



Delegated Decisions by Cabinet Member for Highway Management

***Thursday, 24 March 2022 at 10.00 am
County Hall, New Road, Oxford OX1 1ND***

If you wish to view proceedings online, please click on this [Live Stream Link](#).

In line with current Government advice, those attending the meeting are asked to consider wearing a face-covering.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday, 01 April 2022 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 black ink that reads "Stephen T Chandler".

Stephen Chandler
Interim Chief Executive

March 2022

Committee Officer: **Cameron MacLean**
Tel: 07526 985 978 E-Mail:
cameron.maclea@oxfordshire.gov.uk

Note: Date of next meeting: 28 April 2022

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. **Declaration 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 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**

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection. In line with current Government advice, those attending the meeting in person are asked to consider wearing a face-covering.

Normally requests to speak at this public meeting are required by 9.00 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate 'hybrid' meetings we are asking that requests to speak are submitted by no later than 9.00 am four working days before the meeting i.e., 9.00 am on Friday, 18 March 2022. Requests to speak should be sent to cameron.macleam@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be considered. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. **Oxford: A44 Between Peartree and Wolvercote Roundabouts - Proposed 30mph Speed Limit (Pages 1 - 6)**

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on proposed extension of the 30mph speed limit on the A44 Woodstock Road as shown in **Annex 1**, following a previous consultation carried out in October 2021 for a 50mph speed limit, the developing/evolving scheme provides for more extensive improvements along the route, including non-motorised user provision, additional bus-lanes & signalised access points.

The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed extension of the speed 30mph speed limit on the A44 Woodstock Road.

5. Thame: A329 South of A418 Roundabout - Proposed 40mph Speed Limit (Pages 7 - 14)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on proposals to introduce a 40mph speed limit on the A329 south of its roundabout junction with the as shown in **Annex 1** as a result of adjacent development.

The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed 40mph speed limit on the A329 at Thame.

6. Bicester: Perimeter Road - Proposed New 40 mph Speed Limit (Pages 15 - 44)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed speed limits in Bicester & Launton as follows:

40mph speed limits on:

- i. The A4095 (comprising sections of Howes Lane, Lords Lane & Southwold Lane);
- ii. A4421 Buckingham Road north of Bicester;
- iii. A4421 'ring' road (comprising Skimmingdish Lane, Bicester Road, Charbridge Lane, Wretchwick Way, Neunkirchen Way and Seelscheid Way);
- iv. A41 east of Bicester towards Aylsebury;
- v. B4030 Middleton Stoney Road; and
- vi. Bicester Road in Launton.

7. Kennington: Poplar Grove - Proposed Amendments to Waiting Restrictions (Pages 45 - 50)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed amended waiting restrictions at Poplar Grove Kennington on the south side of the road only, but with no changes to be made to the existing restrictions on the north side of the road so as to ensure the passage of buses using the road.

8. Witney: Avenue 2 Proposed Waiting Restrictions (Pages 51 - 62)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed no waiting at any time restrictions on Avenue Two as advertised, and also the cycle and pedestrian safety measures as shown in the plan in **Annex 3**.

9. Crowmarsh: Stephens Field - Proposed Waiting Restrictions
(Pages 63 - 72)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on a proposal to introduce no waiting at any time restrictions at Stephens Field at Crowmarsh as shown in **Annex 1** which are being put forward as a result of parked vehicles obstructing the Stephen's Field & Bellamy Way junction, whilst also obstructing the passage of vehicles along that part of Stephens's Field leading to the Riverside car park & water splash park

The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed waiting restrictions at Stephens Field at Crowmarsh.

10. Long Wittenham: Didcot Road - Proposed Traffic Calming Measures (Pages 73 - 88)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposed introduction of traffic calming measures as advertised.

11. Wantage: Manor Road by Broadwater Place - Proposed Waiting Restrictions (Pages 89 - 96)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed additional waiting restrictions at A338 Manor Road at Wantage.

12. Whitchurch on Thames Proposed 20mph Speed Limit (Pages 97 - 104)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at Whitchurch on Thames as shown in **Annex 1**

The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of a 20mph speed limit as advertised.

13. Countywide - Proposed Use of Virtual Parking Permits in Residents Parking Scheme (Pages 105 - 110)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the amendments to all Controlled Parking Zones schemes in Oxfordshire to allow applications, payments, and issue of Resident's Parking Permits via the County Council online portal, enabling the issue of `Virtual Permits` which will not need to be displayed on vehicles.

Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022

OXFORD: A44 WOODSTOCK ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed extension of the speed 30mph speed limit on the A44 Woodstock Road.

Executive summary

2. This report presents responses received to a statutory consultation on proposed extension of the 30mph speed limit on the A44 Woodstock Road as shown in **Annex 1**, following a previous consultation carried out in October 2021 for a 50mph speed limit, the developing/evolving scheme provides for more extensive improvements along the route, including non-motorised user provision, additional bus-lanes & signalised access points.

Financial Implications

3. Funding for consultation on the proposal has been provided by the developers of adjacent land, who will also fund its implementation if approved.

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 walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 27 January and 25 February 2022. 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, Bus operators, Oxford City Council,

Cherwell District Council, Gosford & Water Eaton Parish Council, Yarnton Parish Council, Kidlington Parish Council, and the local County Councillors covering the Wolvercote & Summertown and the Kidlington South divisions.

7. Nine responses were received during the formal consultation comprising of: 3 objections, 1 expressing concerns, 4 expressions of support, and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection.
10. Yarnton Parish Council and the local member expressed support for the proposal; additionally, two members of the public expressed support.
11. Objections were received from three members of the public on the grounds that the proposals were unnecessary and would not be respected. Noting these, the Oxford north development will result in major changes to the road layout and also the character of the roadside environment, with development on both sides of the A44. In the light of these changes the proposed 30mph speed limit is considered appropriate.

Bill Cotton
Corporate Director, Environment and Place

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|---------|----------------------------------|
| Annexes | Annexe 1: Consultation Plan |
| | Annexe 2: Consultation responses |

Contact Officers: Tim Shickle 07920 591545

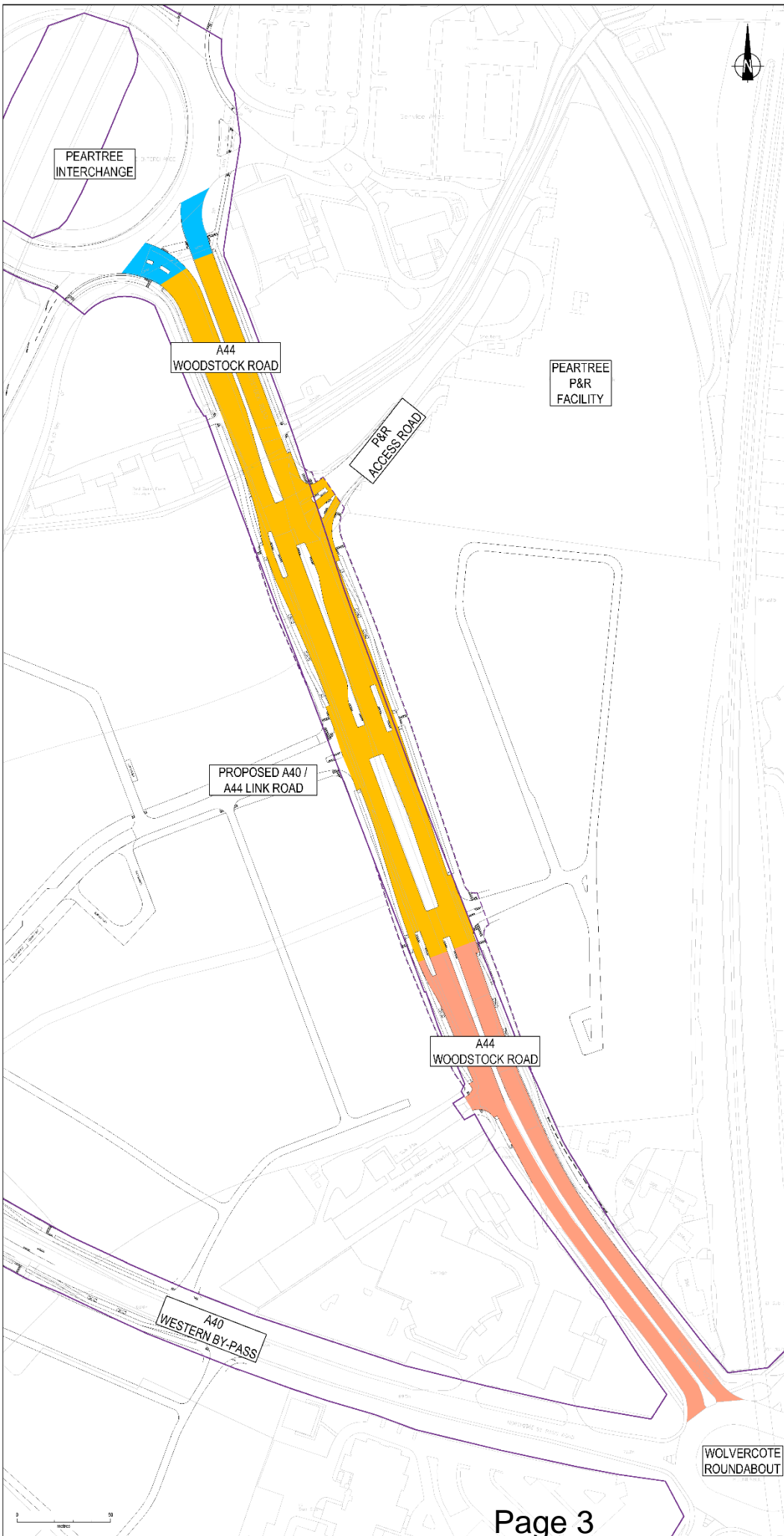
March 2022

NOTES:

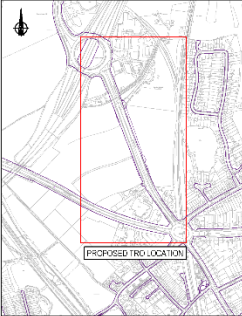
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL SECTION 278 DRAWINGS WITHIN THE STANTEC DRAWING SERIES 48201/A44/FS - A44 FULL SCHEME WORKS.
2. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND SPECIFICATION FOR HIGHWAY WORKS, OCC STANDARD DETAILS & HIGHWAY CONSTRUCTION DETAILS. WHERE CONSTRUCTION DETAILS ARE PROVIDED, THESE TAKE PRECEDENCE OVER OCC STANDARD DETAILS.

KEY:

- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- PROPOSED OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- EXISTING SPEED LIMIT - NATIONAL SPEED LIMIT
- EXISTING SPEED LIMIT - 30mph
- PROPOSED SPEED LIMIT - 30mph (REDUCED FROM 50mph)



KEY PLAN - SCALE 1:10,000



| | | | | | |
|---|----------|------|-------|---------|------|
| Mark | Revision | Date | Drawn | Checked | Appd |
| | | | | | |
| <p>WARNING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.</p> <p>LIMITED NOTE: The position of any existing public or private sewers, utility services, pipes or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy or completeness. Other such pipes or apparatus may also be present but not shown. The Contractor is deemed to undertake their own investigations where the presence of any existing services, structures, pipes or apparatus may affect their operations.</p> | | | | | |
| <p>Drawing Issue Status</p> <p style="text-align: center;">FOR APPROVAL</p> | | | | | |
| <p>OXFORD NORTH TRAFFIC REGULATION ORDERS A44 CORRIDOR FULL SCHEME PROPOSED SPEED LIMIT</p> | | | | | |
| <p>Client</p> <p>TWC Stantec</p> <p>THOMAS WHITE CONSULTANTS</p> <p>Date of Issue: 15/12/2021</p> <p>Designed: MK</p> <p>Drawn: GM</p> <p>Checked: MK</p> <p>Approved: SH</p> <p>Drawing Number: 48201/A44/FS/171</p> <p>Revision: -</p> <p>Stantec.com/uk</p> <p>Copyright reserved</p> <p>OXFORD</p> <p>Tel: 01865 410 000</p> | | | | | |

| RESPONDENT | COMMENTS |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Yarnton Parish Council | <p>Support - We have other comments to improve road usage and connectivity such as continued tarmac of canal towpath towards Kidlington and introduction of average speed cameras as the A44 travels through the villages of Yarnton and Begbroke. We would also welcome an explanation about the proposed A40 A44 link road - how that is intended to operate and the unintended consequences of it on our community.</p> <p>We would be happy to talk to Highways about our concerns.</p> |
| (3) Local Cllr, (Yarnton) | Support |
| (4) As an individual, (Leafield, Fairspear Road) | Object - Another scheme submitted by a council that hates cars and will not accept that this proposal will reduce the carrying capacity of the oxford road system, a system already groaning under the load. Bus lanes being squeezed into existing roads make them narrower and more dangerous (hence the need for a speed limit) as well as prevent motorcyclists trundling down the middle of two lanes of frequently stopped traffic. Make the road wider and things will not be so bad..... However, that would cost money, so I doubt this is possible. |
| (5) As an individual, (Kidlington, Yarnton Road) | Object - Speed limits are ok as they are and no problems in traffic flow or accidents. |
| (6) As an individual, (Yarnton, Spencer Avenue) | Object - 30mph speed limit on A44 (between Wolvercote & Peartree RBTs) i think this is too low, if traffic volumes are high that slows down traffic at other times it could be reduced to 50 from 60. 30 would just be ignored making things dangerous. the traffic light at Peartree already control speed |

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| (7) As an individual, (Yarnton, Fletcher Close) | Concerns - All traffic currently not moving during rush hours. Extra build up of traffic during work being done. Who's going to police speed limits? Closure of Sandy lane/Yarnton rd. new housing estates being planned. Total gridlock. Poor people trying to get to appointments. |
| (8) As an individual, (Oxford, Alice Smith Square) | Support - lower speed equal less accidents (or at least less serious ones). Quiet and safety - we need that here |
| (9) As an individual, (Yarnton, Pixey Close) | Support |

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Divisions affected: *Thame and Chinnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022

THAME: A329 RYCOTE LANE - PROPOSED 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed 40mph speed limit on the A329 at Thame.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce a 40mph speed limit on the A329 south of its roundabout junction with the as shown in **Annex 1** as a result of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund the implementation of the limit if approved.

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 walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 20 January and 18 February 2022 . 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, Bus operators, Thame Town Council, Great Haseley Parish Council, South Oxfordshire District Council and the local County Councillors covering the Thame & Chinnor and the Chalgrove & Watlington divisions.

7. Twenty-five responses were received during the formal consultation comprising of; 3 objections (12%), 5 expressing concerns (20%), 16 expressions of support (64%), and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection.
10. Thame Town Council, and separately a local Thame councillor expressed concerns and requested that the speed limit be reduced to 30mph in the interests of the safety of the footpath users and due to vehicles parking on the verge. Their response also noted that the proposed 'Welcome to Thame' sign is in the parish of Great Haseley and is not in keeping with the other 'Welcome to Thame' signs.
11. Great Haseley Parish Council expressed support for the 40mph speed limit which they considered will improve safety for all road users and pedestrians. However, the parish council noted that the proposed location of speed limit and entrance signs to Thame are positioned within the parish of Great Haseley and must be moved to align with the boundary of Thame parish.
12. Noting the above, the proposed 40mph speed limit is considered appropriate and consistent with national guidance and also with other comparable roads within Thame. The concerns about the location of the Thame sign are noted and this will be relocated as requested but with the speed limit terminal signs remaining as advertised and shown in **Annex 1**.
13. One response was received from a local group (Thame Wombles) which expressed support, noting that the new limit will aid the flow of traffic past the commercial premises, and slow it down considerably prior to the bend and junction with Moreton Turn.
14. The remaining twenty responses were submitted by members of the public, and comprised three objections, two expressions of concern, and fifteen expressions of support. The objections and concerns were primarily on the grounds that a 30mph speed limit was considered preferable to the proposed 40mph limit, although two responses queried the need for a speed limit reduction.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annexe 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Jet Dehal 07767 648708

March 2022



Village Gateway Sign 1:20

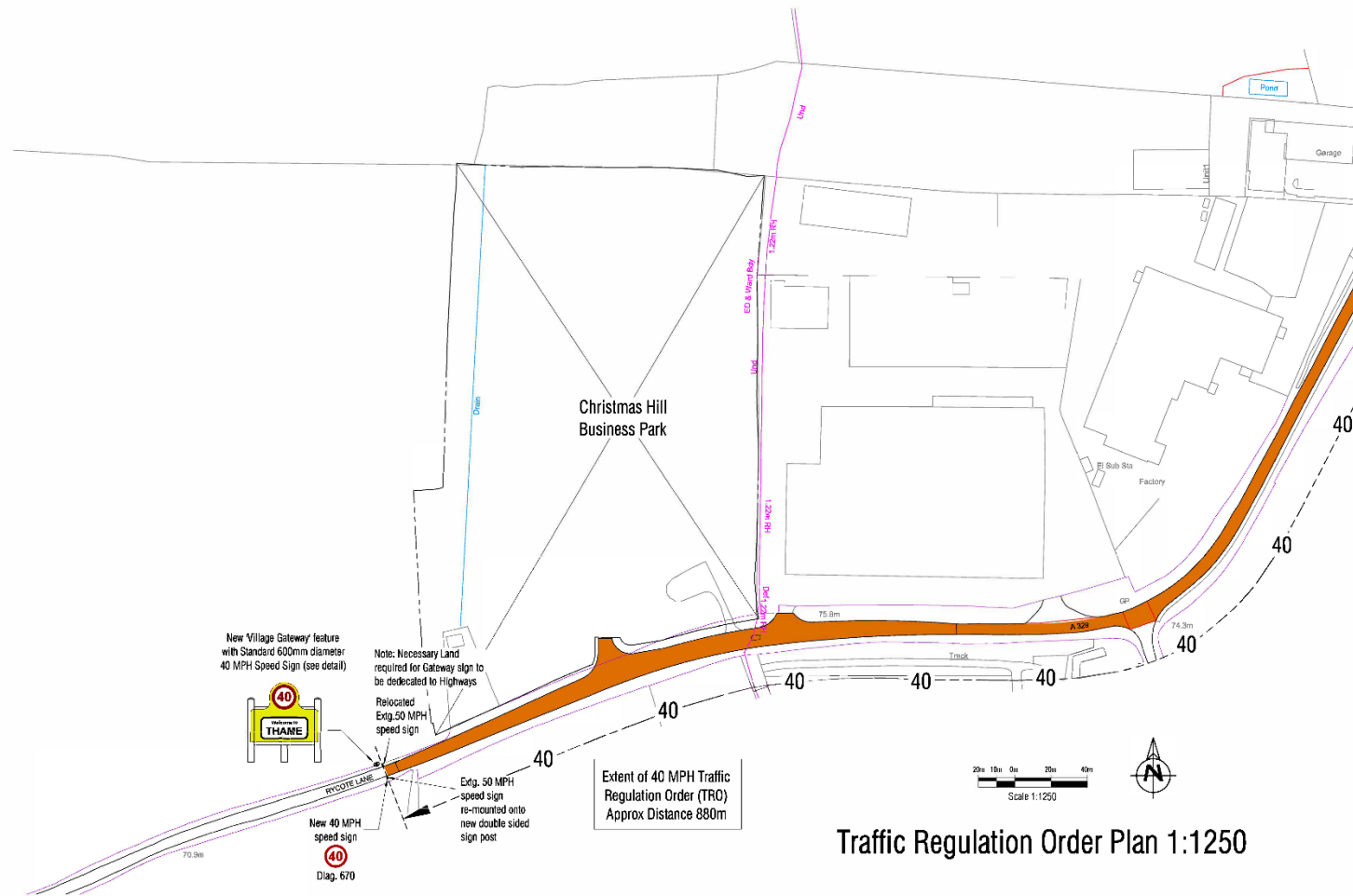
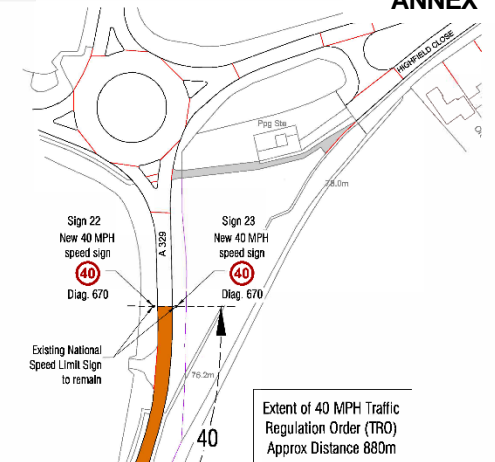
Diag. 670



Speed Limit

| | |
|--------------------------------|-----------------|
| SCH/ML Ref: Rycote Lane, Thame | Sign Ref: 40 |
| Sign Ref: 40 | Sign Ref: 40 |
| UNIT COLOUR: BLACK | HEIGHT: 800mm |
| BACKGROUND COLOUR: WHITE | AREA: 0.39 sq.m |
| BOARDER COLOUR: RED | X-HEIGHT: 75mm |
| MATERIAL: CLASS 3 | |

Speed Sign 1:20



S278 AGREEMENT

| Rev | Date | Revision Description |
|-----|----------|----------------------|
| A | 09.08.21 | Minor revs |

Revision Schedule

Christmas Hill Business Park
Rycote Lane, Thame



SECTION 278 WORKS
TRAFFIC REGULATION ORDER PLAN

BAILEY JOHNSON HAYES
Consulting Engineers

STALBING: Suite 4, Phoenix House, 63 Campbell Rd, ST ALBANS, Herts AL1 9FL
MANCHESTER: Grange House, John Dalton Street, MANCHESTER, M2 6PW

| | |
|-------------------|-----------------------|
| Scale: 1:1250 @A1 | S1414-S278-23A |
| Date: 16.07.21 | |
| Drawn: DJC | |

Traffic Regulation Order Plan 1:1250

| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Local Cllr, (Thame, Towersey Drive) | <p>Concerns - There is further development next to this one which should be included. There is a town gateway sign shown. This is currently outside the border of Thame. The Town has its own gateway signs which should be relocated</p> <p>30 mph will be more appropriate here</p> |
| (3) Thame Town Council | <p>Concerns - Thame Town Council request that the speed limit be reduced to 30mph in the interests of the safety of the footpath users and due to vehicles parking on the verge.</p> <p>Also we would like to raise the point that the proposed 'Welcome to Thame' sign is in the parish of Great Haseley and is not in keeping with the other 'Welcome to Thame' signs which OCC worked with the Town Council on installing a few years ago.</p> |
| (4) Great Haseley Parish Council | <p>Concerns - Great Haseley Parish Council supports the implementation of a 40mph speed limit which will improve safety for all road users and pedestrians. However, the proposed location of speed limit and entrance signs to Thame are positioned within the parish of Great Haseley and must be moved to align with the boundary of Thame parish.</p> |
| (5) Online response, (Thame, Youens Drive) | <p>Object - I Feel that a reduction in speed limit down to 50 from 40 would make no difference to the road or accident rate.</p> <p>This project may be better served in changing the configuration and putting a decent surface on the road as lots of the surface has failed, money better spent to replace the surface.</p> <p>The road before the bend and or opposite the businesses themselves should have wider access points, we have far to</p> |

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| | many variable speed limits already on that road and this seems like the cheapest option, rather than look at a holistic solution for the road /area. |
| (6) As an individual, (Moreton, The Furlongs) | Object - The junction from A329 to Moreton is already very dangerous and with the increasing traffic to/from the new industrial estate will make the situation even worse. The speed limit of 40mph is essential for safety (30mph would be even better!). The turning off from A329 has for years seen lorries/cars ploughing to the road signs, including the Chevron at the turning to Moreton which remains a hazard as it has not been replaced. |
| (7) As an individual, (Thame, Church Road) | Object - Should be 30mph. There is a bend with a 35 mph advisory on the road, then its possible to accelate up to 50 before dropping back to proposed 40. Far better to have a 30 as the bend is slowing vehicles down and coming into anteater which is developing - more traffic on all kinds and pedestrians/ cyclists. Also junction for Moreton is dangerous enough. Please consider 30. |
| (8) As an individual, (Oxford, Rymers Lane) | Concerns - While I can understand that this road is not straight it is unclear whether the council has considered alternatives to a speed limit reduction, for example to improve the visibility. 50mph itself is not inherently unsafe - as determined by national policy - and any reduction should be properly justified. |
| (9) As an individual, (Thame, Corbetts Way) | Concerns - I would like to see this dropped to 30mph because of the bend and the use of the footpath to Morton. I often use the footpath and the curve of the road feels like cars are coming at you. I believe 30mph would more likely bring people down to 40mph. |
| (10) As an individual, (Towersey, Chinnor Road) | Support - Ideally this should be 30 mph |
| (11) As an individual, (Moreton) | Support - Very dangerous junction at Moreton turn |
| (12) As an individual, (Moreton, Judds Lane) | Support - Safety improvement. |
| (13) As an individual, (Moreton, Road running | Support - Increased traffic, multiple existing junctions. Speed limit of 40 makes sense |

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| through Moreton) | |
| (14) As an individual, (Moreton, Judds Lane, Moreton) | Support - I live in Moreton - the hamlet of 72 houses, and the one road access to Moreton comes off Rycote Lane. It is impossible to get out of the junction at peak times due the volume of traffic that will now increase with the new Warehousing site. It is also a very tricky bend coming from the M40 and turning right into Moreton. You have to often take your chance when turning right back into Moreton. Slowing the traffic down will help. |
| (15) As an individual, (Thame, Conduit Hill Rise) | Support - It is not safe to travel faster because of the exits from so many industrial units which have been developed and also approach to the round about. Other roads adjacent to industrial estates already have reduced limits. Also approach to two sharp corners beyond this zone which have recommended limits of 30 mph. |
| (16) As an individual, (Thame, Oxford Road) | Support - 50mph is usually okay on that stretch but if loads of building lorries use that part of Rycote Lane 40 is acceptable. I am more concerned about yet more green land being developed, surely we have plenty of industrial estates, eg Long Crendon is not nearly full. They don't even plant any trees to compensate, by far not enough thought is put into looking after the environment, is nobody concerned about the future of our children? |
| (17) As an individual, (Tetsworth, Swan Gardens) | Support - It may be auspicious as there are a number of businesses along that stretch and I understand a new industrial estate is being built. |
| (18) As an individual, (Thame, Naseby Close) | Support - This is a busy section of road with a growing number of businesses. The lower speed limit will make approaching or leaving these business safer. |
| (19) As an individual, (Moreton, Moreton) | Support - To start slowing down traffic as it approaches Moreton |
| (20) As an individual, (Thame, Upper High Street) | Support - Road is already a little tricky at this point (especially traffic trying to exit from Moreton Lane) and new development requires that the limit is reduced a little for safety reasons. |

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| (21) As an individual, (Thame, Aylesbury Road) | Support - Road too congested and has many bends to be faster |
| (22) As an individual, (Moreton, Judds Lane) | Support - Moreton Rd joins Ryecote Lane on the section of road which the proposed speed limit applies to. It is a dangerous junction when turning right out of Moreton Rd or when travelling from Milton Common towards Thame and turning right into Moreton Rd. However, I don't think a reduction to 40mph is enough. A reduction to 30mph would give a better margin of safety. |
| (23) As an individual, (Moreton, Road running through Moreton) | Support - The Moreton Lane junction is very difficult to exit and it is good fortune that more accidents haven't happened - the oncoming speed of cars leaving Thame is a crucial factor - they ignore the lower junction specific limit - a 30 limit on the 400m stretch would make even better sense, but this is a step in the right direction. A traffic island would make the junction safer. |
| (24) As an individual, (Moreton, The Furlongs) | Support - Slow down traffic on the blind bend when you turn right into Moreton |
| (25) Local group/organisation, (Thame Womble) | Support - This new limit will aid the flow of traffic past the commercial premises, and slow it down considerably prior to the bend and junction with Moreton Turn. |

Divisions affected: *Bicester North; Bicester Town; Bicester West; Otmoor; Ploughley;*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022

BICESTER AND LAUNTON – PROPOSED 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed speed limits in Bicester & Launton as follows:
 - a. 40mph speed limits on:
 - i. the A4095 (comprising sections of Howes Lane, Lords Lane & Southwold Lane),
 - ii. A4421 Buckingham Road north of Bicester,
 - iii. A4421 'ring' road (comprising Skimmingdish Lane, Bicester Road , Charbridge Lane , Wretchwick Way , Neunkirchen Way & Seelscheid Way)
 - iv. A41 east of Bicester towards Aylsebury,
 - v. B4030 Middleton Stoney Road, , and
 - vi. Bicester Road in Launton.

Executive summary

2. This report presents responses received to a statutory consultation on proposed speed limit reductions on part of the A41 and on the roads forming the peripheral route around Bicester. Although these roads are an important part of the local transport strategy which aims to reduce traffic flow through the central corridor, they no longer lie on the edge of the town and with housing and employment sites now located on the other side of them there is a need to reduce the speed of traffic. The proposals seek to decrease the speed limit on the Bicester peripheral road to allow a uniform speed limit, thus addressing concerns from a road safety and active travel point of view. The proposals will also aid connectivity for residents of the planned new housing developments that are adjacent to the peripheral route, such as Wretchwick Green and North West Bicester. In addition to the peripheral road, 40mph speed limits are proposed to be introduced on the A41 east of the ring road, and on the A4421 Buckingham Road leading northwards from the ring road. The consultation also proposed a 50mph speed limit on the Boundary Way section of the A41 but this

is not recommended to take forward. A plan showing the proposals are shown in **Annexe 1**

Financial Implications

3. The total cost estimate for this work is £205,000 - £165,575 plus 20% for staff costs . Five of the sites will be delivered through held s106 – Skimmingdish Lane, Charbridge Lane, Bicester Road Launton, Middleton Stoney Road and A4095 Howes Lane. The other sections will be delivered through development or scheme work – A4095 Lords Lane, B4100 Banbury Road (north and south of the peripheral road), A4095 Southwold Lane and Buckingham Road (north and south of the peripheral road).
4. The total cost of the speed limit changes recommended to be amended using held s106 funding is £79,655 . Total signage costs include installation costs and four-night shifts for road marking and staff costs . There is contingency funding for any unexpected cost pressures during installation.

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 benefits of the Bicester Speed Review include:
 - Increasing safety along the route (lower speed limits have been found to be effective in reducing casualty rates)
 - Speed reducing features will also improve facilities for vulnerable road users such as pedestrians, cyclists, children and older people
 - Reduced emissions with the removal of the frequent change in speeds on the roads.

Consultation

7. Formal consultation was carried out between 20 January and 18 February 2022. 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, Bus operators, Bicester Town Council, Ambrosden Parish Council, Caversfield Parish Council, Chesterton Parish Council, Launton Parish Council, Cherwell District Council and the local County Councillors covering the Bicester, Otmoor & Ploughley divisions.
8. 72 responses were received during the formal consultation and these are summarised in the tables below:

| Proposal | Object | Concerns | Support | No opinion | Total |
|------------------------------------|----------|----------|----------|------------|-------|
| 40mph speed limits: | | | | | |
| A4095 (Howes/Lords/Southwold Lane) | 44 (61%) | 4 (6%) | 18 (25%) | 6 | 72 |
| A4421 Buckingham Road | 47 (65%) | 4 (6%) | 17 (24%) | 4 | 72 |
| B4030 Middleton Stoney Drive | 41 (57%) | 3 (4%) | 18 (25%) | 10 | 72 |
| Vendee Drive | 50 (69%) | 2 (3%) | 16 (22%) | 3 | 72 |
| Bicester Road (Launton) | 34 (47%) | 3 (4%) | 29 (40%) | 6 | 72 |
| A4421 (ring road) | 52 (72%) | 5 (7%) | 12 (17%) | 3 | 72 |
| A41 (to Ambrosden) | 49 (68%) | 3 (4%) | 14 (19%) | 6 | 72 |
| 50mph speed limit: | | | | | |
| A41 (Southern bypass) | 36 (50%) | 9 (13%) | 21 (29%) | 6 | 72 |

9. The individual responses are shown in **Annex 2**; copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police objected to A41 Boundary Way extent and Vendee Drive extent, change in speed limit. Officers are recommending not to implement the speed limit reduction on the Boundary Way section as this will be considered further through the A41 Corridor Study. Officers are also recommending not to implement the speed limit reduction on Vendee Drive currently – this will be covered if proposed development is approved which would enable the characteristic of the road to change in future
11. Bicester Chamber had concerns that reduced speed will have a negative impact on the economy. Individuals objects are summarized:
- Bicester is a commuter town and must allow for free flowing traffic to move away from the town centre efficiently and quickly.
 - No factual reason to impose draconian reduced speed limits.
 - Waste of money.
 - Reducing speed limit will increase journey times and move traffic through the middle of the town.
12. There were other objections to some of the proposed speed limit changes but following further consideration officers are recommending that these should be implemented.
13. However, officers recommend that a reduction in speed limit will improve the safety of vulnerable road users, promote active travel schemes and help to decarbonise transport which is in line with various Policy and Guidance documents (including but not limited to the Bicester Local Cycle & Walking Infrastructure Plan, Garden Town principles, Area Strategy Policy, Local Transport Plan 4, emerging Local Transport & Connectivity Plan, Local Plan, Climate Action Framework etc.)

14. Chesterton Parish Council supported the proposed changes but asked that other roads in their village be considered for speed reductions. Officers will engage with the parish council to progress this.

15. The sites that officers are recommending are delivered with the held s106 funding are:

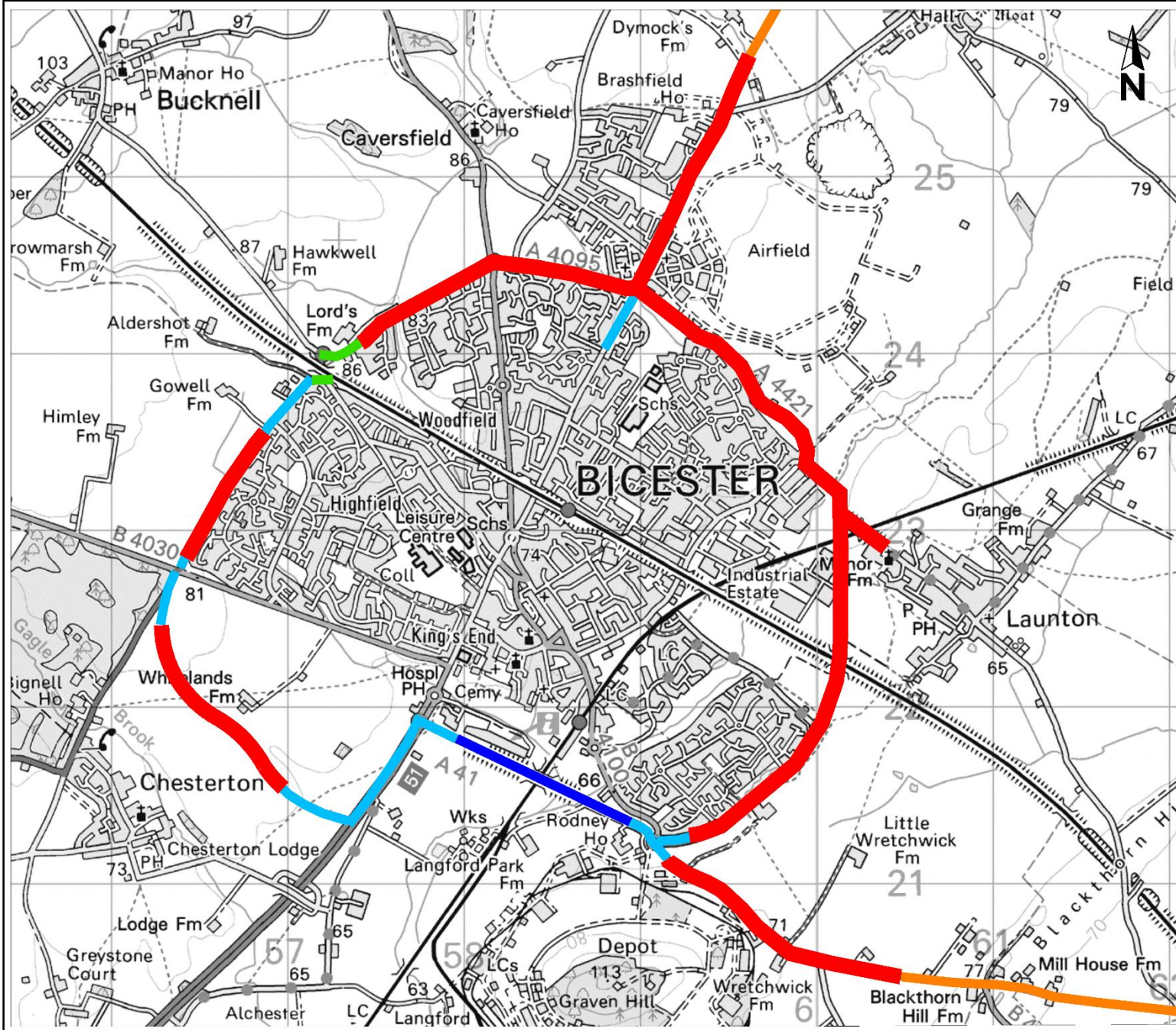
| Road section | Extents |
|-----------------------------------|---|
| Skimmingdish Lane/Charbridge Lane | Buckingham Road to Launton roundabout |
| Bicester Road Launton | Launton boundary to roundabout |
| A4421 Eastern Perimeter Road | Launton roundabout to Rodney House roundabout |
| B4030 Middleton Stoney Road | Between terminal point and roundabout |
| A4095 Howes Lane | Middleton Stoney Road to Bucknell Road |

Bill Cotton
Corporate Director, Environment and Place

Annexes Annexe 1: Consultation Plan
 Annexe 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545

March 2022



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|---|------------------|---------------------|---|------------|--------------|------------|-------------|--------|------------------|--------------|---------------|
| Drawing No. | | Revision 0 | | | | | | | | | |
| Key <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: red; margin-right: 5px;"></div> Proposed 40mph speed limit in place of existing 50mph speed limit </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div> Proposed 50mph speed limit in place of existing national speed limit </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: green; margin-right: 5px;"></div> Existing 30mph Speed Limit (to remain) </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: cyan; margin-right: 5px;"></div> Existing 40mph Speed Limit (to remain) </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: orange; margin-right: 5px;"></div> Existing 50mph Speed Limit (to remain) </div> </div> </div> | | | | | | | | | | | |
| <small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805</small> | | | | | | | | | | | |
| Rev. | Date | Purpose of revision | <div style="display: flex; justify-content: space-between;"> <div>Drawn</div> <div>Checked</div> <div>Approved</div> </div> | | | | | | | | |
| | | | | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div> OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Corporate Director of Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small> </div> </div> | | | | | | | | | | | |
| Project title <div style="text-align: center; padding: 5px;">PROPOSED 40MPH SPEED LIMIT</div> | | | | | | | | | | | |
| Drawing title <div style="text-align: center; padding: 5px;">BICESTER</div> | | | | | | | | | | | |
| Drawing Status <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Scale @ A3</td> <td style="width: 25%;">Drawn by JaC</td> <td style="width: 25%;">Checked by</td> <td style="width: 25%;">Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>Date drawn 09/21</td> <td>Date checked</td> <td>Date approved</td> </tr> </table> | | | | Scale @ A3 | Drawn by JaC | Checked by | Approved by | N.T.S. | Date drawn 09/21 | Date checked | Date approved |
| Scale @ A3 | Drawn by JaC | Checked by | Approved by | | | | | | | | |
| N.T.S. | Date drawn 09/21 | Date checked | Date approved | | | | | | | | |
| Oxfordshire Project No. & File Ref | | | | | | | | | | | |
| Drawing No. | | Revision 0 | | | | | | | | | |

| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | <p>Vendee Drive - Object A41 Bicester to Aylesbury road (50mph) – Object</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>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 drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the 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 is 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 on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> |

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| | <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>After careful consideration of the documents and speed data provided I object to the following proposals;</p> <p>Vendee Drive W A41 Southern by Pass .</p> <p>Means speeds provided are clearly too high and above the prosecution threshold.</p> |
| <p>() Chesterton Parish Council</p> | <p>Concerns – Chesterton Parish wishes to lodge the following comments on this proposed scheme:</p> <p>(1) The principles behind this scheme are admirable as long as enforcement is taken into consideration and applied consistently. It has to be said that the Parish Council feels strongly that the parallel road to Howes Lane (A4095) should not have been jettisoned with the likely result of increased traffic on an already overused road. The advent of 3,100 more homes on the Hawkswell Farm site will place yet more demands on the A4095 both in Howes Lane and through Chesterton.</p> <p>(2) The main considerations for Chesterton are as follows:</p> <p>a) The A 4095 from its junction with Vendee Drive has a 60mph limit (National Speed Limit) until the 30mph limit adjacent to the chicane before the Chesterton Hotel. We have consistently argued that this 60mph zone needs to be reduced to 40mph in the interests of public safety. Technically this section of the A4095 is not a formal part of the Bicester Ring Road but is used intensively as a “rat run” involving the A4095, The Hale, Akeman Street and the B430 to avoid Junction 9 on the M40. This can be verified by detailed surveys done by OCC Highways. This section also a considerable volume of both pedestrian and cycle usage. Please reduce this 60mph limit to 40mph as proposed for Vendee Drive (marked in green)</p> <p>b) Leaving Chesterton village via Church Road, also in green on the enclosed map, is another road used as a “cut through” with a 60mph limit (National Speed Limit). At best with two right angled bends it is dangerous and a reduction</p> |

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| | <p>to 40mph would increase pedestrian and vehicle safety. There is no public footpath on this road. Again please reduce the existing 60mph limit to a 40mph limit.</p> <p>The Parish Council does not object to the proposals but would ask you to consider very carefully the representations made by Chesterton Parish Council to make necessary changes to speed limits as indicated above. The Parish Council would welcome the opportunity to meet with Highways officials to discuss our very real concerns as part of these local speed improvements as proposed.</p> |
| () Launton Parish Council | <p>Bicester Road (Launton) - Support A41 Bicester to Aylesbury road (50mph) - Support</p> <p>The Parish Council considered the consultation at a meeting on 3 February.</p> <p>The Parish Council requests that if the speed limits are changed on the Launton Bicester Road that OCC does not remove the current village name signs.</p> |
| () As part of a group/organisation, (Bicester Chamber) | <p>A4095 (Howes Lane/Lords Lane/Southwold Lane) - Object A4421 Buckingham Road - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Concerns</p> <p>Bicester Chamber represents small and medium sized businesses located in Bicester and District. The group has been established since the 1950s and is well regarded in the area in campaigning on behalf of businesses, their owners and employees.</p> <p>We object to several of the proposals regarding the reduction in speed limits.</p> <p>Businesses in Bicester rely on a fast and efficient traffic network to deliver their goods and services. Reducing speed limits will increase time on the road for their business, their customers and their suppliers. This will, therefore, increase costs to business who will face increased traffic times that will need to be factored in when making deliveries or</p> |

travelling to provide services. We fear that this could result in a significant number of businesses relocating out of Bicester to other areas where the traffic can travel at a faster speed to improve their efficiency.

The definition of a Ring Road is 'a road or a series of connected roads encircling a town, city, or country. The most common purpose of a ring road is to assist in reducing traffic volumes in the urban centre, such as by offering an alternate route around the city for drivers who do not need to stop in the city core. Ring roads can also serve to connect suburbs to each other, allowing efficient travel between them' (Wikipedia). Creating a reduced speed limit Ring Road will actually encourage increased urban driving as the Ring Road becomes less useful, as it will not be as fast and efficient. Despite the Ring Road not being the most direct route for some 'in town' vehicular traffic, it is currently the most popular route because it is actually quicker, more convenient and safer to use.

One of our members has produced a survey of travel from home in North West Bicester to work off Launton Road in Bicester. The route using the Ring Road is 2.5 miles and takes on average 6 minutes 16 seconds per journey, with the Ring Road at 50mph speed limit consisting of 1.6 miles of the journey. The most direct route is 2.0 miles and takes on average 6 minutes 45 seconds to travel. Despite the distance being 25% longer, it is quicker than taking the more direct route. Therefore, the quickest route is selected to use every day.

Should the speed limit be reduced to 40mph, it is likely to take approximately 1 extra minute to use the Ring Road route. It will therefore now take longer to travel between home and work compared to the more direct route, whilst also being a 25% greater distance. The business owner and their staff will instead start to use the more direct route to work if the speed limits on the Ring Road are reduced, because there is no benefit to continue using the Ring Road as it becomes more costly in terms of business time lost.

It is worth noting that the direct route is an urban route and the journey goes through housing estates, past 2 schools, 2 under 5's school nurseries, shops, a pub and requires the negotiation of several junctions. It therefore poses a higher risk in terms of safety for pedestrians, school children and other road users. The existing Ring Road does not involve such potential obstacles and risk. Taking traffic off the Ring Road to these more urban routes therefore is in conflict with your key policy desire to make the traffic network safer.

If traffic did move to the urban routes and away from the Ring Road it is important to realise that this additional traffic in the urban areas would now be raising pollution levels in urban areas rather than the open environment of the Ring Road. Even if much of the Ring Road traffic did remain, despite the slower speed, by its very nature there would be increased pollution compared to the present day, because travelling at a lower speed will mean that the car is in the area for longer due to the reduced speed thereby polluting more. Internal combustion engines have always been designed to operate at their most efficient cycle at around 56-60 mph or 2200 to 2500 rpm. Below these levels causes

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| | <p>the engine to produce more NOx gases and unburnt hydrocarbons etc. This will become particularly apparent in Launton village reducing the speed limit to 20mph as the increased pollution caused will affect all residents including schoolchildren being subjected to this. From the point of view of the environment and climate control necessity, we would object to any reduction in speed limit.</p> <p>We note that your proposal is designed to ‘..create a uniform speed limit through out the route...’. There is already a uniform speed limit on the Ring Road, it is 50mph except where specific road conditions on this route do not permit.</p> <p>Drawing on the experience of members who have lived in Bicester for many years, we would like to point out that the majority of the towns Ring Road network is relatively new, with designated footpaths and cycle ways and, in the main, well insulated from residential areas. They have wide carriageways which were designed and built to accommodate traffic travelling at 50mph. So we fail to understand why there is a sudden reactional need to reduce the speed limit on these roads. There does not seem to be any increase of reported traffic accident rates on these roads. In fact, the pavements and cycle tracks are positioned well away from the road covered by wide grass verges, behind trees and even fences in many areas along the route, and in the case of Vendee Drive, ditches on either side of the road, thereby negating the purpose for reducing the speed limit on this route.</p> <p>This proposal for the reduction in speed limits appears to be directed by National guidance. We are of the opinion that a one size fits all model is not appropriate for each and every individual town or city and therefore should be assessed on their own individual merits, appropriate to the circumstances of the local area.</p> <p>With regard the A41 Bicester to Aylesbury road between the Oxford Road and B4100 London Road roundabouts, we have concerns that whilst reducing the speed limit in this area to 50mph does appear sensible, it then becomes inconsistent if the remaining road network becomes 40mph.</p> <p>In summary we cannot see any valid reason why the speed limit on Bicester Ring Road should be reduced from 50mph to 40mph, and we are of the opinion that a consistent approach to the speed limits on the Ring Road network should be adopted. You outline in your Statement of Reasons your desire for a uniform speed limit throughout the route, but your proposals for the A41 and the rest of the Ring Road is inconsistent and is therefore contradictory.</p> <p>We would be happy to engage with OCC to consider these proposals further before any decisions are reached.</p> |
| () As a business, (Bicester, Buckingham road) | All Limits - Support |

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| | I strongly feel that areas that need extra speed restrictions are the ring road from launton rd roundabout towards the electric substation should be reduced further to 30 mph as there are so many near misses with cars exiting the new estate on the left and the new units on the opposite side of the road, also it should be reduced to 30 mph on Howes lane from the traffic lights from Shakespeare drive to the ten ten bridge as there are many movements from the 5 access and drives onto the road and it's the only area where pedestrians as right alongside the highway in this zone area. |
| () As an individual, (Bicester, Avon Crescent) | All Limits - Support Makes roads safer and reduces noise and pollution Could encourage more to cycle too |
| () As an individual, (Bicester, Barry Avenue) | All Limits - Object There is no factual reason to impose draconian reduced speed limits. Traffic moves perfectly well with existing limits in place. Reducing speed limits on out of town Ring and A roads only adds to an decrease in road capacity, whilst increasing congestion where there was none before. These proposed roads do not have a history of being dangerous or accident black spots. Justify why the thought process helps the local community? It doesn't. Like it or not Bicester is a commuter town and must allow for free flowing traffic to move away from the town centre efficiently and quickly. |
| () As an individual, (Bicester, Bassett Avenue) | All Limits - Support Safer for pedestrians/cyclists. Less confusing to drivers when the same speed limit applies all around the ring road. However, speed limits need enforcement. |
| () As an individual, (Bicester, Buckingham) | A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Support Vendee Drive - Support Bicester Road (Launton) - Support A4421 (ring road) - Object |

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| | <p>A41 - Object A41 Bicester to Aylesbury road (50mph) - Concerns</p> <p>On a main road designed to pull traffic away from town centre you want to reduce the appeal to use it??? Speed limits in villages are not stuck to so really why waste your money???</p> |
| () As an individual, (Bicester, Catterick) | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>Traffic flow well in the ring road A4421 most of the time. Reducing the speed limit would lead to an increase journey time and there would be higher chance of an accident as the cars that are speeding and tailgating will act the same as they are.</p> |
| () As an individual, (Bicester, Charlotte Avenue) | <p>A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Support B4030 Middleton Stoney Drive - Support Vendee Drive - Support Bicester Road (Launton) - Support A4421 (ring road) - Support A41 - Support A41 Bicester to Aylesbury road (50mph) - Concerns</p> <p>My concerns for the A41 Bicester to Aylesbury Road stem from the transition into the Rodney House roundabout and Hamburger Roundabout at either end where pedestrians and cyclists are crossing.</p> |
| () As an individual, (Bicester, Churchill Road) | <p>All Limits - Object</p> |

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| | <p>It is a safe Road, and I cannot see any logical reason why we need to decrease the speed limit. plus when we have bigger issues at the minute to spend money on on. how much money is going to cost, where is the money going to come from, how is going to be policed, this is just an utter waste of money which could be spent on better things such as more street lights so it safe to walk at night. litter bins or maybe if you have so much money that you can waste on things like this. maybe you should decrease the rates just a thought.</p> |
| () As an individual, (Bicester, Foundation Square) | <p>All Limits - Support</p> <p>I support the reduction of the speed limit because it is much safer, better for the environment and improves quality of life. It also means less noise pollution.</p> |
| () As an individual, (Bicester, Germander Way) | <p>A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Support B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object</p> <p>I think the current 50mph limit on the A41 is practical for the quantity of traffic, however appreciate improvements in noise/safety for local residents should this be reduced.</p> <p>Living next to the A4095 I would support a reduction in speed limit due to the high existing noise levels, and dangerous situation for residents turning right out of Bure Park. Similarly, Bicester Rd, Launton is currently unpleasant to cycle along given high traffic speeds for such a narrow road.</p> <p>Vendee Dr is wide and well maintained with limited adjacent housing, and I think the 50mph limit works here.</p> |
| () As an individual, (Bicester, Goldfinch Close) | <p>All Limits - Object</p> <p>The speed limits are already too low and should be national speed limit.</p> |

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| <p>() As an individual, (Bicester, Hawksmead)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> <p>It doesn't need to be slowed down</p> |
| <p>() As an individual, (Bicester, Hawksmead)</p> | <p>A4421 Buckingham Road - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> <p>Their are no residents on the ring road, it's a wide road and has plenty of usage, the time added to travel is frustrating as it's not needed, a speed camera to keep people at 50 mph would help.</p> |
| <p>() As an individual, (Bicester, Hazel Grove)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>40mph speed limits on the ring road will make it slower than going through town and thus increase the traffic through the town centre.</p> |

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| <p>() As an individual, (Bicester, Jay Close)</p> | <p>All Limits - Object</p> <p>I see no benefit to reducing speeds around the ring roads and main trunk roads. I'm not aware of the current limits resulting in accidents or congestion. If anything I believe it will increase accidents through frustrated drivers overtaking those who do comply and drive unnecessarily slowly.</p> |
| <p>() As an individual, (Bicester, Kestrel way)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>Unless significant data has been established to justify the changes, in particular to the ring road, it seems like a pointless exercise. It's a lovely large wide open road that people joining/approaching junctions can see clearly for and it keeps the traffic flowing around bicester instead of snarled up through town - which would probably benefit from being considered more so in this proposal.</p> |
| <p>() As an individual, (Bicester, Kingfisher Way)</p> | <p>All Limits - Support</p> <p>40 mph is consistent.</p> |
| <p>() As an individual, (Bicester, Lapwing close)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Concerns A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Concerns Vendee Drive - Object Bicester Road (Launton) - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> |

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| | <p>In short: Speed limits are not the problem, the introduction of traffic lights on the two major roundabouts on the A41 are the cause of several serious problems such as reduced traffic flow, reduced air quality due to an increase in vehicles sitting and waiting at red lights, and finally increased incidents on the roads leading up to the light controlled roundabouts. With the expectation of increased traffic, an increase in the ability for said traffic to pass through is required - Not the opposite.</p> |
| <p>() As an individual, (Bicester, Linden road)</p> | <p>A4421 Buckingham Road - Support Vendee Drive - Support A4421 (ring road) - Concerns</p> <p>When I travel back to Bicester from Buckingham it's already slightly quicker for me to travel through the town centre to get home than use the ring road, a lower speed limit on the ring road will make that route even less likely to be used, not only by me, but by everyone else. A lower speed limit could increase the traffic flow issues between Bicester north station all the way to Bicester village.</p> |
| <p>() As an individual, (Bicester, Lysander Close)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Support B4030 Middleton Stoney Drive - Support Vendee Drive - Support Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Support A41 Bicester to Aylesbury road (50mph) - Support</p> <p>I support slower limit on all roads apart from the A4421. This road isn't as close to a built up area as the others as is also very wide. However to prevent it still being used as a racetrack with cars in excess of 60mph perhaps a speed deterrent could be installed.</p> |
| <p>() As an individual, (Bicester, Mallards Way)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Concerns A4421 Buckingham Road - Support B4030 Middleton Stoney Drive - Support Vendee Drive - Object</p> |

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| | <p>Bicester Road (Launton) - Support A4421 (ring road) - Concerns A41 - Support A41 Bicester to Aylesbury road (50mph) - Support</p> <p>The approaches to the two roundabouts of the dangerous Rodney House and the new ridiculous offset Graven Hill/Wretchwick Green roundabouts needs traffic to be running at a reasonably slow speed of 40 mph. The speed of 50 mph over Boundary Way up to the 40 limit approaching the Rodney House roundabout is fine as it is.</p> |
| () As an individual, (Bicester, Maple road) | <p>All Limits - Object</p> <p>Bicester is already congested and I don't think slowing it further will help</p> |
| () As an individual, (Bicester, Maple Road) | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> <p>Vendee Drive, Skimmingdish Lane, Charbridge Lane, A41 - these roads are all wide, modern, well-sighted and safe, and the existing speed limits are perfectly safe and adequate. Howes Lane will join this set once its new link route opens. Those who have accidents are either disregarding the speed limit, or driving inattentively. If the speed limits were lowered, both these issues would become worse rather than better. Adherence would plummet (research shows people need to feel a limit is set at a sensible level to respect it. If the council wishes to reduce accidents and pollution, all that is needed is better policing of the existing limits (although keeping the roads in good condition would also reduce accidents and pollution).</p> <p>The most important factor, however, is the nudge effect on town centre traffic. Bicester needs through traffic to use the orbital routes, to improve congestion (and consequentially, air quality) in the vicinity of the Buckingham Rd - especially in its central area between the mini-roundabouts at Middleton Stoney Rd and Banbury Rd. The important factor here is</p> |

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| | <p>drivers' decision-making, and how it can be influenced. It is not just the *objective* journey times which affect this, but how effective the ring road *feels*, as a faster way from one side of Bicester to the other.</p> <p>Vast public investment has been mustered to achieve the necessary improvements to the ring road (Howes Lane project to avoid Ten Ten rail bridge). Why then, would we stamp on the throat of the ring road, rather than let it do its job, the job we invested so much in allowing it to do?</p> <p>It is nonsense proposals like this which cause people to feel disaffected by, and disconnected from, their local council. I believe these proposals are neither in the interests of our town, nor supported by our community, and I hope that OCC will have the good sense to reconsider them.</p> |
| () As an individual, (Bicester, Merlin Way) | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object Vendee Drive - Object Bicester Road (Launton) - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>Lower speeds should be supported by clear evidence it makes the road safer- my perception is that these roads have very low level or infrequent incidents and I doubt the ksi figures are high.</p> |
| () As an individual, (Bicester, Pippin) | <p>All Limits - Object</p> <p>No comments</p> |
| () As an individual, (Bicester, Pippin Close) | <p>All Limits - Object</p> <p>A ring road should offer sufficiently quicker journey times than driving through the town itself to encourage road users to choose to drive the longer distance around the ring road. The proposed reductions will increase the time taken for any journeys on the ring road by approximately 20%.</p> <p>I would also state that the statement of reasons provides limited justification for reducing the speed limit around the</p> |

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| | entire circumference of Bicester with only a vague reference to an additional development adjacent to Buckingham road. Why does one development justify a speed limit decrease of 20% on 8 miles of road around the entire town? |
| () As an individual, (Bicester, Purslane Drive) | All Limits - Object The current speed limits are fine around Bicester and people would not follow reduced speeds |
| () As an individual, (Bicester, Ravencroft) | A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Support B4030 Middleton Stoney Drive - Support Vendee Drive - Support Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Concerns Ring road around Langford is used as a race track at 50mph. It will continue to be a race track at 40mph. Use speed cameras to restrict speed. 50mph will then be safe. |
| () As an individual, (Bicester, Ray Road) | All Limits - Object I think this is unnecessary and will slow down traffic flow for no real gain. |
| () As an individual, (Bicester, Sallow close) | A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Support Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object |

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| | <p>By reducing the speed limit will encourage drivers to use the town centre roads as there will not be any benefit to driving along the ring road. Traffic flows ok as far as I can see, otherwise it will become a car park...</p> <p>Need to keep traffic out of the town centre!</p> <p>I drive the ring road every day and don't see anyone speeding, people drive 40-50 mph. Reducing it will encourage people to drive faster & overtake.</p> |
| () As an individual, (Bicester, Shearwater) | <p>A4095 (Howes/Lords/Southwold Lane) - Object</p> <p>A4421 Buckingham Road - Object</p> <p>B4030 Middleton Stoney Drive - Object</p> <p>Vendee Drive - Object</p> <p>Bicester Road (Launton) - Object</p> <p>A4421 (ring road) - Object</p> <p>A41 - Object</p> <p>A41 Bicester to Aylesbury road (50mph) - Support</p> <p>Speed limits are fine on the ring road, speed limit to Aylesbury I agree with reducing as many accidents down this road</p> |
| () As an individual, (Bicester, Siskin) | <p>All Limits - Object</p> <p>The roads work smoothly as they are. Please don't change the speed limits</p> |
| () As an individual, (Bicester, Spruce Drive) | <p>All Limits - Support</p> <p>Because I think it's an excellent idea! Will reduce accidents, pollution and noise pollution.</p> |
| () As an individual, (Bicester, Spruce Drive) | <p>A4095 (Howes/Lords/Southwold Lane) - Support</p> <p>A4421 Buckingham Road - Support</p> <p>B4030 Middleton Stoney Drive - Support</p> <p>Vendee Drive - Support</p> |

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| | <p>Bicester Road (Launton) - Support A4421 (ring road) - Support A41 - Support A41 Bicester to Aylesbury road (50mph) - Concerns</p> <p>If this is the only short stretch of the of the ringroad that is 50mph then it should be 40mph too. Otherwise people will be using it to overtake on an already dangerous stretch.</p> |
| () As an individual, (Bicester, Swallow Close) | <p>All Limits - Object</p> <p>All of the existing speed limits are perfectly fine. The roads are all perfectly capable of operating at the current speeds. The changing of speeds will do little more that frustrate residents and cause further delays. Money would be better spent improving the road conditions.</p> |
| () As an individual, (Bicester, Wetherby Road) | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Concerns B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Concerns A4421 (ring road) - Concerns A41 - Concerns A41 Bicester to Aylesbury road (50mph) - Concerns</p> <p>Bicester roads are bad enough with traffic. Reducing speed will only get people blocking other roads and then Bicester will be grid locked at certain times</p> |
| () As an individual, (Bicester, Whitelands Way) | <p>All Limits - Object</p> <p>Unless a ring road can provide quick and easy access around Bicester without snarling up the town centre - then it becomes increasingly useless at getting people where they need to go. I would prefer 20 mph throughout town to deter rat running</p> |

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| <p>() As an individual, (Bicester, Willow Drive)</p> | <p>All Limits - Object</p> <p>Lower speed limits keep popping up all over the country, making journeys even longer than usual. This won't make roads any safer, someone hit with a car going at 30, 40 or 50mph is still most likely going to end up with serious injuries and pedestrian safety is down to the individual as it is taught in depth in every primary school/nursery. There are certain roads where even an increased speed limit would be more reasonable.</p> |
| <p>() As an individual, (Bicester , Catterick Road)</p> | <p>All Limits - Object</p> <p>The current limits still cause build ups of traffic, if you reduce these the build ups will increase because cars will not be moving quick enough to get out of the areas. I think this plan is a really bad idea.</p> |
| <p>() As an individual, (Bicester , Corncrake Way)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Support Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> <p>The ring road and a41 are main roads with no pedestrian routes or well maintained dual footpath and cycle way away from the road with little or no accidents having ever happened. There is no need to lower the speed limit and it would prove to just be a money making exercise for Thames valley police</p> |
| <p>() As an individual, (Bicester , Fallowfields)</p> | <p>All Limits - Object</p> <p>The ring road is there for traffic to bypass a town quickly and efficiently why dont you spend the money improving these roads (pot holes etc) its fine as it is</p> |

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| <p>() As an individual, (Bicester , Kestrel way)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>I see no current issues with the current speed limits except for the a41 where I constantly see vehicles and particularly motorcycles speed way over 70 mph, motorcycles especially at weekends use the area as a racing circuit , better signage and speed checks are a better deterrent</p> |
| <p>() As an individual, (Bicester , Kingfisher Way)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>Objections are for roads that are wide and have good visibility. Use of ring roads is usually quicker than going through town, but some of these changes, particularly to A4421, will make this less of an obvious choice. I also think there will be increased risk from impatient drivers on such roads. I would support a 50 to 40 reduction on Howes Lane only due to the type of road and how short the length of 50 limit is.</p> |
| <p>() As an individual, (Bicester , Lancaster)</p> | <p>All Limits - Object</p> |

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| | It already takes a longer time to get across Bicester than it should. You need to fix the infrastructure before reducing speed limits. It will not be worth using the ring road if it's not quicker and traffic will just go through an already busy Bicester village area. Not happy about this. |
| () As an individual, (Bicester , Lysander Close) | A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Support B4030 Middleton Stoney Drive - Support Vendee Drive - Support Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Support A41 Bicester to Aylesbury road (50mph) - Support A4421 ring road is fine at 50mph. Wide and well lit. |
| () As an individual, (Bicester , N/A) | All Limits - Object Keep the 50mph road, it's less time, more happiness, the road is so long 40mph will cause more traffic jams. Bicester to Aylesbury 60mph is fine |
| () As an individual, (Bicester , Overstrand Close) | All Limits - Object There is no issue with current speed of ring road. A ring road should have a higher speed and be able to travel around with ease. By reducing more people will travel through town and reduce milage by doing so as traveling on ring road brings nothing to the party |
| () As an individual, (Bicester , Restharrow Mead) | A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Object |

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| | <p>A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Support</p> <p>The roads feels perfectly safe, most people keep to the limit. Money could be spent on potholes and maintaining rather than consultations and road signs. Apparently we are all broke yet you find ways to waste money. It won't stop the late night racers.</p> |
| () As an individual, (Bicester , Spitfire close) | <p>A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> <p>It is a ring road to avoid the main traffic through the town. There is no need for it to be slower as there is no need to cross these roads.</p> |
| () As an individual, (Bicester , Vulcan View) | <p>All Limits - Support</p> <p>With the new highway code it makes sense to reduce the speed limits and will hopefully be less accidents</p> |
| () As an individual, (Bicester , West Street) | <p>All Limits - Object</p> <p>The reason for a ring roads to allow the speedy circumvention of the town without drivers having to go through the town, by reducing the speed limits this incentive is reduced.</p> |
| () As an individual, (Arncott, Norris Road) | <p>All Limits - Object</p> |

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| | <p>The reduction in speed limits will not improve road safety, as these roads see few accidents (and where there are accidents, they are usually low-speed at junctions or traffic light controlled roundabouts). The reduction in speed limits will have a negative effect on public health, as exhaust pollution intensity increases in any specific spot as vehicle speed reduces. Furthermore the majority of these roads are wide, with adequate visibility. There does not seem to be any genuine reason to reduce the speed limits on these roads.</p> |
| () As an individual, (Arncott, Woodpiece) | <p>All Limits - Object</p> <p>I had a large comment in here and your page lost it. I'm not typing it all again. Upgrade the surface to low noise if it's noise reduction. If it's safety then where is the evidence that these roads will be safer once the speed is reduced? All this will do is hit the motorists who just need to get somewhere. Those that ignore the speed limits will not change their ways. This is just a way for a local authority to say "look we're doing something" by actually doing nothing useful. One day we'll all go back to horse and cart and those with cars will have a man with a red flag walking in front. It's just like the 20s plenty which is a joke when you're getting overtaken by cyclists.</p> |
| () As an individual, (Arncott, Mill lane) | <p>All Limits - Object</p> <p>None of these roads are accident hotspots and traffic poses no danger to anyone on these roads. The majority of cars are most efficient (and emit less co2) when moving at 50-55 mph so reducing the speed limit would needlessly increase emissions.</p> <p>There simply is no point to reducing these limits</p> |
| () As an individual, (Banbury, The byeway) | <p>A4095 (Howes/Lords/Southwold Lane) - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Concerns</p> <p>Many of these are too slow. It's bad enough on roads around Bicester with slow limits as the speeders still speed, the lower the limit the more idiots will speed creating da ferrous situations</p> |

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| <p>() As an individual, (Caversfield , Montgomery Road)</p> | <p>A4095 (Howes/Lords/Southwold Lane) - Support A4421 Buckingham Road - Concerns B4030 Middleton Stoney Drive - Support Vendee Drive - Support Bicester Road (Launton) - Support A4421 (ring road) - Support A41 - Support A41 Bicester to Aylesbury road (50mph) - Support</p> <p>I strongly think the A4421 Buckingham Road should be a 30MPH until after the Stratton Audley turn. It is next to a path where children walk to school, it is used by people walking their dogs with just a stretch of grass between them and the road, no barrier or fence for protection. The traffic speeds in and out of Bicester on this road which includes lorries and HGV's for HS2. I feel very nervous walking on this road and feel a 30 would be a far more appropriate speed restriction.</p> |
| <p>() As an individual, (Graven Hill, Foundation Square)</p> | <p>All Limits - Support</p> <p>Road safety, environment, noise, traffic flow.</p> |
| <p>() As an individual, (Graven Hill, Read Place)</p> | <p>All Limits - Object</p> <p>I don't feel there are any issues caused by the current speed limit. The ring road is there to encourage people not to go through town & make their Jennie quicker. If the limit is decreased this much, people may as well take the shorter route thereby increasing traffic in town where the infrastructure is already under too much pressure. The whole thing seems pointless to me. There are much more important things that need to be addressed first.</p> |
| <p>() As an individual, (Kingsmere, Bicton close)</p> | <p>Vendee Drive - Concerns A41 Bicester to Aylesbury road (50mph) - Object</p> |

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| | <p>Vendee drive: currently the speed is not an issue at all as both end are limited at 40 and the different intersection easy to handle.</p> <p>Regarding the road to Aylesbury: this does not make any sense as straight line until the roundabout facing graven hill with no junction, no houses, no pedestrians.</p> |
| () As an individual, (Langford, Heron Drive) | <p>All Limits - Concerns</p> <p>40mph is way too low, what's the point if there is no crashes or anything, big waste of money, use that money on fixing the roads all around Bicester and not slowing down roads with no issues</p> |
| () As an individual, (Langford, Jay Close) | <p>All Limits - Object</p> <p>With the crossing works slowing the route through town, the ring road is now even more important. No safety issues</p> |
| () As an individual, (Langford, Kestrel way) | <p>All Limits - Object</p> <p>Bicester ring road is longer than driving through and as such should be quicker. It is all on the outskirts of built up Bicester.</p> |
| () As an individual, (Langford, Merlin Way) | <p>All Limits - Object</p> <p>Its supposed to be a ring road to divert the traffic, i can see pollution going up in town and surrounding housing areas as it will be just as quick to travel through rather than use the ring road at the proposed reduced speed, along with all the traffic lights that keep appearing on roundabouts. These proposed roads are designed to be 50mph, visibility is good and separete to housing estates, i also like the 50mph speed limits as my and most vehicles are very efficient at this speed. I think Bicester should start taking more of a leaf out of MK book in all honesty.</p> |
| () As an individual, (Launton , Clock court) | <p>All Limits - Support</p> |

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| | With volume of traffic increasing, speed reduction will make the area safer |
| () As an individual, (Launton , West end) | <p>All Limits - Object</p> <p>Utterly ludicrous! Why? No accidents, traffic flows well and no issues with pedestrians or cyclists. What are you wasting public fund debating this for. Why are you consistently cocking up the roads round Bicester?. You can't even build a properly functioning roundabout!!!</p> |
| () As an individual, (Oxford, Rymers Lane) | <p>All Limits - Object</p> <p>I can't see any logic in the argument in the 'Statement of Reasons' that a speed limit should be reduced on 80% of the Bicester ring road, not because of the nature of the road or residential developments upon it, but simply because the other 20% is different. There is absolutely no logic to this.</p> |
| () As an individual, (Stratton Audley, Launton Road) | <p>A4095 (Howes/Lords/Southwold Lane) - Object A4421 Buckingham Road - Object B4030 Middleton Stoney Drive - Object Vendee Drive - Object Bicester Road (Launton) - Support A4421 (ring road) - Object A41 - Object A41 Bicester to Aylesbury road (50mph) - Object</p> <p>I do not see what problem this will solve. If anything, this road should be upgraded. Travel times along this road are already longer than they should be.</p> |
| () As an individual, (Wendlebury, Rectory Close) | <p>All Limits - Object</p> <p>In my opinion, Bicester is expanding faster than the road infrastructure can cope. Rather than reduce the speeds on the ring road, the safer thing to do would be to improve the speed and capacity of the ring road (dual carriageway etc)</p> |

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| | <p>as this will encourage people to use the ring road rather than cut through town etc. I think slowing the ring road down will dilute the advantage of going around Biceater than through it. An example at the moment; I take my daughter to nursery in Bure Park in the mornings. I drive from Wendlebury. The first week I took the Vendee drive, Howes Lane, A4095 part of ring road then into Bure Park via Banbury Road. After that week, I had been stuck behind slow traffic as much that now I use Kings End, Queens Ave, Banbury Road because despite the traffic lights its quicker. So I'm driving through town instead of around it which defies the point.</p> |
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Divisions affected: *Kennington and Radley*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 24 MARCH 2022

KENNINGTON: POPLAR GROVE – PROPOSED AMENDMENT OF WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed amended waiting restrictions at Poplar Grove Kennington on the south side of the road only, but with no changes to be made to the existing restrictions on the north side of the road so as to ensure the passage of buses using the road.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to amend the extent of no waiting at any time restrictions at Poplar Grove Kennington as shown in **Annex 1**, as a result of the local representations.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget which will also fund their implementation should they be approved.

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. The Formal consultation was carried out between 6 January and 4 February 2022 and 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, Kennington Parish Council, the Vale of

the White Horse District Council, and the local County Councillor. Letters were sent to approximately 70 premises in the immediate vicinity, and street notices were also placed on site.

7. Six responses were received during the formal consultation comprising of; 1 objections, 1 expressing concerns, 3 expressions of support, and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police responded expressing no objection.
10. Oxford Bus Company expressed an objection on the grounds that allowing parking on both side of the road would present difficulties for service 35A which uses Poplar Grove in one direction (southbound/clockwise) and request that the yellow lines are removed on one side on the south side only so that our carriageway is kept clear for buses.
11. The local member and two residents expressed support for the proposals.

Bill Cotton
Corporate Director, Environment and Place

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| Annexes | Annex 1 Consultation Plan Annex 2: Consultation responses |
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| Contact Officers: | Tim Shickle 07920 591545 Anthony Kirkwood 07392 318871 |
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December 2021



- Restrictions to be removed
- Restrictions to be retained

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DRAWING TITLE

Selected map area

SCALE 1 : 750

DATE 13/12/2021

DRAWING No.

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| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Local County Cllr, (Kennington & Radley division) | Support – Very happy to support the proposals. |
| (3) Oxford Bus Company | Object – This is a concern: Our 35A school bus has to use Poplar Grove (morning and afternoon) in order to cover the Kennington route and turn from Manor Grove to come back through the village on The Avenue. This is some distance from the school and I'm not sure whether parking for the school is really relevant (if it was just that it would be less of a problem for us as we use the road at approx. 08:00 and 15:45 - a little outside the busy times for primary schools). There has however been recent development in the area and there is likely to be pressure to find places to park, for residents etc. Removing the double yellow restriction 'on both sides' is likely to cause issues for our 35A service (maybe worse in the morning) and I think this needs to be re-considered. We only use Poplar Grove in one direction - southbound/clockwise and I would recommend that, if parking restrictions here have to be changed, that the yellow lines are removed on one side only (removed on the south side only so that our carriageway is kept clear). If parking on both sides is allowed on a fairly narrow road it may be difficult for the bus to get through - and the 35A has no alternative route available. We therefore OBJECT to this proposal as it currently stands. |
| (4) Oxford Bus Company, (Service Delivery Department) | Concerns – We currently operate the 35A school services in the morning and afternoon which turn from The Avenue into Poplar Grove. My concern is that by removing the double yellow lines, it will make it difficult for large double decker vehicles to make the turn. |
| (5) As an individual, (Kennington, The Avenue) | Support – I am in favour of more parking near the school and Poplar Grove. Especially for residents. |
| (6) As an individual, (Oxford, Rymers Lane) | Support – This appears to be sensible and justified in the proposal. |

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Divisions affected: *Witney South and Central*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022

WITNEY: AVENUE TWO – PROPOSED WAITING RESTRICTIONS AND CYCLE AND PEDESTRIAN SAFETY MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed no waiting at any time restrictions on Avenue Two as advertised, and also the cycle and pedestrian safety measures as shown in the plan in **Annex 3**.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce no waiting at any time restrictions on Avenue 2. The proposals are required to safely accommodate access to and from adjacent commercial land use, with planning consent – including in respect of the revised access arrangements as shown in the **Annex 1** - being recently given by West Oxfordshire District Council. Following a deferral of a decision on these proposals at the Cabinet Member for Highway Management meeting on 18 November 2021, and as requested at that meeting, further discussions were held with the consultants acting on behalf of the developer to identify options to ensure the safety of pedestrians and cyclists, in addition to the waiting restrictions a number of other measures are proposed, as shown in **Annex 3**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of the adjacent land who will also fund their implementation, should they be approved.

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 will facilitate the safe movement of traffic including cyclists and pedestrians.

Statutory Consultation on proposed waiting restrictions

6. The Formal consultation was carried out between 08 September and 08 October 2021, the consultation plan is available in **Annex 1**. A notice was published in the Witney Gazette newspaper, and an email 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 Councillor.
7. Ten responses were received during the formal consultation, with five objections, two raising concerns, two in support, and one non-objection. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
8. The objections and concerns primarily related to the possible displacement of parking elsewhere in the road and area, but also specific concerns about how the arrangement of unrestricted waiting on both sides as proposed would in practice function.
9. Thames Valley police expressed no objection.
10. The Witney Town Council (Climate, Biodiversity & Planning Committee) expressed an objection to the proposed no waiting at any time restrictions (which is the focus of this specific consultation) on the grounds that the current on-street parking not only is an overflow from users of other established businesses on the Industrial Park but also provides social value, including for access to the Lake & Country Park and also occasionally for users of the bowls club at the Leys. While not opposed in principle to additional waiting restrictions, they requested that a full assessment of the impact of the loss of parking is carried out ahead of any decision being taken.
11. However, Witney Town Council's more fundamental concerns are the dangers and loss of amenity for pedestrians and cyclists arising from additional new HGV and commercial vehicle access on this section of Avenue Two, noting that it is not a dead-end, but rather a busy, well-used active travel route used by families and children and is the main route used by schoolchildren, pedestrians and cyclists from Ducklington. The Sustrans route that passes through this section of Avenue Two is a National Cycle Network Route (Route 577) and should be protected. Their response also noted that the vehicle tracking (as also shown in **Annex 1**) demonstrated that turning HGVs would obstruct the full width of the road.
12. The local member also expressed an objection to the proposals on the grounds that they will make pedestrian and cycle access much more dangerous for the busy and popular Witney Lakes & Country Park. Oxfordshire County Council should be prioritising the encouragement and

safety of pedestrians and cyclists wishing to visit this local beauty spot which is a haven for both wildlife and people.

13. Sustrans – a national group facilitating active travel – also objected on the grounds that the proposal will essentially put new HGV entry and exit points on to/across the National Cycle Network Route 577 which is a well-used pedestrian and cycle route. The proposal will undermine the provision of safe active travel routes across Witney, which will be reinforced in the emerging Witney Local Cycling and Walking Infrastructure Plan (LCWIP).
14. Two objections and two expressions of concern were received from members of the public in respect of the loss of parking, with the respondents noting that the road leads to Lake and Country Park and also Witney Foodbank is based here. Parking, particularly for those with disabilities is needed here for both these activities.
15. One expression of support was received from a member of the public.

Further proposed measures to improve pedestrian and cycle safety

16. The importance of Avenue 2 as an active travel route and the concerns over the risks posed by the use of the southern part of Avenue 2 by heavy goods vehicles was the principal reason for the deferral of the decision on the proposed waiting restrictions at the Cabinet Member for Highway Management meeting on 18 November 2021.
17. Following the above meeting, officers requested the consultants acting for the developer consider options for further measures to improve pedestrian and cycle safety. It was requested that the developers apply guidance from the Cycle Infrastructure Design guide (LTN 1/20) which recommends segregation of cyclists from those walking and motorised traffic.
18. In considering if a segregated cycleway, or a shared footway/cycleway could be provided along Avenue 2, the developer concluded there was insufficient space within the land controlled by the developer and the highway to achieve this. In light of this, other measures have been presented as shown in **Annex 3**.
19. The following is agreed with the developer for delivering via S278:
 - No waiting at any time restrictions (double yellow lines) on both sides of the road in the vicinity of the development site (southern section of Avenue Two) with the exception of the retention of 1 car parking space, due to suitable visibility splay being achieved.
 - Introduction of painted on-road cycle markings within the carriageway for the length of Avenue Two, to make motorised traffic aware of the cycle route and presence of cyclists in the carriageway and to encourage cyclists to ride in the primary position in their lane.

- Introduction of an uncontrolled crossing point (dropped kerb & tactile paving) just north of the development to aid people walking to cross the road where the footway ends on the eastern side of Avenue 2.
- Improved signage - clean and reinstate existing "no through road" sign on new post, with solar powered VAS (Vehicle Activated Sign) road sign warning drivers approaching from the north/Station Lane of cyclists. Standard "HGVs turning" sign here too, as a warning for cyclists approaching from the north.
- Signage at the access/egress gates to the development warning of cyclists.
- Signage on the path from the lake/Ducklington warning cyclists of the road ahead.

The design prioritises the need for cycle safety over the demand for extra parking or even for time-limited restrictions. Officers consider the proposed additional signing and road markings will enhance cycle safety over what is currently there; or what would be present should the not waiting restrictions not be approved.

20. In addition to the physical infrastructure measures above officers have also suggested the developer considers the following:

- a) Use of a Banksman for HGV turning movements to ensure that the HGV driver is aware of those walking or cycling in the vicinity whilst manoeuvring on/off the site.
- b) Limit the times of site operation.
- c) Request HGV drivers undertake specific cycle awareness training.
- d) Request to engage with Windrush Bike Project, a local not for profit enterprise who conduct a range of cycle training and other initiatives.

21. We understand, irrespective of the proposed measures, the objections remain. Witney Town Council have reaffirmed their concerns (see **Annex 4**) in light of the revised proposals.

22. Cyclist safety remains a county council priority, where there is the presence of both heavy goods vehicles and cyclist and/or pedestrians an element of risk of serious collision will exist. Officers consider the measures outlined above, within the control of the developer, seek to lessen the risk. The emerging Witney LCWIP is likely to review this route to consider, if through third party land assembly, a segregated cycleway could be delivered.

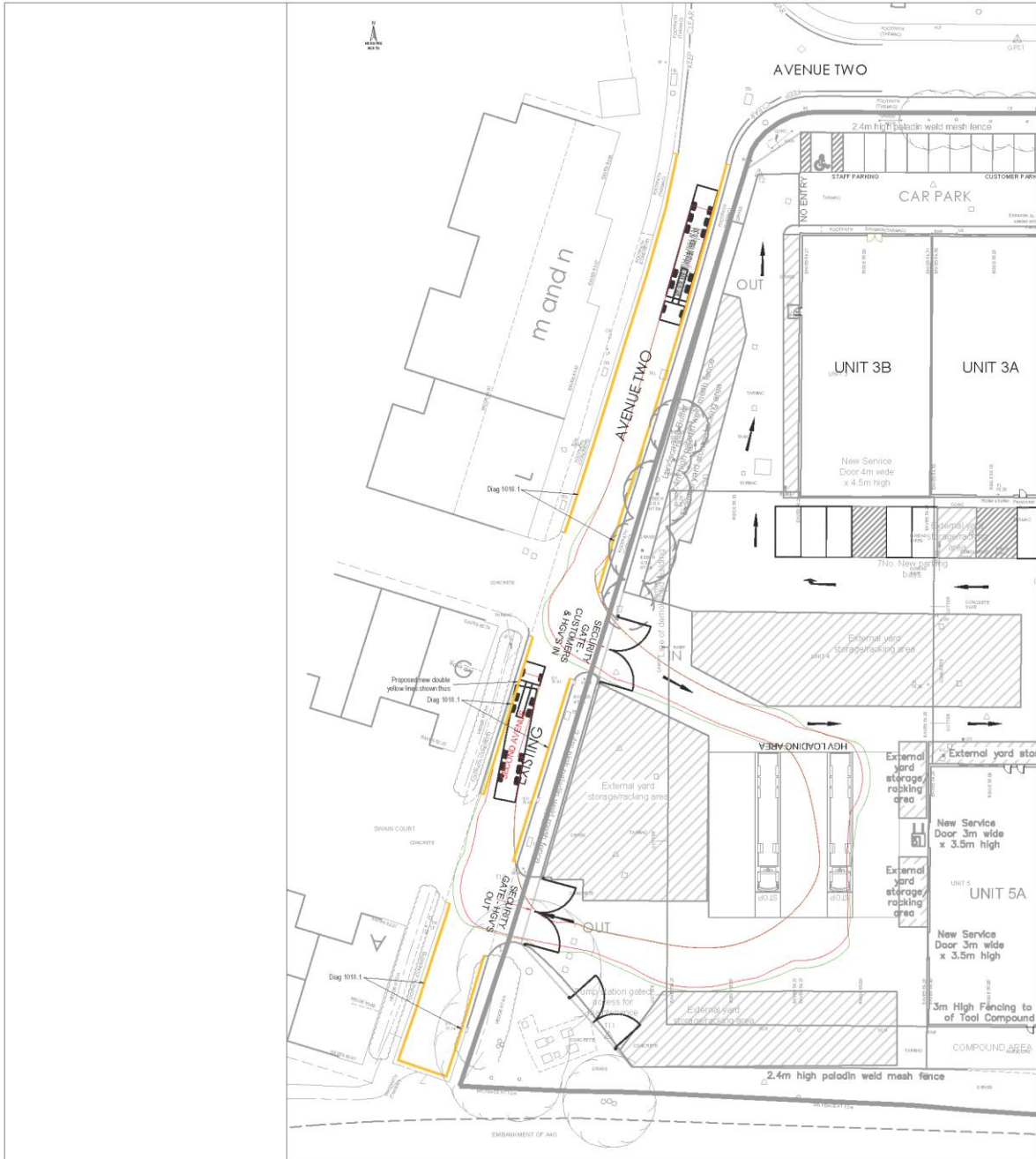
Bill Cotton
Corporate Director, Environment and Place

| | |
|---------|---|
| Annexes | Annex 1: Consultation Plan (July 2021) |
| | Annex 2: Consultation responses |
| | Annex 3: Revised measures plan |
| | Annex 4: Witney Town Council Response to Revised Proposal |

Contact Officers:

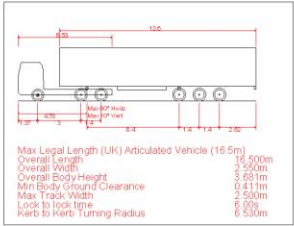
Tim Shickle 07920 591545
Julian Richardson 07825 052736
Odele Parsons 07974 002860

March 2022



NOTES

1. Markings to comply with Traffic Signs Regulations and General Directions 2016



| Rev | Date | Description | By | Apvd |
|-----|----------|-------------------|----|------|
| P1 | 19.07.21 | Preliminary issue | JH | MB |

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
TRAFFIC REGULATION
ORDER PLAN

CLIENT:
TILSTONE MANAGING WAREHOUSE
REIT PLC

SCALE@A3:
1:500

PROJECT REF:
21198
DRAWING No:
001
REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

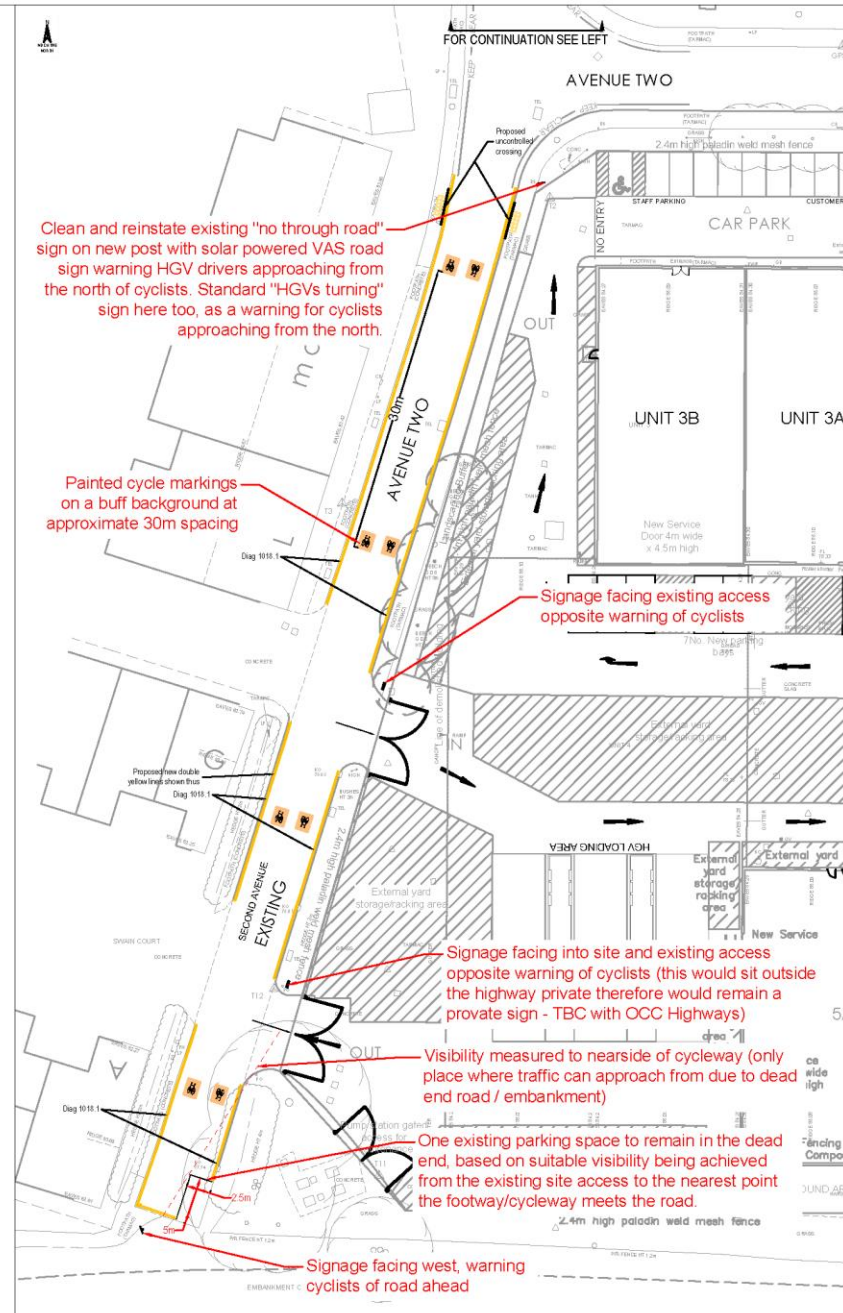


Bristol, Cardiff, Plymouth, Winchester
St James Court, St James Parade, Bristol BS1 3LH +44(0)117 922 6266
jubb uk.com

| RESPONDENT | COMMENTS |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Witney Town Council (Climate, Biodiversity & Planning Committee) | <p>Object – Since the proposal is taking away on-street parking, reason 2 is flawed. Witney Town Council reject the premise of the proposed parking restrictions - These proposals are being made primarily to facilitate transit of HGVs at the expense of on-street parking. This proposal doesn't remove danger, it facilitates an extra danger that wasn't present before. Any new appropriate development should plan site access entirely on the East/West spur of Avenue Two.</p> <p>Witney Town Council oppose all new HGV and commercial vehicle access on this section of the North/South spur. The Southern end of Avenue Two is not a dead-end. It is a busy, well-used active travel route used by families and children, it is the main route used by schoolchildren, pedestrians and cyclists from Ducklington. The Sustrans route that passes through this section of Avenue Two is a National Cycle Network Route (Route 577) and should be protected.</p> <p>A primary concern for Witney Town Council is the provision of a safe active travel route for our residents. Witney is embarking on an LCWIP (Local Cycling, Walking and Infrastructure Policy) and this proposal undermines this. This section of Avenue Two needs developing as an active travel route, providing safe connections to and across Station Lane, not hampering by the introduction of more HGVs and commercial vehicle (LGV and van) movements.</p> <p>Further, Avenue Two is the main access to Witney Lake and Country Park - a Witney Town Council amenity for leisure and enjoyment of nature. The Park also provides popular off-road through routes to Cogges and Ducklington. The current parking on this section of the North/South spur is the only parking available for users of the Lake and Country Park, particularly for those of limited mobility who cannot enjoy it by entirely active means of transport. Members are concerned that the plans are not taking in to account that this is a busy thoroughfare for those users. The on-road parking has a wide-ranging community benefit and should not be removed for the advantage of one business.</p> <p>The plans give an indication of the incredibly tight turning route/movement of HGVs entering and exiting the site, even</p> |

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| | <p>with the removal of parking. The plans do not illustrate that these vehicle movements include any safety features to protect pedestrians and cyclists, users of the footpath and cycle route would be at unacceptable risk of harm.</p> <p>The current on-street parking is an overflow from users of other businesses on the Industrial Park. Has the developer carried out an assessment or consultation with the business owners and employers in the neighbouring units who undoubtedly use the current on-street parking that is available? Is there a wider travel and transport plan for neighbouring businesses? Any assessment needs to be inclusive of the potential impact of the proposed Travis Perkins development as well as users of other business units at this site.</p> <p>The current parking arrangements for Avenue Two provides far greater social value to Witney residents than 2 new HGV accesses to the commercial site and builders' yard. Particularly since the yard could be designed with access from the East/West spur. The social value is primarily for access to the Lake & Country Park but also occasionally for users of the bowls club at the Leys and also for workers at the assorted established businesses on Avenue Two.</p> <p>Whilst Witney Town Council do not commit to supporting parking in this location in perpetuity, we strongly oppose removal of parking for the sake of introducing HGV access for one business. If a scheme came forward that incorporated improvements for safe access to the Lake & Country Park, as well as better connectivity to promote active travel, then perhaps it might be more acceptable to Witney residents. However, Witney Town Council can't support a proposal for removal of on-street parking for the sole purpose of making the route more suitable for accommodating HGVs, and frequent commercial vehicle movements.</p> <p>Since the sole motivation for this proposal to introduce new parking prohibitions is to facilitate a planning application, Witney Town Council would like Oxfordshire County Council to consider our serious concerns and to reflect them in their response to the related planning application (West Oxfordshire District Council reference 21/02210/FUL), so that HGV's are not introduced to the route.</p> <p>Witney Town Council would like the developer to re-consider the layout in order that HGV access is limited to the East/West spur road where there is less likelihood of pedestrian and cyclist conflict.</p> |
| (5) Local County Cllr, (Witney South & Central Division) | <p>Object – The proposals for double yellow lines, to make access easier for HGVs at the old Fabulous Baking Boys site, will make pedestrian and cycle access much more dangerous for the busy and popular Witney Lakes & Country Park. Oxfordshire County Council should be prioritising the encouragement and safety of pedestrians and cyclists wishing to visit this local beauty spot which is a haven for both wildlife and people.</p> |

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| (3) Local Group/Organisation, (Sustrans) | Object – The proposal will essentially put new HGV entry and exit points on to/across the National Cycle Network Route 577 which is a well-used pedestrian and cycle route. The proposal will undermine the provision of safe active travel routes across Witney, which is reinforced in the Witney LCWIP. |
| (4) Technical Traffic Officer, (Oxfordshire County Council) | Support – Support the proposal but ideally, we need the new restrictions to include the "advisory keep clear markings" which currently exist at the junction just north of the proposal. These were put in for the same purpose to keep the junction clear for large vehicle movements but in the absence of funding for a TRO, only the advisory lines were possible at that time. This would be an ideal opportunity to formalise the situation. |
| (6) Local Resident, (Witney, Gloucester Place) | Object – This road leads to Lake and Country Park and also Witney Foodbank is based here. Parking, particularly for those with disabilities is needed here for both these activities. |
| (7) Local Resident, (Witney, Northfield Farm Lane) | Object – Restricts access for using the lake if needing to drive there |
| (8) Local Resident, (Witney, Woodley Green) | Concerns – I walk my dog at the lake and rely on parking in the area to do so. There is no other provision of parking and what is in the roads at station lane is often inadequate, especially if you happen to coincide with times when martial arts classes are on in the area. Without parking I, and other residents, would be unable to access the lake and use it. |
| (9) Local Resident, (Witney, Apley Way) | Concerns – 1 People like to park near the lake to walk their dogs. 2 It is convenient to park for access to the post office facility. |
| (10) Local Resident, (Ducklington, Witney Road) | Support – Walk that way to town |

**COMMENTARY**

As discussed with Witney Town Council, further enhancements are proposed in the form of signage on all the entry points to this stretch of road, refer to the locations called out opposite.

The extent of double yellow lines will make this road safer for cyclists (ie avoids the need for cyclists to navigate parked cars, fewer cars turning around in the road).

The crossing introduced to the northern end of the road gives pedestrians a safer route down the west side footway. The DYs also contribute to increased pedestrian safety due to the improved visibility.

Assessment of visibility on the existing site access has been carried out based on the layout of the road. Due to the road being a dead end, visibility has been measured to the nearest side of the cycle path through the underpass (as this is the only place that traffic can approach from). This makes it possible to save the corner parking bay, as desired by Witney Town Council, without compromising the safety of cyclists.

It is not considered practical to create a designated cycleway in this location due to the limited width of road available.

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|----|----------|-------------------------|----|----|
| P5 | 16.12.21 | Updated to OCC Comments | MB | MB |
| P4 | 16.12.21 | Updated to OCC Comments | MB | MB |
| P3 | 06.12.21 | Updated to WTC Comments | MB | MB |
| P2 | 18.11.21 | OCC Issue | MB | MB |
| P1 | 17.11.21 | Preliminary issue | MB | MB |

Rev Date Description By Apvd

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
TRAFFIC REGULATION
ORDER PLAN - ALTERNATIVE

CLIENT:
TILSTONE MANAGING WAREHOUSE
REIT PLC

SCALE@A3:
1:500

PROJECT REF:
21198
DRAWING No:
001-1

REV:
P5

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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Avenue Two – Traffic Regulation Order
Witney Town Council Response to Revised Proposal
4 March 2022

Witney Town Council would like to re-affirm its earlier comments on the proposed Traffic Regulation Order for Avenue Two, Witney, due for decision later in March.

The Town Council thanks the applicants for their engagement on this matter and for their willingness to discuss the objections raised to the original application.

The provision of a parking space, improved signage, and road markings together with the provision of an uncontrolled crossing are all welcomed by the Town Council, providing they are deemed satisfactory to make this area safe by Oxfordshire County Council Highways.

On safety however, the Town Council must reiterate its previous concerns regarding pedestrians and cyclists and remain of the view that this should be the main priority on a busy active travel route; recent examples in Oxford have shown the safety of pedestrians and cyclists is compromised when in the vicinity of HGV's or larger vehicles. If the revised scheme is approved, the Town Council requests that measures to maximise safety continue to be investigated by Oxfordshire County Council through the LCWIP.

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Divisions affected: *Benson and Cholsey*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 24 MARCH 2022

CROWMARSH: STEPHENS FIELD – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed waiting restrictions at Stephens Field at Crowmarsh.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce no waiting at any time restrictions at Stephens Field at Crowmarsh as shown in **Annex 1** which are being put forward as a result of parked vehicles obstructing the Stephen's Field & Bellamy Way junction, whilst also obstructing the passage of vehicles along that part of Stephens's Field leading to the Riverside car park & water splash park

Financial Implications

3. Funding for consultation on the proposals has been provided by Crowmarsh Parish Council. Should the waiting restrictions be progressed, funding for this aspect will be 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. The Formal consultation was carried out between 6 January and 4 February 2022 and 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, Crowmarsh Parish Council and South Oxfordshire District Council and the County Councillor. Letters were sent to premises in the immediate vicinity, and street notices were also placed on site.
7. Thirteen responses were received during the formal consultation comprising of; 2 objections (15%), 3 expressing concerns (23%), 5 expressions of support (38%), and 3 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police expressed no objection.
10. An objection was received from a resident of The Street, Crowmarsh Gifford. The objection is due to concerns regarding the new road not being used enough to merit this level of funding.
11. In response to the objection, once the new waiting restrictions are in place vehicular access directly from the bridge along the old access road (not public vehicular highway) to the parking / splash park that is currently managed by SODC will close. Stephens Field will then become the only vehicular access to the parking area.
12. Several objections were received from residents to the proposal on the grounds that road users seeking 'free' car parking will migrate to the non-restricted areas further along Bellamy Way.
13. In response, during the initial consideration of the proposal (albeit nearly 2 years ago) and in conjunction with Crowmarsh Parish Council a week-long trial by temporarily coning off the area did not provide any evidence that vehicles started migrating to other unrestricted areas for parking. After installation, the situation will be monitored, and further consideration can be given, if significant concerns should arise.
14. An objection was received from a resident and seconded by the local Councillor that the proposed lines did not go far enough (In an Easterly direction) into Bellamy Way.
15. In response, we take on board this suggestion and we will look to marginally extend the lines, by what is a few metres, from what is shown on the consultation plan, so to include the small area of concern and terminate near the Eastern elevation of properties number 3 & 24.

16. In conclusion, the proposed waiting restrictions will remove the ability for vehicles to park, sometimes for long periods, along a section of Stephens Field. The week-long 'trial' demonstrated that there were no obvious and significant disadvantages to this. In addition, the proposal will provide for a two-way traffic flow on Stephens Field and help facilitate the closure of the existing access from the bridge for vehicular traffic. It is proposed that the lines will be extended slightly further Eastwards, into Bellamy Way, as indicated above, which will help deter drivers seeking 'free' parking within this residential area.

Bill Cotton
Corporate Director, Environment and Place

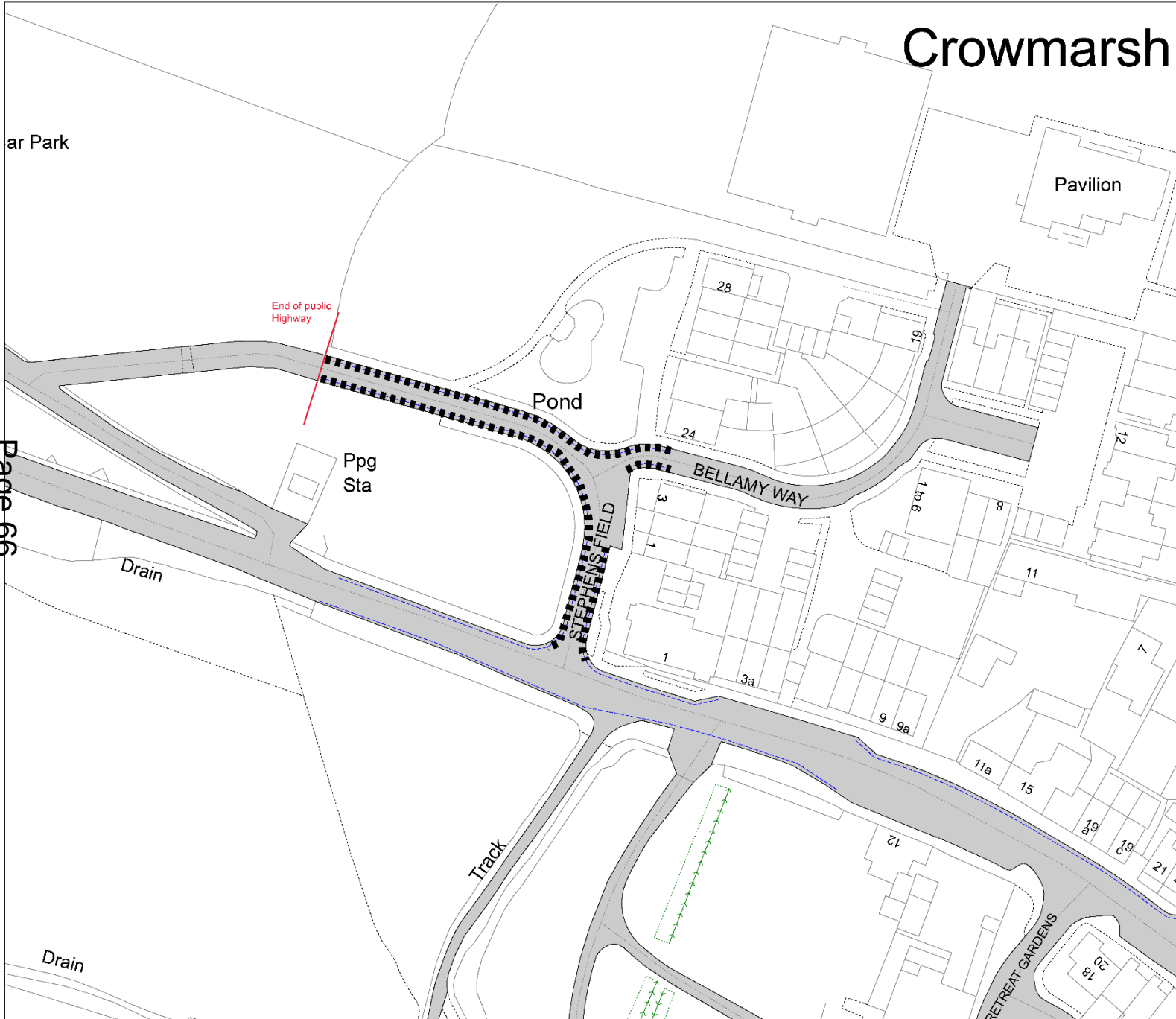
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| Annexes | Annex 1 Consultation Plan |
| | Annex 2: Consultation responses |

| | | |
|-------------------|-------------|--------------|
| Contact Officers: | Tim Shickle | 07920 591545 |
| | Cameron Rae | 07786 277972 |
| | Jon Beale | 07860 330031 |

March 2022

Crowmarsh

Page 66



- Proposed parking restrictions
- Existing parking restrictions

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Page
1 of 1



DRAWING TITLE

Selected map area

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| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Local County Cllr, (Benson & Cholsey division) | <p>Comments – I can confirm that when I met with highway officers on site it was agreed that the double yellow lines should extend past the frontage of No.24 Bellamy Way and the opposite neighbour's property No.3.</p> <p>I would also like to confirm that the permanently parked camper van on the slope to the river will need to be removed before the works start.</p> |
| (3) Oxford Bus Company | No objection |
| (4) As an individual, (Crowmarsh, The Street/Stephens Field) | <p>Object – I have lived here 10 years - no issue really exists save a few posh families who want more car parking. No one makes real use of garages for cars - they need to use garages and put cars away that would solve the issue but they are lazy.</p> <p>I am a member of the residents association so live at Stephens field - its a waste of money to do anything the new road cost £75,000 and its hardly used</p> |
| (5) As an individual, (Crowmarsh, The Street) | <p>Object – By double lining all of this area, it will shift the parking problem else where. Living on the Street with parking directly in front of my home is already a struggle to get parked when unloading shopping, family with small children visiting etc. People will always seek to find free parking. I support double lining the junction as you turn off The Street as occasionally people park dangerously here. Also on the corner which is currently signed as No Parking - Turning Area. However there really isn't a problem with people parking on the road down to the Riverside. There is an issue in that there is a Camper Van permanently parked which someone lives in. This should be dealt with.</p> |

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| (13) Residents Association | <p>Concerns – I'm a Director of the Resident's Association for the estate on Stephen's Field and Bellamy way. I recently passed on your notice about the yellow lines consultation to all 42 households of the residents on the estate. I've worked for the past 5 years to get this implemented, so would be grateful if you could keep me updated on outcomes and progress.</p> <p>In particular, I am being asked by residents when the work will start and be completed. Could you let me know? Also, we expressed concerns throughout that stopping the lines short and not carrying them round the curve right through to the recreation ground would simply push non-residents' cars further round Bellamy Way, which has caused obstructions in the past with fire, ambulance and other utility vehicles. Could you let me know if they are any mechanisms in place to monitor this situation once the lines are in place?</p> <p>Finally, several of our residents have reported to the Police two vans and a car owned by one gentleman (unknown – not a resident) that have been parked at the end of Stephens Field leading down to the lido – for over two years. The man appears to live permanently in the RV and charges up his power weekly, using a generator stored in the van in front. The Police have chosen not to take any action but I assume you will have to move him on, in order to put the yellow lines in place?</p> |
| (6) As an individual, (Crowmarsh, Bellamy Way) | <p>Concerns – Firstly I must say I am very pleased to see that this matter is being sorted and thank you for this. I live on Bellamy Way which overlooks all parts of the road where there is planned lining and have seen many near missis and have written to the Parish Council about my concerns that a child could run out and be hit as the crossing points are constantly blocked by selfish parkers.</p> <p>That said the scheme as planned leaves a short section of roadway outside No.24 and the opposite neighbour at number 3 that gives grave concerns. If you could kindly look at the attached plans and take on board the following requests.</p> <ul style="list-style-type: none"> • On the copy of your plan I have highlighted in Pink where I can assure you there will be a really big problem. The road between our houses number 24 & our neighbour at No. 3 is a little over 5 metres in width. Once Stephens field parking is full people quite incredibly park outside ours or our neighbours house. If they park outside our house this leaves it impossible to pull out of our garage (also marked) and turn right towards Stephens Field as there is not enough width so we have to turn left, go down in to the sports ground turn around and come out. As we are then going straight we can get parked any parked cars. Emergency vehicles wouldn't get past and delivery vehicles are often prevented from getting past due to parked cars. |

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| | <ul style="list-style-type: none"> • A worse position is if they are parked opposite ours outside our neighbours and we have 2 cars on our drive the car nearest the house can't get out either way other than driving down the path. • If you look at the Google Street View Plan attached you will instantly see what I mean and the looming problem. <p>I urge you to strongly look at this and please please extend the double yellows across the front of the properties. Beyond this the road narrows down to approx 4.0m so not a problem.</p> <p>When we met the County Councillor on site he said he fully understood this issue and what would happen and assured us if the plan goes ahead it will end at the drop kerbs to our garage so that we do not have the obvious problem. This will hugely increase the safety if the lines are extended.</p> <p>If you do not extend the lines to cover what I am requesting, the area in front of our house's will become a living hell. They will be the most sort after parking spots in Crowmarsh Gifford for anyone looking to go to the river or park and avoid the parking charges and we will constantly have cars parked on the road/footway and blocking us in. We have had it where the footway is so blocked my partner couldn't get her pram to our own front door. But wider cars have to also park on the path. This is widely used by wheelchair users as well.</p> <p>Also and more importantly this section of road and footway is heavily used by people using the wonderful facilities in the park. Many kids use this along with mothers with pushchairs. They will cross between the cars and you will still have the risk that you are trying to remove.</p> <p>I fully appreciate that Road Traffic Orders are very precise and tricky things to deal with but urge you to make this minor amendment before these lines are put in.</p> <p>Can I just please add that on the side outside number 3 they would really need extending a bit beyond what I showed (approx another 15m) otherwise they will park here as it would appear just wide enough and if they do we would be unable to pull out of garages.</p> |
| (7) As an individual, (Crowmarsh, Stephens Field) | <p>Concerns – I live near the junction of Stephens field and Bellamy way which over the years living here have seen an awful lot of intrusive all over the place parking ,what you are proposing is good but I am afraid the cars will move up in to Bellamy way which Has happened many times before causing congestion on the the very narrow development road passing up on the pavements up the kerb parking vans as well .So my concern is we will need an extension of yellow</p> |

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| | lines up into Bellamy way. |
| (8) As an individual, (Wallingford, Charter Way) | Support – The taxpayer should not be providing places for people store their personal possessions for free. |
| (9) As an individual, (Crowmarsh, Bellamy Way) | Support – Makes for a safer road for residents. |
| (10) As an individual, (Crowmarsh, Bellamy Way) | <p>Support – I strongly support this proposal as I'm a resident in the cul-de-sac part of Bellamy Way that joins to Stephen's Fld and the junction regularly gets parked in by inconsiderate drivers whom think nothing of blocking our access even when confronted and asked to move their vehicles. On occasions leaving us trapped for most of the day and unable to leave or come back home. I would like to highlight that come the Summer months we get our access blocked daily and come the weekends almost constantly, making it a nightmare living here in the Summer months. And never a police officer to be seen, ever...</p> <p>I have witnessed numerous accidents at the junction of Stephens Fld and the Street and they are all as a result of the parking and stopping along Stephens way. This is a huge irritant to everybody living here and these new enforcements couldn't happen sooner.</p> |
| (11) As an individual, (Crowmarsh, The Street) | Support – The parking restrictions are very long overdue. Particularly to stop the parking near the junction with the Street, and also to stop the people living along the road down to the riverside park, for the last couple of years! |
| (12) As an individual, (Crowmarsh, Bellamy Way) | <p>Support – I full support the proposed new sections of double yellow lines in Stephens Field. However I believe that the lay-by referred to is actually owned by residents of Stephens Field and Bellamy Way. It is marked out with a yellow line to show the edge of the area which is private parking for residents. It should not therefore be referred to as unrestricted parking spaces and should be marked as private.</p> <p>There is a further area at the end of Bellamy Way where the end of the Council owned road is marked with a similar yellow line.</p> <p>I hope that at a later date the Council will consider extending the yellow lines up Bellamy Way towards the Recreation</p> |

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| | Ground as I believe the people currently parking on Stephens Field will just move further up the road. |
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Divisions affected: *Wallingford*

CABINET MEMBER FOR ENVIRONMENT – 24 MARCH 2022

LONG WITTENHAM: DIDCOT ROAD - PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

2. This report presents responses received in the course of the statutory consultation on a proposal to introduce traffic calming measures as shown in **Annex 1** comprising a road hump with adjacent traffic island (within the northbound carriageway) and cycle-by-pass facility, and with priority to be given to traffic travelling south-eastwards out of the village, with traffic travelling north-westwards required to give-way to oncoming vehicles. This design reflects further work carried out as a result of the request by the Cabinet Member for Environment at the decisions meeting on 8 October 2020 in response to objections and concerns including from Long Wittenham Parish Council being raised in respect of a calming scheme consulted on in 2020.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will fund their implementation if approved.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes

Consultation

6. The consultation on the amendments was carried out between 19 January & 18 February 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Long Wittenham parish Council, the South Oxfordshire District Council, and the local County Councillor. Letters were sent to approximately 15 premises in the immediate vicinity, and street notices were also placed on site.
7. Thirty-six responses were received during the formal consultation comprising of; 20 objections (56%), 14 expressing concerns (39%), 1 expressions of support, and 1 non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection.
10. Long Wittenham Parish Council supports the proposal, noting that there has been debate around the village on the merits of various designs of traffic calming, with several residents believe a simple full width road hump would be as effective at slowing traffic and would cause less congestion and reduce vehicle emissions due to queuing traffic whilst waiting to pass the one-way section at busy times. Additionally, some residents are also concerned that, during morning peak traffic, a narrowing could cause a queue of traffic back across the junction of Didcot Road and Saxons Heath making it more difficult for traffic to safely use that junction. While the parish council expressed some sympathy for those views, they also support the proposals so that the roadworks can be implemented without further long delays whilst alternative designs are investigated and yet another consultation is undertaken.
11. However the parish council also expressed the view that the proposals will not be sufficient to properly control speed within the village, and that they wish to see additional traffic calming either at the entrance to the 20mph zone from the Didcot direction or at the Saxons Heath junction (or both), and understand that officers will look at this in conjunction with the monitoring of trial 20mph speed limits (noting that a 20mph speed limit was implemented in the core of the village in December 2021) , and would wish to receive a commitment that further traffic calming will be implemented along this section of road as soon as possible.
12. Noting the above it is confirmed that the operation of the 20mph speed limit will be monitored and that additional traffic calming measures will be investigated and subject to funding and consultation, then implemented on Didcot Road.
13. The remaining responses were from members of the public, comprising twenty objections and fourteen expressions of concern, and focussed on the effectiveness of the scheme and its impact on traffic delays and queuing, and

also specifically on its impact on residents of Saxon Heath as they turn to and from the Dicot Road.

14. As noted in the response of the parish council, it is accepted that there is a spectrum of views on the proposals but officers endorse the view of the parish council that the proposals represent the best proceedable option, on the understanding that further measures will be investigated as part of the trial 20mph scheme.

Bill Cotton
Corporate Director, Environment and Place

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| Annexes | Annex 1: Consultation Plan |
| | Annex 2: Consultation responses |

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| Contact Officers: | Tim Shickle 07920 591545 |
| | Aaron Morton 07393 001028 |

March 2022



| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Long Wittenham Parish Council | <p>Support - The Parish Council has considered these plans at its meeting on 10th February and wishes to respond to this consultation.</p> <p>The PC recognises that this traffic calming feature is a requirement of Vanderbilt's Planning Consent but we have struggled to understand or obtain information on the way this final design has been reached.</p> <p>We finally received some information from Officers on 10th February:-</p> <p>".....we have investigated this matter in a lot of detail with OCC traffic department and the consultant and believe we have come up with a safe calming measure that will effectively slow traffic in both directions. As the traffic calming measure (1 sided build out with road hump) is different to what was previously approved a further public consultation is required to be carried out. As you are aware this ends on 17th February 2022....."</p> <p>There has been some debate around the village on the merits of various designs of traffic calming. Several residents believe a simple full width road hump would be as effective at slowing traffic and would cause less congestion and reduce vehicle emissions due to queuing traffic whilst waiting to pass the one way section at busy times.</p> <p>Some residents are also concerned that, during morning peak traffic, a narrowing could cause a queue of traffic back across the junction of Didcot Road and Saxons Heath making it more difficult for traffic to safely use that junction.</p> <p>The PC fully supports the need for traffic calming at this location and also understands the need for Vanderbilt to complete the roadworks associated with their development in a timely manner.</p> <p>Whilst the PC has some sympathy with residents who would prefer a full width road hump we feel we have to support the narrowing so that the roadworks can be implemented without further long delays whilst alternative designs are investigated and yet another consultation is undertaken.</p> |

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| | <p>The PC has previously been in contact with Traffic Engineers during and following the implementation of the “trial” 20mph zone throughout the village.</p> <p>We do not feel the features currently on offer will be sufficient to properly control speed within the village.</p> <p>We particularly want to see additional traffic calming either at the entrance to the 20mph zone from the Didcot direction or at the Saxons Heath junction (or both). We have been given an assurance by our County Councillor Dr Pete Sudbury that Officers will look at this and because we are a trial zone budgets exist for additional features to support the success of trial 20mph zones.</p> <p>If additional traffic calming , for example an entry restriction at the start of the 20mph zone, were implemented this would go some way to dealing with objections from residents.</p> <p>The PC would like to see a commitment that further traffic calming will be implemented along this section of road as soon as possible.</p> |
| (3) As an individual, (Long Wittenham, High Street) | <p>Object - Using build-outs or chicanes to narrow the road does not help to improve safety on this road, it serves to increase the risk of accidents and adds additional pollution and noise. However, road humps or similar measures to slow speeds whilst still allowing two-way flow will contribute to improved road safety but you will need to install at least two such "humps" either side of the Saxon's Heath junction.</p> <p>I commute in and out of the village towards/from Didcot every day so I have a good very experience of how the existing one-way chicane system works. It creates anger, altercations and at times, unnecessary build up of queuing traffic, creating noise pollution and inconvenience for those houses with driveways close to the chicane. Cars going northwards into the village speed up to reach the chicane before cars going south can stop them. Cars that are second or third in a queue approaching the chicane from the the south cannot always clearly see beyond the front vehicle to know that the road is free ahead and simply follow the leading vehicle through the chicane without knowing if another vehicle with right of way is approaching from the north. There have been multiple occasions where I have had to avoid an accident by sudden breaking as I start to drive through the chicane with right of way, only to encounter a car trying to squeeze through after the previous vehicle.</p> <p>In contrast, cars leaving the village southwards come round the sharp bend near the cross and then accelerate towards the chicane and continue accelerating out of the village in the restricted speed zone, past the Saxon's Heath junction (that may have poor visibility because of cars queueing going north). If you are approaching the chicane from the south it is quite hard to judge the speed of cars approaching from the north that have just appeared round the corner and to work out if you have enough time to pass through the chicane safely. There have also been multiple</p> |

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| | <p>occasions where I have almost collided when going through the chicane from the south with speeding cars from the north.</p> <p>Whilst the reduction of the speed limit to 20mph has helped generally in some areas of the village and is a positive, it has not greatly helped safety in this part of the Didcot road. Hardly any cars on this stretch obey the 20mph limit and cars going 40mph with the old limit are still going at 40mph with the new lower limit in place. This can make it doubly risky judging if it is safe to enter the chicane from the south. Also, when leaving the village southwards, you are more likely to have speeding cars overtaking those doing 20mph in the region of the Saxon's Heath junction.</p> <p>The only way, in my view to improve the safety of all road users and the environment for the neighbouring houses is to install a first speed reducing road hump between the start of the 20mph limit and the Saxon's Heath junction, and a second speed hump between the Saxon's Heath junction and the new entrance to the Vanderbilt housing development. I would add that a further speed reducing hump is probably also required between the Vanderbilt entrance and the right hand turn (cross) going northwards. Speed humps are not wonderful - there are various different types encountered, some terrible, inducing car damage, others being an acceptable compromise. It would be nice not to have to use them at all but it seems the only way to exert some control on the reckless driving seen on a daily basis on this road. The use of chicanes in this spot is unnecessary and, on balance, they do not work as intended with their negative aspects outweighing any contributions they make. They also detract from the rural nature/aspect of the village.</p> |
| (4) As an individual, (Long Wittenham, Saxons Heath) | Object - These measures do not take into consideration the LW neighbourhood plan which is due to start development very soon. |
| (5) As an individual, (Long Wittenham, Westfield Road) | <p>Object - I don't think the proposed traffic calming is effective. A better solution to slow traffic entering Long Wittenham would be a full road width speed hump. This would force traffic to slow. Currently the traffic speeds up as soon as it's through the existing calming measure and if you continue to travel at 20mph you get tooted or overtaken.</p> <p>I also think there should be white lines painted on the road as traffic enters at the Didcot end, the ones that make the road appear to narrow. This wouldn't be too expensive but would give more visual clues about the need to slow down.</p> |
| (6) As an individual, (Long Wittenham, Fieldside) | Object - The road calming measure under discussion was originally suggested to slow the traffic for the new houses currently under construction. Since the original proposal, the speed limit throughout Long Wittenham has been reduced to 20mph. Is it still necessary for the road calming measures to be put in place when the whole village now has a 20mph limit. |

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| | As at today 31 January there are road works controlled by lights, and it appears that the traffic calming measures are already being installed, so of what use is this consultation? Will the chicane and speed hump currently under construction be removed if the decision is not to go ahead with these measures? |
| (7) As an individual, (Long Wittenham, Fieldside) | <p>Object - Please can we have one, or more, full width road-humps or speed cushion pairs instead, preferably at least one south of the Saxons Heath turning.</p> <p>We do not want a one-way chicane. We are seeking to moderate speed, not to reduce flow and introduce conflict. The chicane is too close to the driveways and turnings serving multiple properties off Didcot Road: Fieldside (West 20+ properties, East 4 frontages + other rear access), The Crescent (6 properties), new Vanderbilt Estate, Westfield / Saxons Heath (116 properties) - the existing chicane already causes problems with turning traffic and aggressive racing.</p> |
| (8) As an individual, (Leaffield, Fairspear Road) | <p>Object - Sadly this is yet another traffic capacity reduction move to save money on actually addressing the problem of heavy traffic so there is less or it flows more easily. Build more houses, make more traffic, reduce the flow, increase traffic jams, decrease quality of life for working members of the community (those that actually pay council tax). Brilliant move OCC.</p> |
| (9) As an individual, (Oxford, Rymers Lane) | <p>Object - Partially blocking the road with traffic islands in this way should only be introduced where other measures (e.g. flashing speed limit reminder signs) have failed and this does not appear to be the case here. These reduce the flow of traffic, especially when the road is busy, and lead to additional pollution due to additional, unnecessary, braking and acceleration. During a climate emergency deliberately increasing pollution is extremely foolish.</p> |
| (10) As an individual, (Oxford) | <p>Object - This intervention will cause delay and increase pollution through stop/start traffic</p> |
| (11) As an individual, (Long Wittenham, Saxons Heath) | <p>Object - we do not want buildouts or chicanes as they cause congestion, pollution and road rage we just want road humps so cars have to slow down not stop!!!!</p> |

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| <p>(12) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Object - This will not calm or slow traffic down . The only thing that will work is a road hump before Saxons Heath . Not after Saxon's Heath. We will never be able to get out of Saxon's Heath if you continue with this build out where it is . It's being place in the most Ridiculous place. Why are we as local residents not being listened to regarding the safety of this road and the extensive traffic that comes through the village already. Road hump not build out and certainly not where it's being placed at the moment.</p> |
| <p>(13) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Object - The new traffic calming measures need to be placed south of the entrance to Saxons Heath. Otherwise it will cause problems for people who live on Saxons Heath and Westfield Road, who after all number over 100 properties to get onto Didcot Road to continue their journey. It will also slow people down so they are less likely to exceed the speed limit. Ideally a mini roundabout would be less intrusive so a better option.</p> |
| <p>(14) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Object - Too close to the entrance/exit to Saxons Heath - traffic will back up and block the access so snarling up the whole village</p> <p>Cycle lanes through humps etc do not work as the cyclists do not use them . Better to have a straightforward hump which slows the traffic but does not stop it. Plus a chicane outside the village as you come in on the Didcot road. There will be pedestrian crossing close by which will control the flow when needed for pedestrians to cross.</p> |
| <p>(15) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Object - Living at number 62 Saxons Heath you get to see some very unusual and very dangerous driving. The build outs, and now the 20 mph speed limits just seem to enhance some drivers frustration trying to overtake especially at the Saxons Heath junction</p> <p>I feel that speed humps through the village would improve drivers perceptions of traffic flow and congestion at peek times especially when driving towards Didcot and definitely keeping their speed down until our of the village</p> |
| <p>(16) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Object - Moving the traffic calming to the proposed location will do nothing to improve the situation. The traffic calming must be on the far side of Saxons Heath to slow traffic entering the village before reaching the Saxons Heath junction. In addition, a road hump is preferable to the proposed build out, which only works if there is traffic coming in the opposite direction, forcing a slow down.</p> |

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| <p>(17) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Object - The chicanes cause traffic jams and pollution. We don't want any let alone more of them. One chicane leading into Long Wittenham from Didcot where the speed limit changes, then road humps periodically thorough the village will keep the traffic flowing, reduce pollution and keep speeding to a minimum.</p> |
| <p>(18) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Object - We need speed humps, across the whole road not a chicane this does not slow down the traffic and just causes traffic congestion. With vehicles sat with idle engines all this does is causes more emissions and is not good for the environment. Speed humps will slow traffic down but will not cause traffic congestion.</p> |
| <p>(19) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Object - I am objecting to the build outs that are in Long Wittenham, traffic doesn't flow properly through the village and because of this a lot of drivers get impatient and speed. There have been times when driving up to the Saxon's Heath turning coming through the village when cars have sped past me just before I indicated to turn, this has happened so many times that I tend to indicate even sooner than I need to.</p> <p>I would like to see road humps so the traffic could flow easier and the speed limit changed to 30mph speed limit back up the Didcot road so traffic don't go from 60mph to 20mph</p> |
| <p>(20) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Object - The proposed traffic calming measures which will cause cars to give way to traffic going south out of the village are to close to the entrance to Saxons Heath Road. We have already had taste of the issues they will cause with the traffic lights that are being used while road works take place along this stretch of road. When the traffic build up car are unable to get out of Saxons heath unless somebody lets them out. If somebody does let you out it is the dangerous if you are turning right out of Saxons heath as you can't see what traffic is coming southbound out of the village. I really don't understand the thought behind chicane style traffic calming measures. All the do is frustrate motorist and generally make the motorist accelerate hard to get round them before the next car comes the other way. They also stop traffic which then causes pollution in built up areas. The best solution would be to fit full width speed humps at regular intervals along this stretch of road and through the rest of the village removing the existing traffic calming chicanes.</p> |

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| <p>(21) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Object - This Traffic Calming feature is right outside my house at no.5. During the recent unauthorised work, I can already see that I is going to make getting in and out of my drive much more difficult. I often use a large trailer for my work which I reverse onto my drive requiring the space that will now be taken up by this feature to do so safely. The street light that has not been consulted about is also right on the corner of my drive which will be shining in my windows and potentially making access more difficult. Futhermore, the village hub proposal for the village is proposing an access exactly opposite my drive and therefore this feature would need to be changed in the near future should that go through as expected. If this traffic calming feature was moved to the other side of Saxons heath junction it may even make that junction safer instead of causing queues past the junction with cars having to exit that junction in between waiting vehicles which completely obscures your view and is incredibly dangerous.</p> |
| <p>(22) As an individual, (Long Wittenham)</p> | <p>Object – The reason being the calming measures need to focus on the traffic COMING FROM DIDCOT in to Long Wittenham.!</p> <p>What the village needs is full Speed Humps to start before the Saxons Heath Turning and all along the Didcot Road to the new builds Vanderbilt site.!</p> <p>Even having the 20mph signs have NOT SLOWED TRAFFIC DOWN, traffic didn't slow when it was 30mph, so why you think 20mph will make any difference, I don't know.</p> <p>This is our formal OBJECTION to chicane/buildout. WHAT WE NEED ARE SPEED HUMPS.</p> |
| <p>(23) As an individual, (Long Wittenham, Westfield)</p> | <p>Concerns - Recently the speed limit has been decreased to 20mph, this has had no or very little effect. The chicane has little effect too. If the road is clear it encourages cars to accelerate to get through quickly, many see it as a challenge. The traffic needs to be slowed down as you enter the village from Didcot, before the Saxons Heath turning and continue until the turning into Fieldside. The only effective way to do this would be by a series of road bumps to physically slow down traffic. Whilst walking our dog we consistently see road users flaunting the Highway Code. Just recently a van sped through the temporary traffic lights whilst red at high speed in an attempt to get through before the oncoming traffic.</p> <p>In addition to these measures something urgently needs to be done with the 90 degree bend by the road to Sires Hill. There are regular RTAs due to speeding cars, especially when the road is wet or icy.</p> |

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| <p>(24) As an individual, (Long Wittengam)</p> | <p>Concerns - Long Wittenham is unusual in that the village opens up when you approach from Didcot rather the narrowing. The traffic calming needs to be moved south of Saxon's Heath, or a second hump/chicane put in. Otherwise this build outs will have exactly the same problem as the existing chicanes, cars constantly riding over the chicane and hitting the bollards. This both presumably is expensive for the council & makes the village look untidy, quite before the danger of speeding drivers and the effects on nearby homes.</p> <p>This is in line with policy: SLP1 "Oxfordshire County Council will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature of the road, environment and location"</p> <p>Clearly part of any promotion needs to be providing adequate measures to slow vehicles at entry points. Extensive research has shown that narrowing roads, or creating the impression of a narrowed road, decreases vehicle speed. In instances like here where existing vegetation means the road feels wider and sight lines are extended, contrary to most villages, logically an innovative approach is needed. To protect vulnerable road users and promote active travel the council's promotion should extend to extra traffic calming above what would usually be required.</p> <p>Additionally at other chicanes in the village where the lanes have been narrowed to accommodate cycle bypasses compliance with vehicles using the correct lane rather than driving with nearside wheels in the cycle lane is poor. This lead to a very scary experience where a driver misjudged an overtake approaching queuing traffic and nearly crushed myself and my two children against the kerb on our way to an after school club. Only by banging on the side of the car did they move back out of the cycle lane. They then started shouting and swearing which upset the kids.</p> <p>To avoid such conflict the cycle lane should be made clearer, e.g. coloured tarmac, raised kerbing, an island to protect cyclists or similar. You only need to visit and watch the majority of traffic driving in the cycle lane currently at other chicanes to show how important this is for cycle safety.</p> |
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| <p>(25) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Concerns - The previous chicane on the Didcot Rd was a traffic pinch point which only slowed vehicles down at times of peak traffic flow. At 'out of hours', drivers of cars and vans saw it as an irritation and accelerated out of it, to quickly exceed the old and new speed limits.</p> <p>The proposed new chicane with hump is a marginal improvement. Speed humps are essential to slow the traffic down on this road. But one on its own is not enough. Driving at 20mph causes some drivers great frustration which they relieve by exceeding the speed limits between traffic calming measures, and overtaking dangerously at the Saxons Heath Rd entrance.</p> <p>The proposed chicane is too close to this Saxons Heath and Westfield Rd access. They are re no through roads with no alternative means of entering or exiting from their roads. Over half the village live in Saxons Heath and Westfield Rd, these residents are finding it increasingly difficult and dangerous to exit onto the Didcot Rd because of other driver's speeds entering and leaving the village.</p> <p>There can only be increased volumes of traffic using the road with the Didcot housing developments and those within the village itself. So the difficulty mentioned can only increase.</p> <p>Several Traffic calming speed humps on the Didcot Rd would have greater effect than the proposed chicane alone. As there are plans for a further housing development within the village also accessing the Didcot Rd it would be better to move the start of the traffic calming further out of the village towards Didcot (on the Didcot side of Saxons Heath), and include a small raised roundabout as well. This would be a preventative measure before a very serious accident occurs.</p> |
| <p>(26) As an individual, (Long Wittenham, High Street)</p> | <p>Concerns - The calming measure/pinch-point needs to be south of the Saxons Heath junction, as this will be the major pedestrian route from all the dwellings in Saxons Heath and Westfield Road to the proposed school and village hall located at the southern end of the Neighbourhood Plan development.</p> |
| <p>(27) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Concerns - I can't see that this option will be any improvement on the chicane that is already there, this road is getting very busy since the new Didcot housing development, I think the best & safest option is a mini roundabout at Saxons Heath. The 20mph is only making matters worse & drivers more aggressive as people are overtaking just before we turn into Saxons Heath (despite us indicating), myself & others have had a few near misses.</p> |

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| <p>(28) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Concerns - The Saxons Heath end of the village needs full speed humps not just a chicane. The entrance/exit to Saxons Heath is dangerous, I am fed up of being over taken as I slow down to enter the 20mph speed limit, fed up of the verbal abuse, fed up of the speeding traffic - it is dangerous. What is going to take to get this actioned??? A child to do? Where is the TVP mobile speed unit? Why isn't TVP not doing speed checks? They would make a fortune. The High Street you can't speed as there is so many parked cars, then 20mph then moves to 30mph then NSL. Why is it NSL TO 20mph at our end of the village this is ridiculous. SORT IT OUT!!!</p> |
| <p>(29) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Concerns - The proposal is in completely the wrong place, it needs to be before you come into the village and shouldn't be a stand alone solution. Saxons Heath already has problems getting out of their road because of speeding cars, this won't improve it. It also looks like you have already done the work so not sure why this survey is still open. As usual, no consultation with the villagers and the parish council claim to know what is happening but are just useless, aggressive and shouldn't be in post! They don't represent the villagers and because they don't live by the new homes, don't really care.</p> |
| <p>(30) As an individual, (Long Wittenham, Westfield Road)</p> | <p>Concerns - The proposed chicane plus hump, will be treated by those entering the village and those motorists exiting the village, as a chequered flag/starting grid in a dangerous game of chicken. It happened at the now removed traffic calming measure, particularly by those entering the village from the south. The unenforcable, unsupported by TVP, 20mph speed restriction, has had little effect upon motorists entering the village, although those vehicles slowed by the sharp right hand bend exiting the village seem to be more aware and more responsive to the new speed limit. Given the one hundred plus vehicles that exit/enter Saxons Heath on a daily basis it seems bizarre that no consideration has been given to the impact the proposed traffic calming measures will have on these vehicles. For every household on Saxons Heath, Sinodun Close and Westfield Road that doesn't have a vehicle there will be others that have two or three. Add delivery and utility vehicles to the occupants vehicles, that's a large amount of traffic to completely ignore. The recent temporary traffic lights, just North of Saxons Heath, demonstrated motorists reluctance to let traffic out of Saxons Heath, the chicane will be no different, and potentially worse. A speed hump before or at the white fencing, that's a largely ignored indication to motorists that they are entering a village, could potentially leave a workable interval for traffic to egress from Saxons Heath.</p> <p>The High street benefits from two, natural, near right handed bends, plus chicane and humps rightly protecting the school. Speeding does occur here, but to a lesser extent. There is little in this proposal to remove the chequered flag, waving at those motorists entering the village from the south, determined to get to the chicane first. These motorists are oblivious to the traffic hoping to exit Saxons Heath safely.</p> |

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| | If expense is a consideration a tin of paint and a "Keep clear" box would at least, potentially, allow traffic safely onto and off of the main road, speeding vehicles permitting. |
| (31) As an individual, (Long Wittenham, Saxons Heath) | Concerns - I think the traffic will be worse with chicanes which stops traffic ,rather than speed bumps which will slow but keep traffic moving. Cars will block Saxons heath while waiting for them to be able to move . |
| (32) As an individual, (Long Wittenham , Westfield Road) | Concerns - Exiting from Sinodun road onto Didcot road is very dangerous. Traffic very rarely gives way and traffic builds up in front of the junction. Traffic approaching from Didcot is still travelling far too fast and is dangerous. Traffic approaching through the village has become congested since the 20 mile limit has been imposed. Traffic tries to overtake, drivers are very impatient and turning into Sinodun is very difficult. Surely the traffic calming would be better on the other side of the junction making it easier for local traffic to clear the road first. A hump would keep the traffic moving better. |
| (33) As an individual, (Long Wittenham, Westfield Road) | Concerns - Local resident. Concern as to type of calming measure |
| (34) As an individual, (Long Wittenham, Saxons heath) | Concerns - Exiting Saxons heath is a lottery. Cars are frequently 60+ mph past the mouth of the junction towards didcot. Even since the 20 limit. Bikes are even faster. Needs a speed bump. It's the only safe way of keeping vehicles at a reasonable speed. There will be a serious collision at this location if some sensible speed reduction method isnt installed. |
| (35) As an individual, (Long Wittenham, Northfield Lane, High Street) | Concerns - I generally support the installation of one or more chicanes with humps to reduce traffic speed in Didcot Road but feel that the proposed position is NOT most appropriate. There will be a problem for residents exiting (and possibly entering) Saxons Heath - since the junction for this road will become blocked by queuing traffic on Didcot Road waiting to enter the village. One solution would be to site the chicane/hump to the South of the junction with Saxons Heath. A minimum solution would be to install a "Box Junction" road marking across Saxons Heath junction - to allow free passage for vehicles from/to Saxons Heath. The best solution would be a combination of raised roundabout forming the junction with Saxons Heath, preceded by a chicane immediately after entering the village 20mph speed restriction. |

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| <p>(36) As an individual, (Long Wittenham, Saxons Heath)</p> | <p>Concerns – The build out on Didcot Rd will help slow traffic down entering the village but does not slow traffic exiting the village. It would also stop traffic exiting Saxons Heath & Westfield Rd.</p> <p>I feel as a resident of Didcot Rd for the past 50 years and witnessing this day after day, that a better solution would be.</p> <p>To put a build out on the south side of the Saxons Heath turn then have a full width speed hump (60mtrs north west of its junction with Saxons Heath) so that all vehicles exiting and entering the village have to obey the speed limits.</p> |
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Divisions affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 24 MARCH 2022

WANTAGE: A338 MANOR ROAD – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed additional waiting restrictions at A338 Manor Road at Wantage.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce no waiting at any time restrictions on the A338 Manor Road at Wantage as shown in **Annex 1**, as a result of the construction of a new access for residential development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of adjacent land, who will also fund their implementation should they be approved.

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. The Formal consultation was carried out between 6 January and 4 February 2022 and 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, Wantage Town Council, the Vale of the White Horse District Council, and the local County Councillors. Letters were

sent to approximately 25 premises in the immediate vicinity, and street notices were also placed on site.

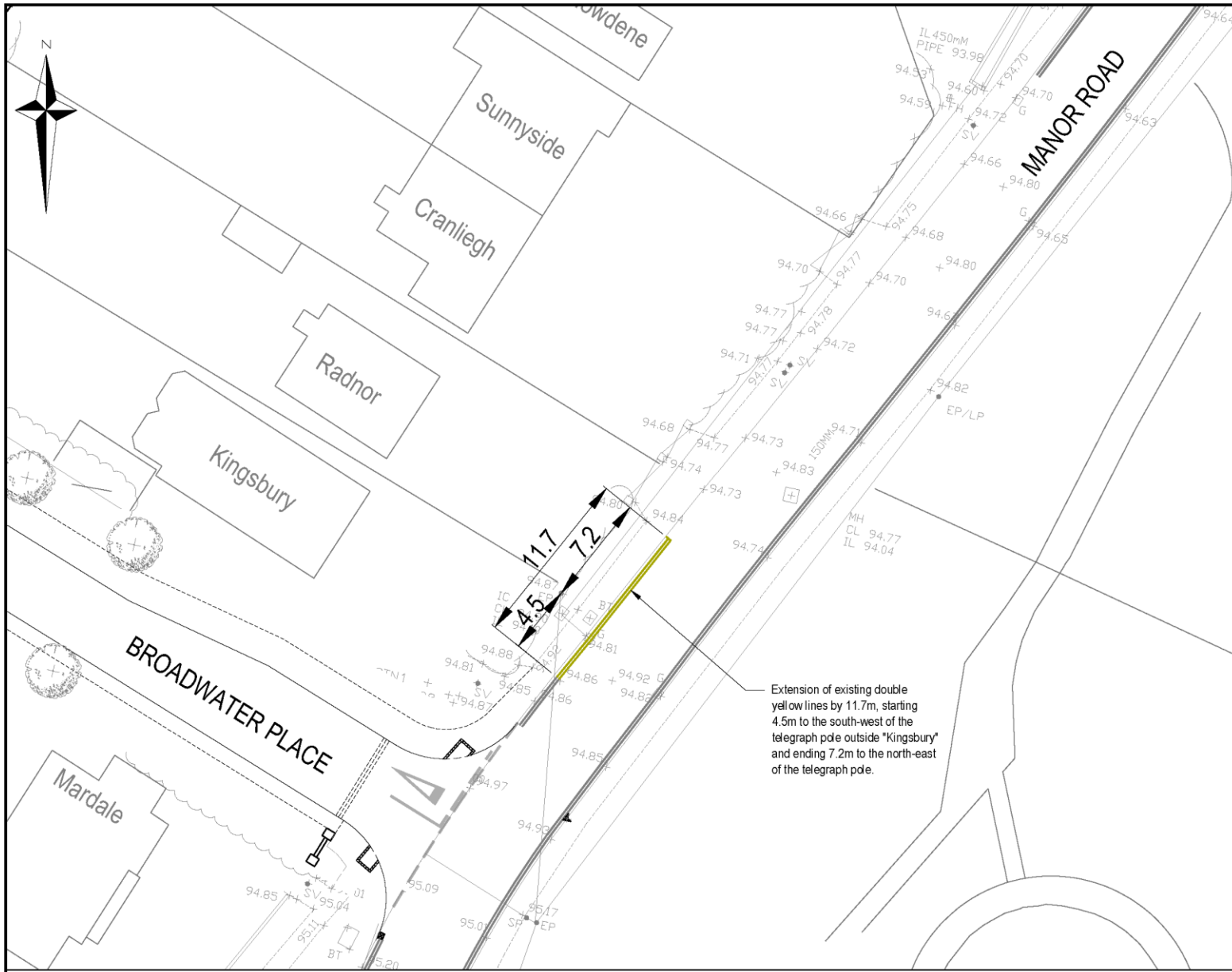
7. Ten responses were received during the formal consultation comprising of; 4 objections, 3 expressing concerns, 2 expressions of support, and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police and Oxford Bus Company expressed no objection.
10. The remaining responses were from members and comprised four objections, three expressions of concern and 2 expressions of support. The grounds for objections and concern were focussed on the potential for parking to be displaced into Broadwater Place, and for removal of the current parking that at present acts as a traffic calming measure which is particularly helpful given the nearby primary school.
11. Noting the above concerns it should be emphasised that the scope of the proposals is modest., comprising 12 metres of additional waiting restrictions (amounting to the space required for two parked cars) ; while it is accepted that a balance is to be struck, the proposals are considered appropriate and in the best overall interests of road safety.

Bill Cotton
Corporate Director, Environment and Place

| | |
|---------|--|
| Annexes | Annex 1 Consultation Plan Annex 2: Consultation responses |
|---------|--|

| | |
|-------------------|---|
| Contact Officers: | Tim Shickle 07920 591545 Anthony Kirkwood 07392 318871 |
|-------------------|---|

March 2022



- NOTES**
1. Do not scale from this drawing.
 2. This drawing is to be read in conjunction with all other relevant documents and specifications.
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OS Eastings: 439782
 OS Northings: 187352
 Grid reference: SU397873
 Nearest Post Code: OX2 8GR

- KEY**
- Existing Double Yellow Lines
 - Proposed Double Yellow Lines

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| A | First Issue. | 26/11/21 | JH |
|---|--------------|----------|----|

| Rev. | Description | Date | Chkd |
|------|-------------|------|------|
|------|-------------|------|------|

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 Oxon, OX11 7AD
 Tel: (01235) 515550 Fax: (01235) 817799
 postbox@glanvillegroup.com www.glanvillegroup.com

Client :
 Rivar Ltd

Project :
 Broadwater Place / Manor Road Junction
 Wantage

Title :
 Proposed Double Yellow Line Extension
 Traffic Regulation Order Consultation Plan

Project Engineer : C. Salt **Scale :** 1:500 @A3

Project Director : J. Hanton **Date :** Nov 21

Status : INFORMATION

Drawing No. : 8210835-1202 **Rev** A

| RESPONDENT | COMMENTS |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Oxford Bus Company | Support – no concern here (and on route to Hungerford, south of Wantage so no direct impact). We therefore SUPPORT this element. |
| (3) As an individual, (Wantage, Manor Road) | <p>Object – 1. SAFETY. The parked cars in this location act as a traffic calming measure, effectively slowing vehicles travelling from the south as they approach the pedestrian entrance to the park and the primary school. There have been numerous serious traffic accidents in this location and removal of these parking spaces moves this risk closer to vulnerable pedestrians (children) and would directly increase the risk of a fatality in this area. Any removal of parking should also include additional traffic calming measures e.g a raised curb section indicating the requirement to give way to oncoming traffic</p> <p>On 30 June 2019 a driver managed to enter the single carriageway section on manor road too fast from the south and met an oncoming car travelling in the opposite direction. To avoid a head on collision they mounted and crossed the pavement and hit the hedge knocking over a telegraph pole. If this had happened 12 m further north the driver could easily have hit the park entrance with potentially fatal consequences.</p> <p>In addition the barrier outside the park entrance has also been hit by a vehicle in the past by a vehicle travelling from the south.</p> <p>2. LOCAL PARKING. Parking in the area is limited and loss of public spaces will detrimentally impact home owners, particularly on Newbury street. Any loss of parking in this location should also include the addition of an equivalent number of publicly accessible spaces in Broadwater place.</p> |
| (4) As an individual, (Wantage, Broadwater Place) | Object – I am writing to you to raise my concerns regarding the proposed parking restrictions on the A338 Manor Road Wantage as per your notification 10th January 2022. |

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| | <p>We disagree with the proposed “no waiting at any time” as this will dramatically increase the number of non-resident cars parking along Broadwater Place at the junction to the A338 making it considerably more dangerous to exit the development. On many occasions when trying to enter or exit, we have been confronted with oncoming non-resident cars which forces one party to have to reverse either back onto the A338 or back down Broadwater Place.</p> <p>As you can see from the attached photos, cars are already parking irresponsibly and dangerously close to or on the junction. We have all been subjected to a number of near misses on Broadwater Place near the junction with the A338, both leaving and entering due having only single lane access.</p> <p>Irresponsible parking is particularly at its worst first thing in the morning, during school drop off and collection times, late at night and at weekends when football matches are taking place at the Wantage Football Club.</p> <p>Our suggestion would be to extend the double yellow lines continue around the corner of Broadwater Place to the first lamppost where the road narrows, thus allowing 2 lanes of traffic to safely enter and exit the development. As mentioned, there have already been a number of near misses and it’s only a matter of time before an accident takes place due to the above mentioned situation.</p> <p>I would be more than pleased to discuss this matter further.</p> |
| (5) As an individual, (Wantage, Broadwater Place) | <p>Object – We disagree with the proposed “no waiting at any time” as this will dramatically increase the number of non-resident cars parking along Broadwater Place at the junction to the A338 making it considerably more dangerous to exit the development. On many occasions when trying to enter or exit, we have been confronted with oncoming non-resident cars which forces one party to have to reverse either back onto the A338 or back down Broadwater Place.</p> <p>Cars are already parking irresponsibly and dangerously close to or on the junction. We have all been subjected to a number of near misses on Broadwater Place near the junction with the A338, both leaving and entering due having only single lane access.</p> <p>Irresponsible parking is particularly at its worst first thing in the morning, during school drop off and collection times, late at night and at weekends when football matches are taking place at the Wantage Football Club.</p> <p>Our suggestion would be to extend the double yellow lines continue around the corner of Broadwater Place to the first lamppost where the road narrows, thus allowing 2 lanes of traffic to safely enter and exit the development. As</p> |

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| | mentioned, there have already been a number of near misses and it's only a matter of time before an accident takes place due to the above mentioned situation. |
| (6) As an individual, (Wantage, Manor Road) | <p>Object – I wish to object to the proposal on the grounds of safety, particularly relating to pedestrians outside the Wantage CE Primary School.</p> <p>We commissioned a traffic survey in 2010 to assess the speed of northbound and southbound traffic on this stretch of road. When measured outside the Memorial Park and Wantage Town Football Club, the northbound traffic was considerably faster on average, typically exceeding the 30 mph speed limit, as it carried momentum down the hill from The Ridgeway and the higher speed restrictions.</p> <p>As traffic approached the right-hand bend before Broadwater Place, the parked cars became visible (where the double yellow lines are proposed) and drivers braked so they could negotiate the narrower road and the possibility of oncoming traffic.</p> <p>The parked cars became a coincidental 'traffic calming' measure. They are a strong indicator to drivers that they are entering the built-up town, following miles of open roads and countryside, and cause them to drive more cautiously.</p> <p>You may be aware that over recent years that there have been a number of accidents at this spot. Drivers carrying excessive speed have been unable to slow down adequately and have lost control of their cars, hitting a telegraph pole, a gate post and parked cars on different occasions.</p> <p>Just 100m on from Broadwater Place is Wantage CE Primary School. If the double yellow lines are extended, and without the 'traffic-calming' parked cars, then there will be no visual distinction between this section of road and the previous stretch where traffic was recorded at average speeds exceeding the 30mph limit. It is therefore very likely that traffic approaching the school and town will continue on at higher speeds, putting pedestrians and school children at increased risk.</p> <p>Please can the council consider this issue, check accident records and conduct research of traffic speeds (on the stretch without parked cars) before proceeding with this proposal?</p> |

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| (7) As an individual, (Wantage, Broadwater Place) | <p>Concerns – Having lived at Kingsbury for the last 40+ years I witnessed at least 5 accidents where vehicles travelling too fast northbound on the A338 crashed into parked cars in the very location where new double lines are proposed because they were unsighted to vehicles passing south along the line of parked cars.</p> <p>The parked cars do act as a deterrent to speeding vehicles and my concern is that if no vehicle is parked in the space proposed then cars may continue to travel at excessive speed in the mistaken belief that the road is clear.</p> <p>I now live in Broadwater Place and I have not experienced any problem emerging except when children are being delivered/collected by car from school as cars are always parked in Broadwater Place and quite often at the junction and across the driveway to my former property. There is no reason why parents could not park in the Memorial Park car park and walk to school from there, so the main problem I think is in educating parents so as to avoid the congestion they cause at the Broadwater Place/Manor Road junction.</p> <p>I know that many residents of Newbury Street park in the section of Manor Road including the space in question and the section to the north. This has never been a problem although several of their cars have been damaged by the accidents referred to above. I do think that is a price worth paying in order to ensure that traffic is forced to slow down as it approaches the entrances to the school and the Park and the junction with Willow Lane.</p> |
| (8) As an individual, (Wantage, Broadwater Place) | <p>Concerns – The concern is that the restriction will force cars to park junction area of Broadwater place which would cause the same visibility issue. Recommend that the double yellow lines are extended round the corner of Broadwater place to prevent parking on the junction.</p> |
| (9) As an individual, (Uffington, High Street) | <p>Concerns – Best that more local residents comment, but is it necessary to narrow the road with these additional lines? Why?</p> |
| (10) As an individual, (Wantage, Broadwater Place) | <p>Support – When turning out of Broadwater Place, you sometimes have to nudge over the centre line to get out, with poor visibility of what is coming. However we also need to ensure that during school pick-up hours, cars do not replace this space by parking right at the end of Broadwater Place instead, making cars exit on the wrong side of the road...which would be a worse hazard.</p> |

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Divisions affected: Henley and *Goring*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022

WHITCHURCH ON THAMES – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of a 20mph speed limit as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at Whitchurch on Thames as shown in **Annex 1**

Financial Implications

3. Funding for consultation on 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 walking and cycling within Whitchurch on Thames and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 3 February and 4 March 2022. 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, Bus operators, South Oxfordshire District Council, Whitchurch on Thames Parish Council, Goring Heath Parish Council, and the local County Councillor.
7. Thirty-one responses were received during the formal consultation comprising of: 2 objections (6%), 1 expressing concerns (3%), 27 expressions of support (87%), and 1 expressing no objection.

8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

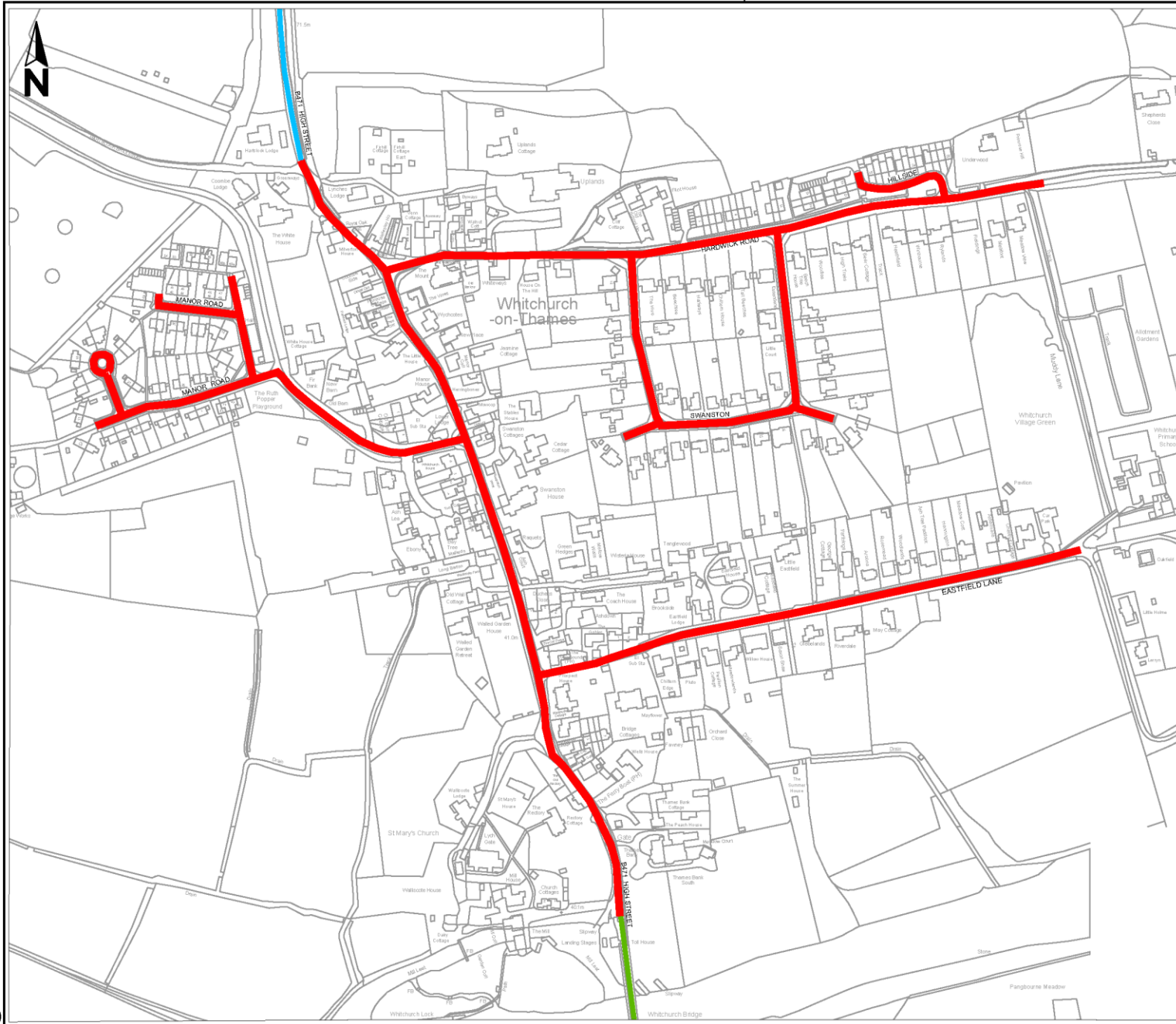
9. The proposals for reducing the speed limit from 30 to 20mph is being promoted by Whitchurch Parish Council where the vast majority of residents welcome the proposals.
10. Thames Valley Police expressed concerns regarding the speed data on Hardwick Road being a little high, and suggested that this is monitored if approved, with a view to potential future engineering measures being implemented.
11. Speed surveys were undertaken before consultation during the week commencing 1st November 2021 where the mean vehicle speed in both directions on the High St was 23.1mph and on Hardwick Road 25.25mph. If approved, particular attention will be given to the signing of the 20mph speed limit along the section of Hardwick Road so to help encourage compliance. Further monitoring and/or consideration is then possible, should this transpire to be of significant concern.
12. High Street historically narrows between buildings near either end of the current 30mph / proposed 20mph speed limit. This acts to slow vehicles as they can only proceed in one direction at a time. It is envisaged that the introduction of a 20mph speed limit through and in-between these features will be beneficial in terms of both road safety, and for the village.

Bill Cotton
Corporate Director, Environment and Place

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| Annexes | Annex 1: Consultation Plan |
| | Annex 2: Consultation responses |

| | |
|-------------------|--------------------------|
| Contact Officers: | Tim Shickle 07920 591545 |
| | Jon Beale 07860 330031 |

March 2022



| | | | |
|-------------|--|----------|--|
| Drawing No. | | Revision | |
| | | 0 | |

Key

- █ Proposed 20mph speed Limit in place of existing 30mph speed limit
- █ Existing 20mph Speed Limit to remain
- █ Existing 40mph Speed Limit to remain

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|------|---------------------|-------|---------|----------|
| | | | | | |

Bill Cotton
Corporate Director for
Environment and Place
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Project title

WHITCHURCH ON THAMES

Drawing title

PROPOSED 20MPH SPEED LIMIT

Drawing Status

| | | | |
|------------|------------|--------------|---------------|
| Scale @ A3 | Drawn by | Checked by | Approved by |
| N.T.S. | JaC | | |
| | Date drawn | Date checked | Date approved |
| | 12/21 | | |

Oxfordshire Project No. & File Ref

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|-------------|----------|
| Drawing No. | Revision |
| | 0 |

| RESPONDENT | COMMENTS |
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| (1) Thames Valley Police, (Traffic Management Officer) | <p>Concerns – 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>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph 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 drivers speed .Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</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>I am aware that speed data has been obtained on 2 roads which may support this lowering. The data on <u>Hardwick Road</u> is a little high and I would suggest this is monitored with a view to future engineering.</p> |
| (2) Goring Heath Parish Council | <p>Support – Goring Heath Parish Council had a full meeting on February 8th 2022. At that meeting it was agreed unanimously that we support these proposals in their entirety.</p> |

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| (3) West Berkshire Council | No objection |
| (4) As an individual, (Whitchurch on Thames, Hardwick Road) | Object - The people who flaunt the current 30 and crash in the High Street (the wall, the parked cars on the left lay by) ignore the current 30 sign, so what makes you think they'll abide a 20? They won't. We need to suspend parking on the high street during rush hours, that's all. 7-9am, 4-6pm. |
| (5) As an individual, (Oxford, Rymers Lane) | Object - While I could potentially understand this on some of the narrow side roads there is absolutely no need for this on the High Street which comes North from Pangbourne. I've cycled this route several times and suspect even a cycle would be going faster than this on the downhill slope into Whitchurch. |
| (6) As an individual, (Whitchurch-on-Thames, Duchess Close) | Support - For road safety and air quality reasons |
| (7) As an individual, (Whitchurch on Thames, Eastfield Lane) | Support - Safer for pedestrians. Quieter for residents. Cannot see any reasons against. |
| (8) As an individual, (Whitchurch on Thames, Eastfield Lane) | Support - Traffic management. Safety for pedestrians, children in particular, cyclists of all ages, noise and pollution. |
| (9) As an individual, (Whitchurch on Thames, Eastfield Lane) | Support - Safety. Increased traffic throughout the village now requires a speed reduction for safety reasons. |
| (10) As an individual, (Whitchurch on Thames, Hardwick) | Support - Children, walkers, cyclists, noise pollution, deter traffic, elderly, safety |
| (11) As an individual, (Whitchurch on Thames, Hardwick Road) | Support - Pedestrians in the village will be better protected from traffic by having a lower speed limit. |

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| (12) As an individual, (Whitchurch on Thames, Hardwick Road) | Support - Traffic needs calming in Whitchurch |
| (13) As an individual, (Whitchurch, Hardwick Road) | Support - Need to slow traffic in village |
| (14) As an individual, (Whitchurch-on-Thames, Hardwick Road) | Support - The roads are narrow, many have no pavements, and there are many pedestrians, runners, children walking to Whitchurch school or to the Langtree bus. The village lies on the Thames Path and many groups of walkers pass through. The Village Hall in W Hill is often used as a base for cycling events so we often have large groups of cyclists too. There several pinch points with poor sightlines, hazardous for cars and hapless pedestrians alike. 20mph limit would give everyone a fighting chance to see potential dangers and avoid them |
| (15) As an individual, (Whitchurch on Thames , Hardwick Road) | Support - Many vehicles speed through the village at 40+ mph. I have an 8 year old son and I worry for his safety. A lower limit might slow some speeders down |
| (16) As an individual, (Whitchurch on Thames, High Street) | Support - Reducing the speed can only help pedestrian safety and encourage good driving behaviour |
| (17) As an individual, (Whitchurch on Thames, High Street) | Support - Reducing the speed limit to 20mph is a vital safety measure |
| (18) As an individual, (Whitchurch on Thames, High Street) | Support - We live on the high street just as it turns into the narrows to go up Whitchurch hill. Cars regularly speed up and down through the gap despite it being so narrow. There is poor visibility as the road sweeps into the village so slowing down can only be a good thing to improve safety for all road users. |
| (19) As an individual, (Whitchurch on Thames, High Street) | Support - I fully support this proposal. The village main streets (those proposed) are narrow, with parked cars and narrow pedestrian paths. It makes total sense to implement a 20 mile an hour speed limit. |
| (20) As an individual, (Whitchurch on Thames, High Street) | Support - Improved safety for pedestrians in the village, particularly young children. |

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| (21) As an individual, (Whitchurch on Thames, High Street) | Support - Traffic needs to be slowed down on the High Street |
| (22) As an individual, (Whitchurch-on-Thames, High Street) | Support - Traffic is often congested and slowing down the speed will improve the flow, reduce the chance of accidents and promote a cleaner and safer environment for all road users, especially cyclists & pedestrians |
| (23) As an individual, (Whitchurch on Thames, High Street) | Support - The traffic is too fast and dangerous for pedestrians and small children in particular given the narrow pavements. There are relatively frequent accidents involving cars hitting other cars or walls. |
| (24) As an individual, (Whitchurch on Thames, High Street) | Support - For safety reasons particularly for children walking to school on High Street and Eastfield Lane |
| (25) As an individual, (Whitchurch-on-Thames, High Street) | Support - It is crucial that the speed of vehicles in Whitchurch is controlled and reduced . I think it is currently unsafe for pedestrians , especially Mums and children when a small proportion of drivers drive too fast and recklessly . |
| (26) As an individual, (Whitchurch on Thames, High Street) | Support - traffic regularly passes through the village at too great a speed |
| (27) As an individual, (Whitchurch-on-thames, Hillside) | Support - Address pedestrian safety concerns, especially on the high street and near the school drop off points on Hardwick Road and Eastfield Lane. |
| (28) As an individual, (Whitchurch on Thames, Manor Road) | Support - Car speed is a problem in the village. Some cars speed excessively and with the problems of too much traffic and too many parked cars on the High Street it feels very dangerous, especially when attempting to cross the road to Eastfield Lane. It is small and peaceful village, but it is very noisy when cars travel at 30mph or above |
| (29) As an individual, (Whitchurch on Thames, Manor Road) | Support - I am concerned about individuals who drive at speed through our village. Not only does this endanger pedestrians/cyclists but also puts our historic buildings/walls at risk (which happens when they crash - which they do). |
| (30) As an individual, (Whitchurch on Thames, Manor Road) | Support - I support plans to make the area safer for pedestrians and cyclists. I have concerns about road safety in the village, particularly that of children going to and from the school and pre school. I feel there are many points that need urgent attention. This is a good start. |

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| (31) As an individual, (Whitchurch-on-Thames, Swanston Field) | Support - A 20mph limit would increase pedestrian and cyclist safety and studies show it would also encourage more people to walk/cycle. |
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Divisions affected: *All divisions with Controlled Parking Zones*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 MARCH 2022

OXFORD, CHERWELL, VALE OF WHITE HORSE & SOUTH OXFORDSHIRE – PROPOSED VIRTUAL PERMITS FOR CONTROLLED PARKING ZONE SCHEMES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the amendments to all Controlled Parking Zones schemes in Oxfordshire to allow applications, payments and issue of Resident's Parking Permits via the County Council online portal, enabling the issue of 'Virtual Permits' which will not need to be displayed on vehicles.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to amend all Controlled Parking Zones schemes in Oxfordshire to allow applications, payments and issue of Resident's Parking Permits via the County Council online portal, enabling the issue of 'Virtual Permits' which will not need to be displayed on vehicles. This is an alternative option to postal applications and the issue of physical permits. Charging levels for parking permits are unaffected.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget; should the proposals be approved the on-going administrative costs will be met through the payment of permit fees.

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 reduce the physical resources required for paper-based applications and permit issue.

Consultation

6. Formal consultation was carried out between 20 January and 18 February 2022. A notice was published in the Oxfordshire Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council, Cherwell, South & Vale of White Horse District Councils, all County Councillors, Abingdon Town Council, Bicester Town Council, and Henley-on-Thames Town Council.
7. Twelve responses were received during the formal consultation comprising of; 4 objections (33%), 3 expressing concerns (25%), 2 expressions of support (17%), and 2 expressing no comment or no objection.
8. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police and the Vale of the White Horse District Council expressed no objection.
10. Unlimited Oxfordshire, a local group representing disabled people expressed a concern about the possible impact on those without access to the internet and requested that alternative ways of accessing assistance and access to permits are retained for those in this position. It is confirmed that the proposals solely relate to the use of virtual permits, and that those unable to use the internet will as now still be able to apply for permits in alternative ways.
11. The remaining eight responses were from members of the public and included six objections or expressions of concern. The grounds for these were focussed on the difficulty residents would have in identifying vehicles that had no valid permit to park, as this would not be possible with the use of virtual permits, with also one of the responses raising more general concerns about parking policy. Noting these concerns one objective of the proposed use of virtual permits is to make more efficient use of the enforcement resources available and should support rather than adversely impact on the enforcement of permit parking schemes.
12. Two expressions of support were received from member of the public.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Jim Whiting 07584 581187

March 2022

| RESPONDENT | COMMENTS |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Vale of White Horse District Council | No comments |
| (3) Local organisation, (Unlimited Oxfordshire) | <p>Concerns – We do agree that for a cohort of Disabled people than virtual permits (an online application system) is a benefit. As well as being a cost saving exercise for the council it will make the system more accessible for some, and reduce the need to make trips to buy stamps, envelopes etc or visit your offices. For some people attaching a parking permit to their vehicle will be a struggle.</p> <p>However there is a cohort of the wider community that are not online. Although the gap is closing, as a percentage of the non-online community, disabled people are over-represented. This so-called digital poverty affects disabled people adversely. You will have to continue to offer a postal service as a reasonable adjustment. You could consider a phone service as a reasonable adjustment too, so that someone can dictate the details to a customer service officer in the council. Both services could be advertised for use only if someone cannot use the online portal - which the vast majority of people will be delighted to do.</p> <p>Please remember that many disabled people (including children with profound needs) are highly dependent on their car to access goods and services and need to be able to park safely by their homes without worrying.</p> |
| (4) Local Resident, (Oxford, Holyoake Road) | <p>Object – Parking enforcement is already very inadequate in Oxford and frequently relies on people telephoning parking enforcement to come out to a car parked in resident CPZ. By going to virtual permits, residents can no longer report these instances and it will rely on the daily high speed moped ride by of an enforcement officer to check registrations. They then have to check inside the car for a permit.</p> <p>You would still need to post visitor permits to residents so abolishing a physical permit on cars doesn't appear to be</p> |

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| | <p>much of a saving.</p> <p>With this proposal, I fear uncontrolled parking with increase.</p> |
| (5) Local Resident, (Oxford, Quarry High Street) | <p>Object – Residents can't report illegally parked cars if they don't know if they are illegally parked! A permit shows everyone if the car is entitled to park in that area/zone.</p> |
| (6) Local Resident, (Oxford, Sunningwell Road) | <p>Object – 1. By have such _extreme_ CPZ hours, (e.g. Mon-Sat 8am to 6:30pm) and by doing so essentially all across Oxford you are making it DEEPLY UNFAIR on anyone who lives just outside of CPZs, because that's where all the parkers end up.</p> <p>2. Instead what should happen is that CPZs hours should be _graduated_ with the most extreme hours only being true in the town centre. Why have you failed to do this?</p> <p>3. Moreover different streets should have different rules. e.g. One street might prohibit parking on say Mondays, Wednesdays whereas a neighbouring street should prohibit parking on Tuesdays and say Sundays. This will make it difficult but not actually impossible to park in Oxford. Likewise the HOURS of restriction should be graduated and get less severe the further one is from the town centre and towards the outside of town they might only involve restrictions for say 1 hour per day.</p> <p>4. People DO need to get to work. But we don't want people to drive to work if it can be avoided. So the Park & Ride service should be greatly accelerated. In order to keep get the buses running fast, people need to be kept out out of their cars, and so during peak hours, Oxford should implement an ""ULEZ"" (Ultra Low Emission Zone) like London has.</p> <p>5. Park & Ride, parking space needs to be increased and parking should be FREE. This will encourage people to bicycle from the park & ride.</p> <p>6. Don't pretend that Oxford City Council can't afford any such investment. You hare making and estimated £2.5million of profit out of your parking restrictions.</p> <p>I have lived in Sunningwell road for 2.5 years, and I have a long car that even has a tow-bar, but never once have I been unable to park within 2 blocks of my house. But yes, it was made difficult purely because we WERE only just outside of the neighbouring CPZs.</p> |

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| | <p>Either way, the fact is that for Oxford to 'breathe' cars DO need to park somewhere, and this burden should be shared. We pay our taxes, so we should be allowed to park. Instead what we have is a ""Police Sate"" growing by stealth.</p> <p>I have a lot more to say about this issue, but I am out of time. I am happy to discuss this issue further if it helps.</p> |
| (12) Local Resident, (Oxford, Hollow Way) | Object – The parking permits will increase in monetary value on a yearly basis. If this was a fixed amount for 10years this would be more considerable. |
| (7) Local Resident, (Oxford, Bullingdon Road) | Concerns – A terrible idea. We can no longer report cars without permits - and this is important as traffic officers very rarely visit the street. Also you need to reduce the number of permits issued to HMOs and have a maximum per house. You issued too many in our street & parking is now difficult. |
| (8) Local Resident, (Oxford, Divinity Road) | Concerns – A visual permit makes everyone aware that it is a permit area. |
| (9) Local Resident, (Oxford, Coppock Close) | Concerns – If there isn't a sticker displayed on the windscreen, how will residents know if individuals from outside the area leaving cars on their street? |
| (10) Local Resident, (Oxford, Binsey Lane) | Support – supporting to allow more efficient and comprehensive enforcement of parking restrictions/permit parking - in my road often vehicles are parked without permits and not enforced against |
| (11) Resident, (Leafield, Fairspear Road) | Support – Making this easier and less labour intensive must be a good idea. |