lights on the bridge.</p> <p>The last time lights were used it caused huge traffic problems with traffic being backed up the Bletchington Rd to nearly the A34 and to Woodeaton. The Main problem was when locals couldn't get out or access their properties and were late getting to work. How is this going to make things any better.</p> <p>We have a combine harvester which we need to cross the bridge with to access our fields on the other side of the bridge. Our combine is 3.6 metres wide which means it will have to use the footpath to cross the bridge. We have other farm machinery which also needs to cross the bridge.</p> <p>Another point traffic coming down Church Lane will then have to go up The Walk and try to turn right at the top to try to get down Kings Head Lane a recipe for chaos.</p> <p>The positioning of any traffic lights will need to be considered or they will be damaged by any heavy traffic trying to get</p>

	past them. Please reconsider this crazy idea.
(34) Local Resident, (Islip)	<p>Object – I am writing to object to the proposed one-way traffic restriction in Mill Street. As you are probably aware, there are no pavements along much of Mill Street including the part between The Walk and Church Lane – for children walking to school and other pedestrians the increase in traffic that this proposal would entail along Church Lane would be even more dangerous as – from my understanding of the proposal – all traffic from Mill Street wishing to leave the village to go along the B4027 would have to turn up Church Lane, turn right nearer the school to go down Kings Head Lane.</p> <p>Additionally, when Lower Street is flooded – and sometimes the end of Mill Street – there will be increased danger of adjacent houses being flooded as often cars drive too fast through flood water especially if there is no traffic allowed to come in the other direction.</p> <p>With the traffic lights on the bridge there is already the prospect of traffic and pollution caused by stationary/ slow-moving traffic – parked cars throughout the village cause bottlenecks for large vehicles particularly in the area at the intersection between Middle Street, Kings Head Lane, The Walk.</p>
(35) Local Resident, (Islip)	<p>Object – 1. Who actually requested this idea, this is the first I have heard about it and quite frankly disgusted on the hush hush way it has been publicised, I found this out from a friend who lives on North street, Islip, they received a letter, where as I live further up in the village and have received nothing!</p> <p>2. What is going to happen when the roads flood? The amount of traffic will increase and I don't think the small narrow roads of the village can cope with more traffic.</p> <p>3. With regards to the bridge down by the Swan public house, is a soft verge and footpath necessary? Local farmers need to access this bridge throughout the year to tend to their crops and try and earn a living! A diverted route is miles out of their way and carbon footprint is very important nowadays.</p> <p>I feel this has been rushed through and not actually thought about, the quicker the better it seems!</p>

(36) Local Farmer, (Islip)	<p>Object – with the current plan it would in pack on our movements as the combine harvester has to go up the one-way system and down it as well. Lower street floods every year!! Which will push traffic around other roads in the village, north street is not designed for lots of traffic and has a right blind bend, I don't want loads of accidents happening on this road and people driving too fast I'm the past have not made the corner and ended up in the field!! This a quite village which would be ruined by urbanisation of traffic lights, not to mention the traffic jams this would cause. I hope that farmers are taken into consideration.</p>
(37) Local Resident, (Islip)	<p>Object – This idea or similar ones have been discussed for years and in my opinion will not work, traffic will be backed up through the village along with pollution from vehicles not moving, these ideas come from people that have moved into the village to retire, I have lived in this village for more than 36 years travelling over the bridge to get to and from work, leave the village alone. If you do go forward with this proposal I believe you will have to reverse it back due to the amount of traffic not moving around the village.</p>
(38) Local Resident, (Islip)	<p>Object – Traffic in Islip is a problem which requires a long-term solution, ideally an effective northern section to the ring road. In the short-term, the traffic needs to be managed through the village with priority given to safety and well-being of Islip's residents.</p> <p>I am profoundly affected by both initiatives. Whilst I fully support measures to improve safety on the bridge and reduce traffic through the village, I strongly object to these proposals. When temporary lights were installed on the bridge, stationary traffic backed-up in Kings Head Lane, along the High Street and through the rest of the village, sometimes to the chicanes on Bletchingdon and Kidlington Roads. The queues formed for several hours during the morning, peaking between 7.00 am and 9.00 am. My objections to the lights are:</p> <ol style="list-style-type: none"> 1. Environmental, pollution: King's Head Lane is extremely narrow with houses and high walls on both sides restricting the dispersal of exhaust emissions. Despite weight restrictions, many large vehicles use King's Head Lane with exhaust emissions at window height and concentrations that may well exceed legal thresholds. The number of large vehicles far exceeds those requiring access. 2. Environmental, pollution: the vehicle emissions already cause accelerated chemical weathering of the soft Cotswold stone as can be seen King's Head Lane. This is a conservation area with several Grade II listed buildings which the council should be looking to preserve.

	<p>3. Environmental, noise: the previous lights resulted in unbearable levels of noise from the queuing traffic – revving engines, extremely loud music with a bass reverberating through the house, loud telephone calls.</p> <p>4. Environmental, rubbish: the volume of food wrappers, cans, cigarette butts etc. thrown onto my drive increased significantly when the previous lights were in place.</p> <p>5. Safety: the walls of the Tithe Barn and gardens of The Old Rectory lean into King's Head Lane, as do the walls of The Swan. These walls have been hit by high sided vehicles as evidenced by missing guttering and other debris in the road. My house has had guttering removed and bins (which are kept off the road) destroyed by impact at regular intervals. There is no pedestrian escape here.</p> <p>6. Access for houses in King's Head Lane: with backed-up stationary traffic, and fractious drivers, it has been extremely difficult to drive from my house and join the traffic. When the previous lights were in place it has, on occasion, taken me 15 minutes to move from my drive and into Mill Street at the bottom of King's Head Lane.</p> <p>I am shocked that there has been no consultation on the proposal to install the lights and trust that this was an oversight that will be rectified.</p> <p>The proposal for a one-way restriction in Mill Street will make the situation described above considerably worse. The traffic that currently travels down Church Lane, along Mill Street and over the bridge will have to come down King's Head Lane; residents and other vehicles using Mill Street will have to drive up The Walk and then down King's Head Lane. This will compound the issues of pollution, noise, rubbish, damage to buildings and access for residents whilst doing nothing to improve traffic flow in the proposed one-way stretch, nor in The Walk. I attach a recent photograph of a lorry, and a recent video of a lime spreader, reversing back-up King's Head Lane. I don't want to imagine the chaos that would ensue if they were attempting this with backed-up traffic and significantly greater volume of traffic.</p> <p>As said at the beginning of this letter, I fully support measures to improve safety on the bridge and reduce traffic through the village, but this is not the way to do it. To protect Islip, its residents and buildings, excess traffic should be held outside the village and allowed to filter through as lightly as possible. This could be achieved by having 2-way lights at all three chicanes and on the B4027 to the south of the bridge which are coordinated to limit the amount of traffic inside the village at any one time.</p>
(39) Local Resident, (Islip)	<p>Object – The traffic on the bridge, and through Islip is excessive, and pedestrian safety is at risk at all times, especially in rush hour - but these proposals will cause further damage because:</p>

	<ul style="list-style-type: none"> • Stationary traffic will back up in the village, especially Kings Head Lane and Lower Street causing air pollution and noise pollution at dangerous levels. • It will increase traffic on Middle Street and Lower Street.as traffic avoids the one-way system. • When Lower ST and Mill ST flood there is no route through the village. <p>Here is a proposal to decrease the traffic using the B4027 as a rat run to avoid queues on the northern bypass:</p> <ul style="list-style-type: none"> • Install ANPR cameras on the junction of the B4027 at Woodeaton, and institute a charge to non-local vehicles using the route during peak times. Effectively bringing in a 'congestion charge' zone. The technology is already tried and tested. • Using the charging ANPR system traffic over 3 tonnes would be charged 24/7. <p>The system would raise revenue and deter drives from rat running through Islip and Woodeaton.</p>
(40) Local Resident, (Islip)	<p>Object – Whilst we fully understand that the bridge in Islip is weakened, the proposed a one-way traffic light controlled system, is not really solving the problem. The obvious solution is to strengthen the bridge and put in a pedestrian bridge if the current bridge cannot be widened. This of course would cost a great deal of money, but would solve the problem once and for all, rather than just moving the problem on in a few years.</p> <p>We strongly object to the suggestion for traffic lights as waiting traffic causes a severe health problem for all the residents whose properties are on, Wheatley Road, Lower Street, Mill Street, High Street, Kings Head Lane, Bletchingdon Road and part of Kidlington Road. That includes nearly all the roads in the village. Cars waiting for the lights with their engines idling create a huge number of particles which exacerbates the difficulties for anyone with any breathing problems. The recent case of a child dying in London because of this might perhaps give you food for thought. It was very noticeable during the first lockdown how much my breathing improved as I have a chest complaint. It is also noticeable on the occasions when temporary lights are put up because of flooding in the village how quickly the air becomes unpleasant because of the waiting traffic. On a lighter note, during the first lockdown our windows and front door stayed much cleaner!</p> <p>Another thought to consider is trying to prevent so many huge lorries coming through the village unnecessarily and further weakening the bridge. The drivers always say it's the Sat Navs that bring them through, surely in these technological days, this could be sorted out and the roads through the village could be removed from the route and only the legitimate traffic such as farm vehicles allowed.</p>

(41) Local Resident, (Islip)	<p>Object – I object to the proposed TO for the following reasons:</p> <p>The TRO is not clear as to its intent. The TRO refers only to the proposed one-way traffic in Mill Street, from Kings Head Lane to The Walk, but the plans include for traffic lights and alterations to Islip Bridge.</p> <p>The TRO states that the changes are required for safety reasons; the specific safety reasons are not included in the information included in the public consultation. For the general public to be able to effectively consider the impacts of the proposals, it is necessary that there is full clarity and that the reasons for the changes are understood.</p> <p>I object on the grounds that the TRO fails to explain adequately the intent and the extent of the TRO.</p> <p>The Public Consultation material does not include the evidence base that underpins the decision making process that Council underwent in coming to its proposed solution for the TRO. It is difficult for the general public to make reasoned and informed comments on the proposal in light of these missing details.</p> <p>Before any decision is made on the TRO, I request that the Council make the following information available for public comment:</p> <ul style="list-style-type: none"> • Road Safety Audit of the proposed works; • A Transport Statement that sets out the implications of the proposed TRO on the local highway network, particularly relating to; the impact of traffic delays, cars queuing times, particularly along Kings Head Lane and Lower Middle Street; the implications of the increase in traffic along Middle Street, and North Street, as traffic travelling through the village from the A34 seek to avert the traffic queuing on the High Street; • The implications of traffic from Lower Street having to travel along The Walk and down Kings Head Lane to access Wheatly Road; • The implications on the wellbeing of the local population of Islip with regard to the potential adverse impacts on Air Quality on Kings Head Lane, Lower Street, the High Street, Bletchington Road and Kidlington Road, as a result of stationary traffic waiting for the traffic lights to change; • The implication on the wellbeing of residents, particularly on Kings Head Lane and Lower Middle Street as a result of the increase in noise levels of stationary traffic and car engines cutting out and restarting; and <p>□ A summary of the alternative solutions identified to address the ‘safety reasons’ and the</p>
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	<p>reasons why these were not taken forward.</p> <p>I object on the grounds that the TRO does not fully explain: (i) the implications of the proposed TRO and: (ii) the alternative solutions considered and disregarded.</p> <p>As a result of the A40 road works at Wolvercote Traffic lights on Islip bridge were installed, as a temporary measure, from around November 2015 to January 2016. The traffic lights restricted the flow of traffic over the bridge to one-way, as is include in the drawings of the current TRO. During this time, the temporary one-way system across the bridge, caused traffic to back up along Kings Head Lane, the High Street, Bletchington Road, and Kidlington Road, essentially, turning Islip into a car park during the peak hours in the morning and the afternoon/evening.</p> <p>My home lies on Kings Head Lane. The restricted vehicle movements across the bridge regulated by traffic lights, resulted in a significant increase in stationary traffic. I timed traffic at a stand still for around 2 minutes, and sometimes longer, outside my home. It is safe to say that the impacts of the temporary traffic lights mentioned above, will occur if the TRO included in this consultation is allowed, the difference being that the noise and disturbance to residents of Islip, this time, will be permanent.</p> <p>I set out below the adverse impacts that will be experienced by myself and my neighbours living in Kings Head Lane:</p> <ul style="list-style-type: none"> • Reduction on air quality: Kings Head Lane is a narrow rural lane characterised by house frontages extending to the highway boundary. This together with the high cottage walls facing each other encloses the lane, which will allow exhaust fumes from stationary traffic to build up. Pollutant may exceed legal thresholds, impacting resident's health and wellbeing • Increase in Noise Levels and Disturbance: The increase in stationary traffic will also result in a significant increase in noise and disturbance with stationary car engines remaining running, and the noise of engine automatically stopping and then starting again, when traffic starts moving. Disturbance will also be experienced by loud music emanating from stationary and slow-moving cars, as they progress down Kings Head Lane. <p>It seems clear to me that, to overcome the safety concerns (concerns not clear from the TRO) of users of the bridge at Islip is based on a purely an 'engineering solution' with no assessment of the wider implications of the proposed changes.</p>
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	<p>In coming to a decision on the works required to the Islip bridge the Council should come to a balanced decision, assessing the implications of the 'engineered solution' put forward, the need for the change, the alternative solutions available, and the immediate and wider implications that will arise from the implementation of the proposed TRO. The Council has failed to do this.</p> <p>I object to the proposed TRO, restricting the bridge to a one-way system, facilitated by 6 sets of traffic light, and the one-way system in Mill Street from Kings Head Lane to The Walk. It has already been demonstrated by the previous use of traffic lights on the bridge, that my wellbeing (and other residents of the village of Islip-I will leave it up to them to comment) will be significantly adversely impacted if this TRO is permitted to proceed. I object to the TRO and ask that the Council rethinks its approach to safety issues on Islip Bridge.</p>
(42) Local Resident, (Islip)	<p>Object – We would like to object strongly to this proposal on the following grounds:</p> <ol style="list-style-type: none"> 1) Traffic currently passes through the village to Islip Bridge down the High Street and Church Lane. Forcing those wishing to head straight for the bridge to turn back up to the centre of the village and perform a hairpin right-hand turn at a busy junction in the middle of the village is a recipe for disaster. 2) It will result in a much heavier flow of traffic through the centre of the village (i.e. avoiding Church Lane, now effectively blocked at the bottom), especially at busy times when children at our village primary school are walking to and from school along roads that in some places have no pavements. 3) Reducing the 2 routes through the village to a single one will result in tailbacks and stationery traffic at the High Street pinch-point (already a dangerous pedestrian point) and down King's Head Lane. 4) There is insufficient space for large vehicles to perform a sharp turn at the top of King's Head Lane, around a much-needed parking area; we cannot afford to lose any of these parking spaces. <p>We applaud the decision to put traffic lights on the bridge but the introduction of a one-way system to avoid a 4-way junction seems to us completely unnecessary and shows a lamentable lack of understanding of the traffic flow in the rest the village, and the safety and health of residents.</p>
(43) Local Resident, (Islip)	<p>Object – We have cause to cross Islip Bridge several times per day. We acknowledge that Islip Bridge is narrow and is a very busy through road, particularly at rush hour, and the majority of vehicles do not respect the 20 mph limit (a fact that we are well aware of, given that we cross the bridge with three young children).</p> <p>That said, we are very much opposed to the introduction of traffic signal controls and a one-way system. It will result</p>

	<p>in severe congestion in the village and out of the village up the B4027, together with increased pollution (from the idling vehicles). It will also result in the bridge being more difficult to cross for pedestrians, because drivers will be less inclined to stop to allow pedestrians to cross the bridge if they have been stuck at a red light for some time.</p> <p>The current system relies on drivers being considerate with one another and recognising when it is appropriate to give way to vehicles crossing the bridge. This system does require drivers to be alert, and more often than not that is the case. It is not perfect, but it is considerably preferable to introducing congestion and pollution into the village.</p>
(44) Local Resident, (Islip)	Object – <i>[see annex 5 for detailed response]</i>
(45) Resident, (Noke)	<p>Object - It is not clear from the information provided as to why this proposal benefits the village and surrounding area? The only reasoning seem to this statement :- "The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that 1 danger is minimised whilst 2 facilitating the effective and safe passage of traffic."</p> <p>I cannot find any data that identifies why this proposal is a safety benefit? Can the council identify and share the specific data? For example how many incidents have there been with the current road set up? How is it anticipated that these will be improved? Have the studies identified any negative safety concerns with this proposal?</p> <p>Without such evidence I do not believe it is beneficial to introduce restrictions and restrict traffic flow. The 20mph limit is a sensible arrangement and the bottleneck of the bridge provides a natural speed limitation</p>
(46) Resident, (Woodeaton)	<p>Object - I live in the Neighbouring village of Woodeaton and one of my main routes for work, and my Children's route to school, is through Islip. When there have been temporary traffic lights on the bridge in Islip previously, it has greatly increased travel time and at busy times has led to traffic queueing through Woodeaton, one and a quarter miles away. If traffic lights are installed in Islip on a permanent basis I feel that there will be a very negative impact not only to the residents of Islip who will have vehicles with engines idling outside their houses creating potential health concerns from increased pollution, but also the quality of life of those living in Woodeaton and other surrounding villages.</p>

(47) Local Business, (Woodeaton)	Object - Concern over access over the bridge for farm machinery.
(48) Local Resident, (Islip)	Concerns - Safety of pedestrians is essential in the village, especially as in a conservation area and emphasis on getting outside, more and more people are traversing the village on foot, or bicycle. I believe the changes to the bridge will help with this, with the traffic lights and one-way system slowing the traffic down too. My concern is larger vehicles, of which there are many, will struggle to fit the space made on the single carriageway of the bridge and will therefore end up on the pavement, creating even more danger for pedestrians. Can the larger vehicles be accommodated without further danger to walkers, children, dogs, cyclists and runners in this plan? I am not sure if the farm traffic, for example, will be?
(49) Local Resident, (Islip)	Concerns - I have no problem with the one-way system being introduced but I object to the idea that traffic signals be used on the Islip bridge and surrounding crossroads. The congestion it will cause will be substantial during the rush hours. This was evidenced during the trial period by the traffic backing up through the high street. The traffic backed up to the pinch point which made it difficult for traffic to flow both ways and made it dangerous for me to exit north street to head north towards the A34 because the stationary traffic obscures your view of the oncoming traffic and you have to essentially pull out blind. Throw in school drop offs for Dr South's etc and you will have total grid lock. Developing a one-way system around the village makes a lot of sense but no to traffic lights.
(50) Local Resident, (Islip)	Concerns - Happy to support ONE Way system but please no traffic light as it will cause a traffic queue in and out of the village.
(51) Local Resident, (Islip))	<p>Concerns - I acknowledge the need for a proposal for traffic regulation over the bridge and along Mill Street, however the resulting intermittent high volume traffic flows caused by the proposed traffic lights could have a knock on detrimental effect to the general vehicle flow through the village and in turn cause increased car pollution within the village.</p> <p>This is a conservation area where traffic flows and pollution should be kept to a minimum and where necessary controlled OUTSIDE the built environment and not within the village to the detriment of all concerned.</p> <p>These are the following problem areas within Islip:</p>

	<p>1) The implications of both increased pollution and speeding traffic through the village should be tested in line with these proposals before they are implemented to ensure correct placement of traffic lights. These traffic lights may be best placed beyond the village rather than within it, to avoid bottle necks, high pollution levels and vehicles racing to get through once the lights change to green.</p> <p>2) The pinch point to the north of High Street should have hatching to ensure no blockage from vehicles.</p> <p>3) Parking in the centre triangle of the village should be controlled to allow free access to and from adjacent lanes and driveways. Current parking areas are ignored and cars are parked over existing white lines. The result is that local cars exiting from their properties cannot freely join the highway. Potential speeding traffic as highlighted in point 1). This could be dangerous as slow cars exit onto the road and also could cause gridlock with vehicles backing up to the traffic lights.</p> <p>4) HGVs constantly drive through the village. This would need to stop under the new proposals as the combination of traffic lights and HGVs would cause gridlock. A ban on HGVs would need to be signed on each access road into the village and monitored.</p>
(52) Local Resident, (Islip)	<p>Concerns - I have concerns about this proposal for a one-way traffic restriction in Mill Street, Islip, because of the possibility that the scheme could lead to considerable delays for residents of Mill Street and Church Lane, specifically when they are wishing to leave the village heading southwards on the Wheatley Road (B4027).</p> <p>The Public Notice states that this Order is "associated with a proposal to introduce traffic signal control on the B4027 at Islip Bridge". It is not clear from the Notice whether this "proposal" concerning traffic signals has been published, but experience in the village in recent years suggests that whenever a traffic-light system is introduced at Islip Bridge (e.g. because of temporary works) it tends to result in long tailbacks in all directions at busy times of day. For example, during times of peak traffic, it is not uncommon to see tailbacks extending through the entire village and out in a northerly direction along the Bletchington Road, reaching beyond the railway line. Apart from the inconvenience to residents trying to leave their own properties (i.e. being caught up in long traffic jams), such queues through the village centre represent a hazard to pedestrians and schoolchildren, etc.</p> <p>The Notice relating to the proposed traffic restriction does not state how far advanced is the "proposal" for a traffic-light system at Islip Bridge. The proposed modifications to the carriageway on the bridge look welcome (i.e. increased elevation of the walkway), as these would give added security to pedestrians crossing the bridge on foot. But has</p>

	consideration been given to deployment of simple 'priority' signs on either side of the bridge to regulate vehicular flow - e.g. 'give way to oncoming traffic'? Such signage seems to work satisfactorily in other parts of the county at similar constriction points.
(53) Local Resident, (Islip)	<p>Concerns - We fully support measures to improve the safety and security of pedestrians crossing the bridge. This however should be implemented in a way that allows those working in and around Islip (e.g. farmers using agricultural machinery) to continue to operate. We have concerns that the design of the footway on the bridge may not achieve this and we believe the views of these users should carry significant weight in the consultation.</p> <p>We object to the one-way system on Mill Street. It seems to confer no benefit but has the detriment that traffic proceeding eastwards along Mill Street would need to turn left, proceed up The Walk and then execute a difficult and dangerous sharp right hand turn to go down King's Head Lane in order to reach Wheatley Road. A traffic light at the eastern end of Mill Street, synchronised with the light at the end of Lower Street, would safely control traffic carrying out this manoeuvre and avoid this detriment.</p>
(54) Local Resident, (Islip)	<p>Concerns - Whilst I support restrictions over the bridge (e.g. by providing traffic lights or an alternating priority direction), it is not clear why part of Mill Street needs to be one-way only and no explanation has been given of the thinking behind this in the documents provided.</p> <p>If part of Mill Street is one way, traffic wishing to access the Wheatley Road from the rest of Mill Street will need to go up The Walk and then make a very sharp turn right turn back down Kings Head Lane. This is a difficult manoeuvre and will cause further congestion and traffic in the centre of the village.</p> <p>Secondly, I have great concern that traffic lights will result in traffic queuing through the village, especially during rush-hours. This will greatly inconvenience residents who are trying to get into or out of Islip on any of the other roads (Kidlington Road, Oddington Road and Bletchington Road, if the queues tail back through the village and so block access to these other roads. It will also cause much air pollution - potentially above legal limits. This is what happened when temporary light were previously installed. What actions are being taken/proposed to avoid this></p> <p>It is disappointing that these proposal have not been discussed with the local population prior to this to see if there are other ways of solving the problems or to explain the thinking behind the proposals. I fear that an improvement for those crossing the bridge by foot or bicycle (which I support), and to avoid further weakening the bridge, is likely to have significant disadvantages (as described above) for the rest of the village. This does not make much sense -</p>

	hence the need for more discussion/consultation.
(55) Local Resident, (Islip)	<p>Concerns - Has adequate thought been given to excessively large lorries which still pass through the village, and similarly to all types of emergency vehicles.</p> <p>Has adequate thought been given to farm vehicles (e.g. combine harvesters) which need to pass through the junction. Will the junction be adequately lit during the time of darkness.</p> <p>Has thought been given to flooding which sometimes occurs at the junction.</p> <p>Also large coaches can sometimes be seen passing through the village.</p>
(56) Local Resident, (Islip)	<p>Concerns - I appreciate that this proposed restriction is linked to the proposed traffic lights near the bridge which are having to be in place firstly because the bridge is falling down and secondly to make crossing the bridge safer for pedestrians and car traffic. However, I think there is opposition from local people about this proposed one way system is partially because they don't realise the traffic lights is going to happen anyhow. Thus will the one way system make the flow of traffic harder or easier?</p> <p>am concerned about three things</p> <p>A) pollution from stationary cars especially nearest to houses in Kings Head Lane- can they be expected to turn off their engines?</p> <p>B) more traffic will rat run along alternative routes. Please put speed humps in surrounding roads such as North Street and Middle Street</p> <p>C) all traffic from further a long Mill Street will have to turn up the walk and then down Kings Head Lane to cross the bridge. How will that be regulated in The Square and how will space for larger vehicles turning be assured? Will there be lights on The Square too? Will some of the car parking spaces be removed. If so where are residents without off road parking be expected to park?</p> <p>D) how will flooding be managed? From time to time traffic has to be two way up and down Kings Head Lane because of flooding both in Lower Street and Mill Street.</p>
(57) Local Resident, (Islip)	<p>Concerns - OBSERVATION...</p> <p>Traffic approaching The Bridge from CHURCH LANE and MILL STREET will be directed up THE WALK.</p> <p>At the junction with HIGH STREET a problem will occur with vehicles turning right to go down KINGS HEAD LANE. Modified road markings will be required to control the number of cars parked at the junction.</p>

	<p>SERIOUS SAFETY CONCERNS</p> <p>It is essential that signage and speed control are critically analysed on the B4027 entry and exit to the village. Please note the following points.</p> <ol style="list-style-type: none"> 1. A pinch point was installed on the south side of the river bridge, some years ago. It gave priority to vehicles leaving the village. This caused vehicles to queue on the hill, causing accidents on the blind bend. The pinch point was removed at the request of TVP. Traffic lights will reintroduce queues on the hill! 2. A footpath enters the B4027, from the west, on the blind bend, towards the bottom of the hill. This is already a major safety issue as walkers cross the road to reach the footpath on the opposite side. With the introduction of traffic lights vehicles will be queueing on the hill. Walkers will be passing between cars in the queue, and into the stream of traffic leaving the bridge, to gain access to the footpath on the other side of the road. 3. The speed of traffic leaving and entering the south side of the river bridge has been a major concern for many years. Islip Parish Council purchased a Sentinel Speed Camera to be used with the help of TVP. Results record most vehicles in excess of 30mph in the 20mph zone.... Some over 40mph!! Details are available. With introduction of the traffic lights, it is an opportunity to solve the above issues.
(58) Local Resident, (Islip)	<p>Concerns - We live in Mill Street. If the proposed one way system is introduced my understanding is that in order for us in Mill Street to access Islip bridge and the Wheatley road towards Headington and the M40 we would need to follow the one way system left up The Walk and then take a right turn in the Square back down Kings Head Lane. Alternatively take a right at the Square and down Middle Way and then right down Lower Street. The traffic up and down Mill Street has increased enormously in the 25 years we have lived here.</p> <p>My concern is the log jam likely to occur particularly at peak times in the middle of the village from trying to turn right in the Square where cars are parked and the possible back up throughout the village.</p> <p>I appreciate the need to protect the bridge and manage the traffic and can see it is a problem. A footbridge would enable pedestrians to cross safely but obviously would not limit the 2-way traffic on the bridge.</p>
(59) Local Resident, (Islip)	<p>Concerns - I am unsure what problem is being cured and also unclear what will be the expected impact of the displaced traffic on other surrounding roads. Although I have only lived in Islip since 2015 I have not been aware of any problem with traffic flowing both ways on this short stretch that is now scheduled to be one way.</p>

	<p>I live in Mill Street and obviously find it very convenient to slip out of my road at the bottom of The Walk and drive straight round and over the bridge when I wish to head south out of the village. Under the new proposal, I – and every other resident in Mill Street - will have to divert up The Walk and then right-turn in the village centre and go down King's Head Lane to achieve the same end. Either that or go up Church Lane, and then into the centre, increasing traffic in that street. Surely either course is increasing traffic flow in the centre of the village, adding to pollution in the heart of the community.</p> <p>Also, it is often the case that traffic coming from the direction of Kidlington will go down Church Lane and turn left into Mill Street to reach the bridge that way, thereby avoiding going through the centre. All that traffic coming down Church Lane will now have to go back up The Walk and execute the same right-turn manoeuvre into King Head Lane. Many of these vehicles are likely to be lorries and large vans who will be forced into an awkward right turn at the top of The Walk. Do you propose any signage at the top of Church Lane to deter drivers from taking this route?</p> <p>Surely the proposal is likely to seriously increase traffic in The Walk as highlighted here, as drivers coming down Church Lane and turning left into Mill Street are confronted with the new 'No Entry' signs.</p> <p>I am not aware that currently there are huge delays for traffic seeking to access the bridge in either direction as two-way access is mostly possible and drivers mostly work it out when either a larger vehicle or pedestrians are already on the bridge. Installing traffic lights will have the impact of causing traffic to idle while waiting their turn, again exacerbating pollution. This can be seen as an effect during periods when flooding in Lower Street and Mill Street has required the temporary installation of traffic control to allow two-way passage up and down Kings Head Lane.</p> <p>These views do not necessarily constitute an objection. The inconvenience to me will be minor. I do, however, wish to register my disappointment at the lack of a reasoned justification for the proposal and no indication that any thought has been given to the proposal's impact on surrounding roads. I would be very interested to read such a justification if one exists in written form!</p>
(60) Local Resident, (Islip)	<p>Concerns - One issue is traffic fumes from stationary traffic. People in Kings Head Lane may be particularly affected. More electric cars will help, but that is in the future.</p>
(61) Local Resident, (Islip)	<p>Concerns - I should say that I understand that the planned traffic light system is primarily driven by pressing concerns about the structural strength of the bridge and the desire to restrict vehicular traffic to the middle section of it.</p>

I also appreciate that the proposed traffic lights and associated changes would produce a safer pedestrian thoroughfare across the bridge.

Finally, I assume that the one-way proposal is intended to avoid the need for a further set of traffic lights to control traffic flowing from Mill Street directly towards the bridge.

Taking these points on board, I would like to raise the following questions:

1. I note that the current consultation is limited to the proposed one-way restriction on a portion of Mill Street. It does not address the question of where the traffic lights might be positioned. Given that the latter is a question of key concern to residents, and that it is bound to have a significant effect on the character and feel of the village, may I ask why there has been no consultation about where the lights should be sited?
2. I have no doubt that the council will have fully considered all possible options for the positioning of the lights before arriving at the current proposal. Yet, as well as the lack of consultation, there has also been no information shared with the residents about any such analysis. Please may we see the study which was conducted and which led to the current proposals?
3. As I am sure many others will have pointed out, traffic lights at the bottom of King's Head Lane are bound to result in queuing traffic at certain times of the day, generating considerable noise and exhaust fumes which would be very unpleasant for residents. This will be exacerbated by two further factors: a. King's Head Lane is a narrow street bordered by high walls which would 'trap' both engine noise and exhaust fumes; and, b. the proposed one-way system on Mill Street will generate additional traffic as vehicles needing to access the bridge from Mill Street would have to do so via King's Head Lane.
4. On the (sadly frequent) occasions when flooding makes the lower portion of Mill Street between King's Head Lane and the Church Lane impassable, we have usually had a temporary traffic light system in order to allow traffic to flow in both directions along King's Head Lane. On these occasions, the temporary traffic light was set up at on the High Street, at the top of King's Head Lane and opposite Cross Tree Green. Was consideration given to whether the permanent lights might be better placed in this position rather than at the bottom of King's Head Lane? If so, it would be helpful to know why this option was rejected.
5. Placing so many traffic lights in a small area around the bridge is bound to have a significant impact on the feel and character of the village, creating a distinctly urban feel which would be at odds with the current appearance and feel of the village. Was consideration given to the possibility of placing the traffic lights just outside the village rather than concentrating them in a small area at either end of the bridge? Again, I imagine that this was all considered as part of

	<p>the original analysis. If so, it would be good to have more information.</p> <p>6. Past experience, from times when we have had temporary traffic lights at the Collice Street end of the bridge, suggests that there are bound to be queues of stationary traffic backed up from the bridge and along the Wheatley Road. Given the bends in the road, it can be difficult for approaching traffic coming at speed towards the village to see this. The traffic light warning signs should be placed a good long way ahead to give motorists time to slow down so as to minimise the risk of shunting. Where the signs are shown on the current plan is probably not far enough ahead.</p>
<i>[B. Support]</i>	
(62) Local Resident, (Islip)	Support - Traffic lights on bridge are much needed and the one-way system seems a very sensible compliment.
(63) Local Resident, (Islip)	Support - This seems a very sensible solution to create a manageable traffic light system on Islip Bridge. The creation of a one-way system will no doubt impact some in the village but on balance it creates a much safer solution for both cars and pedestrians. The management of the budge has long been requested and will make crossing the bridge significantly safer for all users and I support this proposal.
(64) Local Resident, (Islip)	<p>Support - The traffic controls proposed are vital for the management of traffic in the village of Islip to protect the structure of the bridge and for safety reasons (we have been asking for a protected and effective footpath for pedestrians for years). Past experience with emergency traffic lights alone without a supporting one-way system demonstrated the need for this supporting amendment to directional flow. I strongly support the traffic controls and the one-way amendment.</p> <p>What is missing in this consultation documentation is any explanation of the need for the traffic lights in turn giving rise to the need for the one-way change. Much of residents' opposition to the project under discussion is rooted in not knowing why we need the lights in the first place, i.e. the need to save the bridge from collapse (Skanska report April 2017). The memories in the village of long tailbacks and increased pollution (King's Head Lane in particular) as a result of the earlier temporary lights create an almost automatic negative mindset to having any lights on the bridge. The potential collapse of the bridge which would mean real communication problems for residents needs to be underlined in any discussion about traffic lights and also the one way system change.</p>

	<p>Due to the congestion caused by vehicles waiting to cross the bridge, other rush hour through-traffic not needing the bridge (Oddington to Bletchington or Kidlington and vice versa) will probably avoid Middle Street and use North Street instead, thus exacerbating the already fast flows seen there on a daily basis. Please consider traffic calming measures in North Street (as on Bletchington and Kidlington Roads) and Middle Street.</p> <p>There will be congestion for vehicles waiting to cross the bridge and one long term effect of this might well be that "rat run" traffic will find another route. This will ultimately be beneficial for all residents of Islip.</p> <p>I do have concerns regarding pollution from backed-up traffic in Kings Head Lane, I trust the residents have been consulted accordingly.</p> <p>Are contingency plans in place to manage traffic in the event (frequent) that the River Ray floods Lower Street. Mill Street also floods but less frequently?</p>
(65) Local Resident, (Islip)	<p>Support - My wife and I believe that it will solve the traffic problems at this blind junction and will also reduce the risk for pedestrians walking across Islip bridge.</p>
(66) Local Resident, (Islip)	<p>Support - I am a resident of Collice street. I have to use the bridge regularly when walking to the centre of the village or station. I have been hit by car mirrors on a number of occasions as well as having cars come very close and at high speed. I have an 18m old son and it is unsafe at the moment to take him across. The proposed solution would make our journey much safer and seems an excellent idea.</p>
(67) Local Resident, (Islip))	<p>Support - Strongly support.</p> <p>At the moment it is extremely dangerous to use the bridge as a pedestrian. I would not walk across the bridge during rush hour or when it is dark with our 1-year old son due to aggressive drivers not realising that there is not enough room and that pedestrians have no option but to walk in on the road. We live on Collice Street meaning our only option is to walk or drive across the bridge to access the village.</p> <p>Please introduce this one-way traffic system. It will improve our lives and prevent further accidents.</p>

(68) Local Resident, (Islip)	<p>Support - To support the measures proposed to improve the safety on the bridge for pedestrians and cyclists as well as vehicles. The volume of vehicle traffic particularly at peak times has become very heavy and many motorists do not abide by the 20 mph limit or give way when crossing the bridge. It is long overdue that this situation be addressed for the safety of all users of the bridge but particularly for people who cross the bridge on foot who include school children and older people.</p>
(69) Local Resident, (Islip)	<p>Support - Supporting - on safety grounds, and in the hope that it will reduce the unacceptable level of traffic through Islip, thereby improving the air quality which is currently polluted to a dangerously high level.</p> <p>If, as I anticipate, this proposal gains overwhelming support, can you confirm the likely start date of the project, given the County Councils priorities, and current funding situation?</p> <p>.</p>
(70) Local Resident, (Islip)	<p>Support - The village of Islip receives a large amount of traffic concentrated around morning and evening rush hours – mainly cars driving between Oxford and the M40 that are aiming to avoid the A34. This in itself is not problematic as the traffic is limited to the High Street and the village developed historically as a waypoint on busy routes. However, Islip bridge, which forms the main pedestrian access between Collice Street and Bridge Street, and the rest of the village (and is part of a popular walking route), is currently only wide enough for either two cars or one car and pedestrians. During rush hour, which coincides with the time that the local primary school starts, pedestrians are given no option but to walk with children and infants into traffic in order to cross the bridge. There is currently no protection for pedestrians besides a frequently overlooked signpost stating that they have priority. I strongly support the installation of a one-way, traffic light system on Mill Street as well as a raised footpath on the bridge as the minimum interventions necessary to ensure the protection of pedestrians from motor vehicles, which is commonplace across Oxfordshire.</p>
(71) Local Resident, (Islip)	<p>Support - My reasons for supporting the proposal:</p> <p>* A couple of weeks ago, I witnessed a mother with a pram being hassled on the bridge and, about a month before, I was hit by a wing mirror when walking to my allotment. Due to incidents like these, I believe a formal path on the bridge is essential for pedestrian safety.</p> <p>* The Oxford Ring Road is ineffective around North Oxford because ring road traffic becomes entwined with traffic exiting North Oxford. To avoid this problem, many drivers use the B4027 as an alternative route. Adding traffic lights will make this route less attractive to commuters and Satellite Navigation systems.</p>

	<p>* In the evenings, there is a continuous stream of traffic coming from the Headington direction and going towards the Woodstock / Witney direction. This traffic has priority at the restriction outside the The Fox and The Old Post Office meaning that I often have to wait for car after car to pass through before I can get home. The proposed traffic lights will break the flow of traffic and provide opportunities for other traffic to get through the restriction.</p> <p>Concerns</p> <p>* My major concern is the "new hardened verge". This will make it difficult for larger vehicles like tractors to cross the bridge. The B4027 is heavily used by cyclists, I believe that it would be better to leave this part of the road or maybe highlighted as a cycle lane.</p> <p>* The introduction of traffic lights will increase the pollution within the village, however, this will be a short-term problem that is eased by traffic taking alternative routes and the adoption of electric cars.</p>
(72) Local Resident, (Islip)	<p>Support - Safety on the bridge over River Ray. To stop the 'rat run' down Church Lane at peak times; it would be pointless to come down there to attempt to speed up a journey through Islip as they would then have to go up The Walk and then re-enter the traffic flow at the top of Kings Head lane.</p>
(73) Local Resident, (Islip)	<p>Support - The bridge is downright dangerous, walking over it with children and / or a dog can be bloody scary.</p> <p>Assuming the data collected on traffic weight issues when the lights were previously installed a few years ago supports its feasibility, then great.</p> <p>I appreciate the issues raised by local farmers about getting machinery over the bridge, but personally I'd welcome a traffic controlled bridge with a safe path.</p>
(74) Local Resident, (Islip)	<p>Support - We wish to support any action which will alleviate the traffic problems in Islip generally and Wheatley Road and the Ray Bridge in particular. We are therefore supportive of your proposals but are aware that residents of Mill Lane may be given problems and hope that any inconvenience to them is kept to a minimum both in the short and long term.</p> <p>We note with approval that action is at last being taken to reduce the risk to pedestrians on the bridge by installing</p>

	<p>traffic lights. Perhaps this would be a good time to complete the arrangements to extend the 20mph zone on Wheatley Road between the bridge and the village entry? Then only the pedestrian crossing for safe access to the village school remains to complete our recommendations in the Village Traffic Plan 2015.</p>
(75) Local Resident, (Islip)	<p>Support - We are broadly in favour of the proposal. It is something I intended to raise at the local parish council meeting & under 'normal' circumstances would probably have done so already. Islip is a notorious 'rat-run' but is obviously not designed for it so the plans would deter the large amount of through traffic we receive at peak hours.</p> <p>You have presumably done your measurements but on the bridge, is it necessary to have an extensive hardened verge on the non-pedestrian side of the bridge instead of a wider pavement that would more easily accommodate two-way pedestrians with pushchairs etcetera?</p> <p>As a resident of Church Lane, I was hoping to see a 'one way' or 'access only' proposal floated for the corner of the Walk & Mill Street (immediately outside The Wooster Arms where you have the turn left sign). We get a lot of cars, mostly speeding up Church Lane, which has a natural bottleneck by the church (the speed ramps are ineffective).</p>
(76) Local Resident, (Islip)	<p>Support - I support the one-way arrangements in Mill Street as I see this as part of the scheme to solve the problems involving Islip Bridge. The total scheme will help ensure safety for pedestrians crossing the bridge.</p> <p>For vehicles using this part of Mill Street currently two-way it is often seen as one way by those travelling over the bridge with possible serious consequences. For those travelling east on Mill Street at this point vehicles travelling down Kings Head Lane are not able to see them till the last moment a dangerous situation. An additional benefit is that it will stop Church Lane being used as a rat-run from the Kidlington Road to the bridge and they tend to speed down Church Lane.</p> <p>I accept that there will be an inconvenience for Mill Lane residents but in this case for the 'greater good' and request mitigating actions are taken if possible.</p>
(77) Local Resident, (Islip)	<p>Support - I have no objection as the plans will result in a footpath along Islip bridge. We often walk along that bridge and it's not safe at all. I believe Islip primary school also use that bridge to get children to millennium wood and so creating single traffic on that bridge with a footpath is welcomed. It would potentially make the morning commuting traffic even heavier though.</p>

	<p>However, the other option regarding walking across that bridge could be creating a separate footpath on the east side of the bridge. I guess you could build the footpath right off the original bridge? Perhaps it could come of the existing path on both sides of the bridge?</p>
(78) Local Resident, (Islip)	<p>Support - I live on the South side of the river. Accordingly, my family and I have to cross the bridge to get to amenities in the main part of Islip. Not easy in the winter months.</p> <p>I read the latest engineers report into the condition of the Bridge. My understanding from that report is that there is a real risk of the Bridge collapsing or needing substantial repair unless the speed and weight of traffic is reduced and, also, that traffic is confined to only using the centre of the bridge.</p> <p>The report suggested that the outer stone work is coming away from the inner ribs. Something I have observed for many years in the water damage to the underside of the bridge.</p> <p>The bridge was built about 1875, In short, no repairs or upgrade to the Bridge has been made in living memory for 90 years. The County Council have done well to get away with it for this long.</p> <p>I anticipate many will not like traffic lights. I shall be inconvenienced. However, I see no alternative to what you are proposing.....apart from a new Bridge or bypass of Islip. Very expensive and time consuming.</p>
(79) Local Resident, (Islip)	<p>Support - As a Collice Street resident I really hope this goes ahead. The bridge is dangerous for pedestrians as it currently is and it is only a matter of time before someone is badly hurt. My husband has been slightly injured by cars passing too closely to him on two occasions. I have once had to scramble up onto the wall to get out of the way of two cars trying to pass each other.</p>
(80) Local Resident, (Islip)	<p>Support - As a resident of Collice Street I wanted to drop you a note to say what an excellent solution is being proposed to the current traffic issues around the bridge and Mill street.</p> <p>As I cannot drive I often have to cross the bridge by foot and have been hit by cars on a number of occasions. This has mainly just been wing mirrors but it really is only a matter of time before someone is more seriously hurt or killed.</p>

	<p>I understand that a number of complaints have been raised and in particular from those with agricultural machinery 'needing' to cross. In my experience these are some the least safe users at the moment. They often travel in excess of the 20mph limit and in most cases are travelling to arable land that is generally fallow and in receipt of subsidy rather than to feed animals etc</p> <p>I rarely feel the need to raise such matters but do strongly feel the current situation is unsafe and at some point there will be a fatality.</p>
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11 November 2020

Objections to Traffic Lights and One Way System, Islip, Oxfordshire .ref:
AK/12.6.260

We object to proposed Traffic Lights and One Way System in Islip, Oxfordshire (reference AK/12.6.260) on multiple grounds. We list them as follows:

1a. Safety to Residents of Kings Head Lane – Traffic Lights

The proposed traffic lights and proposed one way system will lead to an increased risk of injury to residents of Kings Head Lane and, in particular, Kings Head House and Laneside House because Kings Head Lane is an **EXTREMELY NARROW** (width 2.9 m) highway with **NO PAVEMENT for pedestrians and NO ROOM TO CONSTRUCT A PAVEMENT and no room for pedestrians to avoid vehicles.** Parts of the highway are bounded by high stone walls separated by only 3.6 m. There is no other route by which the occupants of Kings Head House and Laneside House, Kings Head Lane can leave the property on foot other than via Kings Head Lane. In cases where lorries, farm vehicles and large vehicles are in Kings Head Lane, the clearance between wall and vehicle is less than 5 cm. Such lorries have damaged the buildings of Laneside House, The Old Rectory and the Swann Inn which bound Kings Head Lane, on multiple occasions.

Currently there is a yield sign in place at the intersection of Kings Head Lane/Mill Street/Lower Street. Traffic descending the extremely narrow Kings Head Lane is forced to a standstill by the yield sign. This decrease in traffic speed allows pedestrians leaving Kings Head House and Laneside House the vital time required to seek refuge from traffic given that there is **NO PAVEMENT for more than 100 m** of Kings Head Lane and no refuge (see Figure 1 and Figure 2 and Figure 3 and Figure 4).



Figure 1: View of Kings Head Lane towards Islip Bridge. Pedestrians in Kings Head Lane have no refuge from vehicles. The clearance between this vehicle and the bounding walls of Kings Head Lane is 4 cm. Recorded on 15 September 2020.



Figure 2: View of Kings Head Lane towards Bletchington. Pedestrians in Kings Head Lane have no refuge from vehicles. Pedestrians will be killed by vehicles speeding to gain green traffic lights. The clearance between this vehicle and the bounding walls of Kings Head Lane is 6 cm. Recorded on 15 September 2020.



Figure 3: Heavy good lorry exceeding the weight limit of the B4027 en route to Maidstone from Wales showing minimal clearance in Kings Head Lane. A pedestrian leaving Kings Head House or Laneside House will be crushed by a lorry driving towards green traffic lights and not having to stop at the bottom of Kings Head Lane.



Figure 4: The gap between a lorry shown in Figure 3 and opposite walls in Kings Head Lane is less than 5 cm. Traffic speeding to green traffic lights means death to pedestrians.

THE PROBLEM with the proposal is that replacing the yield sign at the bottom of Kings Head Lane with traffic lights will remove the necessity for traffic to come to a stand-still at the bottom of Kings Head Lane. Pedestrians will therefore not have the vital time needed to avoid the traffic which, on a green light, will be free flowing.

Direct EXPERIENCE of times when traffic lights have been in place temporarily in Kings Head Lane, has proven that the presence of traffic lights speeds up the traffic rather than slows it down since drivers accelerate in order to pass through the intersection before the traffic light progresses from green to red. Furthermore the driver's focus will be on the traffic lights and not pedestrians. The proposal **DIRECTLY IMPERILS** pedestrians in Kings Head Lane just as it has **DIRECTLY IMPERILLED** pedestrians coming from Kings Head House and Laneside House in the past. We speak with **DIRECT EXPERIENCE**.

Should the traffic lights be installed, it is only a matter of time before a pedestrian in Kings Head Lane is seriously injured. This objection serves as due warning and a prediction and will be kept on file.

1b. Safety to Residents of Kings Head Lane – One Way system

The proposed one way system in Mill Street will **increase the flow of traffic** in Kings Head Lane. This is because traffic can currently progress through Islip from north to south via Church Lane, Mill Street, Islip Bridge and Wheatley Road. The modification to make Mill Street ONE WAY closes this option and will force the traffic into Kings Head Lane. While **Mill Street** is **VERY WIDE** at 7.5 m AND has an established pedestrian **PAVEMENT on the south side and a raised walk way on the north side (Figure 5)**, **Kings Head Lane** is **VERY NARROW** at 2.9 m and has **NO PAVEMENT**. Forcing traffic off a wide highway with pavements onto a highway less than half the width and with no pavement is therefore not a justifiable decision. The proposal lacks local knowledge.



Figure 5: Mill Street (left) is >6 m wide and has an established pavement on the left hand side and a raised walk-way on the right hand side for pedestrians. Kings Head Lane (right) is 2.9 m wide, is bounded by walls and has no pavement. Yet proposal AK/12.6.260 seeks to **REDUCE TRAFFIC on Mill Street (left)** and make **Mill Street ONE WAY** while **increasing the flow and speed of traffic in Kings Head Lane (right)**. This makes no sense. It is a dangerous decision.

2a. Health considerations to Residents of Kings Head Lane: emissions

We have experience of traffic lights controlling the traffic flow on Islip bridge because temporary lights have been installed for extended periods in the recent past. The consequence of the traffic lights was to cause stationary traffic to queue from the lights up Kings Head Lane, along the High Street and through the rest of the village, sometimes beyond the entrance to the village to the west on on Bletchington Road. The queues formed for several hours during the morning peaking between 7.00 am to 9.00 am. In the afternoon, when the predominant traffic flow reverses, queues stretch back along the B4027 towards Noke for over a kilometre.

The pollution dispersion potential in the walled section of Kings Head Lane is extremely low. The highway is only 2.9 m wide and the bounding walls extend to around 10 m in height. Exhaust emissions are unable to disperse under these conditions. As a result of stationary traffic emissions simply accumulate. In the worst case, involving large vehicles such as heavy lorries which frequent Kings Head Lane despite weight restrictions, emissions occur at window height and the concentrations of particulates as measured by TSI DUSTTRAK™ aerosol monitors as operated by a scientific expert, exceed legal thresholds inside bedrooms. These objective facts cannot be ignored. There are now multiple studies linking particulate pollution in the UK to serious health issues. Over and above the implications to health, the vehicle emissions cause accelerated chemical weathering of the soft Cotswold stone building fabric which is already evident in Kings Head Lane. Several Grade II listed buildings are found within the conservation area and on either side of this highway.

Proposed traffic lights and the change to a one way system in Mill Street would increase traffic and increase queues and increase pollution. This is a direct threat to health.

2b. Health considerations to Residents of Kings Head Lane: Noise

In addition to the extremely low pollution dispersion potential, noise pollution results from the stationary vehicles trapped in the building canyon. Vehicles are only 30 cm from bedroom windows. This is in the form of engine noise, in-car entertainment systems and use of phones in cars. Stationary traffic causes a noise nuisance in the extremely narrow and contained Kings Head Lane and this will be made worse by the proposed traffic lights and one way system where queues will form for several hours each day.

In addition to the serious points raised in 1) and 2) above relating to Health and Safety, we have a number of other considerations we would like addressed.

i) What social and environmental impact assessments have been conducted regarding this proposal, and what were the outcomes of those assessments?

ii) What other options have been considered? Alternatives include:

- Repair the bridge and build a dedicated pedestrian bridge downstream of the road bridge. This could be part-financed by imposing a toll on passing traffic (user pays principle). As it stands, failure to repair Islip bridge is proposed to lead to direct health and safety risks for the residents of Islip.
- Enforce the weight limit on traffic passing through the village. Every day vehicles in excess of 3.5 ton pass and up to 30 tons through the village and over the bridge. This issue is left for residents to report and in our experience, when they do, no action whatsoever is taken. Stopping this traffic from coming into Islip would reduce the burden on the bridge.
- Restrict the width of vehicles that pass through the village by narrowing the traffic calming measures on entry to Islip. This would protect properties in the village which have been struck and damaged on multiple occasions and protect pedestrians in Kings Head Lane. It would also reduce risks to Islip bridge. Removable bollards could be used so that **local** farm vehicles could remove the bollards and can pass through when needed (e.g. at harvest time).

Yours sincerely

Divisions affected: Wallingford

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

LONG WITTENHAM – HIGH STREET – PROPOSED WAITING RESTRICTIONS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the waiting restrictions at Long Wittenham High Street as advertised.

Executive summary

2. Following provision of cycle bypasses in October/November 2020 at the two existing traffic calming build-outs in High Street, Long Wittenham complaints and comments have been received from cyclists that vehicles parking close to the build-out on the north side of the road have prevented cyclists from using the bypass. While it had been hoped that drivers would refrain from parking too close to the build-out without the need for waiting restrictions that has not been the case and the need for the latter has, unfortunately, been confirmed by recent experience. Therefore, no waiting at any time restrictions of the minimum length required to ensure safe and convenient access to the bypass are now being proposed (Annexes 1 & 2).

Financial Implications

3. Funding for the proposals has been provided from the Science Vale Cycle Network project.

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 cyclists.

Consultation

6. Formal consultation was carried out between 9 December 2020 and 15 January 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council,

Long Wittenham Parish Council and local County Councillor. Public notices were placed on site in the immediate vicinity with letters also sent directly to approximately 60 properties adjacent to the proposal.

7. Eight responses were received to the consultation. 3 objections, 4 in support and one non-objection.
8. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposed waiting restrictions but commented that they would not be a high priority for enforcement.
10. Long Wittenham Parish Council and two local residents expressed a strong objection to the proposals on the grounds of their appearance within the Conservation area, an area of high visual amenity and noting that following local initiatives the problems with parking here had largely removed the problem and so felt that it would be appropriate to monitor the situation ahead of making a decision on whether to proceed with them.
11. Cycling UK, a group representing pedal cyclists, welcomed the proposals noting that the recently installed cycle bypasses were frequently obstructed by parked vehicles. Support was also received from three members of the public, two of whom were local residents and one a resident of Oxford.
12. While noting the concerns of the parish council and two local residents on the visual impact of the proposed double yellow lines, these need to be put into the context of the other road markings already in place including the centre lines and edge lines (white road markings) and the SCHOOL KEEP CLEAR zone (yellow markings) adjacent to the current proposals. The latter (School zone) markings – at approximately 50m in length - are both considerably longer than the proposed waiting restrictions (in aggregate approximately 16 metres) – and also much more visually prominent by virtue of their placement as zig zag lines projecting well into the carriageway and noting also that the double yellow lines will be in place of the existing white edge lines already in place on the approach to the road narrowing.
13. Mindful that the safety and amenity benefits of the cycle bypass depend on keeping the approach and exit from the bypass clear of parked vehicles, it is recommended that these are approved and installed without a further monitoring period. However, it is also recommended that, as in other Conservation areas where double yellow lines are very commonly provided, cream colour lines of the minimum legal width are provided to minimise any additional impact over and above the existing edge line markings in the immediate vicinity of the build-out and cycle bypass.

JASON RUSSELL

Interim Corporate Director Communities

Annexes	Annex 1: Plan of proposed waiting restrictions Annex 2: Plan of proposed waiting restrictions Annex 3: Consultation responses
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Contact Officers:	Hugh Potter 07766 998704 Joanna Mellon 07741 607539
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February 2021

Drawing No. Revision 0

Key

Proposed 'No Waiting at Anytime'

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE
COUNTY COUNCIL**

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Community Operations
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County Hall
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Project title
HIGH STREET
LONG WITTENHAM

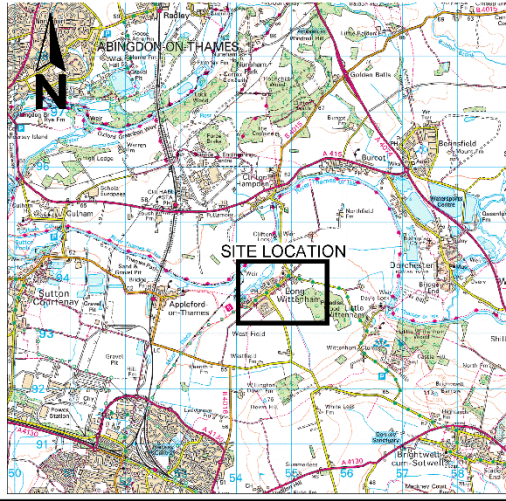
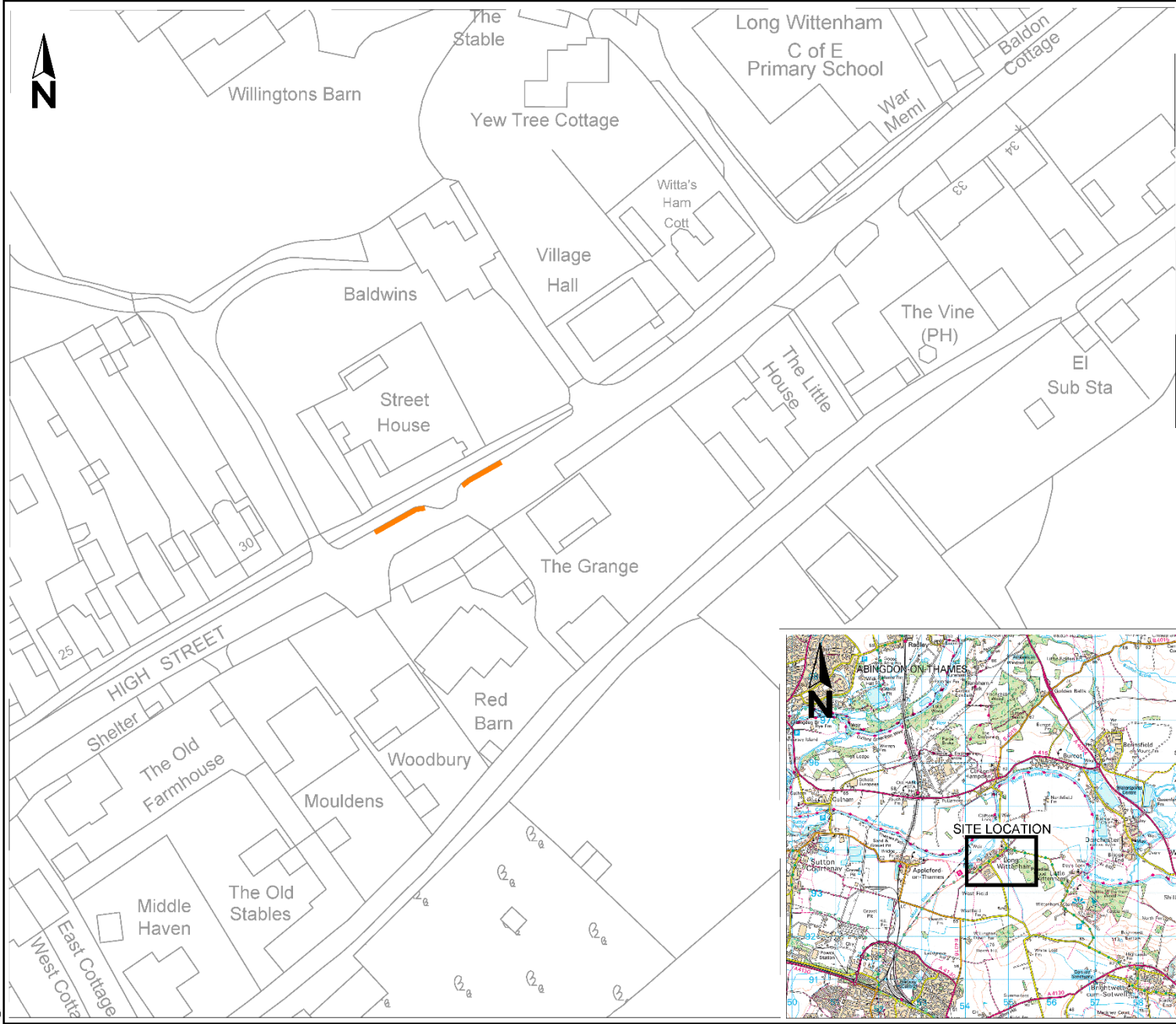
Drawing title
PROPOSED 'NO WAITING AT ANY TIME'
PARKING RESTRICTION

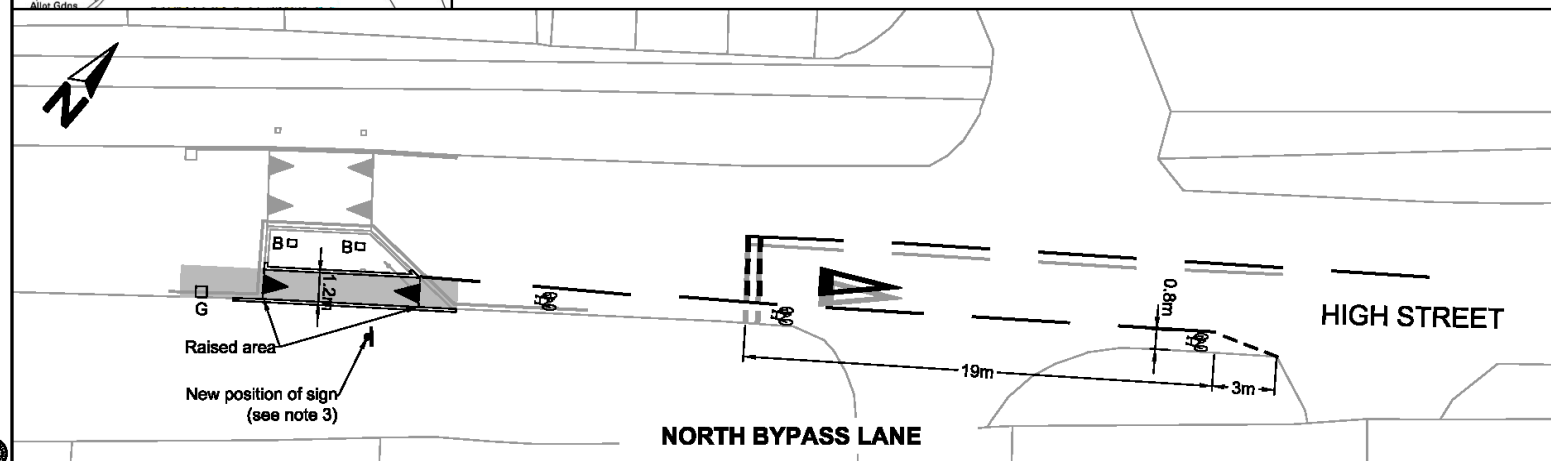
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
12/20			

Oxfordshire Project No. & File Ref

Drawing No. Revision 0





Drawing No.	S-000579-DET-000-001	Revision	1
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Key:

G Replace existing carriageway gullies with 'cycle friendly' gully gratings and frames.

B Remove existing wooden barriers on buildouts and replace with new wooden bollards with weathered tops & reflective band.

— New K1a Kerbing to HSD/1100/140 to match existing upstand. Verges behind new kerbs to be reinstated with topsoil as necessary and grass seeded.

AC 10 Close Surf 70/100 (Clause 912)
40mm deep surface course with regulating material where necessary.

Notes:

1. Ramped by-pass lanes to be 1.2m wide.
2. Existing road markings to be repositioned to provide 0.8m wide cycle approach lanes or refreshed as necessary. New road markings required as shown.
3. SEC to move illuminated sign from the front buildout to the verge, at the start of the works.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	06.02.12	Amend resurfacing depth.			LMD

**OXFORDSHIRE
COUNTY COUNCIL**

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Deputy Director of
Environment & Economy
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<p>Project title</p> <p style="text-align: center; font-weight: bold;">SVUK CULHAM TO LONG WITTENHAM CYCLE ROUTE DETAILED DESIGN</p>

<p>Drawing title</p> <p style="font-weight: bold;">HIGH STREET, LONG WITTENHAM CYCLE BY-PASS IN EXISTING BUILDOUTS</p>

Drawing Status					
Scale @ A3 1:200	Drawn by SRF	Checked by LMD	Approved by AJP		
	Date drawn 19.01.12	Date checked 03.02.12	Date approved 08.02.12		

Oxfordshire Project No. & File Ref

S-000579

Drawing No.	S-000579-DET-000-001	Revision	1
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object but must make you aware that isolated restrictions in such remote locations will NOT feature for any level of targeted enforcement activity by our officers.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Long Wittenham Parish Council	<p>Object – Long Wittenham Parish Council objects to this proposal.</p> <p>When the cycle lanes were first installed, cars did park there, mainly at school drop-off times. The parish council has since spoken to the school and appealed to residents via our website and social media to respect the cycle lanes. As a result, the problem is happening far less often.</p> <p>Long Wittenham High Street is in the village's conservation area and the council considers such measures would have an inappropriate 'urbanising' effect.</p> <p>As the cycle lanes were only completed a month ago, the council suggests that OCC Highways monitors the situation for three months or until the final Safety Audit has been completed and only installs yellow lines if the parking problem is still deemed to be significant after that period.</p>

CMDE8

<p>(3) Local Group, (CyclingUK Oxfordshire)</p>	<p>Support - Selfish parking of vehicles frequently blocks access to the cycle bypasses, eliminating the safety benefits of this infrastructure.</p> <p>The proposed Double Yellow Lines would make this parking illegal, and if enforced should stop it. Initial enforcement will be important in ensuring this measure is successful.</p>
<p>(4) Local Resident, (Long Wittenham)</p>	<p>Object – As I write this, the new Cycle Lanes have only been in for about a month. Whilst I accept that there were a few cars parking on the lanes when these were first installed, since then there has been an appeal to School Parents and Residents reminding them that it is not appropriate to park on the cycle lanes. This polite request has resulted in the lanes being clear 99% of the time now. It is far too soon to take the step of painting double yellow lines in the middle of a Conservation Area, simply because a small number of people have objected to the, now pretty much non-existent, parking. Surely it would be more appropriate to wait for a few months to see if people continue to respect the new Cycle Lanes. I walk and drive along the High Street often and can't remember when I last saw a car parked in the cycle lanes. I have NEVER seen a Traffic Warden or Police presence, so what exactly will the yellow lines achieve, other than turning our rural village and Conservation Area into something that looks more like an urban sprawl. Please reconsider this, it is an unnecessary move on the part of OCC Highways.</p>
<p>(5) Local Resident, (Long Wittenham)</p>	<p>Object – I strongly object to this proposal to put double yellow lines along the High Street. We are a village and do not want to be an urban area.</p> <p>It is already illegal to drive or park in a cycle lane marked by a solid white line so adding yellow lines is unnecessary. What is needed is enforcement of this law. The Parish Council should be given the power to identify culprits and report them to the authorities - just as has been done with vehicles travelling through the High Street exceeding the weight limit.</p> <p>As the owner of the house most affected by this proposal, Street House, I did not want the cycle lanes, but I accept them in the spirit of making cycling safer, even though it will involve me, my family and friends some inconvenience. Adding double yellow lines</p> <p>to a road in a conservation area destroys the concept of conservation and will probably affect property prices. As others have said the money should be spent on the cycle lane to Clifton Hampden. This road is a much greater hazard.</p>

(6) Local Resident, (Long Wittenham)	Support – I'm a regular cyclist and have already been unable to use the new cycle lanes due to cars parking on either side of the new lane. Without the yellow lines I think this will inevitably continue
(7) Local Resident, (Long Wittenham)	<p>Support – I am pleased that these double yellow lines are being introduced. I was injured two years ago in a cycle vs car accident through one of the chicanes with a driver who didn't cede priority. I still use the road daily for commuting and taking the children to school and so was pleased to see the lanes being installed. At the moment it is too dangerous to cycle through the village with children at peak times contending with the ""wacky races"" of drivers trying to accelerate/force their way past cyclists through the chicanes.</p> <p>I hoped this risk would be mitigated so we could cycle to school. However, at school drop off more than 50% of the time there is a vehicle parked not just making progress difficult for cyclists, but parking against the chicane meaning passage by bike is impossible.</p> <p>This can actually make things more dangerous as it is usually the exit that is blocked. Some drivers seem to expect you to use the cycle lane, which makes conflicts more dangerous.</p> <p>Parking is unsafe already in the proposed DYL area and so the lines simply formalise an area where careful and competent drivers should not be parking. They will significantly enhance cycle safety, especially with children. I hope they are painted as soon as possible.</p>
(8) Resident, (Oxford)	Support – Cycling should be encouraged

Divisions affected: Wallingford

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

WALLINGFORD – ST GEORGES ROAD – PROPOSED WAITING RESTRICTONS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve the waiting restrictions at St Georges Road, Wallingford as advertised.

Executive summary

2. A new car park for staff of Wallingford School on the west side of St Georges Road has been required as part of enabling works for a new £6m teaching block on the school site which will start as soon as the new car park can be used. No waiting at any time restrictions adjacent to the access of the car park onto St Georges Road have been identified (Annex 1) as being required on road safety grounds to ensure that visibility for vehicles using the access is adequate.

Financial Implications

3. Funding for the proposals has been provided by Oxfordshire County Council.

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.

Consultation

6. Formal consultation was carried out between 13 January and 12 February 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Wallingford Town Council and the local County Councillor. Public notices were placed on site with letters also sent directly to approximately 25 properties in the immediate vicinity.
7. Six responses were received to the consultation. 3 objections (50%), one raising concerns, one in support and one non-objection.

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 comments

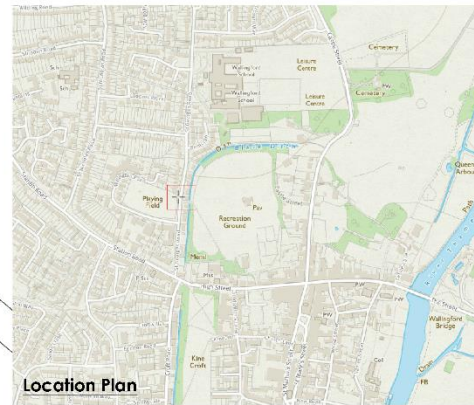
9. Thames Valley Police did not object to the proposals but noted that, if approved, would not feature as a high enforcement priority.
10. Wallingford Town Council, Crowmarsh Youth Football Club and one local resident objected and one local resident expressed concern on the grounds of loss of parking for residents and users of adjacent recreational facilities and the displacement of parking from the existing small layby (which accommodates 4 vehicles) adjacent to the car park access to less suitable locations in the area.
11. One expression of support was received from a member of the public.
12. While noting the above objections and concerns, the proposals are required to provide safe access to and from the new car park (currently under construction) which forms a required part of approved development to provide essential educational facilities at Wallingford School.
13. One of the respondents requested that the car park is made available to members of the public outside school times; while noting this request this would be a matter for Wallingford School to consider as managers of the car park.

JASON RUSSELL
Interim Corporate Director Communities

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


Contact Officers: Hugh Potter 07766 998704
 Aaron Morton 07393 001028

February 2021



DRAWING NOTES:

CON REGULATIONS 2015
SIGNIFICANT OR INEVITABLE RISKS AND RISKS WITH CHAIRS OF RISK TO WORKERS
ARE IDENTIFIED ON THIS DRAWING USING A 1-8 RISK RATING SYSTEM. CHAIR PLOTTED TO
THE RIGHT WITH OTHER ACCOMPANYING TEXT. FOR FURTHER DETAILS OF THE RISKS
IDENTIFIED BY DESIGNERS, REFERENCE SHOULD BE MADE TO CDM HAZARD
REGISTER



NRV	DESCRIPTION	DATE	BY	CHKD
	ORIGINATOR			

THE CONYARTS
REHABILITATION PARK
OXFORD ROAD
WOODSTOCK, OX20 1QR

TEL: 01993 815000

WWW.WOODOCK.CO.UK

IN ASSOCIATION WITH

TITLE:	PROPOSED CAR PARK ROAD MARKING LAYOUT
--------	--

DRAWN BY:	AP	SCALE:	AS SHOWN
CHECKED BY:	SW	DATE:	04/12/20
STATUS:			
TECHNICAL APPROVAL			

DRAWING No.							
PROJECT:	CNS	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5001158	RDG	XX	ST	PL	C	1251	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object but must make you aware that any such restrictions do not feature very high for any level of targeted enforcement activity by our officers.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Wallingford Town Council	<p>Object – Wallingford Town Council reject the removal of the parking bay in St Georges Road. Members discussed the proposals and were very concerned that the parking bay was to be removed. This bay is used by users of the Bull Croft Park and the terms of the new car park on the old school playing field are such that it will only be available for use by the general public for the 4 days of BunkFest.</p>
(3) Local Club, (Crowmarsh)	<p>Object – Crowmarsh Youth Football Club (CYFC) make extensive use of the Bullcroft facilities for the benefit of local footballing community for both boys and girls. We have 10 of our 25+ local teams playing regular matches against teams from all over Oxfordshire with further additional age groups using the facilities to train through the week. Whilst the layby being impacted by this plan is not a large parking area it does provide valuable relief for both pick up, drop down and temporary parking both during mid-week training and for additional space at weekends. Speaking on behalf of CYFC as a representative on the CYFC committee, we believe that as there will be no public access to the new car park placed on the St Georges playing field directly opposite the Bullcroft access path, there will be a negative impact to those who use the Bullcroft facilities. As such CYFC oppose the plan.</p>

(4) Local Resident, (Wallingford)	<p>Object – St Georges Road has already been subjected to speed bumps and reduced parking as a result of the Millington Road development. The creation of parking for school use only has not been properly considered by SODC or OCC in terms of community use.</p> <p>The introduction of further restrictions and reduction of parking spaces with further hamper parking for local residence. At weekends the existing parking by the bull croft is used for football and already generates traffic problems in St Georges Road. The Waitrose car park is also overflowing with football parking on Sundays. Please give consideration to a parking space that can be used 7 days a week by the school on Monday-Friday and general public at Weekends rather than causing further congestion and clogging up our already busy streets.</p>
(5) Local Resident, (Wallingford)	<p>Concerns – I support the changes to the parking restrictions but have concerns about the impact of the relocation of parked cars on the local residents. Under normal conditions, getting in and out of driveways safely is hard at busy times (during football, for example). This is particularly the case on the curve where visibility is restricted by hedges, fences and already parked vehicles. My concern is that difficult access to properties will become more hazardous. Would it be possible to install curved mirrors (perhaps on telegraph poles) to increase visibility along the road?</p>
(6) Local Resident, (Wallingford)	<p>Support – Being a resident of Millington Road, it is becoming more apparent that parking is getting worse. The road is regularly full one side with cars. Which is one battle in itself but when an event such as football matches are taking place you then have to battle with St George's road being inundated with cars. Vehicles park on the grass to the left of Millington Road near the lay-by. Causing no visibility out of the junction left. I have pulled out of my road countless times completely blind hoping nothing is coming. There is a disregard for the safety of vehicles having to come out of junctions. The restrictions would maintain safety, whilst causing an inconvenience to football goers, the safety of road users is paramount.</p> <p>It is a dangerous road in itself, since the speed bumps were re done they are next to useless, people driving down at excessive speeds and the speed bumps from the Crosskeys to the Bullcroft do not deter vehicles (unless it is a Ferrari) so to navigate this road when you have obstructed views isn't ideal.</p>

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Divisions affected: Grove and Wantage

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

GROVE– DENCHWORTH ROAD AND CANE LANE – PROPOSED 30MPH SPEED LIMIT AND PROHIBITION OF MOTOR VEHICLES

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the 30mph speed limit and prohibition of motor vehicles at Denchworth Road and Cane Lane as advertised.

Executive summary

2. Proposals for introducing a 30mph speed limit on Denchworth Road and a prohibition of motor vehicles at Denchworth Road and Cane Lane on parts of the existing highway being superseded by a new road layout as part of an approved major residential development were first consulted on in 2017 and approved as part of a package of wider highway works at the Cabinet Member for Environment Delegated Decisions meetings on 23 November 2017 and 8 March 2018. Due to delays in the developers progressing the 30mph speed limit and new road layout beyond the two years from the start of the previous consultation, a further consultation on the traffic regulation orders giving effect to these specific provisions is statutorily required and the responses to the latter are presented in this report .
3. .

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

7. Formal consultation was carried out between 7 January and 5 February 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Grove Parish Council and the local County Councillor. Public notices were placed on site and letters also sent directly to approximately 250 properties in the immediate vicinity.
8. Nine responses were received during the formal consultation as summarised in the tables below:

Road	Object	Support	Concerns	No objection / opinion	Total
30mph Speed Limit	1 (11%)	3 (33%)	-	5 (56%)	9
Prohibition of Vehicles	1 (11%)	2 (22%)	2 (22%)	4 (45%)	9

9. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

Proposed 30mph speed limit

10. Thames Valley Police objected on the grounds that they did not consider the level of roadside development currently warranted a 30mph speed limit. Expressions of support were received from Grove Parish Council and two members of the public. The Vale of White Horse District Council and Oxford Bus Company did not object
11. While noting the objection from the police, the proposed 30mph limit is considered appropriate taking account of the function (including for recreation) and character of the adjacent land when the development has been completed and noting that the 30mph was used as the design speed in the course of the detailed design work undertaken for the new road layout. In view of the latter it is not considered that a higher limit would be safe.

Proposed prohibition of motor vehicles

12. Thames Valley Police, the Vale of White Horse District Council and Oxford Bus Company did not object. Grove Parish Council supported.
13. One objection to the proposed revised road layout was received from a member of the public on the grounds that it would result in additional disturbance from traffic to residents of properties adjacent to the north side of Cane Lane. While it is accepted that residential development in the area will lead to additional traffic, the impact on existing residents has been significantly mitigated by the wider package of traffic calming measures already

implemented and the proposed revised road alignment removes motor traffic on part of Cane Lane adjacent to existing homes.

14. Concerns on the new road layout including design and type of junctions being proposed on road safety and traffic capacity grounds were expressed by two residents. While noting these, the layout has been subject to detailed checks including a road safety audit and are considered appropriate and in accordance with standard highway design practice taking account anticipated traffic flows.
15. Grove Parish Council also requested a controlled pedestrian crossing near to the junction of the Denchworth Road and the new junction to access the sports pitches. A similar request was also received from a member of the public. While this will be raised with the developer, as the crossing has not previously been identified as part of the approved package of highway works, no funding is, however, currently available.

JASON RUSSELL

Interim Corporate Director Communities

Annexes

Annex 1: Plan of proposed 30mph speed limit

Annex 2: Plan of proposed prohibition of motor vehicles

Annex 3: Consultation responses

Contact Officers:

Hugh Potter 07766 998704

Ryan Moore 07557 082568

February 2021



Original Drawing Size A3

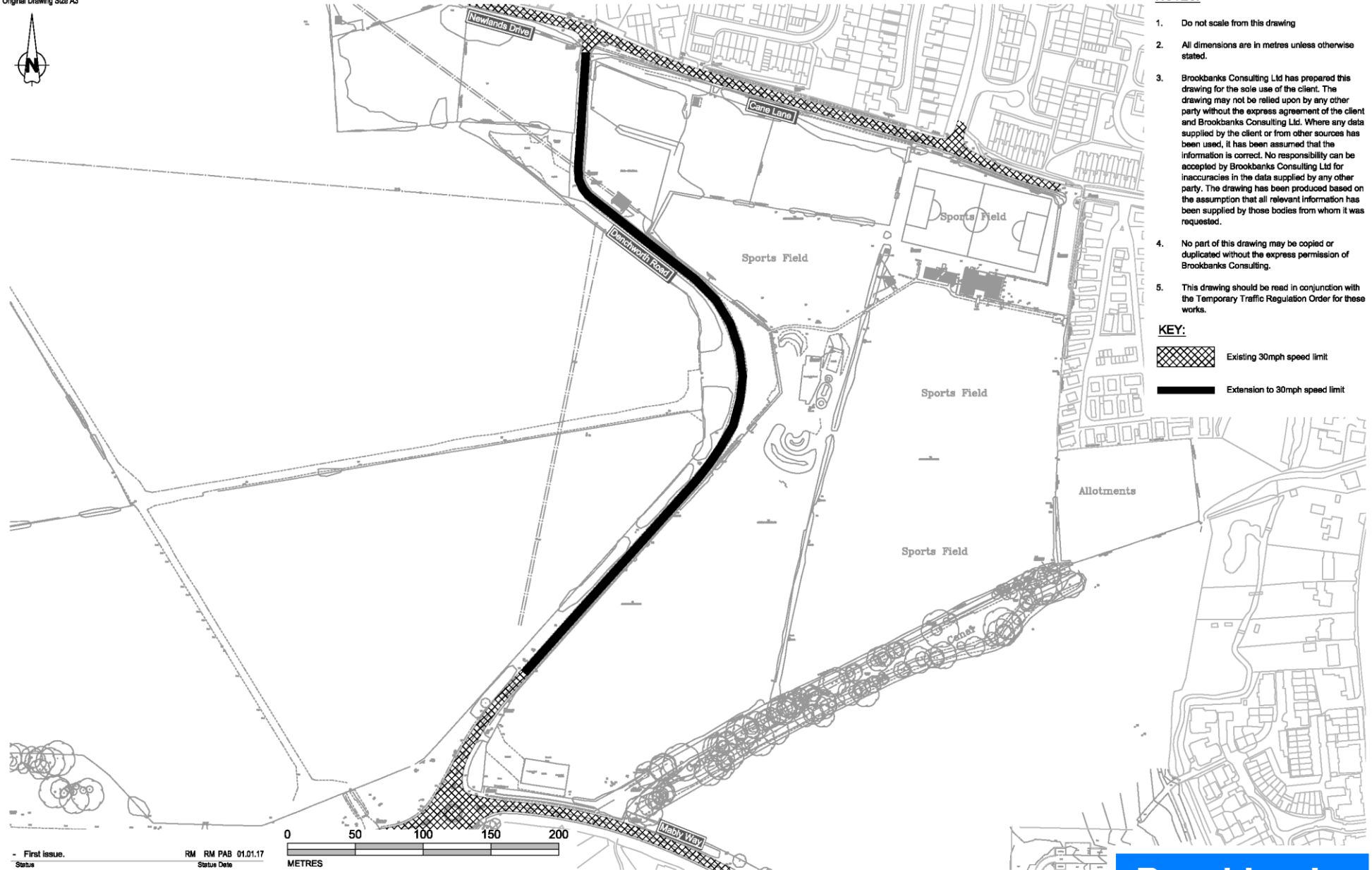


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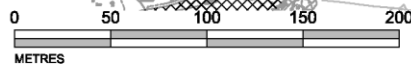
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KEY:

-  Existing 30mph speed limit
-  Extension to 30mph speed limit



- First issue.		RM	RM PAB	01.01.17
Status	Preliminary	Checked	RM	Date
Drawn	RM	Number	10383-050-001	Rev
Scale	1:2500			

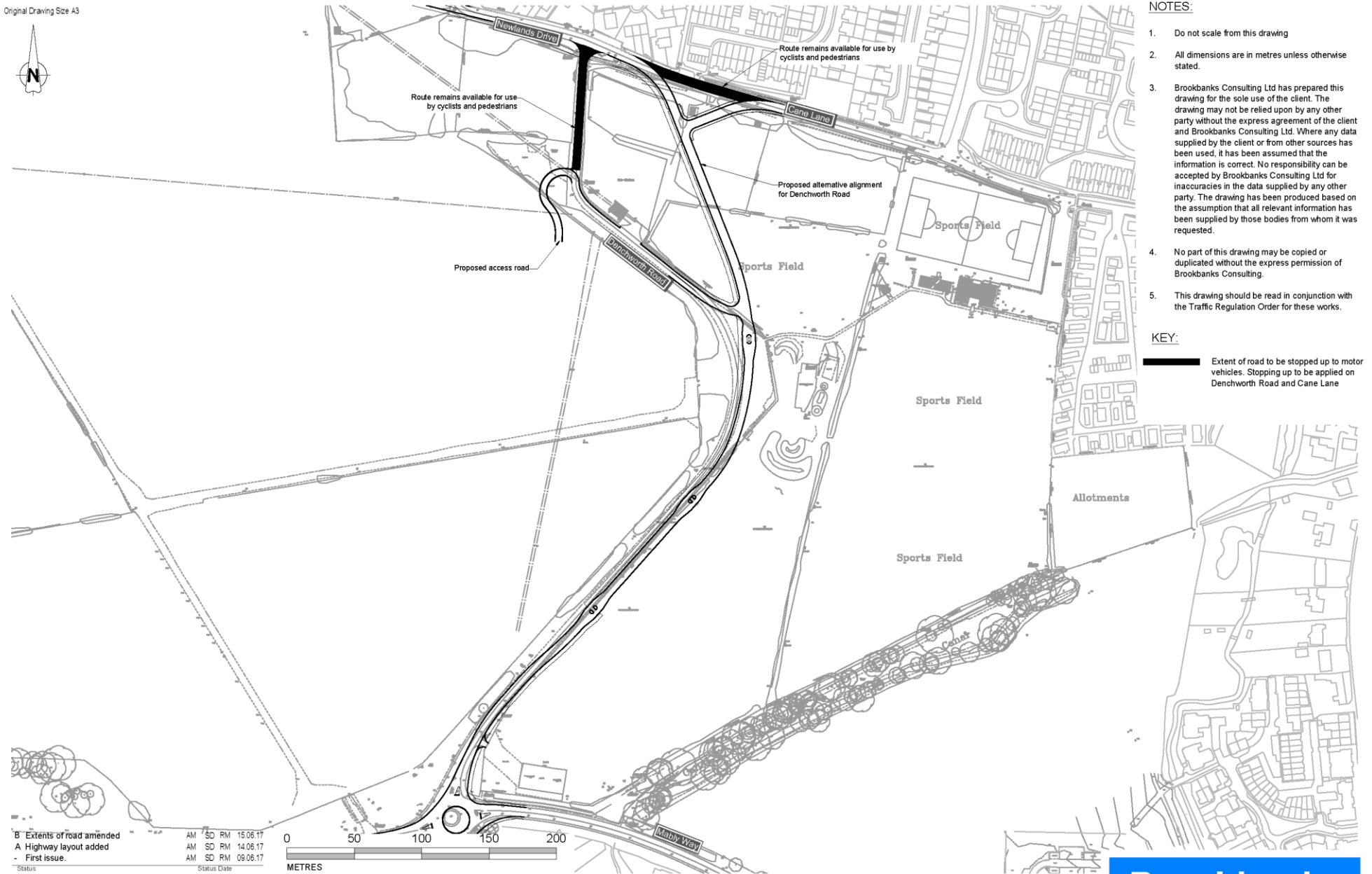


Grove Airfield

Denchworth Road
TTR0 Plan


Brookbanks

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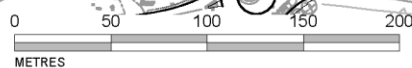
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KEY:

 Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

B Extents of road amended		AM	SD	RM	15.06.17
A Highway layout added		AM	SD	RM	14.06.17
- First issue.		AM	SD	RM	09.06.17
Status		Status Date			
Preliminary		June 2017			
Drawn	Checked	Date			
SD	RM	09.06.17			
Scale	Number	Rev			
1:2500	10383-050-003	B			



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Speed Limit – Object Prohibition of Vehicles – No objection</p> <p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>No speed data has been received.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and driver speed. Drivers' must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be a source of constant demands for police action.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand</p>

	<p>on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>It is unclear from the consultation documents the level of development/frontage that will appear along this section of road and timescales for that.</p> <p>Until that urbanisation is clear I would suggest consideration is given to a slightly higher speed limit than the one subject of these proposals.</p>
(2) Grove Parish Council	<p>Speed Limit – Support Prohibition of Vehicles – Support</p> <p>Grove Parish Council support a 30mph speed restriction in order to help prevent accidents on this very busy carriageway. Grove Parish Council would also like to see a controlled pedestrian crossing near to the junction of the Denchworth Road and the new junction to access the sports pitches.</p>
(3) Vale of White Horse District Council	<p>Speed Limit – No objection Prohibition of Vehicles – No objection</p> <p>Having reviewed the details of the scheme the Vale of White Horse District Council raises no objection.</p>
(4) Oxford Bus Company	<p>Speed Limit – No objection Prohibition of Vehicles – No objection</p>

(5) Local Resident, (Grove)	<p>Speed Limit – No opinion Prohibition of Vehicles – Object</p> <p>As a resident of Princess Gardens with my small 1 bedroom flat backing on to Newlands Drive it's relatively quiet, which obviously in turn improves my mental health. The closure of part of Cane Lane would cause a bottleneck with a larger amount of traffic including late night/early morning bus routes going past at all hours causing much distress. I beg you to reconsider.</p>
(6) Local Resident, (Grove)	<p>Speed Limit – No opinion Prohibition of Vehicles – Concerns</p> <p>I have a concern with the plans for the new junction with the realigned Denchworth Road as that is shown as a 'T' junction. I believe that this would be better as a small roundabout to assist with traffic flow, especially for those coming from Brereton Drive and wishing to go to Newlands Drive or Liberator Lane.</p> <p>I also believe that there should be a zebra (or similar) crossing at the south side of the new 'T' junction to assist with pedestrians crossing the Denchworth road as it is busy now and will only get busier in the future due with all the new housing.</p>
(7) Local Resident, (Grove)	<p>Speed Limit – No opinion Prohibition of Vehicles – Concerns</p> <p>On the original survey I completed some time ago I don't recall any mention of closing part of Denchworth road to motor traffic as part of clause 3 so at the time I agreed to that clause.</p> <p>However, I can see from the new documentation that part of the road will become a cycle path. Closing the road will add to internal congestion within the eastern part of Grove and in my opinion is a bad move. Access to Breton Drive will tend be from the northern end.</p> <p>The rather strange proposed dog leg arrangement of Denchworth road will add to traffic congestion. I'm assuming the move is a safety issue for children to get to the proposed secondary school.</p> <p>Can I suggest a formal cycle path running parallel to Denchworth road with traffic lights as required for cyclists would</p>

	be a better option. No need for the complicated T junction.
(8) Local Resident, (Wantage)	<p>Speed Limit – Support Prohibition of Vehicles – Support</p> <p>Denchworth Road and Newlands Drive is an important link for cycling between Wantage and Grove. Additionally, the route allows an alternative to the A338 for cyclists travelling north to villages like Denchworth, East and West Hanney and Charney Bassett. There is further potential for cyclists to continue to Buckland, Southmoor and beyond. During the first 2020 lockdown I noticed a boom in recreational cycling using the routes I have described. Clearly the worst part of the route is Denchworth Road. Additionally, a safer, quieter link between Grove and Wantage will encourage increased cycle use for active travel between the two communities.</p>
(9) Local Resident, (Wantage)	<p>Speed Limit – Support Prohibition of Vehicles – No opinion</p> <p>It seems that many drivers are unaware or forget that Newlands Drive is in a 30mph zone. Maybe in the past we've regarded it as a virtual by-pass to the built-up area to the south and east. So I support traffic calming there - or a speed camera! And I suggest that a few 30mph signs attached to lamp posts would be helpful and inexpensive.</p> <p>Suggestions:</p> <ol style="list-style-type: none"> 1. Savile Way shops: There is nothing at all to indicate the existence of the Savile Way shops to passing motorists or tradespeople, or to new residents of there are many. Especially now that the community news is suspended because of the pandemic, would it not be possible to put up a sign pointing to the shopping centre? Local shops need all the support they can get. 2. Bus stops: Now that the bus comes along Newlands Drive and there are two stops, should the stopping places not be clearly marked, with crosshatching or double yellow lines to stop them being used for parking cars?

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