



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 21 July 2022 at 10.00 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on the live stream link shown on the website. However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the fifth working day since the decisions are published 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

July 2022

Committee Officer:

Chris Reynolds

Tel: 07542 029441; E-Mail:

chris.reynolds@oxfordshire.gov.uk

Note: Date of next meeting: 8 September 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 one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

3. Petitions and Public Address

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, 15 July 2022. Requests to speak should be sent to chris.reynolds@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 - Broad Street - Temporary Public Realm Scheme (Pages 1 - 14)

Report by Corporate Director, Environment and Place

This report sets out the proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aims to discourage general vehicle movements and builds on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Cattle Street – Magdalen Street East).

The Cabinet Member for Highway Management is RECOMMENDED to approve as engaged with key stakeholders on preliminary designs:

- a) the introduction of an Experimental Traffic Regulation Order which will result in the following:**
 - I. Removal of existing pay and display parking on Broad Street**
 - II. Relocation of existing motorcycle bay to St Giles, located approximately 125m north of the junction with Magdalen Street East**
 - III. Relocation of existing loading/goods vehicle only bays, remaining within Broad Street**
 - IV. Relocation of existing disabled bays, 4 remaining within Broad Street and 4 relocated to Cattle Street/Parks Road as appropriate.**
 - V. Introduction of 24/7 loading ban on the majority of Broad Street**

5. Finmere - Mixbury - proposed 50mph speed limit (Pages 15 - 20)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on proposed 50mph speed limit on the A421. A plan showing the proposal is shown in **Annex 1**

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

- a. the proposed 50mph speed limit on the A421,**
- b. the administrative amendment to the legal documentation to update references of the 'A421' to read 'A4421'.**

6. Stoke Lyne - proposed 20mph and 30mph speed limits (Pages 21 - 28)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on proposed 20mph, 30mph and 40mph speed limits at Stoke Lyne. A plan showing the proposal is shown in **Annex 1**.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed speed 20mph, 30mph and 40mph speed limits at Stoke Lyne.

7. Witney - Proposed 20mph Speed Limits (Pages 29 - 122)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits at Witney as shown in **Annex 1**.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph, 30mph and 40mph speed limits as advertised.

8. Burford: Priory Lane - Proposed Goods Vehicle Loading Bay (Pages 123 - 130)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on a proposed goods loading bay at Priory Lane Burford as shown in **Annex 1**. The proposal seeks to help alleviate the health and safety concerns raised over attempted deliveries to the Co-op, which can be problematic as a result of the narrow carriageway and limited parking to the rear of the store.

The Cabinet Member for Highway Management is RECOMMENDED to approve the loading bay at Priory Lane Burford with less restrictive hours of operation – to be agreed following additional engagement with local businesses.

9. Charlbury: proposed extension of 30mph speed limit, traffic calming measures and waiting restrictions (Pages 131 - 162)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on traffic proposals comprising an extension of the 30mph speed limit on the B4022 Spelsbury Road, new and amended waiting restrictions and time limited parking places, and a traffic calming build-out. as shown in **Annex 1**, which have been put forward as a result of requests put forward by Charlbury Town Council

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

- a. The extension of the current 30mph speed limit on the B4026 Pound Hill / Charlbury Road northwards by 530 metres,
- b. the new/amended 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on: Grammar School Hill, B4437 Thames Street, B4437 Nine Acres Lane, Church Street, and Browns Lane,
- c. One new '1 hour permitted parking Monday-Friday 9am-5.30pm with No return within 1 hour' parking bay on the western side of Market Street,

- d. removal of 'no waiting at any time' outside The Old Post Office (shown on the consultation plan as a 'one hour permitted parking bay),
- e. the new traffic priority calming build-out feature on the eastern side of the B4022 Banbury Hill.

10. Garsington: Wheatley Road – proposed zebra crossing (Pages 163 - 174)

Report by Corporate Director, Environment and Place

This report presents responses received to a consultation on proposals to provide a zebra crossing and traffic calming build-outs on Wheatley Road in Garsington as shown in Annex 1 and Annex 2. The proposals seek to help improve pedestrian safety in the vicinity of Garsington C of E Primary School, and to help improve road safety by reducing the speed of traffic.

The Cabinet Member for Highway Management is RECOMMENDED to approve:

- a) The proposed zebra crossing on Wheatley Road,
- b) The proposed traffic calming build-outs on Wheatley Road.

11. Oxford: Reliance Way – proposed waiting restrictions (Pages 175 - 184)

Report by Corporate Director, Environment and Place

Following the introduction of the Cowley Marsh area Controlled Parking Zone (CPZ) in 2020, the proposal for additional 'No Waiting at Any Time' (double yellow lines) parking restrictions as shown in **Annex 1**, were identified as being desirable at Reliance Way to address issues of obstructive parking

The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed waiting restrictions at Reliance Way.

12. Oxford: Various sites - Proposed Electric Vehicle Parking Places (Pages 185 - 246)

Report of the Corporate Director, Environment and Place

The Cabinet Member for the Environment is RECOMMENDED to approve as advertised:

- a. the proposed new EV parking bays located on: Bevington Road, Farndon Road, Frenchay Road, Hamilton Road, Juxon Street, Lake Street, Sandfield Road, Stone Street, Tackley Place, Temple Road, Vicarage Close, Warnborough Road, Winchester Road, Wytham Street, and West Street.
- b. the proposed new Car Club bay on Latimer Road, and the subsequent removal of the bay on All Saints Road.

13. Oxford: Various sites – proposed amendments to parking permit eligibility (Pages 247 - 252)

Report by Corporate Director, Environment and Place

This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council. With additional minor amendments to the legal documentation to rectify administrative matters

The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:

- a) Cutteslowe - exclude Nos.18 & 18A Harbord Road from eligibility to apply for residents permits,
- b) Divinity Road - exclude new dwelling between Nos.45 & 51 Hill Top Road from eligibility to apply for residents & visitor permits,
- c) Girdlestone Road - exclude No.61 Warren Crescent from eligibility to apply for residents & visitor permits,
- d) Headington Central - exclude a) new properties at 4 Lime Walk from eligibility to apply for residents & visitor permits, and b) Nos.14A & 14B Holyoake Road from eligibility to apply for residents & visitor permits
- e) Hollow Way North – limit residents of No.22 Meyseys Close to be eligible to apply for a maximum of 2 residents permits only and accompanying number of visitor permits.
- f) Florence Park - enable property Nos.1a-35 (odd Nos only) Rose Hill to apply for residents & visitor permits,
- g) Iffley Fields - enable property Nos.1-9 Meadow Lane to apply for residents & visitor permits,
- h) Cowley Central East - amendment to show that Nos.147-169 odd & 156-166 even Oxford Road are eligible for permits,
- i) Headington West - amendment to correctly identify the zonal designations for permits and parking as HA and HB.

14. Sydenham: B4445 traffic calming measures (Pages 253 - 260)

Report by Corporate Director, Environment and Place

This report presents responses received to a consultation on proposals to provide a traffic calming build-outs at Wheatley Road at the B4445 Thame road at Sydenham in order to help improve road safety and help enforce the existing 30mph speed restriction

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed traffic calming build-outs at the B4445 Thame Road Sydenham.

15. South Oxfordshire and Vale of the White Horse District Councils - various locations – Proposed Disabled Persons parking Places
(Pages 261 - 292)

Report of the Corporate Director, Environment and Place

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

This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts

The Cabinet Member for the Environment is RECOMMENDED to approve:

- (a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Pound Piece, Ashbury; Poplar Grove, Kennington; Park Street, Thame; Stirlings Close, Wantage.**
- (b) the proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Drive, Berinsfield; Wilson Avenue, Henley on Thames.**
- (c) But to defer approval of the proposals at the following locations pending further investigations: Bell Street, Henley on Thames; Gainsborough Hill, Henley on Thames; Parkside, Marcham.**
- (d) Defer approval of the removal of DPPP at the following locations: Colwell Road, Berinsfield; Dibleys, Blewbury; Summerside Road, Buckland; Church View, Stoke Row.**

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Divisions affected: *University Parks, Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

OXFORD - BROAD STREET: TEMPORARY PUBLIC REALM SCHEME

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as engaged with key stakeholders on preliminary designs:
 - a) the introduction of an Experimental Traffic Regulation Order which will result in the following:
 - I. Removal of existing pay and display parking on Broad Street
 - II. Relocation of existing motorcycle bay to St Giles, located approximately 125m north of the junction with Magdalen Street East
 - III. Relocation of existing loading/goods vehicle only bays, remaining within Broad Street
 - IV. Relocation of existing disabled bays, 4 remaining within Broad Street and 4 relocated to Catte Street/Parks Road as appropriate.
 - V. Introduction of 24/7 loading ban on the majority of Broad Street

Executive summary

2. This report sets out the proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aims to discourage general vehicle movements and builds on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Catte Street – Magdalen Street East).
3. The key output of this project is to improve the public realm on Broad Street. This will be achieved by removing existing pay and display parking and relocating an existing motorcycle bay, and re-positioning existing disabled bays and loading bays. The scheme aims to: encourage people to use the space as a place to stay/meet throughout the year, rather than just a place to travel through; offer increased space for events to take place; support local businesses through encouraging increased footfall and time spent in Broad Street; and improve air quality through reducing vehicle movements.
4. Plans showing the preliminary proposals are shown in **Annexe 1**. It should be noted that detailed designs will be prepared following the completion of the

stage 1 and 2 Road Safety Audit, therefore the designs shown in Annex 1 are subject to change.

Financial Implications

5. Funding for the proposals was approved within the Capital Programme following [Council](#) on the 8th February 2022.
6. The proposal includes the removal of existing pay and display parking spaces on Broad Street which results in a loss of revenue for Oxfordshire County Council.
7. In the case where the scheme is made permanent, additional funding may need to be sought to make further changes to the scheme.

Equality and Inclusion Implications

8. No implications in respect of equalities or inclusion have been identified in respect of the proposals. Engagement with Oxford City Council's Inclusive Transport and Movement Focus Group has taken place and associated walkabout with members of this group and other interest and advocacy groups representing different users has been held. An Equality Impact Assessment is to be carried out as part of the detailed design, and will be monitored as part of the 6 month consultation.

Sustainability Implications

9. The proposals would support Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

Preliminary Consultation

10. Engagement has been carried out with more than 150 different stakeholder representatives between March and July 2022. Key stakeholders have included Oxfordshire County Council councillors (portfolio holders, division councillor and county councillors in the city area), Oxford City Council councillors (cabinet members and city ward councillors), Oxfordshire County Council officers, Oxford City Council officers, bus operators, emergency services, Oxford Preservation Trust, Historic England, Oxford Colleges, local interest and advocacy groups and local businesses.
11. Engagement activities included briefing sessions, workshops, a walkabout and face-to-face meetings. Letters were sent to local residents on Broad

Street, Ship Street, Turl Street and Market Street to give advanced notice that the scheme is being developed. Based on responses received to date, there is significant support for this temporary scheme to be implemented. Feedback from stakeholders has shaped these preliminary designs.

12. The following key matters were raised in this informal consultation with key stakeholders includes:

- **Safety** – Stakeholders stated that no markings on the highway were required given the expected reduction in traffic movements, reduction in vehicle speeds and the introduction of two public realm areas on the opposite sides of the road.

Furthermore, stakeholders also raised the importance of Hostile Vehicle Mitigation (of a necessary level), which has been accommodated within the design of the public realm areas.

Stakeholders highlighted the need to ensure safe movements for pedestrians across Broad Street, therefore informal crossing points have been incorporated into the preliminary designs to provide safer places to cross.

- **Inclusivity** – Stakeholders requested the need for access for all, this means retaining the number of disabled bays, provision of temporary dropped kerb facilities, wheelchair friendly seating and provision of cycle parking for non-standard cycles.
- **Multi-functional space** – Stakeholders requested that the two public realm spaces offer various uses such as events, cycle parking, seating, planters, open space for temporary activities, and retaining existing licensed seating areas for local businesses.
- **Greenery** – Stakeholders stated the need for greenery and planting as part of this scheme to bring more shade, shelter, and colour to Broad Street. It was recommended that a clear maintenance strategy was prepared to ensure the scheme is well maintained throughout the experimental period.
- **Adaptable** – Stakeholders highlighted the importance of ensuring the two public realm spaces are adaptable depending on the need. This space needs to offer a place for people to sit and relax, whilst also maintaining event uses and bus diversions when required.
- **Historical Environment** – Stakeholders stated that the scheme must complement the historic nature of the street and ensure visibility of buildings and sense of place is not reduced. Materials, vegetation and products chosen must be carefully chosen.

13. **Annex 2** provides a more detailed summary from engagement workshops. **Annex 3** provides details on key stakeholder concerns. On balance, the

preliminary designs have taken into account these key areas and concerns where possible, whilst balancing the demands of different user groups and stakeholders.

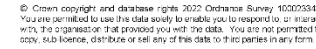
14. With respect to ongoing engagement, stakeholders will continue to be informed of the scheme development up to the point of construction. Following scheme implementation, stakeholders and members of the public will then have a minimum 6-month statutory consultation period to formally comment or object to the experiment. Within this 6-month statutory consultation period, the scheme can be modified to take account of any issues or alterations required. Within the 18-month period of the ETRO, a decision on whether to make the scheme permanent will be taken following responses to the statutory consultation period, funding available and monitoring and evaluation of the scheme.

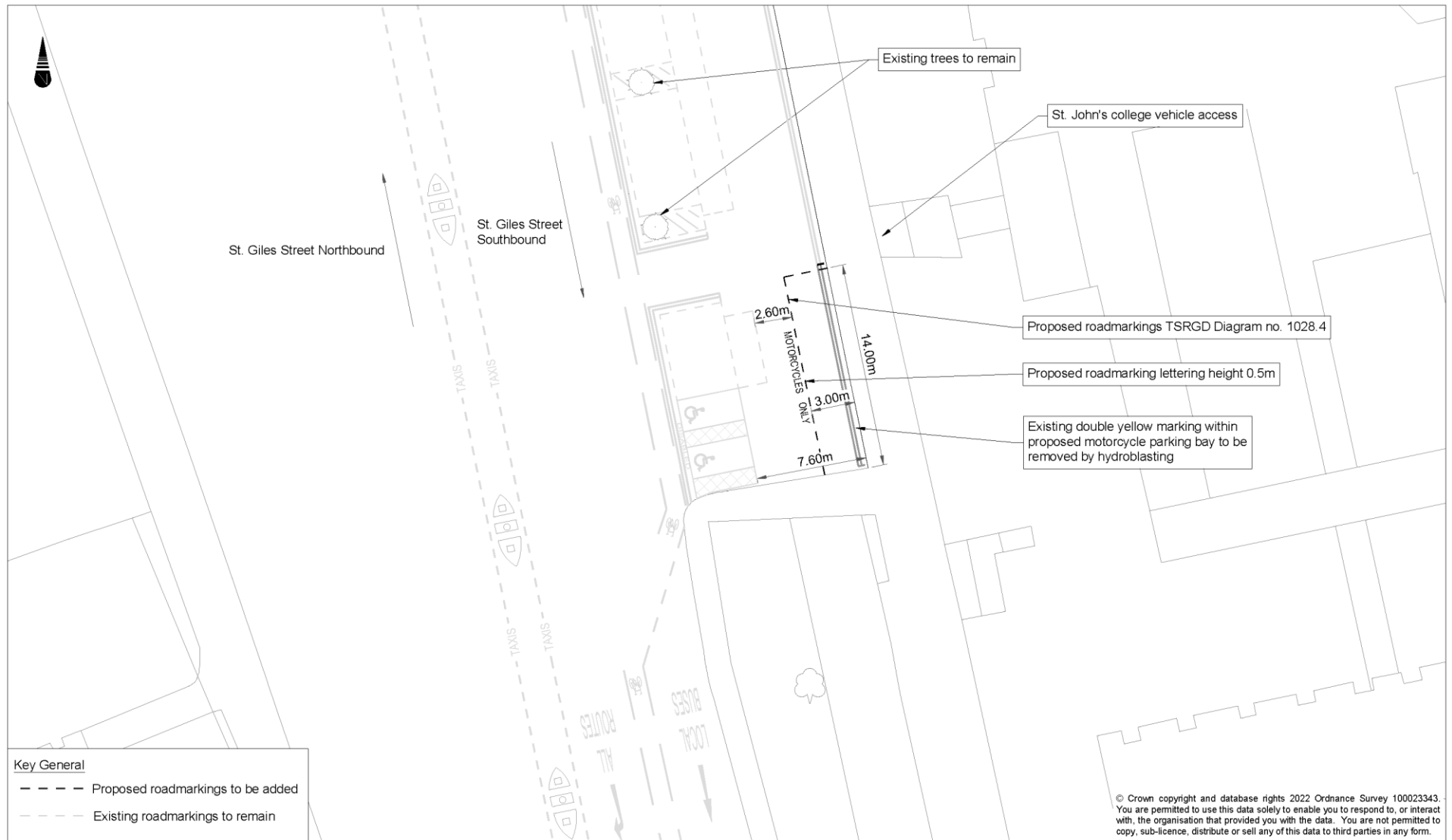
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Preliminary Designs Annex 2: Summary of Engagement Annex 3: Key Stakeholder Concerns
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Contact Officers:	Lucy Prismall 07526187278
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July 2022





P01	20.06.22	First Issue	SO	DMB	SPW
Rev	Date	Description	Drn	Chkd	App
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

MILESTONE INFRASTRUCTURE

A part of **MGroup Services**

Woodlands Court,
Burnham Road,
Beaconsfield,
Buckinghamshire,
HP9 2SF

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Drawing Status

Detailed Design

Title

**St Giles Street
Relocation of Motorcycle Bay**

Project Name

**Broad Street
Public Space Improvement Scheme 2022**

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:250	SO	DMB	SPW
		Drawn Date 20.06.22	Checked Date 20.06.22	Approved Date 20.06.22

Drawing Number

5101204-MIL-HGN-BRD-DR-CH-0002

Status

S02

Rev

P01

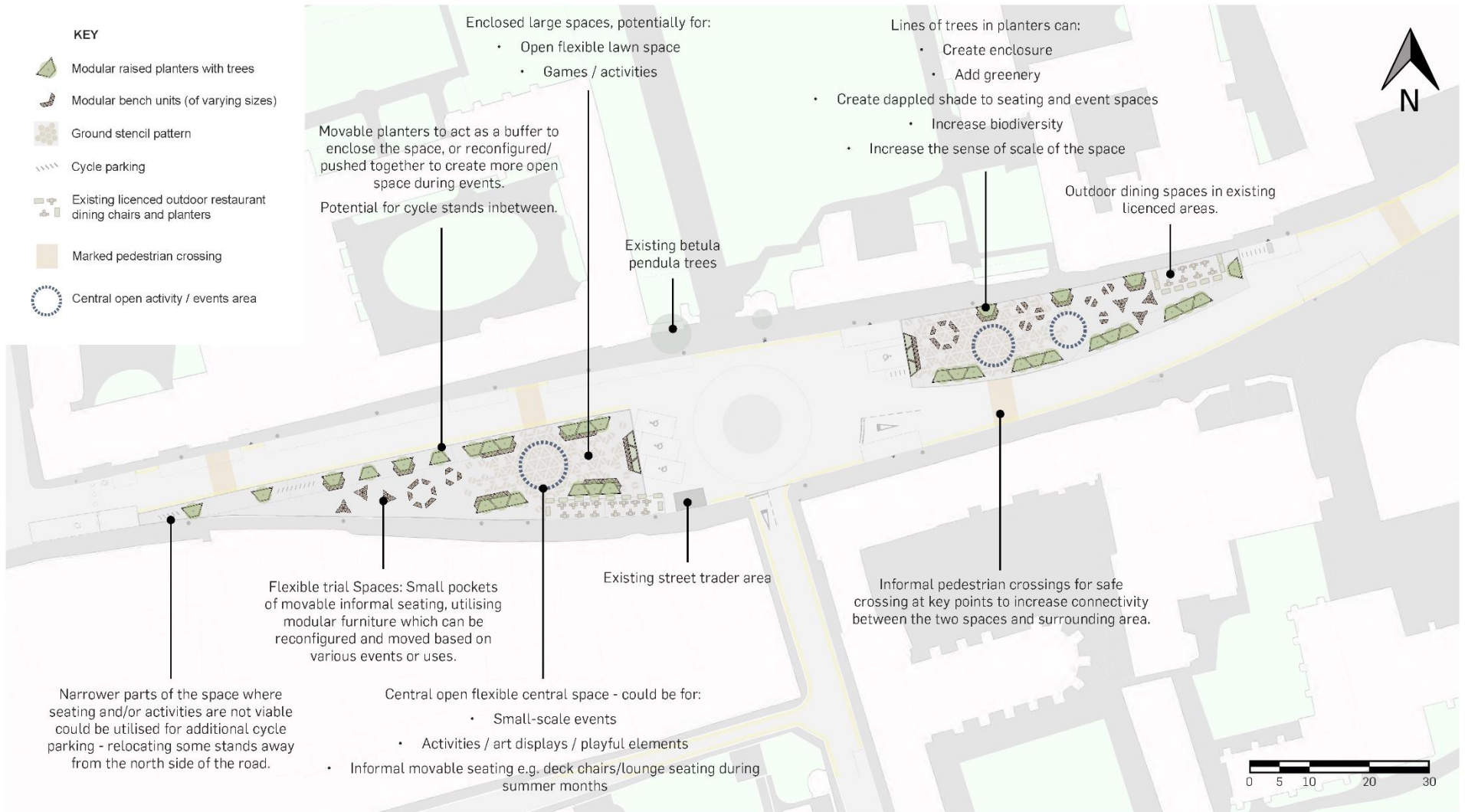
Broad Street Oxford

PROPOSALS | LAYOUT PLAN

DRAFT FOR COMMENT
21.06.22

KEY

-  Modular raised planters with trees
-  Modular bench units (of varying sizes)
-  Ground stencil pattern
-  Cycle parking
-  Existing licenced outdoor restaurant dining chairs and planters
-  Marked pedestrian crossing
-  Central open activity / events area





Summary of Engagement – Broad Street

Engagement workshops took place on: Tuesday 3rd May 10-12, Wednesday 4th May 2-4, Thursday 5th May 2-4 and Friday 6th May 10-12.

About the workshops: Workshops were held via Microsoft Teams and lasted for a maximum of 2-hours. The design team (comprising of County Officers, Milestone and Atkins) presented initial conceptual designs of the highway layout and public realm spaces. The purpose of the workshops was to create a further discussion with stakeholders on how Broad Street should be used.

Stakeholders that attended workshops included: County Division Councillor, City Ward Councillors, Oxford City Council Officers, Fire and Rescue, Bodleian Library, Oxford Half Marathon, Arts Market, Civic Society, City Officers, Objects of Use, County Council Comms and Engagement Team, Cyclox, Oxford Bus Company, other event organisers, City of Oxford Licensed Taxi-Cab Association, Oxford Preservation Trust, Oxfam, Sheldonian, Inclusive Transport Group member and various University of Oxford Colleges.

Please note, stakeholders unable to attend workshops were provided information via email, letter or face-to-face.

Key Themes

The following key themes were identified as part of this further engagement held with stakeholders:

- **Safety**
- **Inclusivity**
- **Multi-functional space**
- **Greenery**
- **Adaptable**
- **Historical Environment**

Safety

S.1 - County Council officers in Road Safety, Active Travel Hub and the Central Locality teams and Cyclox recommend that no cycle markings or centre lines are required as part of this scheme.

The reasons for this are:

- The carriageway space for transport movements would be reduced, therefore making the space feel more defined and direct. A reduced space for movements will in theory reduce speeds of vehicles – traffic speeds will be monitored by traffic surveys pre and post scheme implementation.
- General vehicle movements are reduced as a result of removing pay and display parking. This means cyclists will have more prominence in the street and fewer conflicting movements between cyclists and vehicles.

- A continuous segregated cycle facility could not be achieved within the highway space available (in accordance with Local Transport Note 1/20) without significantly compromising on the public realm space. The key objective of this scheme is to provide space for people to stop and enjoy Broad Street. A two-way marked cycle facility was investigated, however on reflection designers and officers established that this option was not workable.
- Limited/no road markings will ensure the space on Broad Street feels less like a highway and more like a place for people.

S.2 – Stakeholders identified that the give way facility on the southern extent of the scheme was not appropriate. This element will be removed from the design for the following reasons:

- The give way facility was too long and visibility could have been an issue.
- The system could lead to confusion, congestion and unnecessary idling.
- Although the row of planters provided a level of protection for pedestrians on the southern footway, it does not make best use of the space and could be used within the public realm space.

S.3 – Hostile Vehicle Mitigation (of a necessary level) needs to be accommodated within the design. Engagement will be undertaken with County Council officers working with HVM related schemes and Thames Valley Police on the suitability of proposed measures.

Measures could include cycle parking, bollards, planters, or other street furniture.

S.4 – Stakeholders raised concerns with movements between the two spaces and accessibility in/out of the public realm spaces. It is therefore recommended that 2 informal crossing facilities are implemented in a similar style to the Catte Street junction and Frideswide Square. The locations of these are proposed to be linking the eastern public realm space with the southern footway (outside Blackwells Poster shop) and a second informal crossing point further east linking the north and south footway (outside Sheldonian Theatre).

S.5 – Stakeholders highlighted the importance of access to properties, colleges and businesses. Access therefore must be retained for the above, and provision of loading bays and dropping off/picking up must be offered.

Inclusivity

I.1 – Stakeholders requested additional bays to be provided as part of this scheme, however this is not possible. The usage of the 8 bays will be monitored throughout the experimental period. The number of existing blue badge holder bays will be retained (8 bays) and provide enough space for users to safely manoeuvre in/out of their vehicles.

I.2 – Stakeholders requested more dropped kerbs and permanent facilities. Temporary dropped kerb facilities will be provided at regular intervals within the two

public realm spaces. Facilities must be bolted to the ground. A permanent scheme could include a permanent dropped kerb facility instead.

I.3 – Stakeholders raised concerns over accessibility for wheelchair users around street furniture. Street furniture placed within the two public realm spaces will be adequately spaced apart to allow easy movement in between. The specific seating products chosen will consider provision for wheelchair users, as well as appropriate height, options for arm rests and back rests to improve comfort.

I.4 – Stakeholders requested larger cycle parking stands which will be provided for cargo bikes, larger bikes and adapted bikes. The scheme will incorporate this element.

Multi-functional space

M.1 – Stakeholders requested additional cycle parking to be offered as part of this scheme. An increase of approximately 30% cycle parking (TBC) will be offered on Broad Street and Turl Street. A variety of parking will be offered as per I.4.

M.2 – Stakeholders requested existing licenses to be retained. All existing licenses areas will be retained.

M.3 – Stakeholders recommended the space could be used for outdoor seating and arts and crafts. Noisy events were not preferred.

M.4 – Stakeholder stressed that noise must be kept to a minimum. The uses within the spaces will reflect this.

Greenery

G.1 – Stakeholders stressed that the amount of greenery and planting should be maximised where possible. Planters and hanging baskets can be used to bring colour to the street. The design team will investigate use of trees to create shade and add to the sense of place. Trees could be planted within larger reinforced planters; this will require identifying semi-permanent locations where the trees will only need to be moved infrequently. Possible locations could be existing build outs/islands.

G.2 – Stakeholders raised the need to have a clear maintenance strategy. The county council will outline a plan of maintenance of the scheme to ensure the scheme looks good throughout the trial.

Adaptable space

A.1 – Stakeholders stressed the importance of Broad Street being the best place for events to be held. The scheme will provide two defined spaces which can be used for events (minus the space taken by street furniture and existing licenses). The exact space is TBC.

A.2 – Broad Street must be maintained as a bus diversion route when required. The scheme must be flexible.

A.3 – Stakeholders want to have a space to relax, eat lunch and meet. The scheme must provide facilities and space for these activities. Although the scheme is temporary, a high-quality feel should be given to the overall look of the scheme and specific items placed within the space.

Historical Environment

H.1 – The scheme must complement the historic nature of the street and ensure visibility of buildings and sense of place is not reduced.

H.2 – Materials of products should be natural products such as wood and not bright colours. Vegetation and planting can be used to bring colour.

Key Stakeholder Concerns

Bus stops and turning circle

Oxford Bus Company raised concerns with regard the location of the proposed bus stop. Officers will work with the bus company to identify a solution whilst still balancing the needs of other stakeholders.

Both Oxford Bus Company and Oxford Colleges raised concerns on the safety of buses and large vehicles turning on Broad Street. Officers have instructed designers to undertake a swept path analysis to ensure safe movement.

Road Safety

Oxford Colleges raised concerns with regard to the safety of vulnerable user groups and the conflicting movements between vehicles and pedestrians and cyclists. Officers have proposed 5 new informal crossing points along Broad Street to improve the safety of crossing between the two public realm spaces, larger vehicles have been tracked as part of the swept path analysis to ensure that there is ample space for buses and large vehicles to turn, without encroaching on the footway, public realm space, loading bay, street trader bay or disabled bays. Furthermore, in accordance with national guidance, the scheme will be audited by an independent road safety auditor.

In addition, it is expected that this scheme will reduce the number of vehicle movements through removal of pay and display parking along with a reduction in speeds as a result of the new highway layout and positioning of the two public realm spaces.

Heritage

Oxford City Council's heritage team, Historic England and Oxford Colleges have raised the concerns with regard to the importance of the existing architecture on the street and the need for a wider, long term vision for Broad Street. Officers across the County Council, with support from Oxford City Council are currently developing a wider set of transport scheme which will influence any future permanent scheme on Broad Street.

Loading bays

Oxfam and Broad Canvas expressed the concern with regard to customer parking facilities specifically for dropping off donations and picking up large orders from the two shops. All businesses on Broad Street stated the need for loading facilities that are within a reasonable distance. Some businesses raised concerns with regard to ease of making deliveries. Officers identified a potential solution for a shared pump truck.

Disabled parking bays

Oxfordshire Transport and Access Group, and members of Oxford City Council's Inclusive Transport and Movement Focus Group raised concerns on the location, size and style of disabled bays. Officers have investigated alternative options on where bays could be located and have identified a proposal which retains the existing number of disabled bays (8) across Broad Street and Cattle Street. The proposals maintain good access to the city centre and are located close to the scheme. A mix of drive-in style bays and parallel bays have been offered which appeal to differing disabled badge holders depending on their needs. The sizes of all disabled bays are in accordance with national standards.

Events

Oxford City Council's events team and event organisers have raised concerns with regard to the operation of events on Broad Street following implementation of the scheme. Both County Council and City Council officers are working together to set out a list of parameters and possible layouts which will be put forward to appropriate members in both councils for a decision.

Oxford City Council's event team also raised concerns with regard to the lack of power supply in the eastern public realm space and how this would not be attractive to event organisers. Officers have investigated the option of providing an additional power supply in the eastern space, however it has been highlighted that there would be significant costs associated with creating a new mains supply. Officers will consider this should a permanent scheme be implemented. In the short term, officers will work with the events team to identify alternative means of power supply such as using electric generators.

Oxford Bus Company has raised concerns on the need to ensure Broad Street continues to be available during the St Giles Fair and in any other circumstance. The proposals offer flexibility to alter the space depending on the requirements.

Anti-social behaviour and noise

Oxford Colleges, The Buttery Hotel and Watsons of Oxford raised concerns regarding potential noise and anti-social behaviour associated with the scheme and events that take place during the experiment. Officers will monitor this during the trial period and will work with Oxford City Council's safer streets team, events team and Thames Valley Police to manage this.

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Divisions affected *Ploughley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022 FINMERE & MIXBURY: A421 – PROPOSED 50MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a. the proposed 50mph speed limit on the A421,
 - b. the administrative amendment to the legal documentation to update references of the 'A421' to read 'A4421'.

Executive summary

2. This report presents responses received to a statutory consultation on proposed 50mph speed limit on the A421. A plan showing the proposal is shown in **Annex 1**.

Financial Implications

3. The cost of the consulting on the proposal and its implementation if approved will be funded by the 'High Speed Rail 2' (HS2) project.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposal will improve the safety of all road users including pedestrians and pedal cyclists.

Consultation

6. Formal consultation was carried out between 2 and 30 June 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, countywide transport, access & disabled peoples user groups, Finmere Parish Council, Mixbury Parish Council, Newton Purcell with Shelswell Parish Meeting, Cherwell District Council and the local County Councillor responsible for the Ploughley division.

7. Six responses were received during the formal consultation comprising of: 2 objections, one expressing concerns, 2 in support, and one expressing no objection.
8. The individual responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

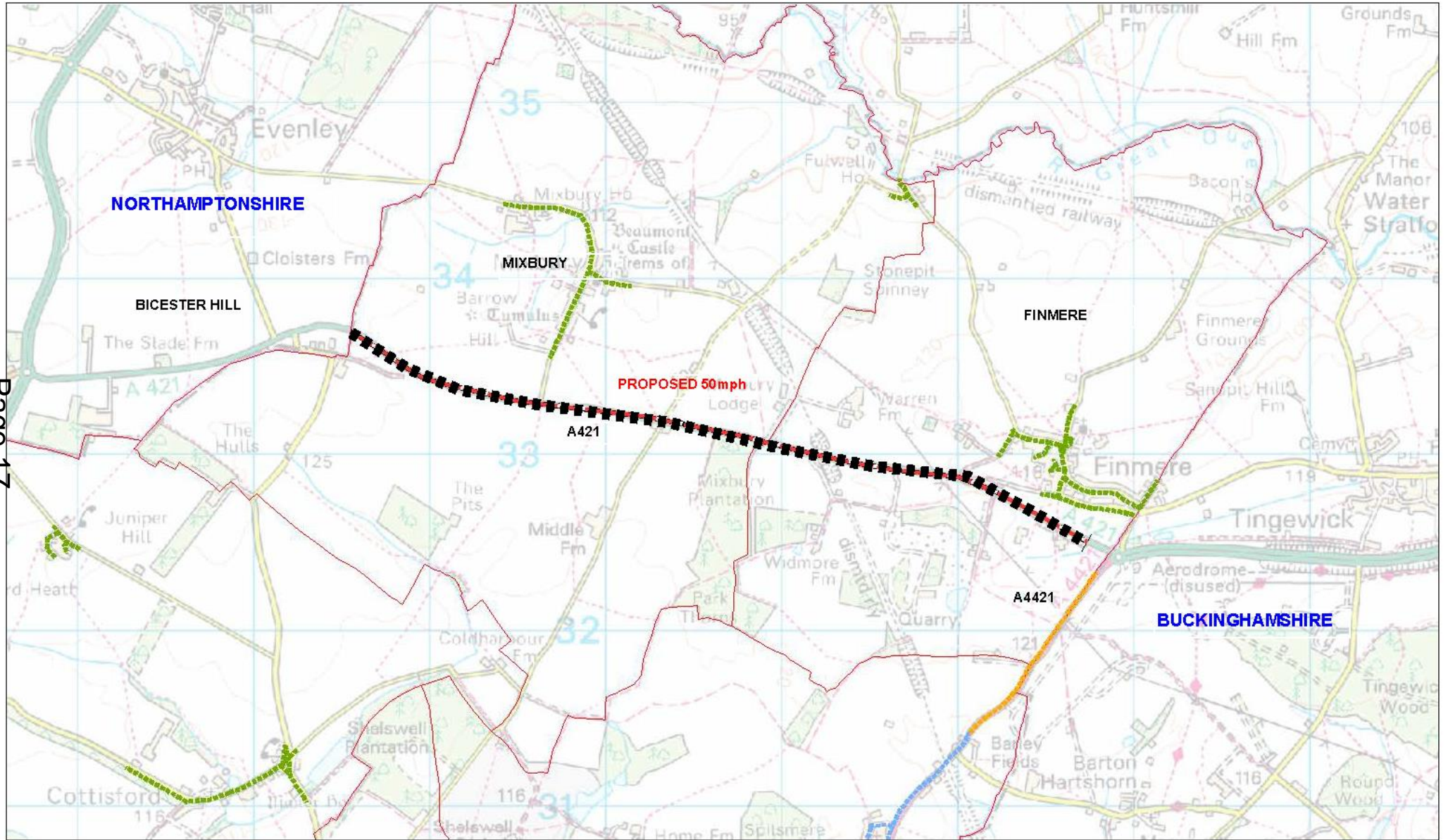
9. Thames Valley Police did not object to the proposals, and welcomed the changes to the road layout, however pointed out that further measures to assist with enforcement should not be dismissed in the future.
10. The two objections received queried the 'need' for the reduction in the speed limit, the reduced speed limit is required, for safety reasons on the immediate bridge approaches. This is because the alignment of the bridge design is constrained to the point that forward visibility over some sections is below National Highways standard at speeds of over 50mph. The bridge alignment should act as a speed control measure for that reason, but it is also a mitigation against any potential safety implications if the posted speed limit is also reduced.
11. HS2 were therefore encouraged to introduce the 50mph speed limit here, as it was agreed by Engineers & Officers within the Local Highway Authority that the reduced limit would be more effective and self-enforcing if it were extended for the entire length of the A421 that lies within Oxfordshire.

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

July 2022



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>Compliance with Speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.</p> <p>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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) 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.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>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>With this scheme I welcome that changes to the road layout are included and further measures should not be dismissed if your aim detailed in the Statement of Reason are to be achieved.</p>
(2) Finmere Parish Council	Support - The PC feels that given the changes to the road system due to HS2 works a lower speed limit would be safer for residents.
(3) Member of the public, (Oxford, Rymers Lane)	Object – Presence of HS2 traffic is not a reason to reduce a speed limit below national guidelines. This is a spurious reason.
(4) Member of the public, (Hanborough, Main Road)	Object – Why ? There is no reason to cut the speed limit on this road. It is wide and fairly straight. With the HS2 bridge you will have a natural method of slowing down traffic. You will just be slowing journey times for the sake of it.
(5) Member of the public, (Mixbury, Fulwell)	<p>Concerns – In principal I support the propose speed limit on the A421. However, I do have concerns that changes in the speed limit may have unintended consequences for the local, rural roads round the A421.</p> <p>Rat running is an increasing problem on the rural roads. The roads are not able to cope with volume of traffic, and the lack of maintenance is seeing significant degradation of the road surface. Sat navs indicate the road is national speed limit, and encourage inappropriate speed for the width, surface, and sight lines, coupled with a lack of local road knowledge by the driver.</p> <p>Trying to explain further, my concern relates to the newer generation of ""connected Sat-Nav"" systems, and the algorithms they use to determine ""fastest routes"". During the recent weekend closures of the A4421 for HS2 work we have seen significant traffic using the rural roads to divert round the closures rather than following the posted diversions. We also see more and more instances of significant traffic when the A43 at Brackley is slow. The rural roads are not capable of supporting the volume of traffic diverting on to them.</p>

	I propose that the current (National speed limits) on the rural roads around the A421 reviewed and reduced to a more appropriate 30MPH. While there is no hope of enforcement, it would have a significant effect of the sat-nav algorithm, and would reduce the instances when the rural roads are calculated as the fastest route.
(6) Local Cllr, (Mixbury, Main Street)	Support – Any reduction in speed limits on our roads is to be welcomed as it will increase safety and fuel efficiency

Divisions affected *Ploughley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022 STOKE LYNE – PROPOSED 20MPH, 30MPH & 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 20mph, 30mph and 40mph speed limits at Stoke Lyne.

Executive summary

2. This report presents responses received to a statutory consultation on proposed 20mph, 30mph and 40mph speed limits at Stoke Lyne. A plan showing the proposal is shown in **Annex 1**.
3. The proposals have been put forward due to the village roads being used as alternative routes to the A421 and A4421, both of which are severely affected by activity from the 'High Speed Rail 2' (HS2) project.

Financial Implications

4. The cost of the consulting on the proposal and its implementation if approved will be funded by HS2 Road Safety Fund budget.

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 proposal will improve the safety of all road users including pedestrians and pedal cyclists.

Consultation

7. Formal consultation was carried out between 16 June and 8 July 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, countywide transport, access & disabled peoples user groups, Stoke Lyne Parish Council, Cherwell District Council and the local County Councillor.
8. Four responses were received during the formal consultation comprising of: 1 objection, 2 in support, and one expressing no objection.
9. The individual responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police raised no objection to the proposed 20mph speed limit, but did object to the additional 30mph & 40mph speed limits citing the concern that national guidance had not been followed.
11. In response to the concerns from TVP that national guidance hadn't been followed when designing the additional 'buffer' limits. It should be noted that Officers will take into account & consider both the physical road environment, and the observed general traffic usage when proposing reduced speed limits.
12. Currently HS2 trucks are barred from using the A422 further north in Buckinghamshire which adds to the pressure on the A421 and A4421 and routes between the two. The proposed scheme is designed as a 'soft' traffic calming measure, which aims to reduce the speed of the increasing amount of construction traffic on local roads
13. Additionally, when the nearby A43 trunk road is congested, the roads through Stoke Lyne are used to bypass the hold-ups.
14. The introduction of the lower speed limits will be accompanied by the provision of new gateway sign features, which are designed to define community entry points and emphasise the reduced speed limit boundaries.

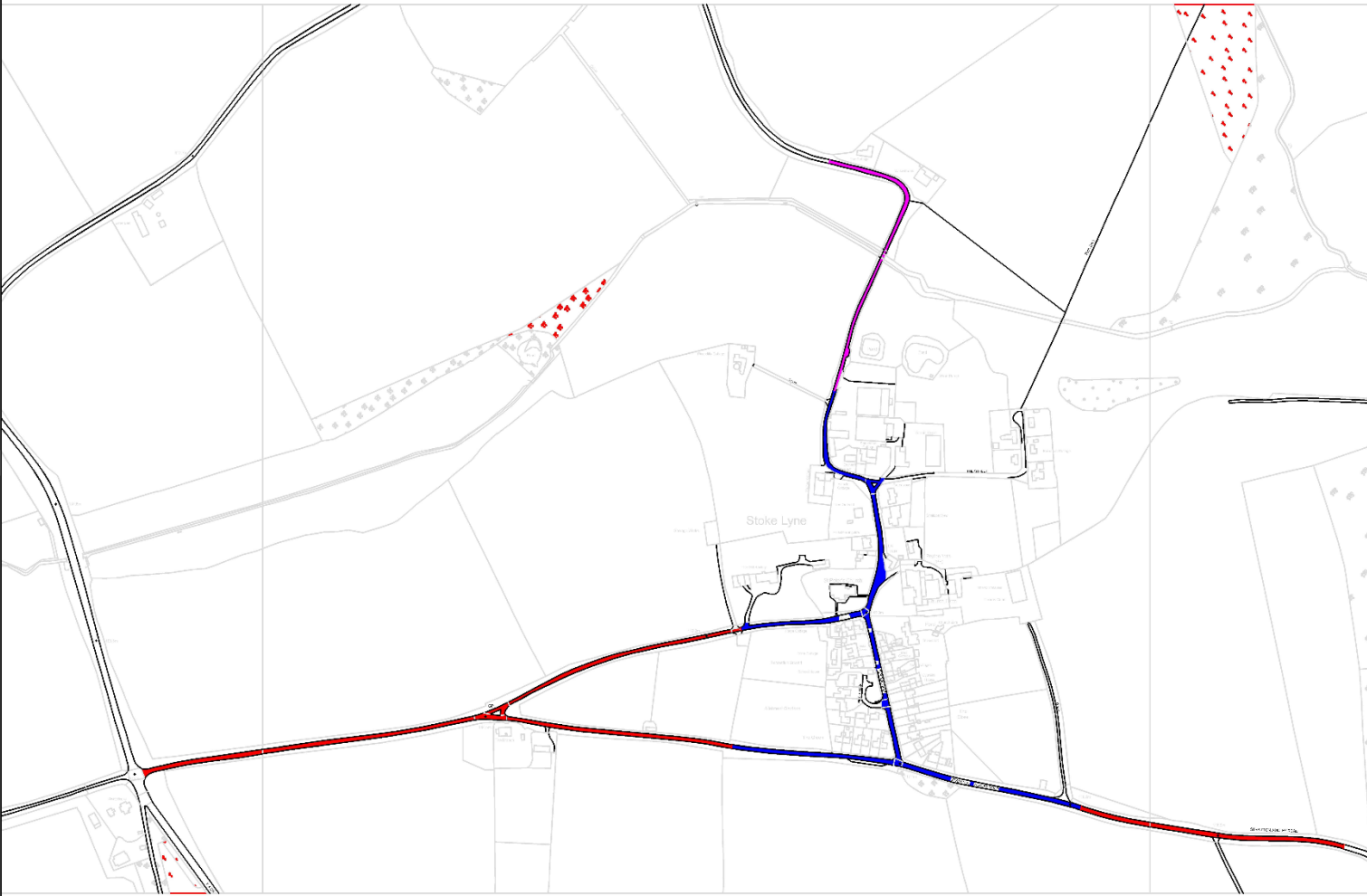
Bill Cotton
Corporate Director, Environment and Place


Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545

Mike Wasley 07393 001045

July 2022



Drawing No.		Revision																													
<p>NOTES</p> <ol style="list-style-type: none">DO NOT SCALE FROM THIS DRAWING.VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXXXX" AND STANDARD DRAWINGS "XXXXXXXXXX". <p>KEY</p> <ul style="list-style-type: none">Proposed 40MPHProposed 30MPHProposed 20MPH <p>LOCATION PLAN NTS</p> <p>© Crown Copyright and Database rights 10023943 2017</p> <table border="1"><thead><tr><th>Rev.</th><th>Date</th><th>Purpose of revision</th><th>Drawn</th><th>Checked</th><th>Approved</th></tr></thead><tbody><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></tbody></table> <p> OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> <p>Project title Proposed Speed Limit Change</p> <p>Drawing title Stoke Lyne - Overview 20MPH</p> <p>Drawing Status Consultation</p> <table border="1"><thead><tr><th>Scale @ A3</th><th>Drawn by</th><th>Checked by</th><th>Approved by</th></tr></thead><tbody><tr><td>NTS</td><td>LN</td><td>DC</td><td>XXXXXX</td></tr><tr><td></td><td>Date drawn 16/12/2021</td><td>Date checked 16/12/2021</td><td>Date approved</td></tr></tbody></table> <p>Oxfordshire Project No. & File Ref</p> <table border="1"><thead><tr><th>Drawing No.</th><th>Revision</th></tr></thead><tbody><tr><td>1</td><td> </td></tr></tbody></table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved							Scale @ A3	Drawn by	Checked by	Approved by	NTS	LN	DC	XXXXXX		Date drawn 16/12/2021	Date checked 16/12/2021	Date approved	Drawing No.	Revision	1	
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) 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.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting 20 mph Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20mph speed limits and zones should be self-enforcing</p> <p>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>In principle I am not objecting to the 20mph proposals despite its extent and the nature of some roads being considered.</p> <p>In relation to the other speed limits being proposed I object on the grounds that National Guidance has not been followed. I am fully aware that Oxfordshire has removed itself from National Guidance in relation to 20 but this did not include any other speed limit . Despite several requests for Speed data in support of these proposals none has been forthcoming.</p>
(2) Stoke Lune Parish Council	<p>Support - Stoke Lyne Parish Council supports this proposal for Stoke Lyne 100%. Would it be possible for OCC to consider Bainton at some time?</p>
(3) Member of the public, (Oxford, Rymers Lane)	<p>Object – This is unnecessary - if the concern is HS2 traffic you could simply ask them to drive more slowly than slow all traffic for evermore!</p>
(4) Member of the public, (Eaton Hastings, A417)	<p>Support – Rural parishes in the UK. are increasingly impacted by a reluctance - or failure - by responsible authorities to monitor the impacts of traffic subject to the national speed limit along their roads, and to take a leadership role in reducing speed limits.</p> <p>These impacts include quality of life and environmental (noise, carbon and air quality levels) protection, in addition to safety to people, other road users and domestic/wild animals. Lower speed limits contribute directly to mitigations/</p>

	<p>improvements to these impacts and each (impact / result following mitigation measures) are essential factors in such consultations and decision-making.</p> <p>This is particularly relevant where construction traffic uses such rural routes for legitimate or “cut-through” purposes. However the position extends to many road users: in areas of Outstanding Natural Beauty, visitor traffic (cars and motorcycles) can frequently negatively impact as rural areas are used for leisure purposes.</p> <p>I fully support the position being recommended for Stoke Lyne and trust it can be used as an effective precedent for similar rural contexts in Oxfordshire.</p>
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Divisions affected: *Witney North and East; Witney South and Central; Witney West and Bampton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

WITNEY: PROPOSED 20MPH, 30MPH & 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of 20mph, 30mph and 40mph speed limits as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits at Witney as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals and implementation (if approved) has been provided by the 20mph Programme 2022-23.

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 Witney and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 15 June and 8 July 2022. 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, Bus operators, countywide transport, access & disabled

peoples user groups, West Oxfordshire District Council, Witney Town Council, and the local County Councillors representing the Witney North & East, Witney South & Central, and Witney West & Bampton divisions.

7. 297 responses were received in total during the formal consultation, with 288 being received through the online questionnaire, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph speed limit	151	42	93	2	288
30mph speed limit	103	39	126	20	288
40mph speed limit	116	42	108	22	288

8. Additionally, 9 emails (4 from statutory consultees) were also received, comprising of: 4 objections, 2 expressing concerns, and 3 in support.
9. The full 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

10. The consultation focused primarily on the proposal to reduce many 30mph speed limits within the town to 20mph, although other limit reductions (30mph & 40mph) were also proposed on the more strategic routes. The 20mph limit proposals were supported by 96 respondents in total.
11. Of the 297 responses, 155 objected to and a further 44 expressed concerns specifically to the proposals for 20mph limits. The main concerns expressed (many cited several) which were identified in relation to this are summarised in the table below:

Objection/Concern	Number of objectors citing this Concern	Number of responses expressing concern citing this Concern
Not Required / No Benefit	94	12
Increased Delays / Congestion	43	8
Inappropriate / Waste of Money	25	7
Increased Pollution / Extra Fuel Costs	20	8
Will Create Frustration / Make Worse	20	9
Support 20 Mph in Residential Areas but not on Main Roads	19	21
Safety will be Compromised	17	4
Reduced Respect for Speed Limits	6	4
Will Not Be Enforced	4	3

Additional Sign Clutter	3	-
Adverse Effect on Witney Economy	1	2
Adverse Effect on Disadvantaged People	1	-
Adverse Effect on Emergency Response Times	1	1
Jubilee Way should Remain 50 mph	4	2

12. Some of the group supported other limits whilst some objected or expressed concern to some or all speed limit changes. Most of those who objected or raised a concern listed Witney as their place of residence/business, although others came from surrounding villages, and 5 from further away.
13. Of the statutory consultees, Thames Valley Police objected to aspects of the proposals, whilst not objecting to the 20 proposals despite its large extent.
14. Stagecoach Bus Company also raised an objection – citing the likelihood of presenting more problems for the sustainability of bus services in Witney due to the potential impact on traffic, especially the on key arterial roads used by regular inter-urban bus services. Officers will be working with the bus companies to ensure that the impact on services is minimal. This will include broader work around bus journey reliability times across the county
15. Whilst officers accept the concerns that have been raised in the objections the main purpose of the scheme is to help encourage greater use of active travel by slowing speeds down on the public highway. Slower speeds will also help to improve road safety in the area. It is felt that the benefits of 20mph restrictions far outweigh the concerns that have been raised.
16. Witney Town Council supported the proposals, although did raise concerns about some aspects of the draft documentation. Officers have noted these discrepancies and will ensure that if the proposals are approved the final legal documentation will be checked to ensure completeness & accuracy, and that the scheme aims as expected by the council are met as much as possible.
17. West Oxfordshire District Council also supported the proposals but were keen to ensure that signage be kept to a minimum. Officers again note these concerns and will look to make sure that only the legally required amount of signage is erected to ensure legitimacy of the limits, whilst minimising potential street clutter.
18. Whilst it should be noted that the county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire, the following Officer comments seek to address the main objections & concerns as identified in the summary table above.
19. The aim of reducing speed limits is to change the mindset of drivers to make both speeding socially unacceptable and to encourage more environmentally friendly modes of 'active travel' more attractive i.e. walking and cycling. The

proposals would result in an improvement of road safety for all users, and a reduction of the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

20. As stated previously, the council will endeavour to ensure that signing of the new limits (if approved) will be kept to a minimum and applied sympathetically, but will still provide an appropriate reminder to road users of the specific limit.

21. Thames Valley Police will continue to carry out enforcement on a priority need basis where there is a demonstrable problem, in line with their day-to-day operational priorities.

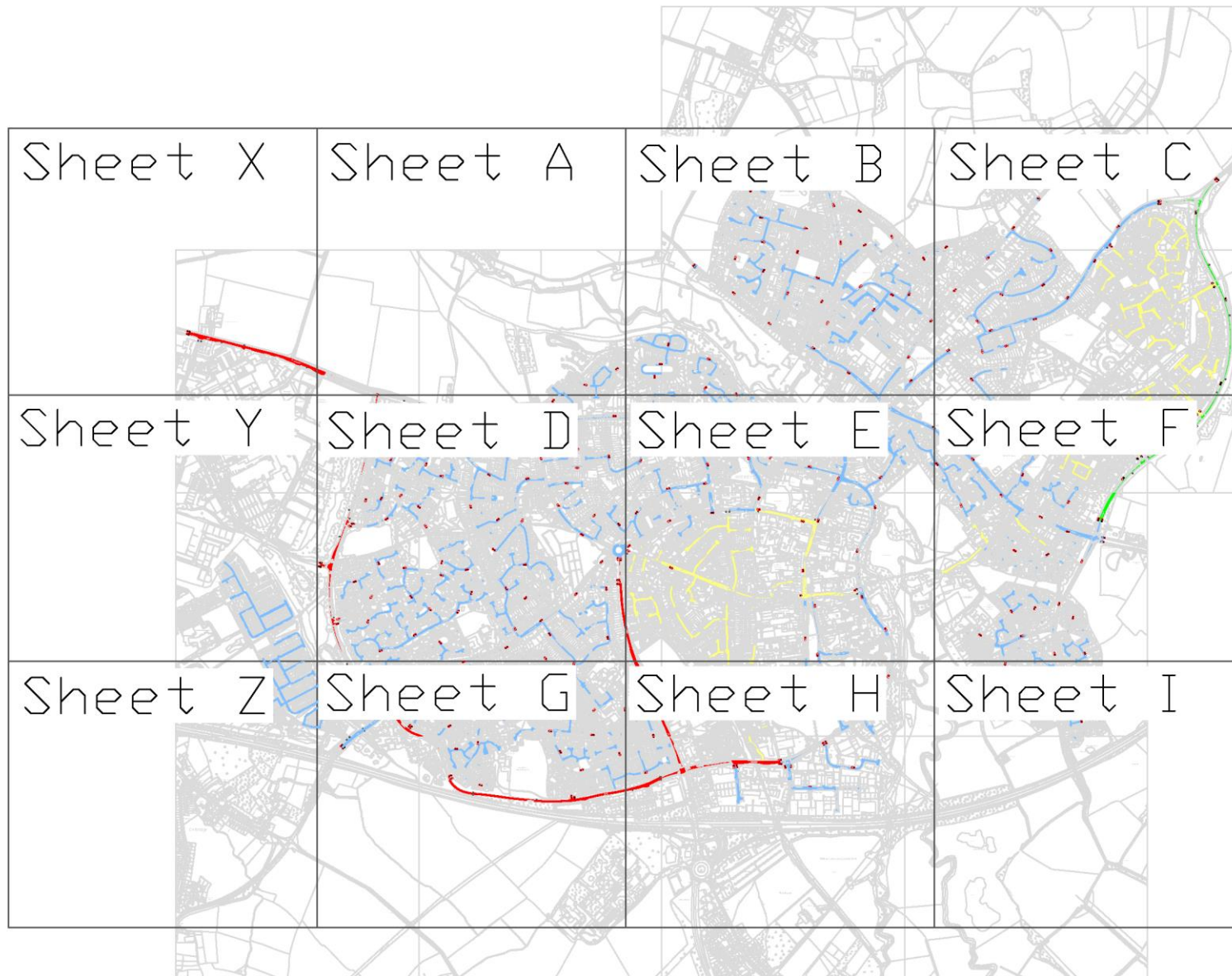
22. Additional monitoring and follow up surveys may be conducted in due course.


Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell 07392 318869

July 2022



Drawing No.		Revision	
Notes:			
	Existing 20mph		
	Proposed new 20mph		
	Proposed new 30mph		
	Proposed new 40mph		
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Rev.	Date	Purpose of revision	Drawn
 <div style="font-size: 8px; margin-left: 10px;"> Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111 </div>			
Project title			
Witney 20mph Limit			
Drawing title			
General Layout			
Drawing Status			
Scale @ A3	Drawn by ER	Checked by	Approved by
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

A. Email responses

(1) Traffic
Management
Officer, (Thames
Valley Police)

Object – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.

Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.

Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.

The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) 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.

The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

However I recognise Oxfordshire County Council now have their own Policy for Setting 20 mph Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .

	<p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>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>In principle I am not objecting to the 20 proposals despite its extent and the nature of some roads being considered . From experience some of these roads have suffered from poor compliance in the past . Substantial engineering should be considered as part of this consultation if your Statement of Reason is ever to be achieved .</p> <p>In relation to the other speed limits being proposed I object on the grounds that National Guidance has not been followed . I am fully aware that Oxfordshire has removed itself from National Guidance in relation to 20 but this did not include any other speed limit .</p> <p>If I can make a separate reference to Deer Park Road by example . This is a very wide open road with little roadside frontage . It already benefits from excellent off road cycle and pedestrian facilities and I feel by reducing it to 30 will only weaken what is normally recognised a 30 road by the majority of motorists.</p>
(2) Witney Town Council	<p>Support – Witney Town Council welcomes this consultation which proposes reduced speed limits across Witney.</p> <p>To ensure clarity and accuracy, the Town Council would like to draw attention to the ‘Oxfordshire County Council (Witney Area) (Speed Limits) Order 20**’ and that on point 2. Station Road should read ‘Station Lane’ and point 3. Jubilee Road should read ‘Jubilee Way’.</p> <p>The Town Council also notes disparity between the maps and the attached Schedules of the Order. Windrush Place and Centenary Way are included on the map but not in the schedule, alongside other new residential developments including Guild Close and Kingfisher Meadows. It is imperative for uniformity and simplicity that all residential estates are included within the scheme and the Town Council hopes the opening paragraph for Schedule 1 covers these additional areas.</p> <p>As all other speed limits will be reduced as part of this town-wide scheme, the Town Council would also like to suggest the speed limit in Range Road is reduced to 30mph and its service roads are reduced to 20mph. Range Road provides</p>

	<p>connectivity between Deer park Road and Downs Road, both of which are proposed 30mph speed limits and the service roads off would effectively mirror the speed limit restrictions on the Avenue Service roads from Station Lane, which also contain industrial units.</p> <p>Finally, the Town Council notes specific mention to Avenue One in Schedule 1 of the Order, but Avenue Two is a strategic route encompassing a pedestrian and cycle route to Witney Lake & Country Park and beyond. It would like assurances this vulnerable route is also included in a 20mph zone for the safety of users.</p>
(3) West Oxfordshire District Council	<p>Support – We are extremely supportive of speed reductions for the obvious reasons of improving pedestrian and cyclist safety and we support an approach which addresses the speed limits across the town as a whole. We hope to work with you in managing the consistent implementation of the new limits.</p> <p>In terms of the physical impacts, these appear to only consist of speed signs and we would just like to raise the need to keep signage to a minimum (whilst making sure drivers are suitably aware of the speed requirements) to reduce street clutter.</p>
(4) Stagecoach Bus Company	<p>Object – We consider it crude, largely unevidenced, and likely to present more problems for the sustainability of bus services in Witney and beyond that it will demonstrably clear positive benefits for pedestrians or cyclists, especially on key arterial roads used by regular inter-urban bus services.</p> <p>This is especially true of the arterial routes east of Bridge Street where</p> <ul style="list-style-type: none"> • For extended periods in the daytime, when active travel demand is highest, traffic is exceptionally slow moving, thus the proposals present no practical benefit to active travel modes or, indeed, the wider environment • Alternative and much more attractive active travel infrastructure is being provided that runs parallel to these routes • The positive impact of the 20mph limit would largely be felt only at times when the demand for walking cycling is lowest, but the negative effect on bus productivity would be most keenly felt, disproportionately undermining the attractiveness and viability of bus service at exactly those times of day when they are most marginal. <p>The existing Local Transport Plan “Connecting Oxfordshire” makes clear statements to the effect that public transport should be enhanced in such a manner and these sorts of objectives and priorities also lie front and centre of the emergent Local Transport and Connectivity Plan (LTCP5) which is to replace LTP4.</p>

While we recognise that the safety and environmental benefit of a 20mph limit in side streets is more easily justifiable, with very limited negative impacts, the blanket imposition of this limit across all routes in the town without regard to their function and the effects on public transport is neither evidenced, nor properly considered. We elaborate on these effects below.

We are also sceptical that the limits are enforceable especially on wide roads with little or no residential or other frontages, being Tower Hill Road and Ducklington Lane, without the use of average speed cameras, or very substantial engineering interventions to make it very difficult for cars to physically exceed 20mph.

The effect of the proposals:

The main area of concern and interest is the application of a 20 mph limit to Newlands/Oxford Hill, and to a slightly lesser extent on Woodstock Road. We are also quite concerned at the impacts of the imposition of the 20mph limit on Curbridge Road between Ducklington Lane and the edge of the built up area.

These key radial routes all accommodate regular bus services, and in fact with the exception of Woodstock Road, quite frequent ones. All our services are timed to secure the objectives of efficient and cost-effective operation, while, at the same time, also ensuring that services can be operated reasonably reliably. The latter objective, which is to ensure we meet the legal requirements set out in the Transport Act 1985, as well as the more fundamental aim of presenting a reliable and dependable service to the public, requires that we add a certain amount of “recovery time” to timetables to address the effects on unpredictable delay. However, it is clearly counter-productive to schedule buses with large amounts of “spare time” in the operating cycle, as to do so simply makes journeys frustratingly slow for passengers, and also unjustifiably and irrationally increases unit (or “like-for-like”) operating costs. As it is, the level of variability in bus running times on our West Oxfordshire service is so extreme that we have had to set up different timetables for Fridays (when peak traffic is lesser) and at school holidays. Despite this, as it is we regularly have buses sitting at “timing point” stops to avoid early running, when traffic is less severe on particular days than is typical.

The effect of these proposals will be to demand that further running time is added to the operating cycle of services. This is magnified by the fact that all our routes cross the town from one side to another, broadly east west. The S1 route in particular is also a frequent service, meaning that the effect of adding even 5 minutes in each direction to a journey time means that over the operating cycle, there is a cumulative impact on the resource required that, in this case, would demand that an additional vehicle is added to the cycle to merely maintain the existing frequency and capacity offer. This would add to our costs of running this service alone by about £200,000 per annum, none of which could be recouped through additional revenue.

Stagecoach accepts that existing chronic congestion on many of the roads subject to the proposed reduced speed limit is such that all traffic, and buses and particular, rarely reach 20mph at any point for much of the day. This is especially true of

the routes east of Bridge Street. Even when traffic is more freely flowing, the nature of the roads and the lengths involved are such that the typical effect might be considered to be limited, although it should certainly not be assumed to be de minimis – not least for the reasons set out above.

However, at key off-peak times – early mornings, later in the evenings and on Sundays in particular, it should be evident that the effects on both bus productivity and the passenger experience will be most evident. These are, of course the times of day when passenger boardings are also lower, and service as a result much less remunerative. Adding to the operating costs of running the services at exactly those times when viability is most marginal, can be expected to have a direct impact on the levels of service that we can offer.

In particular, on weekday and Saturday early evenings, service 233 is especially tightly timed, and the most marginal. As things stand we are no longer able to sustain operation of the service on the basis of the level of financial support we have been receiving. The current service on Sundays is actually quite “slack” and is more likely to be still operable at slower speeds across Witney. However the proposals would be likely to make the service inoperable on evenings in particular within the cycle that can be achieved reliably with the level of allocated resource. Adding a bus to the cycle would increase costs of an evening service by a level so substantial (i.e. an additional bus) that it would be unjustifiable.

Of greater impact would be the effect on the S1, again in early mornings, evenings and Sundays. The effect of the proposals on running speeds is compounded by the number of journeys operated. In recent years we have added a number of early Sunday morning journeys. These in fact, have been quite well-used. Likewise we have built up the evening service over many years to the point where we operate late at night, and almost 24 hours on Friday and Saturday nights. However, despite a very slack late night cycle time, extending running times by 6-7 minutes in each direction, as these proposals would involve, means that to maintain the current frequency at simple regular “clock-face” times would start to make it greatly more difficult to operate reliably as a large proportion of this slack time would be used up. If so, could well involve adding another bus in the cycle.

The night service – currently using 2 buses to provide an hourly service end-to-end between Carterton, Witney and Oxford on a one-way journey time of 52 minutes, would most obviously be at risk.

The alternative, lower irregular frequencies – such as journeys being spaced every 40 not every 30 minutes - obviously makes services less attractive and harder to understand. It has a material negative impact on bus patronage.

Finally, we would raise the question of longer-distance services, where the effect of the extensive 20mph zone on end-to-end journey time of running across the town through Witney town centre would, in real and perceived terms, make it a realistic prospect that it is no longer expedient or practical to serve Witney town centre. Service 853, which runs between

	<p>Cheltenham and Oxford via Witney, is one that we took over at our own risk when the previous long-standing operator withdrew it. It should be evident from this that this service is commercially very marginal, though Stagecoach does see the clear scope to develop it as part of our local network. Obviously the effects of the proposals materially detract from this.</p> <p>Conclusion: Stagecoach West objects to these proposals. In the light to the discussion and evidence set out above, Stagecoach invites the Council to take a more proportionate, outcome driven and evidence-based approach. In particular we urge the retention of a 30mph limit on Oxford Hill, Woostock Road, Tower Hill Road, Ducklington Lane and Curbridge Road. I trust the foregoing is clear and naturally, I and the Directors of the company would be keen to discuss these matters further with you and colleagues elsewhere in the Council.</p>
(5) Email response, (unknown)	<p>Object – I don't think it is good to turn those road to be 20mph, too slow and may generate traffic jam in peak hour. 30mph will be fine'</p>
(6) Email response, (Ducklington)	<p>Concerns – The recent announcement that Witney will become a 20mph zone is praiseworthy however, I remain very confused as to why the A415 from a point just after Cokethorpe School entrance to the Ducklington roundabout (also known as the Ducklington bypass) is designated as a national speed limit section rather than a 50mph speed limit as set on the majority of the A415 between Abingdon and Witney ? 4 very busy junctions exist on this section (one of them for the Ducklington CofE school) and exiting onto the A415 has become very dangerous with vehicles passing an 60mph and even faster in many cases. With the increased traffic on this road owing to the large number of new housing estates built in surrounding villages and increased commercial traffic, not least the several hundred gravel trucks per day visiting the Smith's gravel quarry site, I suggest that the speed limit on this section of road should be reduced to a 50mph limit. Not only would this make it safer but would also prepare North bound traffic for the 30mph speed limits enforced approaching the Ducklington roundabout. Similarly when heading South, vehicles would already be at the reduced speed when approaching and passing the Cokethorpe School entrance where many hundreds of children and staff are transported to and from the school twice a day.</p>
(7) Email response, (unknown)	<p>Concerns – Please could you extend the consultation to the B4022 going through Whiteoak Green? The turning out of Singe Wood/Wood Lane is very dangerous and even traffic obeying the existing 50mph limit is very dangerous due the combined blind corner (both ways), dip in the road and concealed entry to the lane.</p>

(8) Email response, (unknown)	Support – I am totally in favour of these proposals
(9) Email response, (Bampton)	<p>Object – Speed and speed limits are always controversial. They get a massive emotional response; stand by the side of the road and almost everyone feels angry about ‘those bloody speeding drivers’.</p> <p>Likewise, over the last few years 20mph limits have become an ideological rallying point for some groups - an article of faith, almost. The belief is that imposing ever lower speed limits will lower vehicle speeds, make the roads safer - and feel safer - and encourage cycling and walking.</p> <p>The problem is that lower limits are a superficially attractive solution, but a 20mph limit and other lowered limits aren’t the way to get people driving slowly and safely in Witney - nor will they make people feel safer. In fact, they will have almost the opposite effect:</p> <ul style="list-style-type: none"> • Lower limits, particularly blanket 20mph limits, are an ideological rather than a practical road safety tool • Lower speed limits are an ineffective tool for real world speed reduction • Oxford’s 20mph limit led to barely noticeable reductions in vehicle speeds - with speeds on some roads increasing • These limits will be contrary to government advice in DfT Circular 01/2013 • Ultra-low limits lead to frustration overtakes, tailgating and driver aggression - the most compliant and vulnerable road users suffer • Lower limits do not lead to increased cycling and walking • The negligible road safety and ‘active travel’ returns will not come close to justifying the cost of the limits <p>If the County Council wants to reduce speeds without signage clutter, the need for additional calming and enforcement, it would be worth investigating shared space schemes. If the evidence from continental Europe is correct, these schemes improve the urban environment, improve social cohesion and return streets to the people who live on them. Of course, they don’t hector drivers and don’t allow a minority of residents and perhaps even councillors the gratifying sense of “Ha! We’ve got one over on those nasty drivers now!”, but they do work - with very few downsides.</p>
<i>B. Online responses</i>	

(1251709) County Cllr, (Witney West & Bampton division)	20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns I fully support 20mph speed limits in residential areas and places where there are a lot of pedestrians and cyclists. In areas where there is mostly motor traffic I see no need.
(1192566) County Cllr, (Witney South & Central division)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Worries about speeding traffic and road safety are among the biggest issues residents raise with me on the doorstep, it's something people genuinely care about. I have had numerous expressions of interest in the possibility of a 20mph speed limit for their road so a whole town approach is a very welcome step forward. Reducing the speed on the A4095 near North Leigh is also very welcome, it's such a dangerous stretch of road.
(1202079) County Cllr, (Witney North & East division)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Making Witney safer for everyone, and easier for people on foot, mobility scooter or bike.
(1241902) Local Cllr, (Witney, Downs Road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object The current speed limits are sufficient and do not need decreasing

(1234166) Local Cllr, (Freeland, Hurst Lane)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Anything that reduces speed is good
(1245671) Local Cllr, (Witney, Gloucester Place)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support I support these reductions in speed limits because research shows that reduced speeds of traffic make roads safer for all road users and pedestrians. I have had contact from many residents asking for 20mph limits in Witney.
(1209322) Local Cllr, (Witney, Moorland Road)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support I think reducing speed overall will help speed culture
(1256693) Local Cllr, (Witney, Stow Avenue)	20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns I support 20mph in housing estates and areas of dense housing near schools. However, I do have concerns about 20mph in areas such as, Burford Road, Woodstock Road and Curbridge Road. These are main, straight roads whereby people are going to continue to drive at 30, if not more. The fact that there has not been any in-person consultation event with the public is insulting - this consultation has not been very well advertised by Oxfordshire County Council, and has had to rely on individual Councillors to get members of the public to submit their views. Ultimately, this I do agree that 20mph should be implemented in housing estates, however, 20 for the whole of Witney, without any enforcement is going to lead to more problems that that we face at the moment.

(1197138) Member of the public, (Aston, The Paddocks)	<p>20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>20mph limits are a pretty meaningless political gesture, particularly without enforcement. Furthermore they are part of the growing anti-car agenda. I've seen little evidence of 20mph speed limits being required in and around Witney.</p>
(1199798) Member of the public, (Bampton, Bushey Row)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>The 30mph limits where proposed are both logical, and will add to street safety. Arguably the 50 could be reduced to 30 too...however i can see no benefit in ridiculously low speed limits of 20mph anywhere. IT will NOT discourage speeders - if you are going to go at 40 mph in a 30mph you still will in a 20, and i have seen no evidence that there is in reducing speed limits- partly as there are many roads which by their nature are 'self' regulation to lower 'safe' speeds. I am not aware of any serious problems in WEST OXFORDSHIRE at all, caused by 30mph in towns and villages, or of any level of accidents or incidents. Money would be better spent on road safety education for both adults and children - indeed as it was in the 60's and 70's (1900's!).</p>
(1243287) Member of the public, (Bampton, Church Close)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Completely unnecessary, will lead to poor and aggressive driving and will have zero beneficial effect. Blanket, arbitrary artificially low speed limits cause accidents which is why the police are opposed to them.</p>

(1233587) Member of the public, (Bicester, Herald Way)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support Think 20 is to slow
(1203016) Member of the public, (Carterton, Arkell Gardens)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Why? Add pedestrian crossings and make cycle lanes compulsory. Cars, electric or usual, will still be around. You are killing the high streets with your silly cycle lanes. Pedestrians also need to have common sense!
(1193723) Member of the public, (Carterton, Burford road)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support Reductions are only needed in the vicinity of schools at key times of the day
(1202757) Member of the public, (Carterton, Milestone Road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object The route from Curbridge to Witney does not need the speed limits reduced as this is now not as busy thanks to A40 and there have not been any major accidents. It will just frustrate drivers.
(1215460) Member of the public, (Carterton, Shilton Road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – No opinion

	<ul style="list-style-type: none"> - No data has been provided to demonstrate a need for a lower limit on each proposed road the basis of road safety - The scheme will require a huge number of repeater signs, which create street clutter; are expensive in a time where council resources are unable to provide for important services such as baby and old person groups; and there production is damaging to the environment - Lower speed limits are not necessary to fulfil obligations around improving air quality or reducing environmental impact given the government's stated objective of banning ICE car sales by 2030 - By it's nature, a blanket limit of 20 mph does not properly take into account the local conditions where it is imposed. Every section of inappropriate 20mph limit reduces the effectiveness of appropriate 20mph limits (For example, though town centres or other areas busy with pedestrians), because people learn to habitually ignore them.
(1196757) Member of the public, (Carterton, Station road)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>To keep traffic flowing at a reasonable pace</p>
(1201678) Member of the public, (Carterton, The Oaks)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I can't imagine there is any significant data on speed related incidents that would justify the cost of reducing the current limits, when there is an endless list of other more important issues. For example, the shores green junction, the state of the roads and pavements in general, the "still temporary" closure of the High Street and the fact that some of our current road signs cannot be see due to the verges being unkept.</p>
(1198654) Member of the public, (Carterton, Fairfield place)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Existing limits are adequate for road types and inconsistent with other parts of the county. Limits need to be relevant to the road, not a desire to introduce a policy.</p>

	<p>Another example of OCC assessments: OCC assess the A424 as a 50mph but Gloucester assess the same road as 60mph?</p> <p>Why the constant need for non road related speed reductions?</p>
<p>(1233920) Member of the public, (Carterton, Hill View)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object</p> <p>20mph limits are dangerous for cyclists. They cause more road rage incidents towards people that stick to the limit and are worse for the environment due to being an 'in between gear' speed meaning the cars engine struggles.</p>
<p>(1198252) Member of the public, (Carterton, Rock Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Motor vehicles are far safer than ever. They are also fuel efficient and clean but not when travelling at stupidly slow speeds. This causes worse air pollution which is far worse than safe vehicles travelling at 50mph on suitable roads.</p>
<p>(1195852) Member of the public, (Chipping norton, Hailey avenue)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>TO MAKE THIS VERY CLEAR IN WRITING I HAVE ABSOLUTELY NO INTENTION OF EVER CONFORMING TO ANY NEWLY REDUCED SPEED LIMITS UNDER ANY CIRCUMSTANCES. I WILL TAILGATE, HOLD THE HORN DOWN AND OVERTAKE IF NECESSARY. I REFUSE TO COMPLY WITH ANY LOWERED SPEED LIMIT. I HAVE PROUDLY DRIVEN 334 TIMES UP THE HIGH STREET WITHOUT A VALID EXEMPTION TOO</p>

<p>(1195839) Member of the public, (Cogges, Manor Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I object to the proposed reduction in the speed limit along Jubilee Way. The road was deliberately designed for a 50 mph limit and should remain so.</p> <p>A 20 mph limit on Oxford Hill would be reasonable between the pedestrian crossing by the Newland Mill junction, but I object to the section of Oxford Hill to the Jubilee Way / Cogges Hill Road traffic lights being reduced to 20 mph.</p> <p>I object to a 20 mph limit on Cogges Hill Road, with the exception of the section leading to the school from the junction with Stanton Harcourt Road.</p> <p>I object to the speed limit on Stanton Harcourt Road being reduced to 20 mph.</p>
<p>(1197552) Member of the public, (Finstock, Charlbury Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The speeds currently are low enough, if there is certain streets that are accident black spots that's different, but then such information and supporting data should be published. Which there isn't, for the majority of it. Blanket changes are wrong</p>
<p>(1231946) Member of the public, (Freeland, Woodlands)</p>	<p>20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – Support</p> <p>Better to focus limits on where and when needed rather than apply a blanket limit that gets ignored as can't be enforced</p>
<p>(1217912) Member of the public, (Freeland, Wroslyn Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p>

	Slowing traffic down means more pollution and delays!
(1199890) Member of the public, (Freeland, Broadmarsh Lane)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>I oppose this change. I drove through Kirtlington which has imposed a 20mph limit where road is much more impassable than Witney's but impossible to keep at 20mph and majority not adhering anyway!. Uses more fuel. Who will enforce it? Really not needed 30 mph is sufficient.</p>
(1234372) Member of the public, (Hailey, Poffley End)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>There is not an issue with speed in Witney. The traffic generally moves quite slowly anyway due to either congestion or the large amount of traffic lights, roundabouts etc. It is unenforceable and will create more unsightly street furniture and congestion in the town.</p>
(1196235) Member of the public, (Hailey, The Coppice)	<p>20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>It is well nigh impossible to drive a modern car at 20 mph, nor is it necessary if drivers are adequately trained and aware of road conditions. Money would be far better spent on maintaining road surfaces, pavements and verges so that driving is safe for ALL road and pavement users. Hailey Road is an example - the road surface is in such a bad state that you can't drive in excess of the speed limit unless you want to damage your car.</p>

<p>(1197479) Member of the public, (Hailey, Poffley End)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Because it's difficult to drive due to the traffic jams in Witney. Most of the roads mentioned are not on housing estates but are used to get traffic in or out of town and are already gridlocked at peak times</p>
<p>(1199488) Member of the public, (Hardwick, Hardwick)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Speed limits are fine as they are. People need to take responsibility for their own safety</p>
<p>(1246475) Member of the public, (Kidlington, Oxford Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20mph is a ridiculous anti-car policy. 20mph outside schools are essential but everywhere else 30mph is the right solution. This will discourage regular visitors to Witney. Pedestrian safety includes some self awareness so far better to stop idiots walking along watching mobile phones instead of looking where they are actually going.</p>
<p>(1198217) Member of the public, (Kineton, Market square)</p>	<p>20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>The world has to keep moving and if councils reduce speed limits our economy will inevitably suffer even further causing everything to grind to a halt !</p>

<p>(1229511) Member of the public, (Long Hanborough, Abelwood Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Concerns</p> <p>My objections are: The proposed 20mph limits on the approaches to Witney the A4095, Oxford Hill and Burford Road are unworkable, as they will be open to abuse. They are arterial roads into Witney and this will a backlog along the roads and further congest the town centre. Certain areas of these roads could be dropped to 20mph, at pinch-points and near schools, whilst the remainder stay at 30mph. There is no need to drop the whole length of the roads to 20mph There is no justification for the 40mph along Jubilee Way. Woodstock Road and Witney Road. They are already limited to 50mph and flow well and do not need to be reduced to 40mph.</p>
<p>(1198231) Member of the public, (Minster Lovell, Upper Crescent)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object</p> <p>The speed limits that are already in place are sufficient. Dropping to 20 is something that most drivers will ignore. I don't agree with the 50 limits on country roads now, so dropping to 40 is a bad idea. There was nothing wrong with the national speed limit.</p>
<p>(1197156) Member of the public, (North Leigh, Common road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object</p> <p>Witney roads are very safe at present. Changing roads to 20mph is an unnecessary use of money that could be better spent in services that directly benefit the community such as the community bus, youth projects and mental health. That said, the A4095 could do with the 40mph limit changing to before common road rather than around the Eynsham Hall turning. You could also spend the money on making the pedestrian crossing more visible outside Wood Green school and a new crossing further up the road towards Woodlands.</p>

<p>(1257367) Member of the public, (North Leigh, Park Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>This proposal will waste millions of hours of busy people's time with no benefit whatsoever. It will add significant costs to local services of all kinds. There is no viable alternative route for many journeys which avoid the A4095 through Witney. I advise the highways authority to devote their energies to this problem if their aim is to reduce traffic in Witney. The 'Statement of Reasons' is a collection of vague aspirations and spurious assertions entirely unsupported by any data, facts or, indeed, reason. Reading through the information provided leads me to the conclusion that whoever wrote it; Has never been to Witney Does not have a clear understanding of the nature and purpose of the road network Does not have a clear understanding of the extent to which all our lives are underpinned by motor vehicle transport Believes that riding precariously on an unstable slow vehicle with inadequate brakes and no safety features or load capacity can replace a meaningful amount of traffic Would rather waste everyone's time with trivia like this than attend to the real business of maintaining and improving the road network that we are paying them for</p>
<p>(1224008) Member of the public, (Oxford, Rymers Lane)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>This is unnecessary.</p>
<p>(1233879) Member of the public, (Sonning Common, Rowan Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>20 MPH at all times makes no sense. When it's busy or there are school children around as a driver you naturally lower you speed. Why in a modern car in quiet dry clear conditions would you expect drivers to stick to this speed you spend more</p>

	time checking the speedo than watching where you are going and the surroundings. In 2022 it is ridiculous. 35 years of driving 30mph in built up areas is the right speed limit.
(1193527) Member of the public, (Stanton Harcourt, Blackditch)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The limits that are in place right now make sense for the roads. Slowing traffic that is already a nightmare to get through does not solve the traffic problem. Add routes around witney Eg access to A40 Burford direction to Oxford Hill. Open the High Street to road users again.</p>
(1197725) Member of the public, (Witney, Abbey Road)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20mph are never put on roads that need it like schools etc and it's very hard to stick to 20 mph on a wide road for a long distance.</p>
(1240898) Member of the public, (Witney, Abbey Road)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>There is no real evidence to support the need for change. Traffic will move ever more slowly, people will avoid coming in to shop and the town centre will have another nail in its economic coffin. Lower speeds will not encourage drivers to stick to limits- a panel showing your speed does help as it reminds people to slow down. Why not install these and keep current limits?</p>

<p>(1232168) Member of the public, (Witney, Bathing Place Lane)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I agree where all the existing 20mph have been actioned. This proposal will not help traffic flow around the town and increase the pollution levels. There are no particular accident blackspots on any of the proposed roads.. the biggest accident black spot being on Ducklington Lane by the pedestrian crossing where there is no change in speed limit proposed! This would be a waste of the tax payers money to introduce when there is not an issue that needs to be addressed!</p>
<p>(1247515) Member of the public, (Witney, Blake's avenue)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Speed limits are fine as they are</p>
<p>(1197506) Member of the public, (Witney, Bramble Bank)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The places where a 20MPH speed limit are suggested make no sense and will cause more congestion and increase travel time and pollution, there is literally no reason to reduce the speed limit below 30 on main roads, i fully agree inside housing estates however roads designed to keep traffic flowing should not be slowed down. This is a total waste of money and the pot holes should be solved first or maybe cut some grass/hedges so you can see the current signs. There are no good reasons to reduce the speed limit on these roads however much more need to have a second way to get from 1 side of witney to the other which will reduce traffic on roads through the town reducing pollution and making it easier for everyone.</p>
<p>(1195900) Member of the public, (Witney, Burford Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p>

	<p>The proposal to change all speeds to 20mph is ridiculous and will add nothing but more congestion to the town - the roads have been at the current limits for a very long time and there is no stats to say there have been any serious injuries or deaths caused due to the speed limits within the town - since the high street closure (also ridiculous) traffic in Witney is now just getting bottled necked at the end of Burford road and to add in changes to the speed limits is just a waste of time and money for all concerned.</p>
<p>(1199223) Member of the public, (Witney, Burford Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I am objecting as these speed reductions are unnecessary. These are not traffic accident hotspots and as a pedestrian and driver who lives on one of the roads affected (Burford Road), I feel perfectly safe with the current speed limits. The proposals will also add to journey times that have already been increased with the closure of the High Street. I feel that once again, decisions are being made without regard for what Witney residents want and need.</p>
<p>(1241975) Member of the public, (Witney, Burwell Drive)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>I object to any 20 mile per hour speed limit, it will add to pollution because drivers will have to use lower gears and higher revs. I don't personally believe it will reduce accidents and as a council tax payer object to the cost, money would be better spent on stopping cyclists endangering pedestrians on footpaths and mending pot holes so drivers not having to swerve to avoid them.</p>
<p>(1215866) Member of the public, (Witney, Burwell Drive)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20MPH is too slow. It is dangerous because: 1) drivers think they have more time to concentrate on something else (phone, music system) 2) pedestrians think they have more time when it comes to taking a risk</p>

	<p>Let people think for themselves, don't let them depend on blanket rules. Enforce the current driving laws, starting with the basics.</p>
<p>(1203587) Member of the public, (Witney, Burwell Farm Estate)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Twenty MPH limits are widely perceived to bring benefits to communities, but there is little in the way of empirical evidence to support the claims. The wide-scale, in-depth research into 20 MPH limits conducted by Atkins/AECOM/UCL disproves most of the fanciful claims made by proponents of these schemes & repeated in your 'Statement of Reasons'.</p> <p>Most notably:-</p> <ol style="list-style-type: none"> 1) Average speeds are only reduced by 0.7 - 1.9 MPH. 2) There is insufficient evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas. 3) 20 MPH limits increase journey times by 3 - 5%. (Internal combustion engines are also less efficient at 20 MPH than 30 MPH, less efficient at 30 MPH than 40 MPH & less efficient at 40 MPH than 50 MPH, so, in conjunction with longer journey times, particulate & co2 emissions in Witney would be likely to increase under these proposals). Longer journey times cost residents & businesses more money. 4) The analysis indicates that there is insufficient evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas. 5) The majority of residents surveyed (69%) agree that 20mph limits are beneficial for walking and cycling. However, in most cases this has not been translated into an increase in actual levels of walking and cycling. <p>Therefore, I think Witney would benefit more if all of the money proposed to be spent on new speed limits were instead spent on enforcing the existing speed limits, particularly in the high risk areas - such as Woodstock Road, Curbridge Road, Corn Street & Station Lane. Enforcing existing limits would likely result in a greater reduction of average speeds on the most dangerous roads than the marginal reductions achieved from arbitrarily lowering all speed limits.</p> <p>To improve traffic flow, I would support restoring the Ducklington Lane speed limit between Welch Way roundabout & the Burwell Drive junction, to 40 MPH.</p> <p>Please, please, please forget the dogma & ideology & 'follow the science' and cancel this scheme - contrary to common belief, 20 MPH limits aren't an effective way of achieving your aims.</p> <p>Ref: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</p>

(1195993) Member of the public, (Witney, Burwell Meadow)	20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Support The current 30mph limits are slow enough, anything slower will likely cause more accidents as people will simply ignore this limit
(1196232) Member of the public, (Witney, Burwell Meadow)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Around schools and hospitals is fine, but to arbitrarily restrict normal roads to ridiculously slow limits is not. How many pedestrians have been killed or injured on these roads with the current speed limits? Other than a few drunk individuals not many. You cannot account for or defend idiots who walk out in these roads, there are footpaths for pedestrians, they should stick to them, my family and I do. Slowing traffic does not reduce pollution, and as the vast majority of cars are much more highly efficient and cleaner these days, this is again a weak and futile argument. Witney is not Oxford, so why try and treat it the same? This is another weak political agenda by the council, run by weak individuals who only listen to the few. Leave the limits as they are, save money from updating signs and spend elsewhere more wisely like actually repairing the roads you are trying to restrict further.
(1213092) Member of the public, (Witney, Burwell Meadow)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object The reduction in the speed limits are unnecessary and not supported by traffic collision data. It is an example of unwanted and unnecessary interference from Oxfordshire County Council, just like the unwanted Witney High Street closure
(1237256) Member of the public, (Witney, Burwell Meadow)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object

	I feel that these changes will worsen already bad traffic in and around central Witney.
(1233215) Member of the public, (Witney, Chestnut Close)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support 20mph is too slow and will cause impatient drivers to overtake dangerously
(1233008) Member of the public, (Witney, Chipmunk drive)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Support No one will follow 20mph zones pointless putting them in. The traffic will be even worse than what it already is.
(1196012) Member of the public, (Witney, Colwell drive)	20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns no need for restriction
(1194237) Member of the public, (Witney, Crofts)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support 20mph zones are fine in high risk areas but their blanket application across whole areas is detrimental to traffic flow and the mobility of the population.

(1197541) Member of the public, (Witney, Crundel Rise)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object I see no reason to change the current speed limits
(1256675) Member of the public, (Witney, Curbridge Road)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object I think reducing the speed limit is going to have negative impact as drivers are going to overspeed regardless
(1198114) Member of the public, (Witney, Curbridge road)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support The main risk on the curbridge road is the school areas which have a 20mph flashing speed sign when in school times. Many of the local firefighters respond from that end of town if you change that road to a constant 20mph it will increase the time taken to mobilise a fire engine to a fire. This is the case for most of the streets in Witney.
(1201056) Member of the public, (Witney, Ducklington lane)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support No need to increase traffic jams on already useless clogged roads
(1232853) Member of the public, (Witney, Eastfield rd)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object

	<p>The proposal is just putting safety as reason and fails to see the health problems it can cause ie by driving at these lower speeds the car engine is not running at its best fuel efficiency and will thus emit greater Co. etc. etc I have family living on Bridge st who suffer with asthma because of the slow movement of traffic there is a need to consult with experts in this field Fin.</p>
<p>(1206553) Member of the public, (WITNEY, Fairfield Drive)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I can only see frustration for Witney drivers with the proposed reduction of speed limits to Curbridge Rd, Burford Rd, Witan Way, Welsh Way, Woodstock Rd, Station Lane and Jubilee Way. These roads act as an inner ring road system feeding to and from residential areas and traffic flows along them effectively currently except where the closure of the High St has funnelled additional traffic into Witan Way and Welsh Way. During times of excessive traffic volumes, speed limits are irrelevant anyway as traffic jams introduce their own speed limits. Ducklington Rd is indicated as being changed to 30mph on the map but this is already the current speed limit. I am not aware of general speed related problems currently and if these exist, policing of the current speed limits should be undertaken aggressively to resolve them. Drivers who ignore speed limits will do so regardless of the posted limits and need to be prosecuted. Reducing speed limits that are not enforced anyway is not the answer to a lack of police resources. There are currently cycle paths along Burford Rd, Welsh Way, Station Lane, and a riverside path for cyclists to use along Witan Way. I am a cyclist and do not feel unsafe when cycling along Curbridge Rd or Woodstock Rd. While I can see the potential benefits of a 20mph speed limit for narrow and congested residential streets where street parking also narrows these streets further, the current situation requires road users to give way to each other which they do already. I strongly object to the proposed speed reductions to the roads mentioned and don't believe that OCC have applied their minds to this rationally. Driving at 20mph in third gear uses the same amount of fuel as 30mph in fourth gear so there is no benefit to reduce emissions. Pedestrians should cross at designated safe crossing points regardless of the speed limit. I hope that this consultation is not just a box ticking exercise as we saw for the closure of Witney High St. OCC councillors who support this ill-conceived plan for a blanket reduction in speed limits for Witney as currently proposed should consider the likely effect on their careers at the next election.</p>
<p>(1197252) Member of the public, (Witney, Fallowfield Crescent)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object</p> <p>30mph preferred</p>

(1198932) Member of the public, (Witney, Farmers Close)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Speed limits shouldn't be reduced. Some of the roads proposed have long visibility in both directions, it seems illogical to reduce speed limits and would have a negligible effect on road safety. I would be in favour of implementing more control measures to ensure the public stay to the existing limits (average speed checks or more police presence on the roads). I would also consider supporting variable speed limits for times of high peak traffic in the centre of Witney if it had a beneficial impact on congestion.</p>
(1236956) Member of the public, (Witney, Farmers Close)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20mph speed limits on the roads included in the proposal is quite simply ridiculous and the speed limits will not be adhered to by car drivers who will see them as yet another attack on car drivers.</p>
(1244612) Member of the public, (Witney, Farmers close)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20 is too slow</p>
(1197923) Member of the public, (Witney, Fettiplace Road)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p>

	<p>There's absolutely no need to the current speed limits to be lowered. Corn Street and Welch Way was already ridiculous and there's no evidence to suggest this is needdd. Stop wasting taxpayer money on pointless initiatives your constituents don't want or need.</p>
<p>(1196996) Member of the public, (Witney, Guild close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>No reason or need for these restrictions. These are not accident spots. Traffic is already bad in these areas, restrictions will only further compound this</p>
<p>(1197260) Member of the public, (Witney, Hailey Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I'm objecting this anti-car agenda because it will make no difference to local pollution level, it won't be enforced by Thames Valley Police due to their local resources being used elsewhere. Modern cars (petrol and diesel) are as quiet as they have ever been and 30mph to 20mph will make no difference what so ever.</p>
<p>(1251710) Member of the public, (Witney, Harvest Grove)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The limits will be essentially unenforceable, especially on roads like Woodstock Road. Those of us who keep to the limits will be tailgated, and overtaken dangerously by other drivers. On meeting a cyclist on a 20mph road, it's very hard to overtake safely - this is because of the maximum relative speed difference, thereby increasing the time taken to overtake. This endangers the cyclist. I do not believe a thorough analysis of the actual improvements to safety has been performed. This is a political stunt that the population are probably unlikely to support.</p>

(1257579) Member of the public, (Witney, Harvest Grove)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object These are not appropriate speed limits for the type of road.
(1196611) Member of the public, (Witney, High street)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object There is little to no evidence of a danger on these roads causing fatalities or accidents. With the cost of fuel sitting in traffic caused by these 20mph implications will cost drivers more and in turn create more pollution on these roads and affect nearby residents and businesses. An absolute waste of council money. Politics being played with taxpayers money as per usual.
(1196500) Member of the public, (Witney, Highworth Place)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Will cause additional traffic in Witney, it is already bad enough as it is.
(1196499) Member of the public, (Witney, Hurdeswell)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object The roads are very congested - lower speed limits will slow the traffic down even more !

(1216734) Member of the public, (Witney, Jubilee)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support Witney is already a nightmare to drive because of constant traffic jams- you want to wreck Witney with an idiotic approach.
(1241693) Member of the public, (Witney, Kingsfield Crescent)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object There is no evidence to support reducing speed limits and it will be costly at a time when council finances are under pressure
(1245390) Member of the public, (Witney, Manor)	20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Support People don't obey the 30 so why waste money putting up 20 signs. If people aren't complying with the current speed, why would they comply with a lower speed limit. Rather use the money on things that will actually benefit the area.
(1197891) Member of the public, (Witney, Manor RD)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support .
(1195360) Member of the public, (Witney, Manor Road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object

	Without enforcement there is no point in changing speed limits. People will either abide to limits or not no matter what they are. It would be better having a campaign to enlighten people of the dangers of speeding. There appears to be a perception of speeding but quite often when data is collected it nullifies that perception.
(1216245) As a business, (Witney, Market Square)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object 30mph in place is more than adequate as in areas proposed for reduction can rarely do that anyway. From environmental point of view cars running efficiently at 30mph is better than inefficiently at 20mph.
(1196138) Member of the public, (Witney, Marriotts Walk)	20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Support 20 mph is too slow and will not benefit anybody.
(1198925) Member of the public, (Witney, Meadow Biew)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object I don't think the limits need to be reduced- for the size of the roads they seem unnaturally slow and could be more dangerous as drivers will be focusing on the speedometer rather than the road. It is unnecessary- please leave as it is.
(1231957) Member of the public, (Witney, Mill walk)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Traffic is moving too slow anyway

<p>(1197392) Member of the public, (Witney, Mirfield Rd)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I believe the current speed limits are adequate and don't need to be reduced. However, as the result of the public consultation into closing Witney high street was completely ignored by the officials that are "allegedly" elected to represent the views of the people who put them into power, I don't hold out much hope.</p>
<p>(1193868) Member of the public, (Witney, Moorland Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object</p> <p>The 20 mile speed limits already in witney at the moment rarely get obeyed</p>
<p>(1234257) Member of the public, (Witney, Moorland Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20mph is ridiculous, half the time you can't even do 10mph</p>
<p>(1216544) Member of the public, (Witney, New Yatt Lane)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>People should be taught to drive considerately and according to the conditions. We have so many signs littering our roads, wasting money when they shouldn't be necessary. It should be simply a town or village sign means the speed limit is 30 mph, rather than confusing and constantly changing signs littering our country.</p>

(1196272) Member of the public, (Witney, New Yatt Road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object I feel the current limits in place are appropriate
(1230066) Member of the public, (Witney, New Yatt Road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Witney is currently an area with a very low accident rate. There is likely to be no enforcement therefore restrictions are worthless. Slowing traffic only increases the lengths of queues at junctions etc. In the town centre traffic is already very slow no one goes faster than 20mph anyway, so why proliferate the signage.
(1197414) Rather not say, (Witney, Newland)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Concerns Insufficient evidence on WLC basis to justify additional costs for unproven benefits: c.f. no discernible benefit from Active Travel Phase 1, closing the High Street. Unenforcable: will be ignored by majority. Environmental benefit fractional compared with alternatives.
(1196425) Member of the public, (Witney, Northfield Farm Lane)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object There is no evidence to support introducing the speed limits on safety grounds, these are not notorious accident black spots. Neither is there a convincing argument on the grounds of reducing pollution. A 20 minute journey at 30mph, is a 30 minute journey at 20mph, 10 minutes more of an engine running. My vehicle runs at very similar revs at both speeds.

<p>(1197647) Member of the public, (Witney, Oakdale Lane)</p>	<p>20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – Object</p> <p>No need to reduce speed limit on jubilee way to 40mph</p>
<p>(1215746) Member of the public, (Witney, Orchard Way)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>My van, and many other vehicles chug along at 20mph in second gear at high RPM. This is bad for fuel consumption and pollution. I have no choice but to drive at a minimum of 25mph. Furthermore it takes long enough to get around Witney as it is, especially with the ridiculous closure of High Street. I will personally protest all the proposed changes if they are actioned.</p>
<p>(1197566) Member of the public, (Witney, Oxford Hill)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>It's not necessary</p>
<p>(1203954) Member of the public, (witney, oxford hill)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – No opinion</p> <p>this would cause more frustration on the roads. too slow is just as bad as being too fast. if this was the case of it being dangerous to the public then there would be accidents every single day in witney ... there isnt . i am witney born and bred and think the way witney is going is shameful.. shame on you for letting it become a ghost town</p>

<p>(1233757) Member of the public, (Witney, Oxford Hill)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>There is difficulty getting around Witney already and the only ideas you can come up with is to reduce speed limits. The infrastructure around Witney need's upgrading due to all the new housing being built, but reducing speed limits will not help any issues that we have with the traffic.</p>
<p>(1194142) Member of the public, (Witney, Pine Rise)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>It's just going to take forever to get anyway</p>
<p>(1233722) Member of the public, (Witney, Point place)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>Causes yet more traffic chaos in witney</p>
<p>(1198294) Member of the public, (Witney, Quarry Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The speed limits that are currently in place for the roads are adequate and any lowering of them will just cause frustration for drivers and potentially more accidents as people take more risks.</p>

<p>(1198717) Member of the public, (Witney, Quarry Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Decreasing the speed limit does not make people safer it makes them less aware of danger. It also increases pollution, fuel costs and congestion.</p>
<p>(1197335) Member of the public, (Witney, Raleigh Crescent)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I do not think the current speed restrictions are unsafe. I am the kind of person who will definitely stick to speed restrictions that are given. However other people do not and hence I often find there are people queued behind me or overtaking me who are annoyed at the speed limit. I have driven other places such as Oxford where the speed limits have been reduced to 20 and it just leads to a less safe environment. 20 feels very slow so when I am driving at 20 I will often get people overtaking me, potentially when it is not safe to do so. Reducing the speed limit will likely increase the difference in speed between cars on the road. This is actually a lot less safe and will likely cause more accidents</p>
<p>(1233988) Member of the public, (Witney, Rayson Lane)</p>	<p>20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>The 20mph proposed limits on the B4022 and the Woodstock Road seem unnecessary. Both are busy connecting roads, and I find it hard to believe that the roads constitute a major risk to the public at 30 mph and with multiple crossing points on each. 20mph limits will just add to congestion through Witney, likely exacerbating the regular delays at the mini roundabouts. I would note that I'd be far less concerned if the link road or alternative routing plans for the North/South Witney divide were finally resolved.</p>

<p>(1233622) Member of the public, (witney, rissington drive)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>Travelling in and around Witney is already painful enough. As someone who's work requires this all day everyday i'd be concerned about where on my car and terrified of increased possibilities of a speeding ticket. What is really needed is decent ring road</p>
<p>(1215962) Member of the public, (Witney, Saxon Way)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I feel the current speed limits are fine and do not need changing. Who is going to 'police' the speed limits?</p>
<p>(1196003) Member of the public, (Witney, Spring Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I believe these changes will result in more unnecessary traffic and congestion, the speed limits are fine as they are.</p>
<p>(1243749) Member of the public, (Witney, Tarrant Avenue)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20mph will serve no purpose other than to annoy drivers and increase fumes in the areas affected. It is not going to save lives (how many fatalities have there been?) and it will cost drivers money and unnecessary stress. I am totally against this stupid proposal!</p>

<p>(1196742) Member of the public, (Witney, Tetbury Drive)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>20MPH limits should be restricted to roads on Estates, not major routes through the town. Where 20MPH has been introduced Signposting is very poor. An example is Corn Street. Signposting is very poor and a visitor to the town could easily miss the 20MPH sign. Very few repeater signs are visible on Corn Street also</p>
<p>(1256424) Member of the public, (Witney, The Crofts)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>There is no speeding problem in Witney that would be improved by lowering speed limits. I drive through daily, and even when the traffic is light, the existing speed limits are respected by drivers. People drive sensibly. The current speed limits reflect the characteristics of the roads they apply to. 50mph on the A4095 to Woodstock is correct for that type of undulating open road. 40mph along Deer Park Road and around Thorney Leys is correct, because these are wide, open, connecting roads. 30mph along Witan Way and west of the High Street is entirely suitable for those town centre conditions.</p> <p>The reasoning therefore is not safety, but "Improving streets to encourage active travel" and "A wide range of people choosing to walk, and cycle" - in other words, making driving more unpleasant so people choose to walk. But drivers in Witney are driving because of trade, or because they are starting or finishing longer journeys. You cannot expect people to cycle to Woodstock, for example, and slowing them down is not going to change that.</p> <p>The Statement of Reasons also states: "Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's [sic]". Vehicle drivers are also part of this. They are ordinary people of Witney going about their lives. And roads are built for vehicles to use.</p> <p>With regard to the 20mph limits, I have no objection to this in the small side roads. The existing 20mph limit on Holloway Road is a good example of where such a speed limit works.</p>
<p>(1194739) Member of the public, (Witney, The Willows)</p>	<p>20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – No opinion</p>

	We've already had the closure of the High Street foisted upon us, a 20mph speed limit is totally unnecessary. Get a grip!
(1198556) Member of the public, (Witney, The Willows)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I think the lower speed limits have an adverse environmental effect due to drivers using higher gears ie driving in 20 mph areas in 2nd gear, to ensure they stay below the speed limit. This increases noise pollution, air pollution and uses increased amounts of fuel. There are better things that the money this scheme costs could be spent on eg fixing potholes or the Eynsham to Oxford cycle route via Farmoor. The police don't have the capacity to enforce current speeds and will not enforce these. This is a supposed problem that doesn't require fixing.</p>
(1192256) As a business, (Witney, Thorney Leys)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I object to these changes as the accident record of these roads do not justify the changes</p>
(1195655) Member of the public, (Witney, Thorney Leys)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>There is no need to make adjustments to the speed limits. The money that would be spent implementing these changes could be better spent on other projects, such as improving the quality of the road network, filling potholes and properly resurfacing roads. Please stop wasting money on projects like this and listen to public opinion.</p>

<p>(1196081) Member of the public, (Witney, Thorney Leys)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Most of the roads if not all of the roads listed have dedicated walk/cycle lanes and most away from direct traffic interaction. The proposed speed limit will only cause more congestion on the already congested roads caused by all the additional houses being built. Unless the proposal is a money making scheme where speeding fines will be more common place for roads with limits too low for their intended use.</p>
<p>(1239416) Member of the public, (Witney, Thorney Leys)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I do not believe they are necessary as travelling through town is already slow. You need to concentrate on the Shores Green junction off the A40 which will alleviate the traffic issues in town and would be of more benefit.</p>
<p>(1234346) Member of the public, (Witney, Thorney Leys)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>These are unnecessary changes - Witney is extremely safe and bikes ,cars and pedestrians work together - it is a waste of money which could be better spent elsewhere</p>
<p>(1196855) Member of the public, (Witney, Tower Hill)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>Apart from a few, a very few, locations, a 20mph speed limit is quite ludicrous.</p>

<p>(1199558) Member of the public, (Witney, Tower Hill)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>It will do nothing to stop the speeders; Just changing signs does nothing. It just makes life more difficult for the law abiding drivers. How will it be policed? it won't. If you propose speed cameras then do it now. Just because WODC is HQd in Witney why do we have to bear the brunt of all these ideological schemes. Our town is already blocked off to the driving residents and council tax payers of the town. Any other vehicles can drive through, buses, blue badge drivers, taxis, lorries, delivery drivers, white van man. No wonder the shop keepers are complaining. Now our streets are covered with cycle paths that no one uses. Why Witney all the time?</p>
<p>(1215998) Member of the public, (Witney, Town)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Support</p> <p>No need to put this in place as you actually cant move any faster than these speeds around witney due to the amount if traffic. Again a waste of money and energy spent.</p>
<p>(1196698) As a business, (Witney, Vale road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Total waste of my money you a council that take no notice of surveys or consultationshow Democratic is that ????</p>
<p>(1196157) Member of the public, (Witney, Vanner Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The roads are perfectly safe with the current speed limits. Reducing speed limits will only create more traffic and increase journey times.</p>

(1237600) Member of the public, (Witney, Viner Close)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>There is no sound rationale for reducing speed limits on main roads such as Woodstock Road, Jubilee Way, etc. the existing limits are consistent with their use and level of traffic. They are not housing areas which may benefit from a 30 to 20 reduction as has been done on Madley Park. Rather, it will create frustration for all, including Witney residents. This is an unproductive proposal and there are MANY improvements that could be made to Witney traffic other than these.</p>
(1241613) Member of the public, (Witney, Viner Close)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>20 is too low for the main roads, happy for the estates and side roads, 30 is the best speed for the main roads going to 40 as already demarked, and 50 for jubilee way. If you make the speed to slow it will add to congestion and pollution especially with the number of hills in Witney, we need vehicles to get about where ever it is locally and I feel the main roads are suited to the speed already set, Corn street is a good example of the chaos as main road markings are removed for cyclists, and I have rarely seen any!, I use the road regularly at all times and fail to see what this has done for anyone. This really does not need 'fixing', stop penalising the drivers as many of us run small businesses where our cars as very important in the running of our businesses. Making life more difficult for all truck delivery drivers will create chaos and severe problems with their driving hours. I do not see what it will do for Witney having seen the chaos of what has been done in Oxford. Do the council want to penalise business when they rely on them for taxes, employment etc, we cannot live without local business and need to support it not penalise it. Making life even more difficult for carers to get to clients on a timely basis this will be another nail in the coffin of care if you make it more difficult to get about With the cost of fuel so high you will make life even more difficult for everyone at this time. PLEASE think again, green is not always the answer to everything, the same is true of these stupid speed limits..</p>

<p>(1242103) Member of the public, (Witney, Viner Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Lowering the speed limits around Witney is a massive waste of peoples money as there is no problem with how they are now and it is just going to create a bigger problem. I have lived in Witney for 25 years and lowering the speed limits will cause more pollution and make people stop visiting the town. the council have already crippled the towns high street with not allowing drivers to use the high street meaning loss of trade for the businesses. Corn street is also another example of a waste of money as they have recently put cycle lanes into it and I have never seen anyone use them at all, but in putting the cycle lanes in they have removed the centre road markings for the car which is dangerous and the roads are built for cars and they seem to be not for cars anymore.</p> <p>Lowering the speed limits will just start to destroy Witney as less people will go as people don't walk into town or cycle they drive as if they are doing shopping then they can't carry all the bags home with them.</p>
<p>(1242609) Member of the public, (witney, Viner Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The current speed limits are fine and do not need to be changed. Witney has adequate foot paths cycle lanes now.</p> <p>The expense of doing all this is crazy when we have councils struggling to fund what they have to at present. I can understand changing speed limits on housing estates but not on main arterial roads into Witney. It would once again appear that the minority elements who want this will get their way and the majority suffer. Perhaps we should go back to having a man with a red flag running in front of our vehicles if we go above 5 mph. Or maybe we could all get magic carpets to get about. It seems odd that we make life more difficult for motorists and road users in a society that is actually based on motor vehicles.</p>
<p>(1195620) Member of the public, (Witney, Waine Rush View)</p>	<p>20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – No opinion</p>

	<p>Having driven in many of the current 20mph areas in Oxfordshire since moving here in Feb 2021, I can't help but feel they cause enormous frustration attempting to ensure you stay at around 17/18mph. It's a laboriously slow speed and being a law abiding citizen it's incredibly frustrating seeing people exceeding the limit, knowing there is nobody to stop them. Adhering to a 20mph limit requires the driver to concentrate almost exclusively on that task, rather than what he should be doing which is concentrating on the road and conditions around him/her, it's a recipe for disaster!</p>
<p>(1197810) Member of the public, (Witney, Weavers Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I see no reason for the 20mph, it is a limit hard to stick to. A 30mph is easier to comply with and makes more sense in most situations. On many of the streets in question, 30mph is not easily attained, especially during busy times so in most cases drivers are already doing little more than 20mph but enforcing that lower limit will result in drivers [enalised for doing as little as 22mph.</p>
<p>(1196784) Member of the public, (Witney, Westcote Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>A blanket application of 20mph will not, in my opinion have a positive impact on emissions or road safety that outweighs the costs of implementation. We are fortunate to have relatively low incidences of road traffic accidents in Witney (specifically the areas up for consultation) so the need to reduce high numbers of accidents does not stand up. Earlier pilots of 20mph zones in built up areas suggest that average speeds are reduced by 1mph only when 20mph is introduced. In many areas that the 20mph is being proposed, road conditions already naturally limit the speed to below 30mph (which of course is a limit not a target) due to parked cars, crossings, road bends and other features. In these cases it would be unnecessary to spend highly limited resources on new street signage. Changed speed limits will make no difference to driver behaviour with no policing (and I say this as someone who works and drives in central Oxford and can observe how much those speed limits are adhered to). Traffic calming measures may help a natural reduction of speed, but as noted above many of the roads you plan to apply this to already have those naturally occurring measures. I cannot see the benefit of these measures outweigh the inevitable costs at a time when the roads are in poor condition (Raleigh Crescent is peppered with pot holes and a poor road surface) and road safety could be improved for all if drivers</p>

	<p>and cyclists alike are not forced to swerve around them at any speed. Perhaps an investment in road improvements and / or community policing to monitor the speed limits we already have in place would be a better investment?</p> <p>On emissions, the TfL report in 2018 (Speed, Emissions and Health) identified that there was no net negative impact on air quality by reducing driving speeds ("Slower traffic does not necessarily increase air pollution."). However, it did not identify any net positive impacts that were directly attributable either, noting that changed behaviour to walking or cycling would have greater impact. As we do not have issues with congestion in many or all of the 20mph proposed roads, I can't see that reducing speed to encourage a smoother driving style is likely or necessary.</p> <p>Please think through the objectives of this exercise and identify more efficient ways of applying the investment to achieve far greater impact against those objectives. This smacks of poorly thought through virtue-signalling.</p>
<p>(1205325) Member of the public, (Witney, Westfield road)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>Object to 20mph speed limits as there is already enough traffic, causing delays around the town. 20mph limits will not be obeyed by many and it will add unnecessary time to journeys, and the more fuel needed will actually be negative for the environment.</p> <p>I do not object to 20mph in the town centre as I understand this is safer, however outside of the town centre is completely unnecessary.</p>
<p>(1198143) Member of the public, (Witney, Wheatfield Drive)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>I have objected to the proposed new speed limits because I don't think they are the answer. I think making Welch Way, Witan Way and Corn Street 20mph is fine. But to reduce the speed limit on other roads like Tower Hill, Curbridge Road, Deer Park Road and other roads out of the town center are not the answer. You are creating more pollution. I'm aorry but your own personal agendas are taking over the town.</p>

<p>(1237355) Member of the public, (Witney, Windrush Valley)</p>	<p>20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>Create further traffic jams within the towns, it would influence other drivers who do not want to adhere to the speed limits to take dangerous overtaking manoeuvres which might potentially lead to an accident, cause bus services to take longer than normal if speed limits them to slower speed.</p>
<p>(1231586) Member of the public, (Witney, Witney I use all of it)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>You have already fucked up oxford leave Witney alone</p>
<p>(1196664) Member of the public, (Witney, Witney Road)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Driving is not optional for a great many residents of Witney and the surrounding areas. It is untrue to suggest that a) 20mph limits help the environment (they do not), b) that they reduce traffic (they exacerbate congestion by reducing flow), c) that many drivers can make a modal shift but need 'encouragement' to (this is not true, forcing modal shift victimises against factions of society such as those with caring responsibilities, demanding jobs with shift work, disabled etc. and is a fundamentally discriminatory policy). The council appear to be on an ideologically-driven agenda to vex car users. There is no need for a lower speed limit in Witney, there simply is not currently a major problem with road safety. Particularly, reducing speed limits on arterial roads is unnecessary and will drive congestion therefore impacting the lives of ordinary people who need to drive. The council should instead divide the cost of these schemes equally across the residents of Witney and deliver a council tax cut to help with the cost of living crisis (rather than wasting public money on an uncalled-for, ideological war on working people).</p>

(1196042) Member of the public, (Witney, Woodgreen Hill)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object While the introduction of 20 mph limits on housing estates is sensible, it's extension to other roads does not benefit from the same logic. Roads on estates are congested due to on-street parking (itself the consequence of inadequate provision for off-street parking), and one expects children of all ages to be playing in public areas and footways, so the need to reduce speeds is obvious. This does not apply on local distributors and main roads. The introduction of 30 and 40 mph limits is unduly onerous and is being imposed without regard to the lack of need and lack of evidence. In addition, in bringing in all these new restrictions, how are they to be properly enforced? If they are not, they will be widely ignored and that will in itself bring them, and other traffic laws, further into disrepute in the public mind.
(1193250) Member of the public, (Witney, Woodley Green)	20mph speed limit – Object 30mph speed limit – No opinion 40mph speed limit – No opinion A4095 already very busy and traffic in rush hours. down to 20mph speed limits will cause more chaos.
(1227605) Member of the public, (Witney, Woodstock road)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Promotes speeding, and not necessary
(1239657) Member of the public, (Witney, Abbey Road)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support Waste of money which could be put to better purpose. The speed limits won't deter those who always speed & I'm fed up with the council ignoring what the actual citizens of Witney want.

	Perhaps they should consider tidying up the older estates in the town, the roadside gully's are full of weeds & the pavements are overgrown with hedges. The pavement by Sainsburys opposite the trading estate, half the pavement is covered now & there is no point in the expensive cycle/walking lines as only one lane is free!
(1239616) Member of the public, (Witney, All of them)	20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns 20mph limits are not enforceable by law and is a complete waste of tax payers money.
(1196809) Member of the public, (Witney, Apley way)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Witney is a carpark every morning and afternoon which is ridiculous in itself, but.... After closing down the high street to cars and making corn street 20 mph the town has been ruined as it is! I do most of shopping online now as its not even remotely convenient to 'pop in to town' anymore due to this. Also, as an avid car enthusiast I feel the government along with the local council is ruining the remaining small pleasures I and other car enthusiasts have left!
(1233685) Member of the public, (Witney, Bramble bank)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support Doesn't need to change
(1231998) Member of the public, (Witney, Campion Way)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support

	20mph is very slow - too slow really. I agree it should be 20mph around the estates etc but not in town.
(1207029) Member of the public, (Witney, Cornfield Close)	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>There is nothing wrong with 30mph speed limits. 20mph is too slow for all routes other than immediately outside a school. Some surveys have concluded that 20mph roads have significantly more pedestrian accidents with vehicles, as it is thought that pedestrians are less careful when traffic is moving at that slow speed.</p>
(1243752) Member of the public, (Witney, Dark Lane)	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Concerns</p> <p>I think a general 20mph speed limit throughout most of Witney will cause more tailbacks, make drivers less aware of their surroundings as they are constantly checking their speed, increase frustration and road rage, and increase harmful emissions which are worse at slower speeds. I have no objection to 20mph in mainly residential areas, but think 30mph as a maximum on the main roads in Witney is perfectly reasonable.</p>
(1234588) Member of the public, (Witney, Deer Park)	<p>20mph speed limit – Object 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I would first like to see empirical data that conclusively shows:- a) The number of accidents caused by drivers adhering to the current speed limits (What exactly is the problem you are trying to fix here?), versus b) The number of accidents caused by drivers ignoring the current speed limits. c) The policing measures currently in place to enforce drivers who ignore current speed limits (I don't believe reducing speed limits will not deter drivers who ignore the current speed limits). d) If pollution is such an issue, what research had been done to establish the level of improvement to be gained by the proposed speed changes given that there are other causes to be considered such as stationary traffic caused by increased number of traffic lights around the county; parents leaving their vehicles</p>

	running for 20 minutes whilst they wait to collect children from school (I see this daily) ; increased commercial traffic; industry etc.
(1236828) Member of the public, (Witney, Eastfield)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support Delays and volume of traffic through Witney are bad enough as it is without traffic having to go even slower
(1193474) Member of the public, (Witney, Eastfield Road)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object Not necessary in all of the areas indicated.
(1233776) Member of the public, (Witney, Glyme Way)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – No opinion 30 miles per hour is fine for these roads as most of the time you are in traffic going slower. In the village I live in going 20 miles an hour will only back up the traffic even more.
(1240622) As part of a group/organisation, (Witney, Gregory place)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support No need to change

<p>(1233337) Member of the public, (Witney, Idbury Close)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>Slow the traffic moving out of the town. People get frustrated when moving at 20mph and can cause more damage than good.</p>
<p>(1197494) Member of the public, (Witney, Kingsfield Crescent)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>20 is far too low. Educate drivers on keeping distance between cars rather than speed limits.</p>
<p>(1193477) Member of the public, (Witney, Langdale gate)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Object</p> <p>The 50mph speed limits on the suggested roads are safe enough, you still get plenty of drivers over taking on the 50mph roads and now proposing to reduce to 40mph there will be serious large volumes of cars over taking 20 mph speed limits by schools are fine The Cowley road I recently drove down is a joke No one is sticking to 20 mph And you get cars and scooters under taking it over taking Corn street in Witney is a joke it causes other drivers road rage doing 20 mph You get bikes over taking in stupid places as well as mopeds The deer park road 40 mph and burford roads again 40 mph is plenty safe enough There will be increased frustration if these areas are reduced to 30mph Any road rage I suffer I will refer them to yourselves Or I will call the police every time some one over takes me because they are breaking the law And I will just refer them back to the people that propose ti implement these speed limits Or is it more revenue to fund speed camera vans</p>

(1198942) Member of the public, (Witney, Meadow View)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object Unnecessarily slow on the roads proposed.
(1233624) Member of the public, (Witney, New Mill Lane)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object The speed limits are fine exactly as they are. Stop wasting time and funding on something that doesn't need fixing.
(1197623) Member of the public, (Witney, Newland)	20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support I feel that 20 mph is a speed which will not help the already awful traffic congestion in the town as it is.
(1196395) Member of the public, (Witney, Newland Mill)	20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object We do not need these speed reductions. 30mph through the town is rarely possible anyway. jubilee way has a cycle lane already and 50mph seems sensible

<p>(1199255) Member of the public, (Witney, Stow avenue)</p>	<p>20mph speed limit – Object 30mph speed limit – Object 40mph speed limit – Object</p> <p>The speed limits in Witney are perfectly acceptable as they are and don't need money being spent on changing them</p>
<p>(1236987) Member of the public, (Witney, Wadards meadow)</p>	<p>20mph speed limit – Object 30mph speed limit – Support 40mph speed limit – Support</p> <p>Some side streets 20mph is ok but not on main roads it's not ok.</p>
<p>(1197065) As a business, (Carterton, Driving Instructor)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>The maintenance of the current signs throughout Oxfordshire is woeful. Many are either overgrown by foliage, too filthy, or too faded to be legible. Therefore putting up more signs to become filthy, faded and overgrown seems utterly pointless, unenforceable and a waste of resources.</p> <p>Additionally, when driving /teaching others to drive in the 20mph speed limits in Oxford, I am often tailgated or overtaken. I struggle to see how the frustration caused and ignorance shown by many drivers improves road safety.</p> <p>Find a better way of encouraging drivers to be more considerate and drive at an appropriate speed for the conditions, within the current speed limits with signs that are maintained. I'd be delighted to assist in any way. Call me on 07825 588080, or email p1brx@btinternet.com.</p>
<p>(1197830) Member of the public, (Carterton, Shillbrook Avenue)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>Concerns. Because speed limits are not adhered to now and there appears to be no enforcement so changing the limit will make no difference</p>

(1201922) Member of the public, (Curbridge, Centenary)	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>I have no concern if the proposed 20mph limit is limited to; residential areas, the town centre and near schools or playing areas.</p>
(1238161) Member of the public, (Hailey, Foxburrow lane)	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p> <p>While decrease to 20 in more built up area seems sensible. The roads which link need to flow freely to allow movement decreasing this can only build up more traffic</p>
(1233402) Member of the public, (Hanborough, Main Road)	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>Because they will just slow down traffic for very little gain. Drivers will get frustrated and it will lead to more accidents.</p>
(1233637) Member of the public, (Leafield, Fairspear Road)	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Concerns</p> <p>Cars are not economical at lower speeds especially 20mph. They cause more pollution at that speed and cost more to run.</p>

	<p>West Oxfordshire is very rural, we don't have suitable transport links and therefore need to be able to drive efficiently to go to work.</p> <p>I am a community carer, my wages are low and my reimbursement doesn't cover my outlay when, driving in built up areas. I drive with care and can't avoid these areas.</p> <p>I have to collect clients, so can't park up and walk.</p> <p>Driving speeds on main roads need to remain at 30/40/50 mph to remain efficient. Also reducing speeds is not only increasing pollution from more emissions, it will cause more delays and traffic build up queues, where they don't currently exist.</p> <p>Schemes are required to keep traffic free flowing, especially now that all the traffic is diverted around Witan way and Corn street, pushing more traffic up Holloway road too, do something to ease the jams in and out of Witan way car parks, and to the Bridge street roundabouts. Moving the pavement where the unused cycle rack is, to create two lanes outside RN Peace would help those of us wanting to turn left up Mill street, further back, as we used to, would be a start.</p> <p>More pedestrian crossings make pedestrians safer. Lowering the speed doesn't help you cross the road in flowing traffic.</p>
<p>(1194045) Member of the public, (Leafeld, The Ridings)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>Speed limits are necessary but only in the places where needed! Where they are inappropriate they will be ignored and the more of those there are the more they will be ignored unless policed.</p>
<p>(1199174) Member of the public, (Marcham, Anson Close)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>Believe reducing the 50 and 40 to be sensible measures, as well as moving to 20 on predominantly residential streets, though feel applying to more major trunk roads, such as Woodstock Road and Oxford Hill for example will make traffic worse, have longer residency times for emailing vehicles and will mean lower gears, higher rpms from engines leading to higher emissions overall in higher traffic areas which already are better served by footpaths etc.</p>

<p>(1197618) Member of the public, (North Leigh, Windmill Road)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p> <p>20mph limits in pedestrian busy areas yes im all for it, but changing the speed limits of bigger roads is purely ludicrous, were supposed to be fighting pollution and saving money, not making journeys take longer, which will still have the same amount of traffic, and possibly even worse. Besides, the majority of people ignore 20 zones (I have loads of experience, driving being my profession) which ultimately lead to more dangerous driving, tail gating and even accidents because other drivers feel under pressure! Housing estates and industrial estates to be 20 only, all other roads leave as they are.</p>
<p>(1232725) Member of the public, (Standlake, Woodlands)</p>	<p>20mph speed limit – Concerns 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>20mph in the town centre is good, providing the barriers to the High Street are removed. They are dangerous for pedestrians where traffic crosses to the 'wrong side of the road. I'm not sure that there aren't more important things for the Council to focus on following the pandemic and with a recession looking inevitable. Will changing the speed limits encourage people to support Witney retailers and businesses? The cost involved could be better spent on repairing the roads which are currently disgraceful and causing damage to vehicles, irrespective of speed.</p>
<p>(1237626) Member of the public, (Witney, Birdlip Close)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p> <p>20mph limits on estates eg Burwell, Deer Park are possibly quite sensible. On many it is hard to go much above that anyway. Object to the 30 and 40mph changes to various more major roads- no need to change them, Roads are not residential or have slip road (eg part of Burford Rd) making them safer with the higher limit. Roads like Corn St do not need to be 20mph whole length, from Holloway Rd towards town centre would be enough. If speeds are too low, then majority won't stick to them and those who try to are hassled by other drivers.</p>

<p>(1212429) Member of the public, (Witney, Blakes Avenue)</p>	<p>20mph speed limit – Concerns 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>I am concerned that this project is being carried out with no real evidence of it being needed and no chance at all of it being enforced. Are there accident figures over an above the national average on ANY of the roads this is being proposed for? If it is passed and goes ahead I would expect to see no further cycling on pavements by any adults as presumably they will be safer on the roads now and therefore able to leave the pavements safe for pedestrians</p>
<p>(1199744) Member of the public, (Witney, Burwell Drive)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I feel that reducing the limits for the following roads will frustrate drivers: 20 mph - Ducklington Lane & Curbridge Road should remain @ 30mph with additional speed cameras for the 20mph zones near schools. 40 mph - Jubilee Way has an excellent cycle and footpath on the inside of the road and doesn't need to drop from 50mph. Additionally I'd like to see the following as means of enforcing the new limits: A permanent mobile speed Camera for Witney. Speed reporting signs, similar to Lew and Cubridge every 600m, of 20 mph limit, including residential areas to prevent 'rat runs' being created. Speed Cameras on Curbridge road, Downs Road, Ducklington Road & Burwell Drive. This is because drivers are travelling well in excess of the current limits and behavior will only change if there is a deterrent. Rat runs, such as Burwell Drive at the moment, will be used by drivers to avoid cameras whilst increasing speeds on smaller roads, to the detriment of safety to residents and non vehicular users.</p>
<p>(1198034) Member of the public, (Witney, Burwell Meadow)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>20 mph is too low for most of these roads and would kill traffic flow. Plans to make buses quicker along the A40 towards Oxford would be impacted on these proposals.</p>

<p>(1220589) Member of the public, (Witney, Burwell meadow)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I agree that housing estates should be 20 mph, which are not addressed in your plan, such as Smiths Estate, Burwell and Burwell Meadow and others..Cogges etc. Reduction from 50 to 40 on Jubilee Way I suggest is not required, no accidents so why the bother. 40 to 30 on Deer Park, again why bother. If you are citing that this will reduce traffic noise, why not consider reducing the speed limit on the A40 By Pass to 50MPH?? Bet you won't even consider it...do you know you can hear the By Pass noise on Church Green???</p> <p>Long dead roads such as Curbridge Road and Burford Road will not be viable. I totally understand the horrific accident killing poor young Liberty, but the guy was well over the 30MPH limit so why will a 20MPH reduce accidents. The OCC has already introduced a 20MPH zone on Corn Street, Witney, (which I am one of the few that abide by) has this reduced accidents?? Has this increased cyclist flows?? Has this increased more road signs on the road which look awful for the town? Will the 20MPH include reopening our...NOT your, High Street and I agree this should be 20MPH.</p>
<p>(1244657) Member of the public, (Witney, Burwell Meadow)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>Based upon studies of previous implementations of 20 mph limits in other areas of Oxfordshire, it is clear that the cost of implementing and enforcing a 20 mph speed limit will be an excessive waste of local government funds for very little actual reduction in the median speed of the traffic or compliance. There is good reason to suggest that such a reduction will increase driver frustration and resulting accident risk. The law enforcement in the area are unable to enforce current limits so it is pointless to introduce new limits.</p>

<p>(1200394) As a business, (Witney, Cedar Drive)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – No opinion</p> <p>As a Witney resident I have noticed the implementation of the 20mph speed limits in many roads, some of these I support whereas others I feel have been placed where they will be ignored. My opinion regarding the present limits is that many people just don't keep to them as they don't see a valid reason to do so. Regarding the proposed limits you are not being realistic. The enforcement of these limits has, as you are aware, to be done by an overworked police force and if you don't monitor such places as Woodstock Rd (close to my home) for offenders how is a lower limit going to be enforced? If they see no good reason to keep to a 30 then why would they even consider doing a 20?? You need to throttle back (no pun intended!) on putting lower speed limits in places where they just won't work. I'm all for a better, safer road environment but what exactly is prompting all this?? Some of the accidents that have resulted in fatalities are not due to so much as excessive speed they are a result of some reckless driver who would get into the same problem whatever the speed limit in place. Practically all the white lines at junctions in Madley Park have now been erased due to the fact they have worn out and this gives rise to people not being aware of a junction or whatever else they can't work out. Stop spending money on issues that will not be either beneficial in terms of safety or cost effectiveness. Don't start going on about air pollution as lower limits, traffic lights, road closures (High St in Witney? DON'T EVEN GO THERE!) and any other measure you put in place will only contribute to this mess.</p>
<p>(1205197) Member of the public, (Witney, Cotswold Meadow)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>This will only frustrate some motorists and cause them to speed regardless. There should be more monitoring of the current speed limits. if you stand near the roundabout at the bottom of Deer Park cars are driving well in excess of 40mph. Current limits are adequate if monitored properly</p>
<p>(1239712) Member of the public, (Witney, Crawley road)</p>	<p>20mph speed limit – Concerns 30mph speed limit – No opinion 40mph speed limit – No opinion</p>

	<p>Not sure what the new limit achieves. I'm not against it as such, but would like to understand the rationale behind it. I don't see any evidence presented for a reduction in accidents for example. Negatively, it is unlikely to slow the speeders without enforcement and may only add to congestion and driver frustration.</p>
<p>(1195770) Member of the public, (Witney, Curbridge Road)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>However, how will they be enforced? living on Curbridge road cars still travel along there in excess of 40 MPH, I have been overtaken a few times when sticking to the 30MPH speed limit. Think you will need to back it all up with speed cameras. I Agree that the speed limit should be 20 mph in all housing Estates but the major routes should be 30 still and 40 round Deer park. They just need enforcing.</p> <p>Also enforce the double yellow lines in the center of town out of normal working hours, especially down Corn street which gridlocks and would massively impede any emergency vehicle taking that route, which I would assume is why the double yellows are there for. All for ticketing people and make them pay, as long as it goes back into the council coffers to pay for services.</p>
<p>(1198099) Member of the public, (WITNEY, EASTFIELD ROAD)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Object</p> <p>20mph limits are fine in the town centre areas and on estates, but would be ridiculous on Witan Way, Hailey Road, Burford Road, Ducklington Lane, Tower Hill, Curbridge Road, Oxford Hill, Woodstock Road, Jubilee Way, Station Lane and Welsh Way & Corn Street from Holloway Road to the the big roundabout. The reasons cars and busses are so polluting is slow speeds and traffic jams, increasing these seems a bizarre idea.</p>
<p>(1209591) As a business, (Witney, High Street)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I doubt the reasons given by OCC, for I rather think that the prime thrust is anti-car rather than anything else.</p>

(1196184) Member of the public, (Witney, Holloway Road)	20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns I agree with 20mph on residential side streets. The main roads and arteries should be left as they are.
(1197220) Member of the public, (Witney, Holloway Road)	20mph speed limit – Concerns 30mph speed limit – No opinion 40mph speed limit – No opinion 20 mph zones on certain long roads will cause issues, I. Top end of Woodstock rd, Certain wider areas of Burford road etc.
(1240390) Member of the public, (Witney, Mill Street)	20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Concerns This survey does not tell just where speed limits will be introduced and I do not trust the motives of the decision makers.
(1233731) Member of the public, (Witney, moorland road)	20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support 20mph unrealistic
(1208715) Member of the public, (Witney, New Yatt Road)	20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support I am concerned that using a 20mph limit on main roads could push traffic into the side roads more, many of which don't have a reduced speed limit in place. It seems to make more sense to reduce the speed to 30 on all the roads in and around

	<p>Witney and reduce all those in housing estates (eg Farmers Close, Deer Park, Quarry Road) to 20. These limits are only going to be useful if they are enforced, and it would be interesting to know what plans would be put in place to actively reduce speeds on the roads in question.</p>
<p>(1202063) Member of the public, (WITNEY, Newland)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p> <p>I think that 20mph speed limits should be put in place around schools (For example, Woodgreen School on Woodstock Road) and on built up housing estates but the other changes seem unnecessary and a waste of money.</p>
<p>(1233237) Member of the public, (Witney, Oxford hill)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Object</p> <p>It's a major road and often congested so you end up doing 5mph anyway</p>
<p>(1194449) Member of the public, (Witney, pensclose)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>I'm not convinced at the climate benefits of people driving at 20mph. I've heard it can be worse than at higher speeds. I support 20mph on grounds of safety though</p>
<p>(1199292) Member of the public, (Witney, Raleigh Crescent)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>These haven't been thought through from an environmental point of view, congestion and safety point of view. Coming from a serving police officer and a bsc physical geography and environmental science</p>

(1233130) Member of the public, (Witney, Taphouse Avenue)	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I have serious concerns about introducing yet more restrictions on the roads in and around Witney. The town is already suffering with lots of other issues, like empty shops, no bypass, ongoing roadworks and traffic. The money would be better spent elsewhere</p>
(1232793) Member of the public, (witney, towerhill)	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p> <p>I feel tower hill should be reduced to 20 mph for peoples safety as its used as a race track by some people. anywhere between 30 to 60 mph. The speed limit signs for 30 mph are at ducklington roundabout and on the burford road maybe there should be more speed limit signs put up.</p>
(1215891) Member of the public, (Witney, Union Way)	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>While I accept the proposed 20 mph limits for most residential areas I believe that the proposals for the main routes listed are too extensive to be realistic. Unless they are supported by extensive traffic calming measures and effective enforcement they will be largely ignored and the programme discredited. I would suggest that a much reduced programme would stand a better chance of success and might include Mill Street, all of High Street, Bridge Street, West End and an equivalent length of Broad Hill and Newland, Witan Way between High Street and the Sainsbury Roundabout, Woodford Way and Welch Way from Moor Avenue to the current 20 mph limit. This more focussed programme would, I believe, have much greater effect.</p>

<p>(1193644) Member of the public, (Witney, Valence Crescent)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p> <p>I can understand 20mph limits in built up areas of Witney but see no evidence of people sticking to them to date! The 30mph proposed on Deer Park road and the road down to Crawley are simply ridiculous ...would speed humps be more effective down the Crawley road instead? Surely speed limits need to reflect the surrounding area not just tick a box for someone's political ambitions!!</p>
<p>(1193655) Rather not say, (Witney, Woodgreen)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>My main concern for the blanket 20MPH throughout the town is the impact this WILL HAVE for the Fire Service in Witney. The crews DO NOT stay on station and only respond to the station when a call comes in. Seconds count in fires and the added delay created both getting to and responding from the station will add MINUTES to any response. Full consideration MUST be given to this impact and I would advise a meeting with station management is a MUST as part of this consultation.</p>
<p>(1215852) Member of the public, (Witney, Woodstock)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>Have no objections to the centre of Witney having 20mph speed limits covering areas such as Bridge Street, West End, Corn Street, Mill Street, Church Green, Witan Way, but have concerns why it is deemed necessary to extend 20mph zones to the outer areas of Witney.</p> <p>Concerns are !. What evidence is there that the speed reduction say in the Woodstock Road will make any material difference. Have any studies been conducted and published into the impact on safety, improvement/detrimental effect on air quality or pollution as non EV cars will be in 2nd or 3rd gear to adhere to 20mph. This is not optimal for reduction of emissions</p>

	<p>2. How will these speed limits be enforced. I notice that this is the responsibility of TVP, but I can vouch from my own experience living on Woodstock Road that very little enforcement is evident at the current 30mph so why bother with the expense of changing when nothing will be achieved.</p> <p>3. why was the traffic order published in the Witney Gazette on 15th June. and then details of this consultation in the next weeks edition, surely this is the wrong way round and gives the impression that the consultation is just for show and despite what feedback you receive the decisions have already been made. I had high hopes for the Alliances at the OCC and WODC but fine words about listening to and delivering for the public appears to have fallen at the first hurdle. Roll on the next Local elections.</p>
<p>(1233400) Member of the public, (Witney, Church Lane)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Support</p> <p>I can see that reducing speeds through Witney may help prevent accidents (I am not aware that there are currently a lot of speed related accidents locally?) but proposed reductions are too slow. Crawling through Witney at 20 miles an hour is going to bring traffic to a complete halt/gridlock, even when there are lower volumes of traffic.</p>
<p>(1241194) Member of the public, (Witney, Hailey)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>The extent is too great and without effective policing is likely to be ignored, particularly deer park road. People are more likely to ignore them everywhere, whereas a more restricted coverage might be more effective. This really needs to be combined with the pedestrianisation, as a cohesive change, and in particular ensure that the high street is physically a no through road for everything except buses and taxis.</p>
<p>(1196656) Member of the public, (Witney, Rowan Drive)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Object 40mph speed limit – Object</p>

	<p>This is part of an anti car crusade there means increased misery for drivers and no real benefits for our community. 20 mph limits have not improved driver behavior on Madley, only a more regular police presents will do that, Lowering the other speed limits, on jubilee way for example makes no sense when the road was designed for higher speeds. This proposal is virtue signaling by councilors who are avoiding the real issue of dramatically increasing the number of houses without planning to improve the road infrastructure to match the inevitable increased demand. This is why I object to this proposal.</p>
<p>(1198093) Member of the public, (Witney, Windrush Valley road)</p>	<p>20mph speed limit – Concerns 30mph speed limit – Support 40mph speed limit – Support</p> <p>I believe 20mph is pointless no one will stick to it as there are not enough police to enforce it</p>
<p>(1196151) Member of the public, (Witney, Painswick Close)</p>	<p>20mph speed limit – No opinion 30mph speed limit – Object 40mph speed limit – Object</p> <p>My main objection is to the proposed 30mph limit on Deer Park Road - there are no houses on this road, so I'm unsure why the speed limit is being reduced. At times even 40mph feels too slow. People that don't adhere to the speed limits now will not adhere to the new proposed limits so I'm unsure what the objective is here.</p>
<p>(1217221) Member of the public, (Witney, Dark Lane)</p>	<p>20mph speed limit – No opinion 30mph speed limit – No opinion 40mph speed limit – Concerns</p> <p>Town is in congestion most of time and even buses do not respect the speed restriction.</p>
<p>(1196992) Member of the public, (Aston, Back Lane)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>To make roads in Witney safer and more pleasant for the majority of road users that aren't inside cars.</p>

(1215980) Member of the public, (Carterton, Ashfield Road)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Roads are getting more busy and congested. Speeds need to be controlled. In an ideal world I would eventually like to see variable speed limits on roads, so that they are lower when busy, but can be raised a little when quite</p>
(1233482) Member of the public, (Freeland, Wroslyn Road)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>support as slower speeds cut emissions and increase cycling rates as cyclist feel (and are safer).</p>
(1242019) Member of the public, (Hailey, Middletown)	<p>20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object</p> <p>As a regular user of Hailey road it is becoming increasingly dangerous to drop my children off at school. Car steam past the crossing by the garage without stopping on a regular basis, I have been narrowly missed on a number of occasions so a lower speed limit might help those perpetrators to be more aware of road safety and stopping when it is required. Traffic lights are ultimately needed at the crossing by the school and garage to make this much safer.</p>
(1233377) Member of the public, (North Leigh, New Yatt Road)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p>

	I have witnessed a lot of dangerous speeding on nearby roads.
(1197711) Member of the public, (oxford, alice smith sq)	20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object all roads should be 20mph
(1198656) Member of the public, (South leigh, Lymbrook close)	20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns 20 mph in housing, schools support. concerns over 30/40 mph speeds moving up and down on through roads may lead to accidents drives miss speed changes, and with the speed bikes travel now, plus the new electric scooters, may lead to problems hope not.
(1195536) Member of the public, (Standlake, Rack End)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Vehicle speeds need to be reduced for safety and environmental reasons
(1197889) Member of the public, (Whiteoak Green, Singe Wood)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Speed limits not relevant in traffic but when there is ok traffic it's not an invitation to speed.

<p>(1208032) Member of the public, (Witney, A4095 Woodstock Rd)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Safety for cyclists and pedestrians, reduction in noise, reduction in emissions</p>
<p>(1232515) Member of the public, (Witney, Blakes Ave)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Traffic is too fast in Witney and needs to slow down.</p>
<p>(1199305) Member of the public, (Witney, Bramley Heights)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Safety of pedestrians, reduced noise levels, less pollution</p>
<p>(1219697) Member of the public, (Witney, Burford Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I live in a retirement complex just off the Burford Road. There has been increased traffic over the last two years and there are many incidents of speeding. Although there is a sign that shows elderly people crossing, many drivers do not take that into consideration; I'm not sure people even notice it.</p> <p>Some living here have limited mobility and even fitter residents aren't as speedy as they were! The average age of residents is 80+.</p> <p>It can also be quite nerve racking trying to cross the road and for the few residents who drive, pulling out onto the road is a bit of an ordeal, particularly if you need to turn right.</p> <p>I would like to see a 20MPH speed limit stretching from Witney High Street up the Burford Road to the traffic lights at the Woodford Way junction. I have seen drivers turn from the high street and put their foot down up to these lights and similarly</p>

	<p>coming back down the Burford Road. On one occasion the road was clear when a driver appeared at great speed and kept the speed up and crossed onto the other side of the road to avoid me rather than attempting to slow down.</p> <p>It would be really helpful to have a flashing SLOW DOWN sign as cars approach the Riverside Gardens entrances; that couldn't be missed and would benefit all residents in the complex.</p> <p>I think all the proposed speed limits are quite sensible, not just for traffic/pedestrian safety, but also to help reduce the pollution throughout Witney, which is particularly bad at the Bridge Street end of town.</p> <p>Residents here do worry about the traffic speed, even though many are unable to do online surveys.</p>
<p>(1194683) Member of the public, (Witney, Burwell Drive)</p>	<p>20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – Object</p> <p>We live on Burwell Drive which is continually being used for a race track, especially in the summer months when the Uni students are back, meet up with their mates and cause havoc.</p>
<p>(1197987) Member of the public, (Witney, Burwell Meadow)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I would like to see a reduced speed limit in Burwell Meadow. The current speed limit is far too fast for the nature of the roads. I have appreciated the lower speed limit in Corn Street and think it has made it a quieter and more pleasant road for all. I would like to see this extended so that driving generally becomes less frantic around the town.</p>
<p>(1198998) Member of the public, (Witney, Burwell Meadow)</p>	<p>20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object</p> <p>I support the 20mph limits within the town centre. However I do not see any reason to lower existing 30, 40, and 50 mph limits on roads leading to and away from the town centre. Why are these feeder roads being targeted when there is no mention of reducing the speed limit to 20mph on many of the residential roads one of which I live on?</p>

<p>(1204114) Member of the public, (Witney, Burwell Meadow)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>20 mph limits are very important in residential area such as Burwell Meadow, where I live, in order to encourage more active travel, e.g. more walking and cycling rather than car-driving for short journeys. Lower limits of 30 or 40 mph on non-residential roads are also desirable for the same reasons.</p>
<p>(1206737) Member of the public, (Witney, Burwell Meadow)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Speeding through Burwell Meadow is dangerous</p>
<p>(1195733) Member of the public, (Witney, Cherry Tree Way)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Will improve safety and encourage cycling</p>
<p>(1224181) Member of the public, (Witney, Church Green)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Object</p> <p>Traffic moves around the town at speed causing noise, nuisance and pollution as well as risk to pedestrians. Witan Way is often very difficult to cross due to volume and speed of traffic.</p>

<p>(1224811) Member of the public, (Witney, Church Green)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>The existing speed limits are already abused by some and misunderstood by some. The new limits proposed would leave little doubt about the roads & areas to which they apply and will be a significant safety improvement.</p>
<p>(1195715) Member of the public, (Witney, Corn Street)</p>	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>20mph areas seem fair and are in residential and town centre location, this is supported by myself. 30mph proposals are on non residential, larger roads and act as internal ring roads. No need for speed reduction from 40mph. Jubilee Way is a main route also, don't see any need for a reduction from 50mph here.</p>
<p>(1197780) Member of the public, (Witney, Corn Street)</p>	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>20mph better for safety and environment. Hope it will encourage more people to consider walking short distances.</p>
<p>(1198782) Member of the public, (Witney, Corn Street)</p>	<p>20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>Expand the 20mph zones</p>

(1219415) Member of the public, (Witney, Corn Street)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Safer environment for pedestrians and cyclists.
(1256164) Member of the public, (Witney, Corndell Gardens)	20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Concerns Safer for pedestrians and cyclists
(1198016) Member of the public, (Witney, CORNFIELD CLOSE)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Sensible for pedestrians. Please cut back overgrown hedges-this is blocking many turns onto main roads.
(1251489) Member of the public, (Witney, Curbridge Road)	20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion Traffic on Curbridge Road has greatly increased since the new Windrush estate opened. Much of this traffic speeds along Curbridge Road and past the School and Nursery. I have even seen a double decker bus stopped for speeding. There used to be police checks on speed but this no longer happens. Some traffic sticks near to 30mph but I would estimate some at 40 -50 mph. This is particularly dangerous near the school. I expect any 20mph limit to be widely ignored but perhaps those that normally drive too fast will reduce their speed somewhat, even if just down to 30! In this way the reduced limit will be useful. And I speak as a car driver myself who will not be immune to the difficulty in keeping to 20.

<p>(1198600) Member of the public, (Witney, Dark Lane)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I support any move to dramatically reduced speeds on the town's roads. I do so from a position on safety first, nuisance and noise after that! Our little children deserve a safe town. No one will suffer from a vast reduction. We will all benefit from reductions.</p>
<p>(1197100) Member of the public, (Witney, Deer Park Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Concerns</p> <p>Many of the local roads have already been reduced from 50 to 40, making journeys longer and causing confusion for some drivers who have absolutely no idea what the speed limit is on the road they are using. This causes delays, frustration, and can lead to accidents from impatient drivers who then try to overtake in unsuitable areas. This is particularly the case on the A4095 past North Leigh where fatalities have occurred in recent years. My concerns surround correct signage indicating the new limits on main roads, traffic calming measures to be added in places being reduced to 20 and 30. Deer Park Road is often used by “boy racers” late at night because it is wide, relatively straight and easy to negotiate, thereby making it attractive to people wishing to race. This applies both to cars and motorcycles. I hear them racing late at night as my bedroom faces Deer Park Road. There are also no crossing points (zebra or pelican) anywhere along Deer Park Road meaning children, those walking dogs and the elderly residents of local care homes face difficulties in crossing safely. I would welcome the introduction of either traffic calming measures or proper crossing points on Deer Park Road, especially with all the new housing on the Curbridge side of Deer Park Road. I would also welcome a 20mph limit on Deer Park Road due to the amount of housing in the area now.</p>
<p>(1209376) Member of the public, (Witney, Early Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>We live on Early Road and frequently walk on Woodstock Road, New Yatt Road and others nearby. We would feel much safer if the traffic went a bit slower on these and other roads in Witney.</p>

(1199429) Member of the public, (Witney, Fairfield Drive)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Traffic speeds in Witney are too high and deter cyclists/ pedestrians and just make the town unpleasan and unsafe. However the speed limits must be enforced to have an effect as current speed limits are not adhered to by a large percentage of drivers.
(1223924) Member of the public, (Witney, Farm Mill Lane)	20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns I have concerns about Station Lane being higher than 20 mph. Both pedestrian crossings are far apart, many people need to cross the road for work, business and leisure. (One group had to cease using a business space on Station Lane as their users who were all pedestrians had difficulty crossing.) Much of the traffic already goes faster than 30mph and there are bends in the road which create difficulties for both drivers and pedestrians.
(1195190) Member of the public, (Witney, Gloucester Court Mews)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support In Witney Town Centre pedestrians should have priority
(1193594) Member of the public, (Witney, Hailey road)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – No opinion I'm supporting the lower road speed limits, because I live on Hailey road & everyday I witness dangerous speeding along our road & when we had speed humps laid years ago it made absolutely no difference, in fact cars seem to go even faster now?? Hard to comprehend but that's the truth! I don't want to witness a child or anyone being hit by a car. I fully support the 20mph speed limit

(1194456) Member of the public, (Witney, Heron Drive)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Will mean I feel safer when cycling and more likely to leave the car at home and cycle or walk.</p>
(1245291) Member of the public, (Witney, Hoyle Close)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – No opinion</p> <p>The 20mph limits proposed along the Hailey Road would make it safer for families travelling to Witney Community Primary School. The crossings along that road are not in the most ideal positions and there have been accidents.</p>
(1233210) Member of the public, (Witney, Judds close)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Object</p> <p>I support the 20mph and 30mph changes as they are in areas where there is heavy foot traffic, however I object to dropping the 50mph zones to 40mph as these areas aren't as high in foot traffic and the roads are suitable for 50mph</p>
(1196956) Member of the public, (Witney, Kingsfield Crescent)	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Object</p> <p>20mph is better for the environment and safer for pedestrians, cyclists and other road users. Also people must stop using cars for short journeys.</p>

	<p>30mph ok where no pedestrians 40mph no acceptable within the town anywhere</p>
<p>(1195366) Member of the public, (Witney, Leys Villas)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I feel that it will improve the quality of life for Witney residents</p>
<p>(1196911) Member of the public, (Witney, Manor Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Improved safety, reduced noise and pollution. The reduced speed limits will have very little effect on journey times.</p>
<p>(1197469) Member of the public, (Witney, Manor Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I think people drive too quickly in areas that are highly populated or used.</p>
<p>(1197380) Member of the public, (Witney, Marriotts Walk)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Safety for my granddaughter and others</p>

<p>(1195426) Member of the public, (Witney, Moor Avenue)</p>	<p>20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object</p> <p>I think ALL the proposed 20 limits are a good idea as these areas are densely populated areas with heavy traffic on relatively narrow roads with many pedestrians and houses. I disagree with reducing the limits currently at 40 and 50. These roads are less populated and on the outskirts of town. I think reducing the speed limit on these roads would cause unnecessary congestion and result in frustration with drivers which may lead to accidents.</p> <p>Note: All this is all well and good unless it is policed. I walk many roads that have recently been reduced to 20 and vehicles are clearly not sticking to the limit. Maybe extra traffic-calming is needed, or simply paint the speed onto the tarmac.</p>
<p>(1198464) Member of the public, (Witney, Moorland Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Lower speed limits should in theory make it safer for urban road users but are only any good if they are properly and regularly enforced. Why have not other town roads been included in the consultation e.g Moorland Road and Moor Avenue?</p>
<p>(1196052) Member of the public, (Witney, New Yatt Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Concerns</p> <p>Traffic speeds along New Yatt Road which is a narrow residential street</p>
<p>(1196373) Member of the public, (Witney, New Yatt Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Reducing the speed from 30 to 20 very much increases survivability in case of an accident. It also reduces noise and discourages racing in residential neighbourhoods. Studies show that in roads where there is frequent stopping at junctions,</p>

	traffic lights etc the lower driving speed does not perceptibly increase the amount of time taken to drive any given distance, and can save fuel due to lower acceleration between stops.
(1207723) Member of the public, (Witney, Newland)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Newland is a busy road with heavy traffic, lorries and buses, it also has very narrow pavements in places and it is crossed by children in their way to school. Reducing speed would make it safer for pedestrians. Traffic travelling towards Oxford hill, in particular, speed up as they are leaving town. These measures would improve safety for all and make Witney a more pleasant place to live.</p>
(1208112) Member of the public, (Witney, Newland)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>The new 20 mph speed limits would include many roads outside schools where drivers often drive too fast and with little extra care</p>
(1233740) Member of the public, (Witney, Newland)	<p>20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>A 20 mph speed limit will significantly reduce traffic noise and add to pedestrian safety</p>
(1233260) Member of the public, (Witney, Newland Mill)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p>

	I believe speed must be reduced around towns
(1234571) Member of the public, (Witney, Newland Mill)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support People drive too fast. Driving at a slower speed is environmentally better (saves fuel, lower emissions)
(1210213) Member of the public, (Witney, Oxford Hill)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support I live at the bottom of Oxford Hill and would like to see traffic slowed down on it. I would also like to see a slow down speed registering sign.
(1196630) Member of the public, (Witney, Park View Road)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support We need to make the town safer for children and cyclists and reduce pollution and CO2 emissions. Please also build the Shore Green Link to avoid unnecessary driving through the town centre.
(1247169) Member of the public, (Witney, The Crescent)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support

	Woodstock Road needs to be a lower speed limit, or have a suitably enforced 30mph limit. Traffic is too fast at non busy times.
(1198521) Member of the public, (Witney, The Crofts)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Lowering the speed limits greatly increases safety and reduces car emissions, with only a small sacrifice in terms of speed.</p>
(1197170) Member of the public, (Witney, Thorney Leys)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Safer for everyone</p>
(1196905) Member of the public, (Witney, West End)	<p>20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>Noise levels. Speed at taking corners and through chicanes (narrow parts of street). Drawing out of and entering residences becomes more dangerous.</p>
(1197353) Member of the public, (Witney, West End)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>West End, Witney, is a through road but also a completely residential road, with a bend, narrowings, and parked cars either side. Traffic regularly disobeys the 30mph limit and has exceeded 45mph, creating a huge hazard and making living in West End unpleasant.</p>

(1198846) Member of the public, (Witney, West End)	<p>20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion</p> <p>20 MPH is enough in towns and more so down West End. Just leave a little earlier, be safer and save your petrol if travelling by car, or try using your legs, when possible.</p>
(1193967) Member of the public, (Witney, Windrush Valley Road)	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>This will help to reduce the chronic air quality issues in the centre of town and make the roads in and out of the town centre safer for ALL road users.</p>
(1195173) Member of the public, (WITNEY, Windrush Valley Road)	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Object</p> <p>Environmental concerns, playing children and reducing petrol consumption by driving more slowly</p>
(1197112) Member of the public, (Witney, Woodford Mill)	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>better safety, better for the environment</p>

(1204316) Member of the public, (Witney, Woodford Mill)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Speeds need to be reduced throughout Witney. Having said that any new speed limits must be enforced.
(1203951) Member of the public, (Witney, Woodstock Rd)	20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion Although I drive, I also regularly walk and cycle and feel quite threatened by the speed of vehicles. It would be good to have some areas of the town where the max speed is 20mph to protect everyone but especially children, people with pushchairs and wheelchair users. The car has been paramount for far too long. Reducing speeds will calm down traffic, prevent accidents and reduce pollution.
(1203492) Member of the public, (Witney, Woodstock road)	20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object Dpeed of cars exiting town is increasing rapidly especially in the early to late evening tim
(1203999) Member of the public, (Witney, Woodstock Road)	20mph speed limit – Support 30mph speed limit – No opinion 40mph speed limit – No opinion Vehicles regularly travel over 30 mph approaching Woodgreen School and everyone knows the speed camera hasn't been in operation for years. I would also suggest that selecting an unusual speed limit (e.g. 23 mph) gets noticed and complied with more effectively than a round number like 20 mph which drivers don't notice. I have experience of implementing speed limits on large construction sites and I know that strategy works.

<p>(1204249) Member of the public, (Witney, Woodstock Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I live on Woodstock road and frequently listen to the sound of cars exceeding 30MPH as cars accelerate between the speed camera and wood green. Whilst I'm in favour of 20MPH, its implementation will only be useful if compliance can be maintained - the current speed camera is not an effective way of ensuring people do 30 MPH as this is regularly exceeded. I can't imagine drivers willingly complying with 20MPH if they know they can still get away with driving in excess of 30MPH unless their average speed is taken the whole way down the road.</p>
<p>(1217583) Member of the public, (Witney, Woodstock Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Lowering limits will hopefully bring about an improved culture across Witney to encourage safer and more aware driving especially on routes our children take to and from schools. The knock on impact will be people feeling more confident for themselves/their family to walk/cycle where possible.</p>
<p>(1246504) Member of the public, (Witney, Woodstock Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <ol style="list-style-type: none"> 1. Safety 2. Fuel consumption reduction 3. Noise pollution reduction 4. Improved traffic flow 5. Improved ability for pedestrians to cross road as no formal crossing for pedestrians crossing in the region of Holy Trinity, 6. To encourage people to walk or bike rather than drive. <p>The Woodstock Rd is a racetrack when it isn't nose to tail with traffic. In particular, heading AWAY from the town and in the evenings.</p>

<p>(1248287) Member of the public, (Witney, Woodstock Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object</p> <p>as a cyclist and pedestrian I frequently encounter cars, vans and lorries travelling above 30 mph in zones that are already set at that speed in the town. Moreover, there is a dearth of pedestrian crossings in the town which makes the 20 mph limit all the more vital.</p>
<p>(1193019) Member of the public, (Witney, Burford Rd)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I walk and run regularly through Witney, my children both walk to school and speeding vehicles intimidate and make me feel unsafe daily. This discourages me from walking at certain times and places. Cars rule the town. Witney has the potential to be a pedestrian/ cycle priority town which would in turn reduce traffic, pollution and encourage more people to walk. I am mobile. I can see how speeding traffic would deter less mobile people from leaving their house and isolate them. Speeding vehicles make me sad and cross and there is no need for it.</p>
<p>(1199051) Member of the public, (Witney, Burford Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Concerns</p> <p>Support 20mph zones, particularly on Burford Road. Cars drive past our house at excessive speeds. It is dangerous to cross the road and to reverse onto our drive.</p>
<p>(1198735) Member of the public, (Witney, Burwell Drive)</p>	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>Speeding along Burwell Drive Curbridge Road Corn Street - schools close by and many bends so more accident prone.</p>

<p>(1223965) Member of the public, (Witney, Church green)</p>	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Concerns</p> <p>I am shocked that the road which runs around the outside of Witney, between the windrush leisure centre and sainsburys isn't being changed to 20 - the road has the crossing which links town with the country park/lake and is often used by kids crossing for school. This road is currently a 30 but everyone travels at 40 along there and it's sooooo dangerous. The road is a main part of town and should be 20. This needs reviewing urgently.</p>
<p>(1197933) Member of the public, (Witney, Early Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object</p> <p>Safety and drivers are speeding even on my road where children are walking to school every day</p>
<p>(1216349) Member of the public, (Witney, Hailey Road)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I see children almost get run over every day on Hailey Road</p>
<p>(1220747) Member of the public, (Witney, Hedgehog Lane)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>.</p>

<p>(1199053) Member of the public, (Witney, Mill Street)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>Mill Street is a race track. I recommend 20 mph between High St roundabout and the first set of traffic lights. Or a speed camera?</p>
<p>(1204550) Member of the public, (Witney, Newland)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I want safer roads and healthier air quality</p>
<p>(1200153) Member of the public, (Witney, Northfield Farm Lane)</p>	<p>20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support</p> <p>I believe strongly (and believe there is a good evidence base) that reducing speed limits and nudging the public towards healthier and more sustainable transport options is better for everyone in the community and better for the environment (for all the reasons the developers of these proposals will have considered).</p>
<p>(1228436) As part of a group/organisation, (Witney, Riverside Gardens)</p>	<p>20mph speed limit – Support 30mph speed limit – Concerns 40mph speed limit – Object</p> <p>Riverside Gardens is a retirement site for residents over 65 years of age. It consists of over 45 dwellings and is situated in Mill Street. The amount of speeding traffic, noise and pollution on this road has become increasingly unbearable. The elderly residents trying to cross this extremely busy, fast flowing road is now an accident waiting to happen.</p>

(1199614) Member of the public, (Witney, Snowhill Drive)	20mph speed limit – Support 30mph speed limit – Object 40mph speed limit – Object To make it safer for pedestrians, particularly the children that walk to school. I hope it would encourage more cyclists. I think it would be beneficial for all towns and villages to help reduce noise and air pollution.
(1193535) Member of the public, (Witney, Spitfire Drive)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support I support these plans but am concerned that only a part of the new Windrush Place development is covered. I think in order to further encourage walking and cycling to school (especially with a primary school located on centenary way) and work in a safe environment, the whole development should be made a 20mph limit.
(1233105) Member of the public, (Witney, Springfield Oval)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support It's long over due , traffic i is traveling far to fast
(1196283) Member of the public, (Witney, Station lane)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Concerns Reduction of speed will reduce accidents and noise. We have many young people in witney who drive very fast and very loudly

(1238779) Member of the public, (Woodstock, Hensington Road)	20mph speed limit – Support 30mph speed limit – Support 40mph speed limit – Support Increased road safety and confidence of pedestrians and cyclists
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Divisions affected: *Burford and Carterton North*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

BURFORD: PRIORY LANE - PROPOSED GOODS VEHICLE LOADING BAY

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the loading bay at Priory Lane Burford with less restrictive hours of operation – to be agreed following additional engagement with local businesses.

Executive summary

2. This report presents responses received to a statutory consultation on a proposed goods loading bay at Priory Lane Burford as shown in **Annex 1**. The proposal seeks to help alleviate the health and safety concerns raised over attempted deliveries to the Co-op, which can be problematic as a result of the narrow carriageway and limited parking to the rear of the store.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Co-Op retail business, who will also fund the implementation of the loading bay 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 delivery of goods to adjacent retail premises.

Consultation

6. Formal consultation was carried out between 26 May and 24 June 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, countywide transport, access & disabled peoples user groups, Burford Town Council, West Oxfordshire District Council, and the local County Councillor. Letters were sent to approximately 110 adjacent premises, and street notices were also placed on site in the immediate vicinity.
7. Six responses were received during the formal consultation: with one objection, three raising concerns, and two non-objections.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

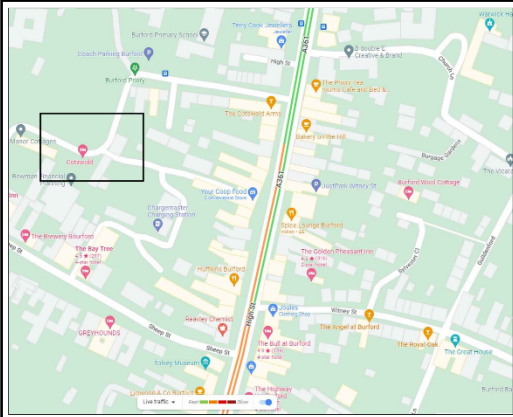
9. Thames Valley Police had no objection to the proposal, along with West Oxfordshire District Council who requested the 'Conservation Area' location be taken into account in terms of signs & lining.
10. In regard to the objection received from a local resident, the area in question is currently unrestricted in terms of parking which has often caused issues during times when deliveries are made due to the narrow carriageway. The proposed solution will allow for safe unloading/loading during a relatively small, dedicated window, outside of which general parking will still be available. The proposed bay will also remove the need for delivery vehicles to park in/block the shared access to Cotswold Inns as reported.
11. Concerns over enforcement are noted, but Civil Enforcement, Officers will be able to take action should vehicles contravene the restriction. Additionally, the proposals and their potential implementation are being funded by the Co-op whilst county council staff are carrying out their standard day-to-day duties, as such there will be no burden on overall council finances.
12. The times consulted on were over and above the initial request of the Coop and represent the most onerous restriction. In light of the concerns raised Officers agree that it would be prudent to lessen the effect of the proposed restriction which will then accord with Coop requirements and address the concerns raised by the other local businesses.

Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 James Wright 07789 926984
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July 2022

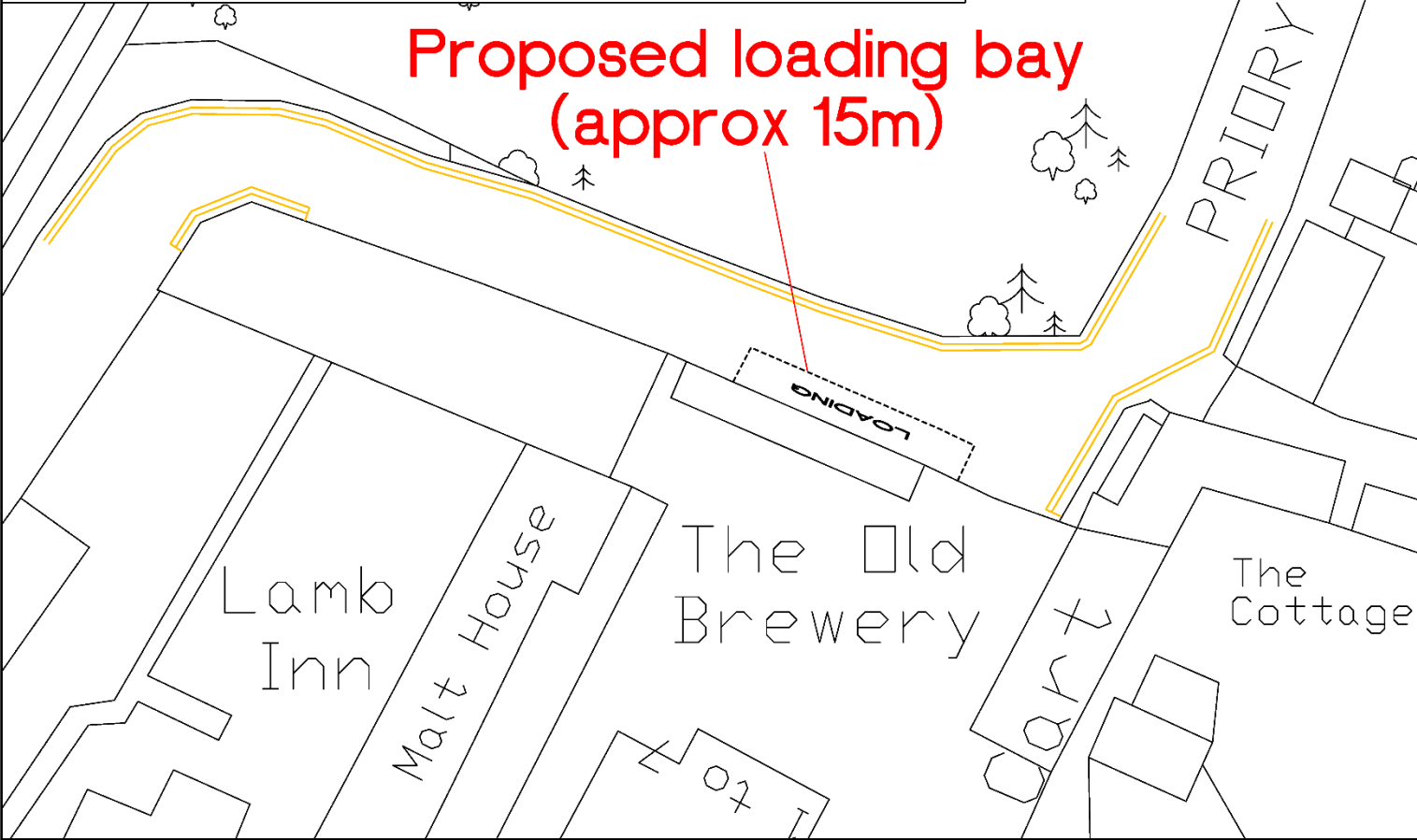



Goods vehicles loading only

Mon - Sat 7 - 9 am

Scheme Ref.		
Sign Ref.	1	x-height 20.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 275mm
Border	BLACK	Height 290mm
Material	Class RA2 (12899-1:2007)	Area 0.08m ²

Proposed loading bay (approx 15m)



Drawing No.		Revision	
© Crown Copyright and Database rights 10023343 2017			
Rev.	Date	Purpose of revision	Drawn Checked Approved
 OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title BURFORD PRIORY LANE			
Drawing title Proposed Loading bay			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	JEW Date drawn March 2022	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) West Oxfordshire District Council, (Planning Policy)	<p>No objection - This is an interesting back-land area of the Conservation Area. Whilst the site is already a parking area, paint in the road would be urbanising and cluttering and we suggest that this is limited to a simple thin outline.</p> <p>We raise no objections to the sign provided this is of modest size and preferably fixed to the wall.</p>
(3) Member of the public, (Burford, Priory Lane)	<p>Object – I write to oppose the proposals to provide the Co-op with a parking bay in front of my cottage. They applied when they took over the Budgen premises and were turned down on the basis that they knew the parking situation as was present and must take pot luck. If there was no space, then they should park in the coach park near to the Priory gate and school. Furthermore WODC told them to stop delivering on Sunday morning and in ant case not deliver earlier than 7am because of the appalling noise from their metal racks.</p> <p>When the Co-op arrived there were many businesses in the Old Brewery with maybe 100 people. They left and eventually the derelict building was demolished and 7 flats built. The Co-op lost a lot of business.</p> <p>The map you provided does not make the position of my cottage clear, it does not indicate the Priory gate & coach park. In the old days the Co-op lorry would reverse up to my cottage within a metre. It was and would be dangerous.</p> <p>Apart from the Co-op lorry the other large vehicle belongs to Warburtons. The time of its arrival varies, and one driver reversed into the lane belonging to Cotswold Inns, the right of way to which is shared by me and my neighbours. Apparently the manager of the Co-op told the Warburtons delivery to park in the lane for which he has no authority to do so. The lorry can park next to the Priory gate since they only deliver one metal crate, it is hardly a burden. The driver says it is dangerous, however it is the same route used by parents walking their children to school. The driver is fussing over nothing.</p> <p>As it stands the Co-op lorry rarely has trouble parking and does not take more than an hour, sometime much less. The</p>

	<p>people who park in Priory Lane are residents, and visitors to the flats as they only have one parking place in the Old Brewery.</p> <p>There will be many who will use the loading bay after 9am and local people who park overnight. Who is going to get people out of bed so that the lorry can park ?</p> <p>It seems to me that this is a badly created proposals and quite unrealistic. Your proposal has not been well-adjusted, will cause much ill-will and is a waste of OCC money.</p>
(4) Local business, (Burford, Priory Lane)	<p>Concerns – I am one of the owners of office units at The Old Brewery. In the past West Oxfordshire District Council has made it clear that they want to encourage businesses located at the Old Brewery. An integral part of attracting business to this area is to make as much parking available as possible as this is at a premium in this area of Burford.</p> <p>Whilst I understand the Health and Safety issues regarding the unloading of lorries for the Coop we would strongly urge the council to consider changing the times when this can take place. The main reason for this is that school children walk to school in the lane from approximately 8.30 to 9am. and the parking of a large lorry at that time would increase the possibility of a traffic incident. In addition most of the office employees arrive between 8.30 and 9am and so we would suggest that restricting unloading to between the hours of 6.30 and 8.30 would allow employees to park in Priory Lane whilst also allowing the lorries sufficient time to unload.</p>
(5) Local business, (Burford, Priory Lane)	<p>Concerns – I own offices at The Old Brewery, Priory Lane, adjacent to the loading bay proposal. Our gate entrance is right next to it and the parking abuts our wall.</p> <p>I do understand why a local business (the co-op) would like to have its own parking space but it is important to remember that there are other businesses and schools that use Priory Lane during the day and particularly from around 8.15am to 8.30am onwards. A loading/unloading time of 6.30am to 8.15 am or 8.30am should be sufficient to enable a speedy delivery (which I think is good) without blocking the road. Between 8.30am and 9.00am there would in my view be Health & Safety issues and inconvenience for other users -</p> <p>Young children and parents walk up Priory Lane to pre school at this time. Older children walk up to secondary school. Children walk down to Primary School, and there is traffic from drop-offs. Employees are trying to get access to gate entrance for parking at The Old Brewery.</p>

	<p>Employees/other businesses and visitors are looking for parking from 8.30am.</p> <p>It would be sensible to avoid this collision of events by an earlier delivery window. It would also elevate matters if deliveries were over-with and complete by at least 8.30am. Is this possible?</p>
(6) Member of the public, (unknown)	<p>Concerns – the only comment I'd make on the proposal (it's right next to my office) is that the Coop truck has usually long gone by 0900 or even 0800. Parking's tight around Priory Lane (although I tend to cycle in) and removing a space at commuting time might be a problem for the workers who park on-street there. It'd probably work if there was an 0800 cut-off rather than an 0900.</p>

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Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

CHARLBURY: VARIOUS LOCATIONS – PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURE & WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a. The extension of the current 30mph speed limit on the B4026 Pound Hill / Charlbury Road northwards by 530 metres,
 - b. the new/amended 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on: Grammar School Hill, B4437 Thames Street, B4437 Nine Acres Lane, Church Street, and Browns Lane,
 - c. One new '1 hour permitted parking Monday-Friday 9am-5.30pm with No return within 1 hour' parking bay on the western side of Market Street,
 - d. removal of 'no waiting at any time' outside The Old Post Office (shown on the consultation plan as a 'one hour permitted parking bay),
 - e. the new traffic priority calming build-out feature on the eastern side of the B4022 Banbury Hill.

Executive summary

2. This report presents responses received to a statutory consultation on traffic proposals comprising an extension of the 30mph speed limit on the B4022 Spelsbury Road, new and amended waiting restrictions and time limited parking places, and a traffic calming build-out. as shown in **Annex 1**, which have been put forward as a result of requests put forward by Charlbury Town Council.

Financial Implications

3. Funding for consultation on the proposals has been provided by Charlbury Town Council, who will also fund the extension 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 26 May and 24 June 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, countywide transport, access & disabled peoples user groups, Charlbury Town Council, West Oxfordshire District Council, and the local County Councillor representing the Charlbury & Wychwood division. Letters were sent to approximately 214 adjacent premises, and street notices placed on site in the immediate vicinity.
7. 45 responses were received via the online questionnaire during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
30mph speed limit	3 (7%)	-	38 (84%)	4	45
Traffic calming	4 (9%)	3 (7%)	30 (67%)	8	45
Double Yellow Lines	7 (16%)	4 (9%)	33 (73%)	1	45
1 hour parking	7 (16%)	5 (11%)	28 (62%)	5	45

8. Additionally, 16 emails were also received, comprising of: 7 objections, 5 expressing concerns, 2 in support, and 2 not objecting.
9. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police raised no objection to the various proposals, although were concerned whether the reduced speed limit in isolation would make it any safer for pedestrians walking in the road to and from the camp site.
11. Speeding is becoming an increasing concern in many places within Oxfordshire, and we work closely with Thames Valley Police (TVP) to try and address this and other traffic safety issues.
12. Lower limits are introduced, the aim of which is to change the mindset of drivers to make speeding socially unacceptable and to encourage more environmentally friendly modes of transport more attractive i.e. walking and cycling.

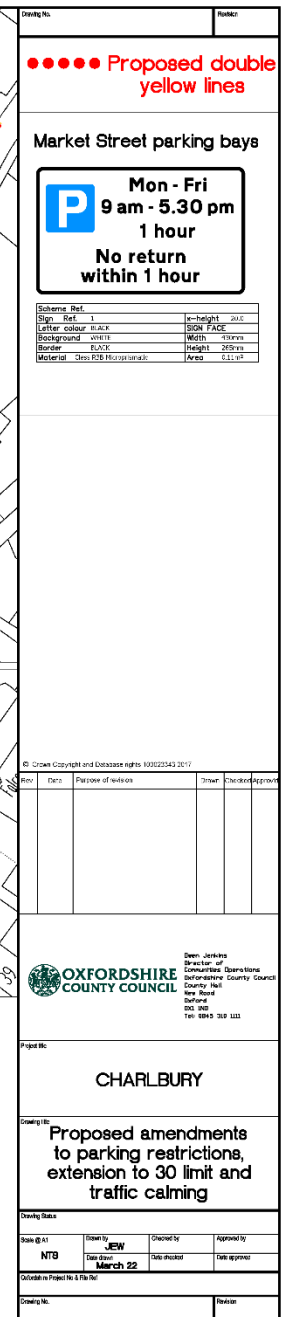
13. B4026 Pound Hill / Charlbury Road speeds have been the subject of a petition and representations by residents of this area. With a number of public footpaths crossing the road and a recently expanded permanent campsite, this road (which has no footway) needs to be made safe for all road users. It has been a long-standing aim of the Town Council, supported by the local county councillor, to reduce speeds for this reason.
14. Traffic calming features can be introduced in suitable locations where signed only speed limits need further reinforcement to aid compliance. During the detailed design stage, consultation comments can be considered and incorporated where appropriate.
15. Issues for pedestrians and cyclists are well known at this location. Technical and financial considerations have prevented a pedestrian crossing being proposed in this area but the matter continues to be under review. Traffic speeds on Banbury Hill in both directions have been documented to be well above the legal speed limit, and a significant proportion of vehicles drive at speed which are dangerous for pedestrians. Only physical calming measures will address this issue. The cycling bypass and cycling design standards were in draft plans for the buildout seen by the Town Council, and the Town Council wishes this to be incorporated.
16. No waiting at any time restrictions have been proposed in areas where parked vehicles may cause an obstruction to oncoming traffic causing delays, congestion and a potential danger to non-motorised road users. Current parking is frequently contrary to advice published in the Highway Code.
17. Amendments to some existing 'No Waiting at Any Time' is proposed to provide short term parking for shoppers, to aid turn-over of customers for those businesses in the town centre. Another length is to be removed to benefit residents who have no off-street parking. Both lengths being available outside shopping hours for residents equating to an overall gain for residents.
18. Changes on Nine Acres Lane, Market Street and Grammar School Hill have been the subject of previous informal consultation and all have found majority support. Grammar School Hill residents were written to again in 2021 and no objections were received.
19. The Market Street proposals will increase the amount of parking available for business users and residents in this location. The other changes are being brought forward to address long-standing road safety issues. One parking space in Church Street is proposed to be removed, at a point where parked cars frequently obstruct buses from getting through; a similar proposal is made at Browns Lane for the same reason. Parking enforcement is currently controlled by West Oxfordshire District Council, and their policy has historically been to oppose any residents' parking schemes.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 James Wright 07789 926984

July 2022



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object to both proposals. Thames Valley Police welcome the opportunity to engage on plans for road safety .</p> <p>Compliance is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) 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.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>With this scheme I welcome the engineering measures that are included and further measures should not be dismissed . I am not convinced these measures only will make it any safer for pedestrians walking in the road to and from the camp site.</p>
<p>(2) County Cllr, (Charlbury & Wychwood division)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>As a long term resident of the town and local councillor, I am aware of the issues that have been raised by residents. These proposals address their concerns.</p>
<p>(3) Charlbury Town Council</p>	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Concerns</p> <p>The Town Council supports the 1 hour parking restrictions outside the Pharmacy but would like to see the 1 hour parking outside the old Post Office to be removed and just made into to unrestricted parking.</p>
<p>(4) Local Cllr, (Charlbury, The Green)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Road traffic speeds in Charlbury are far too high, despite the new 20 mph limit, with the 40 mph far too high on the B4026. Parking on Nine Acres corner creates a hazard & needs improvement. The build out on the B4022 is particularly important as speeds on this road (proved by Community Speedwatch data) are very high & a hazard to pedestrians, specifically on Enstone Crossroads & crossing to allotments.</p>

<p>(5) West Oxfordshire District Council, (Planning Policy)</p>	<p>No objection - we are generally supportive of the measures which will improve safety and reduce hazards. However, we would like to make the following observations:</p> <ul style="list-style-type: none"> • A considerable amount of double-yellow lining is proposed which will be urbanising but we note that this will be no more urbanising than the cars it would displace so we raise no objections. • There would be parking bay signs in the heart of the Conservation Area which will again be urbanising but we note that these are relatively small and we raise no objections. • The 30 mph limit to the north approach from Spelsbury would be urbanising but the area is well outside the Conservation Area and we raise no objections. • The build-out on Banbury Hill would be in the Conservation Area, and it would occupy a prominent position on a main approach to the settlement. The design of this needs care and bollards (if absolutely necessary) need to be of minimal number and size, and preferably not illuminated. Kerbs need to be of the textured conservation type, or perhaps stone (not harsh smooth concrete). A tarmac surfacing would appear harsh and a greener finish would be preferable.
<p><i>A. Online Responses</i></p>	
<p>(6) As an individual, (Charlbury, The Slade)</p>	<p>30mph speed limit - Object Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Object</p> <p>The speed limit reduction is a ridiculous idea. In a very sparsely populated area, with houses well set back from the road, there is no need to reduce speed.</p> <p>As for parking, it's already difficult enough finding space when visitors come, without them getting tickets for their troubles.</p>

<p>(7) As an individual, (Charlbury, Park Street)</p>	<p>30mph speed limit - Object Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - No opinion</p> <p>I am a resident of Park Street and I have concerns about the proposal to introduce double yellows outside Grammar School Hill. During certain times of the year, particularly in summer it can be very difficult to find an on street parking space on Park Street and so we often have to park on Grammar School Hill near the pre-school. If the restrictions go ahead on the current suggestion this will make parking extremely difficult for residents (especially those like me with young children) and contribute to congestion of parking in the centre of town. It will also lead to cars needlessly driving around Charlbury looking for a space to park, clogging the centre and churning out fumes in the process - hardly good for eco credentials. I would urge the council to review where the double yellows start on Grammar School Hill - I propose that they start at the point where the road bends just up from the pre-school as this is a notable pinch point where visibility can be bad and prohibiting cars from parking there makes good sense. Placing the double yellows outside the pre-school will also make it difficult for parents doing pre-school pick ups, forcing them to find alternative places to park possibly further away from the facility.</p> <p>I do not support the traffic calming measure as proposed for Banbury Hill as I am not convinced that traffic speeding in this area is a problem per se. There is a much greater need in this area for proper pedestrian crossing facilities, because at the moment there are none whatsoever and the road is a much used route for pedestrians on the way up towards Banbury Hill Farm and other walking routes. Trying to traverse the crossroad can be hazardous, especially for people with young children, pushchairs, wheelchairs etc. In my opinion funds would be much better spent on this rather than a traffic calming measure that does not seem to address a particular problem.</p>
<p>(8) As an individual, (Charlbury, Lee Close)</p>	<p>30mph speed limit - Object Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - Object</p> <p>The cost of this consultation as well as the work is not needed. The first group of traffic calming measures - to 20 mph has been a failure. New signs were put up at expense in places where the drivers cant see them. No person is listening to these new speed limits.</p>

	<p>According to the study where the new 20mph limits are, the average speed was only 22 mph.</p> <p>Creating a new speed limit based solely on the people some people walking to Charlbury from the campsite is pointless, there are so few people this seems like a too big expense for so few people.</p> <p>Would be better to spend the money, where new signage would be put up and new paint on the ground to fix the streets we are trying to drive on.</p>
(9) As an individual, (Charlbury , Wychwood Close)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>There should be more 20mph areas in Charlbury. The whole of the Slade</p>
(10) As a business, (Charlbury, Cotswold frames Gallery and gifts)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>as a business in the town centre the biggest customer concern is the trouble in finding a parking space in the town centre if the 1hr parking spaces in market stare adopted then please ensure that they are policed as people will take the mickey and park there all day</p>
(11) As an individual, (Charlbury, Spelsbury Road)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>The 4026 is dangerous and reducing the speed may help.</p>

<p>(12) As an individual, (Charlbury, Hundley Way)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I particularly support the proposed calming feature on Banbury Hill. For years there has been talk about the need to slow down traffic that flies into the town, often at double the speed limit, straight into an area where children need to cross the road. Only a physical measure will stop this.</p>
<p>(13) As an individual, (Charlbury, Spelsbury road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I fully support the efforts to slow cars down near residences for the safety of children and adults; and, I support the double yellow and parking changes to address problems that have evolved over time.</p>
<p>(14) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Concerns No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I am supportive of three of the proposals. I have no strong opinion about the B4022 Banbury Hill proposal. If anything, the recently introduced 20mph limit is a bit excessive. On the B4026 Spelsbury Road on the other hand, the proposed extension of the 30 mph limit, which I support, does not go far enough as it will not extend to Cotswold Camping and consequently may fail to meet its stated objective of reducing speeds "where there are vulnerable pedestrians walking to and from the camp site".</p>
<p>(15) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support</p>

	<p>1 hour permitted parking' - Support</p> <p>I support the proposals listed. However regarding the B4026, Spelsbury Road proposed extension on the 30 mph speed limit ,I believe that this extension should extend to the Cotswold camping site in order to the meet the objective; where there are vulnerable pedestrians walking to and from the campsite. In addition pedestrian signs should be displayed along the route</p>
(16) As an individual, (Charlbury, Lees Heights)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Concerns</p> <p>I am a local resident and am interested in any changes made to our town infrastructure</p>
(17) As an individual, (Charlbury, Church Street)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Support</p> <p>It is difficult to park in the centre of town and more yellow lines will make things more of a problem. Most of us don't have off street parking.</p>
(18) As an individual, (Charlbury, Ditchley Road)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Please make the entire town 20mph as the ambiguity of 50/40/30/20 is doing nothing to slow drivers at all, especially as there is no enforcement. The Slade is racetrack 20:00-24:00 with speeds easily in the region of 50-60mph every evening. Can we please have an average speed check system installed. Stonesfield is all 20MPH with better approach traffic calming measures</p>

<p>(19) As an individual, (Charlbury, The Green)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I live on The Green but the front of house backs onto Hundley Way, which is adjacent to Banbury Hill. I also walk to and from the town centre and the railway station, which involves me crossing the Enstone crossroads. Both of these allows me to be a witness as a pedestrian to speeding of vehicles coming to and leaving Charlbury via Banbury Hill. I have lived in Charlbury for 30 years from a small child to now an adult and I can see the increase traffic, the increase in speeding and the increase in dangerous driving. I believe traffic calming measures such as a build out would decrease speeding of vehicles. There are often times I have had to wait for up to five minutes to cross the Enstone crossroads. They has also been times where I have nearly been knocked over by speeding vehicles. I whole heartedly support any measure to reduce vehicle speed and make the roads and the environment safer.</p>
<p>(20) As an individual, (Charlbury, Little Lees)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>There is an issue with car going fast on the B4026 particularly if walking. Traffic on the B4022 Banbury Hill regularly exceeds to speed limit hence the need for traffic calming Cars parked in certain places create a hazard and can be dangerous so parking retriectio is needed. The 1 hour permitted parking will help businesses in the Town centre</p>
<p>(21) As an individual, (Charlbury, Thames Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Concerns generally about the parking and safety issues, and speed that traffic goes through the town The traffic on the Nine Acres corner is very heavy and very dangerous. Please make sure the yellow lines go far enough up the hill. And very important to have the yellow lines opposite the road entrance on Thames Street. I also</p>

	have huge concerns about the traffic speeding up as it leaves Nine Acres and starts going down Pound Hill.....This should also be a 20mph speed limit!
(22) As an individual, (Charlbury, Hixet Wood)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Object</p> <p>The existing double yellow lines are largely ignored and hence largely ineffective. Spending more public money without any increase in the enforcement of parking restrictions is thereby a waste. It would be more cost effective to spend the money on increasing the enforcement presence. Whilst I support the change in speed limits and traffic calming measures the number of physical calming measures will need to be increased if both the existing and the new limits are to be effective; again, enforcement is the key and physical traffic calming measures will be cheaper than intensive policing. Finally, I believe that with the exception of the chemist there are no businesses within the centre of Charlbury that require 1 hr parking slots. The Co-op already has an adjoining car park and the remaining few, small entrepreneurial sites that do not have at least limited on-site parking are not in the centre. Any such 1 hr slots will almost certainly be abused and will be considered worth the chance of being caught. I thus believe that it would be better to retain the status quo and save the money.</p>
(23) As an individual, (Charlbury, The Green)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I support all the proposals, especially the revised speed limit on Banbury Hill. Time after time I have observed vehicles coming from that direction at well over the 30 mph limit when they reach the Enstone Road crossroads. In the last half hour, a car came from that direction travelling at well over the speed limit. That stretch of road is used by children going to school, elderly people who are all vulnerable when traffic ignores the speed limits when they need to cross the road. Extending the limit will hopefully have some impact on speed. Better still a few fines wouldn't go amiss.</p>

<p>(24) As an individual, (Charlbury, Hixet Wood)</p>	<p>30mph speed limit - Support Traffic calming feature - Concerns No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>The proposed traffic calming 'build-out' on the B4022 Banbury Hill is welcome, but I suggest that serious consideration is given to placing it on the other side of the road - that is, outbound from Charlbury, rather than inbound. I appreciate that this may appear counter-intuitive, but I feel that there are good reasons for this suggestion. Firstly, my observations (when working in the allotments close to the proposed site) are that the majority of speeding vehicles are heading outbound, not inbound. People set off from the crossroads, and speed up regardless of the 20- and 30mph signs. Cars and motorbikes doing 40+ outbound are not uncommon at this point. Secondly, the side of the road closest to the allotments is used by people who are walking in to Charlbury (from the Banbury Hill Farm campsite, for instance) since there is no pavement along this stretch of road. Placing the build-out as currently proposed will increase the risk to these people; speeding vehicles will have less room to manoeuvre outwards to avoid them, and once drivers know the layout, the tendency will be to assume that they have a clear run past the build-out. Placing the build-out on the allotments side of the road will 1) place an unavoidable restriction on speeding vehicles, and 2) provide greater protection for people walking along that stretch of road - bearing in mind that they have to walk both to and from Charlbury, the latter with their backs to the traffic.</p>
<p>(25) As an individual, (Charlbury, Thames Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - No opinion</p> <p>Thames Street/ Nineacress Crossroad get blocked a lot of the time, Bus Struggle to get by. there going to be an nasty accident if nothing is done.</p>
<p>(26) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p>

	All well thought out.
(27) As an individual, (Charlbury , Sturt close)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>All looks to make venerable people safe however, the traffic calming could hinder emergency services with little benefit to safety</p>
(28) As an individual, (Charlbury, church street)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>traffic needs calming and there are frequent obstructions to buses traveling through the town</p>
(29) As an individual, (Charlbury, Crawborough)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>They all seem like safe measures. The double yellow lines at the bottom of nine acres lane are especially needed as traffic jams are always caused there by cars being parked too close to the junction, especially when a bus is involved.</p>
(30) As an individual, (Charlbury, Marlborough Place)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - No opinion</p>

	<p>I am concerned that the parking restrictions on church street will cause cars to drive very fast through there as the road will be much wider and cars already drive too fast round the corner from park Street but are somewhat prevented from speeding down church street by the parked cars. I have 3 little children and am worried about this as we regularly walk there and if they were to run out into the road it could be fatal if speeds increased. Also I wondered where the residents of church street would park and that they would be forced to park in other parts of Charlbury which would cause problems. I think that removing the parking from church street will only cause significant problems.</p> <p>Thank you for your hard work as a council and for consulting the people.</p>
<p>(31) As an individual, (Charlbury, Marlborough Place)</p>	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Object</p> <p>There is already very limited parking in Charlbury, this would create issues for people who live in the area and don't have a garage.</p>
<p>(32) As an individual, (Charlbury, Elm Crescent)</p>	<p>30mph speed limit - Support Traffic calming feature - Concerns No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I approve strongly the proposal to calm traffic on the B4022 Banbury Hill, but I have concerns about the siting of the built-out kerb. At present the verge on the West side of the road is regularly used by pedestrians, including family groups with young children, walking to and from the Banbury Hill campsite, the entrance to the Wigwell nature reserve, and the footpath towards Taston. The verge is especially narrow at the point proposed for the built-out kerb. This means that pedestrians and vehicles would come into very close and dangerous proximity at the "pinch-point". If the built-out kerb was sited further to the North where the verge is wider, this would also have the benefit of making it more visible to vehicles approaching Charlbury from the North.</p>
<p>(33) As an individual, (Charlbury, Ticknell Lane)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support</p>

	<p>1 hour permitted parking' - Support</p> <p>I believe they will free up congestion, make it safer for predestinations by slowing traffic down and create some much needed parking whilst discouraging those who travel into Charbury for the station parking their cars in town.</p>
(34) As an individual, (Charlbury, Sandford Rise)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Concerns</p> <p>The 18m spaces to be created in Market Street 58 metres from the junction with Church Street should be unrestricted to provide more residents spaces in that road</p>
(35) As an individual, (Charlbury, Market Street)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Traffic approaching Charlbury sometimes drives too fast for the safety of pedestrians, in particular children and older people. The extension of the double yellow lines at the bottom of Nine Acres Lane is a good idea. At present there is congestion for traffic turning into Nine Acres Lane from Thames Street or Pound Hill. In addition visibility into Nine Acres Lane is poor, as a result of the parked traffic near the entrance to the road, and that could be dangerous.</p>
(36) As an individual, (Spelsbury, off Church Lane)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>In recent years traffic passing through Charlbury via the B4026 and B4022 has increased significantly. These measures bring Charlbury into line with other similar sized towns in Oxfordshire that have already taken action. As a recreational cyclist I often ride along these two roads and am regularly taken aback by their speed. Even 30 mph</p>

	would seem fast. The fact that people walk two and from the nearby campsites on these roads makes tighter speed restrictions and other measures even more urgent.
(37) As an individual, (Charlbury, Dyers Hill)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - Concerns</p> <p>Any further restriction to parking within Charlbury will have knock-on effects on Dyers Hill, which is already heavily in demand for parking.</p>
(38) As an individual, (Charlbury, The Green)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Speeding is a problem in Charlbury for pedestrians and wildlife. It would be more environmentally friendly to encourage people to walk instead of driving.</p>
(39) As an individual, (Charlbury, Market Street)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>I understand that the Charlbury Town Council's original proposal was to have the double yellow lines opposite the old Post Office removed and create some new unrestricted parking spaces, but turn the existing unrestricted parking spaces outside the pharmacy into restricted parking spaces. This would retain the number of unrestricted parking spaces on Market Street but add some restricted parking spaces for shoppers. Parking on Market Street is already very problematic for residents and those who work in the town centre, so reducing the number of unrestricted parking spaces will just exacerbate the issue. A frequent issue is caused by the fact that the current unrestricted parking spaces are not marked out on the road. For example, if a particular parking zone has space for 4 cars, if drivers do not park at the end or the front of a parking zone only 3 cars can then park in the zone, which is highly frustrating.</p>

	<p>Many drivers seem oblivious to the fact that their car is taking up space for 2 cars. A simple solution would be to paint "L" shaped markings on the road at the end and the front of the zone and 3 "T" shaped markings at equal distance between them. This would clearly define the 4 spaces.</p>
<p>(40) As an individual, (Enstone, Oxford Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>As a horse rider who has had multiple near misses on the road with cars /lorries speeding out along the road towards Spelsbury, and more recently having seen the near misses between the huge influx of campsite walkers and cars on that road, it's only a matter of time before a serious accident happens. So I am in huge support of these proposed changes!</p>
<p>(41) As an individual, (Enstone, Oxford Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Soon to move to Charlbury from Enstone. The 30mph limit extension is crucial to peoples safety particularly walking from the campsite and in my opinion should extend past the cotswold camping campsite, consultation should also begin on the installation of a proper footpath into Charlbury from Spelsbury to support both localities. In my opinion it would be deemed negligent to not make stronger changes to address traffic speed in that area. Children are expected to walk from the campsite to the town and horses also frequent the highway around this area creating two major risk categories for an accident and subsequent fatalities.</p>
<p>(42) As an individual, (Charlbury, Market Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - Concerns</p>

	<p>As a current resident of Market Street, I have serious concerns regarding the proposal to remove the current unrestricted parking outside the Pharmacy to be replaced with 1 hour bays. The parking situation in the centre of Charlbury is very challenging and a daily cause of tension for residents. The removal of all unrestricted parking outside the pharmacy removes 4 parking spaces for residents without an alternative parking location being proposed, making an already challenging situation worse. This would be further exacerbated by the addition of the double yellow lines to Nine Acres (outside the garage) which residents of Market Street are frequently forced to use when there is insufficient parking near their homes.</p> <p>I am in full support of the 1 hour bays outside the Old Post Office and, despite the current restrictions, these spaces are largely used by shoppers making short trips to the Pharmacy and Deli. The quantity of spaces is suitable for the demand for parking for shoppers. However, the current proposal does not leave sufficient provision for the residents.</p>
(43) As an individual, (Charlbury, Spelsbury Road)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - No opinion 1 hour permitted parking' - No opinion</p> <p>I fully support the 30mph speed limit on the B4026 on the grounds of safety to residents, pedestrians and horses and riders who use the road on a daily basis.</p>
(44) As an individual, (Charlbury, Dyers Hill)	<p>30mph speed limit - No opinion Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>The 1 hour limit will significantly affect Market Street resident and near resident amenity while only suiting shoppers travelling north out of the town centre. It is unproven and unlikely that there is sufficient business demand for the 7-8 spaces being created. A couple of spaces outside the pharmacy and a couple of spaces at the top of Church street and perhaps a space or two on Browns Lane would be more than adequate, spread the loss of amenity and make spaces available to shoppers coming from different directions.</p>

<p>(45) As an individual, (Charlbury, Thames Street)</p>	<p>30mph speed limit - No opinion Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - No opinion</p> <p>I live in Thames Street and have no off street parking available to me, the limited parking spaces in Thames Street and Nine Acres are often used by commuters which makes parking very difficult. Currently on many occasion I am forced to park a significant distance from my home because of commuter parking. The proposed double yellow lines will make the situation very much worse unless other measure are taken such as resident parking only of parking time limits which would discourage commuter parking. A one hour limit in either the am or pm would do the trick. Some commuters leave their cars all week from Monday to Friday. Finally the current parking arrangements do actually bring an additional benefit of preventing speeding down Thames Street towards Spelsbury. Parking permit for residents is the way forward, no extra cost for enforcement would be need for reason residents would happily police on behalf of the council.</p>
<p>(46) As an individual, (Charlbury, Browns Lane)</p>	<p>30mph speed limit - No opinion Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Support</p> <p>'My wife and I live on Browns Lane, which will be directly impacted. I understand the rationale behind the reduction in spaces on Browns Lane but I think the proposal is the wrong solution for the problem. I will explain below:</p> <ul style="list-style-type: none"> - there is clearly a lack of available parking in central Charlbury, particularly on Browns Lane which caters both for residents, and customers of the Bull Inn / Co-Op supermarket. - problems arise when the double-decker S3 bus drives down this narrow street and someone has parked too far from the kerb meaning the bus often becomes stuck. This is never due to a Browns lane resident and invariably caused by a tourist/visitor to the pub or supermarket. <p>Assuming that the large S3 bus which never seems to be carrying more than 10 people through Charlbury is not going to change, it would appear to me that the obvious common-sense solution would be to convert the identified parking</p>

	<p>bays to resident's bays? The council could even charge a fee for these. However, if these bays are removed, my assumption is that people will simply park on the double yellow line due to lack of any other alternative option.</p>
<p>(47) As a business, (Charlbury, Market Street)</p>	<p>30mph speed limit - No opinion Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>As of a property on Market Street, I object to the proposed removal of the double yellow lines opposite this building as this gives no consideration to the use of my driveway .</p> <p>Market Street is a narrow, one-way street with traditionally, commercial buildings, that over time, and particularly recently, largely converted to residential use. This has put greater pressure on parking in central Charlbury.</p> <p>The Town Council, and those Market Street residents who stand to gain from this, may have thought that, with the building being unoccupied for a few years, and the post office vans no longer pulling up to collect the post, that this was the obvious place to gain some extra parking in the centre of town. However, it just doesn't make any sense that parking should be allowed directly opposite a busy driveway. It's an accident waiting to happen.</p> <p>Property is currently undergoing refurbishment to provide accommodation and a café-bistro downstairs. We also operate a mobile catering trailer, in the form of a horsebox, which is stored on the driveway. Trying to turn into my driveway with trailer has been problematic due to cars parking on the double yellow lines. The ability to swing slightly left towards the double yellows before turning right allows sufficient room to make this possible.</p> <p>Equally, trying to exit the driveway turning right onto the one-way street, is only possible due to the no parking area being respected. I fear that a solid wall of cars parked in the proposed position will make this extremely difficult. Also, in general, without the trailer, it is not always possible to turn around in the driveway, and reversing onto the road with cars parked illegally can be hazardous</p> <p>The ongoing refurbishment works has required the movement of trades vans and skip lorries into the driveway, much of which would not have been possible if the parking restrictions were not in place.</p> <p>In future, in the coming months, the building will be occupied and have frequent vehicle movements to and from the driveway by residents, restaurant staff and food deliveries. The latter may be forced to block the road temporarily if</p>

	<p>unable to turn into the driveway.</p> <p>Having said all that, as a business owner in the centre of Charlbury, I recognise that having somewhere for customers to park in the centre of town for a limited duration would be beneficial for a café-bistro and other businesses. Although walking to the centre should be encouraged, if the town is to become more vibrant, as the town council supports, then it would do well to make it attractive for visitors from neighbouring villages to have somewhere to park too. The only parking option is the Spendlove centre, which can become overcrowded.</p> <p>What I would object most strongly to is the suggestion that the double yellow lines be removed for permanent parking. Several neighbours have commented that they wish to see unrestricted parking, so they can park their cars there all day. Often each household has more than one car and they work from home.</p> <p>I note, that an the ex- leader of the town council, who happens to live opposite the double yellow lines, on realising that OCC has proposed 1 hour parking, has suggested that OCC has made a mistake and that the change should be for permanent parking. He has requested that residents make this point to the council.</p> <p>There is also the issue of commuters parking on the Market Street, Thames Street and Nine Acres all day, instead of paying for station parking.</p> <p>So, in summary I would prefer my driveway access to be respected. If you insist on allowing parking, then please ensure there are appropriate restrictions supported by more effective parking enforcement.</p>
<i>B. Email Responses</i>	
(48) As an individual, (Charlbury, Grammar School Hill)	<p>No Waiting at Any Time' (double yellow line) - Concerns</p> <p>We are the only house on Grammar School Hill with no off-street parking - the proposals to introduce parking restrictions for c. 50 meters will have a significant impact upon our ability to park within a reasonable distance of our property.</p> <p>Local parking for residents on Grammar School Hill is already difficult, particularly with Charlbury's increasing popularity for tourists and walkers, resulting in a significant increase in tourist and visitor parking.</p>

	<p>We would like you to consider the possibility of a residents parking bay to be made available. We would be happy to pay for this bay, as I am sure would any other owners on Grammar School Hill who do not have off-street parking.</p> <p>Would like to add the following information if possible about additional parking pressure:</p> <p>1) Parking on Grammar School Hill is also used by residents in Park Street who have no off street parking 2) In addition to being used for tourist parking, Grammar School Hill is also used for parking by commuters who live outside of Charlbury, who choose to park there rather than at the train station</p>
(49) As an individual, (Charlbury, Park Street)	<p>No Waiting at Any Time' (double yellow line) - Support</p> <p>As a resident a few houses down from Grammar School Hill, I am delighted that this proposal is being put forward.</p> <p>With so many parked vehicles, it has long been a scary experience driving around the bend at Grammar School Hill, and clearly is a dangerous situation. Too many drivers ignore the 20mph limit, and it is only a matter of time before a major accident happens.</p>
(50) As an individual, (Charlbury, Market Street)	<p>1 hour permitted parking' - Object Traffic calming feature - Concerns</p> <p>Unfortunately some confusion appears to have arisen re: the Market Street parking, and what's being formally consulted on is not what the (previous) Town Council suggested in its informal consultation (document attached) and which was approved by the majority of respondents.</p> <p>The original proposal was to remove double yellow lines opposite the former Post Office; and to designate an equivalent length area outside the Pharmacy as short-stay. In other words, there would be c. 20m of (new) unrestricted parking, and the existing c. 20m would become short-stay, so the total length of unrestricted parking was unchanged.</p> <p>The formal consultation appears to be envisaging that both areas will be short-stay (plan extract attached as screenshot). The plan is wrong in that it says "DYL convert to parking bay" outside the pharmacy - this area does not currently have double yellows.</p>

	<p>This will be a net reduction in unrestricted spaces and will be problematic for residents and for the staff of town centre businesses who park here during the day, particularly Little Monkeys (day nursery) and Charlbury Deli & Cafe.</p> <p>I'd ask that you revert to the original proposals, which would mean the Order would read something like:</p> <p>insert 2f) Market Street – existing restrictions on the western side to be removed for 18 metres from a point 58 metres north of the junction with Church Street (remove current 3a)</p> <p>Please consider this as a formal objection.</p> <p>For the proposed build-out on Banbury Hill, the adopted Oxfordshire Cycling Design Standards (2017) say "If used, build-outs should have a method for cycle users to bypass them" (p17). This would usually be a gutter allowing cyclists to pass on the verge side of the road; please do ensure that one is included.</p> <p>This is particularly important at this location which is a steep uphill and will be difficult for cyclists to restart from a stop. The gutter needs to be wide enough for non-standard cycles and to dissuade rubbish/vegetation from collecting – the former gutters on Bankside in Banbury were an example of how they can be dangerous if built too narrow.</p> <p>The rest of the proposed order is good; as someone who cycles to Chadlington School regularly I'm particularly pleased to see the 30mph extension on Spelsbury Road, and as a bus passenger I'm glad to see 2d and 2e which will make it less likely that the bus gets stuck!</p>
(51) As an individual, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) - Concerns</p> <p>You know that there is already pressure on parking in the centre of Charlbury. Would it help to have a residents' permit system with facility for guests too? We have two cars in our house and the situation is already really difficult. I suspect that there are commuters using the parking spaces in the centre to avoid paying in the station car park and a residents' scheme would stop that?</p>
(52) Local business, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) – Object</p>

	<p>There is absolutely no need for the further extended restriction in Church St. The only issue that occasionally arises is when a large service bus, double decker which is totally unsuitable for the narrow streets of Charlbury, is driven by a poor or an inexperienced driver and they claim they cannot get through. I have an HGV Class 1 and when it happens I frequently go out and point out that there is bags of room to pass and that I could get a 40 tonne Wilcox bulk artic rig through the space available - easily.. As this is an essential public parking space to my business why should I lose the amenity because Stagecoach cannot recruit experienced drivers. I will challenge any order made of this kind in the Courts if necessary.</p> <p>While you are at it why not remove the unnecessary lines outside the Churchyard?</p>
(53) As an individual, (Charlbury, Jeffs Terrace)	<p>No Waiting at Any Time' (double yellow line) – Object</p> <p>If the parking restrictions are extended in Thames street and nine acres then the lay by out side jeffs terrace needs to be made residents parking only as we have problems parking at present with new barn garage parking customers cars in the lay by commuters parking as they do not want to pay the parking charges at the station and walkers that park in the lay by so the ones that park in Thames street and the bottom of nine acres will only be able to park out side jeffs terrace and being a blue badge holder i can not park to far from home.</p>
(54) As an individual, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) – Object</p> <p>I am a resident of Church St Charlbury and would like to raise an objection to more yellow lines. It is already very difficult to park.</p>
(55) As an individual, (Charlbury, The Green)	<p>1 hour permitted parking' - Concerns</p> <p>In the local consultation last year, there was only one area of this short term parking. In my opinion this should be reinstated. Residents of the town centre have difficulty in parking near their homes and this would remove four spaces.</p> <p>Also as these short stays are geared at shoppers, shouldn't they be available during opening hours only? This would free up these spaces for residents overnight and on Sunday.</p>

(56) As an individual, (Charlbury, Nine Acres Lane)	<p>No Waiting at Any Time' (double yellow line) – Concerns</p> <p>My main concern is where cars will park once double yellow lines are introduced. Being a resident on Nine Acres Lane already comes with parking issues as a result of the garage and people not wanting to pay to park at the train station. We have a lay-by on the road which provides parking for residents however, on a daily basis, this gets taken over by the garage. Everyday they park cars all along the road and in the lay-by, quite often not moving them for weeks at a time. Combining this with people parking their cars to use the train station it is already a nightmare.</p> <p>My concerns are when you make the road double yellows, where will the cars that park along the road go? I can already see the garage will use any space in the lay-by when residents are at work, leaving nowhere to park on return. Whilst I understand, and witness daily, Nine Acres Lane is dangerous with cars blocking the junction, most of the issues are from the garage. Will the lay-by become resident parking only ensuring the issue does not become worse for us?</p>
(57) As an individual, (Charlbury, Browns Lane)	<p>No Waiting at Any Time' (double yellow line) – Object</p> <p>I understand the rationale behind the reduction in spaces on Browns Lane but I think the proposal is the wrong solution for the problem. I will explain below:</p> <ul style="list-style-type: none"> - there is clearly a lack of available parking in central Charlbury, particularly on Browns Lane which caters both for residents, and customers of the Bull Inn / Co-Op supermarket. - problems arise when the double-decker S3 bus drives down this narrow street and someone has parked too far from the kerb meaning the bus often becomes stuck. This is never due to a Browns lane resident and invariably caused by a tourist/visitor to the pub or supermarket. <p>Assuming that the large S3 bus which never seems to be carrying more than 10 people through Charlbury is not going to change, it would appear to me that the obvious common-sense solution would be to convert the identified parking bays to resident's bays? The council could even charge a fee for these. However, if these bays are removed, my assumption is that people will simply park on the double yellow line due to lack of any other alternative option.</p>

(58) As an individual, (Charlbury, Jeffs Terrace)	<p>No Waiting at Any Time' (double yellow line) – Concerns</p> <p>I can understand why this is happening as I live on nine acres lane in Jeffs terrace, the only problem I have is there's a lay-by out side my flat we're I park at the moment, which is already taken up by none residence, like train commuters and other people who live further down the road, so when these yellow lines are put down we will never be able to park when we get home, so is there any chance that the lay by can be made into residential parking only or even the green grass outside our flats taken back to make more parking bays so residents can park there, and most of us have 2 cars these days.</p>
(59) As an individual, (Charlbury, Market Street)	<p>No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>There is currently extreme pressure on any available on-street parking spaces in Market Street – these are needed for residents of Market Street and they are also used by residents of Thames Street. Existing spaces are insufficient to meet these combined needs and we would strongly support the provision of additional spaces.</p> <p>We understand that, when reviewing the need to address local parking pressures, the Charlbury Town Council originally proposed that the area outside the former Post Office in Market Street should have the double yellow lines removed (no time restriction) and an equivalent area outside the Pharmacy should get a one-hour restriction. Their intention was to retain the existing amount of unrestricted parking on Market Street while adding new spaces for shoppers outside the Pharmacy.</p> <p>We cannot support the proposals now contained in the Order (which provide for a one-hour restriction opposite the former Post Office as well as outside the Pharmacy) and would press for the double yellow lines opposite the former Post Office to be removed to provide for additional unrestricted parking spaces.</p> <p>If it is felt necessary to introduce a one-hour restriction outside the Pharmacy, we would ask for this to apply between 9.00 am. and 4.30pm. Market Street residents will want to use these spaces for overnight parking on return to the town after work or other activity during the day. 5.30pm. is late in the day for these spaces to become available for</p>

	<p>use by residents rather than by shoppers. We would suggest that the greatest demand for short-stay parking for shoppers and other business users would be between 9.00am. and 4.30pm.</p> <p>We can support this (B4437 Nine Acres Lane existing restrictions on both sides east of the junction with Thames Street to be extended by 23 metres) proposal as currently shown on the Consultation Plan and would not want to see any extension of the restrictions beyond the points indicated. The proposed extent of the restrictions should deal with the immediate problem of obstruction close to the junction with Thames Street but will also allow for some on-street parking, which will be helpful for local residents who cannot find spaces in Market Street or Thames Street.</p>
(60) As an individual, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) - Support</p> <p>The first issue is the buses getting stuck directly outside our house (outside the Rose and Crown pub) on Church Street several times a week, creating traffic and regular honking of bus horns at all hours, we see that the 'existing restrictions on the north side' will be extended by 7 metres. This is great, we hope this is on the side of the road nearest the Rose and Crown pub as that is the parking space that currently causes most of the bus issues with a bottleneck.</p> <p>Secondly, we would like to report an issue with speeding on Church Street (and Park Street for that matter), every day we have cars speeding way over 30mph (let alone the new 20mph limit), are there any traffic calming measures that can be considered for Church Street? The single 20mph sign is very small indeed, covered by foliage and very easily missed. I regularly ask drivers to slow down who are flying up the hill at silly speeds, which is a real concern being parents of a small child.</p>
(61) As an individual, (Charlbury, Market Street)	<p>No Waiting at Any Time' (double yellow line) - Object</p> <p>Market Street has become a "rat run" for vans, lorries and horse boxes as well as cars when they discover it is more direct to come through our narrow central road instead of using the "ring road". It is time that some sort of restriction is put in place at the crossroads at the start of Market Street to cut out this problem. The traffic starts very early in the morning and as our houses are very close to the street it is so noisy. The "ring road" has houses well set back with front gardens so they have less disturbance. In the past ten years in my immediate area I have endured nine houses being completely made or remade with all the aggravations which go with such building work, the almost worst being</p>

	<p>the removal of several parking spaces (supposedly to help building lorries).I have parked my car on the street for all this time as there is nowhere else and in the past had no problems, NOW people seem to have two cars and you propose doing away with spaces at the start of Market Street which means more cars come to park at our end of the road, and make it impossible for my one very small car to fit in.</p> <p>For the whole of last week Market Street was closed off at the beginning end of it for some electricity and gas pipes were being put in place. The road is a one way system so us residents just drove to park our cars outside our houses by coming up the wrong way and on leaving found a turning place and drove out again. The street was quiet, people could walk in the narrow road with no danger and all would be wonderful if no through traffic came along. The pavements are very narrow and the cars drive too fast beside pedestrians (a lot of children walking to school etc.) so if the street was just for residence parking and parking for shoppers it would be GREAT</p>
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Divisions affected: *Berinsfield and Garsington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

GARSINGTON: WHEATLEY ROAD - PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING BUILD OUTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) The proposed zebra crossing on Wheatley Road,
 - b) The proposed traffic calming build-outs on Wheatley Road.

Executive summary

2. This report presents responses received to a consultation on proposals to provide a zebra crossing and traffic calming build-outs on Wheatley Road in Garsington as shown in Annex 1 and Annex 2. The proposals seek to help improve pedestrian safety in the vicinity of Garsington C of E Primary School, and to help improve road safety by reducing the speed of traffic.

Financial Implications

3. Funding for the proposal, including consultation, if approved has been received from Community Infrastructure Levy (CIL) funds bid from South and Vale District 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 the safe movement of traffic.

Consultation

6. Consultation on the proposed zebra crossing was carried out between 12 May and 10 June 2022, with a separate consultation on the proposed traffic calming build outs being carried out between 24 June and 15 July 2022. Emails was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Garsington Parish Council, South Oxfordshire District Council, and the local County Councillor. Letters were also sent to approximately 69 adjacent properties with regards to the proposed zebra crossing, and an additional 20 properties adjacent to the proposed traffic calming features. Street notices were also placed on site in the immediate vicinity.
7. 24 responses were received during the formal consultation* (see point no.9 below), and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Zebra crossing		1	3	1	5
Traffic calming	5	3	11		19

8. The responses are shown at **Annex 4**, and copies of the original responses are available for inspection by County Councillors.
9. Any additional responses received between 07th July & 15th July in relation to the proposed traffic calming will be appraised & considered by Officers, before being reported verbally at the CMD meeting. This is due to an overlap of the required reporting deadlines and the closing date of the consultation.

Officer response to objections/concerns

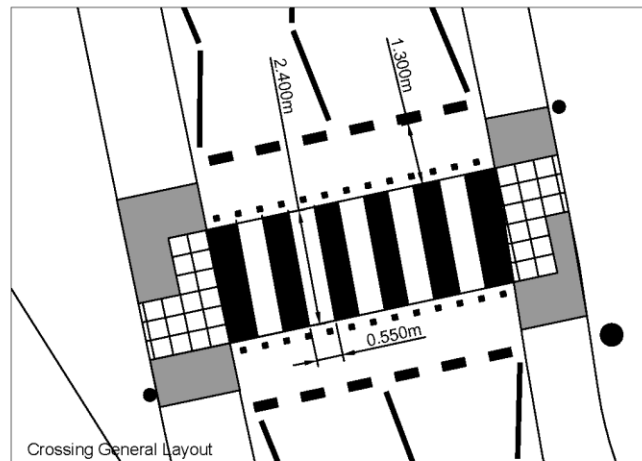
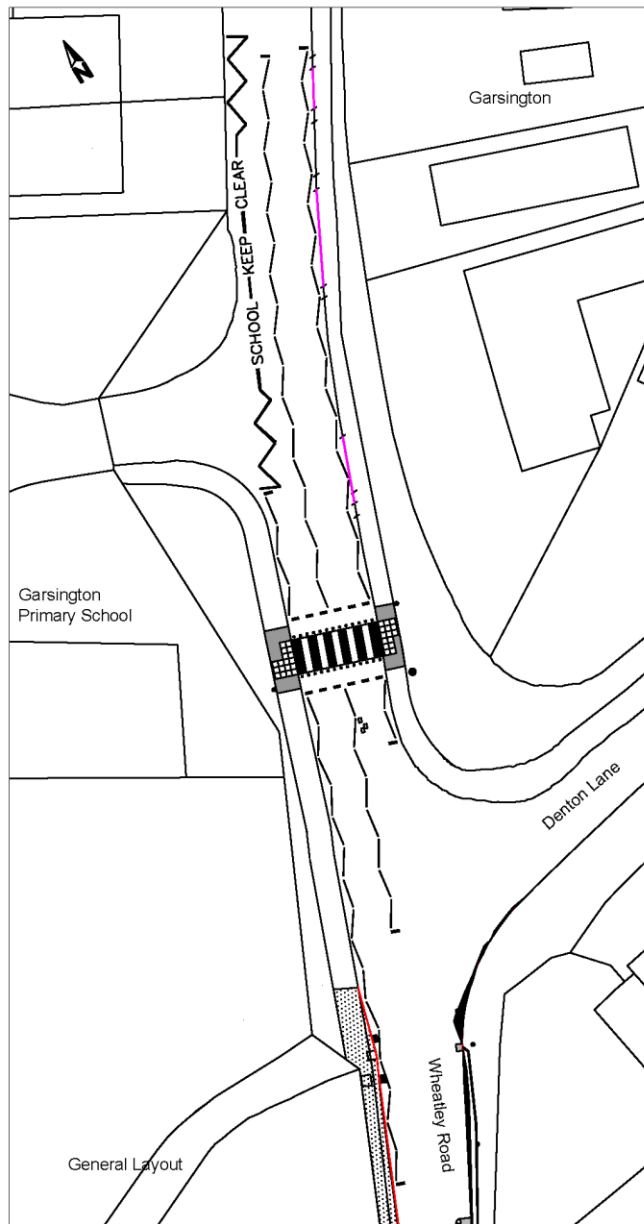
10. Thames Valley Police submitted no objection to the zebra crossing providing that the current speeds support such a crossing at this location, and that the proposed design meets latest design standards. They also raised concerns regarding the southern Wheatley Road proposals, citing that the priority would do nothing to slow traffic approaching the crossing, potentially causing traffic to queue within the controlled area and restrict visibility of pedestrians waiting to cross.
11. Objections and expressions of concern cited pollution and congestion (6); waste of money (5); visual pollution from additional signs (3); real problem is poor parking by parents (2); and compromised safety (1).
12. Several objections and concerns cited the effect on nearby residents and had already prompted a site meeting; the meeting overcame all except a single concern – and that concern was deemed unrealistic by all other parties.

Bill Cotton
Corporate Director, Environment and Place


Annexes Annex 1-3: Consultation Plans
 Annex 4: Consultation responses

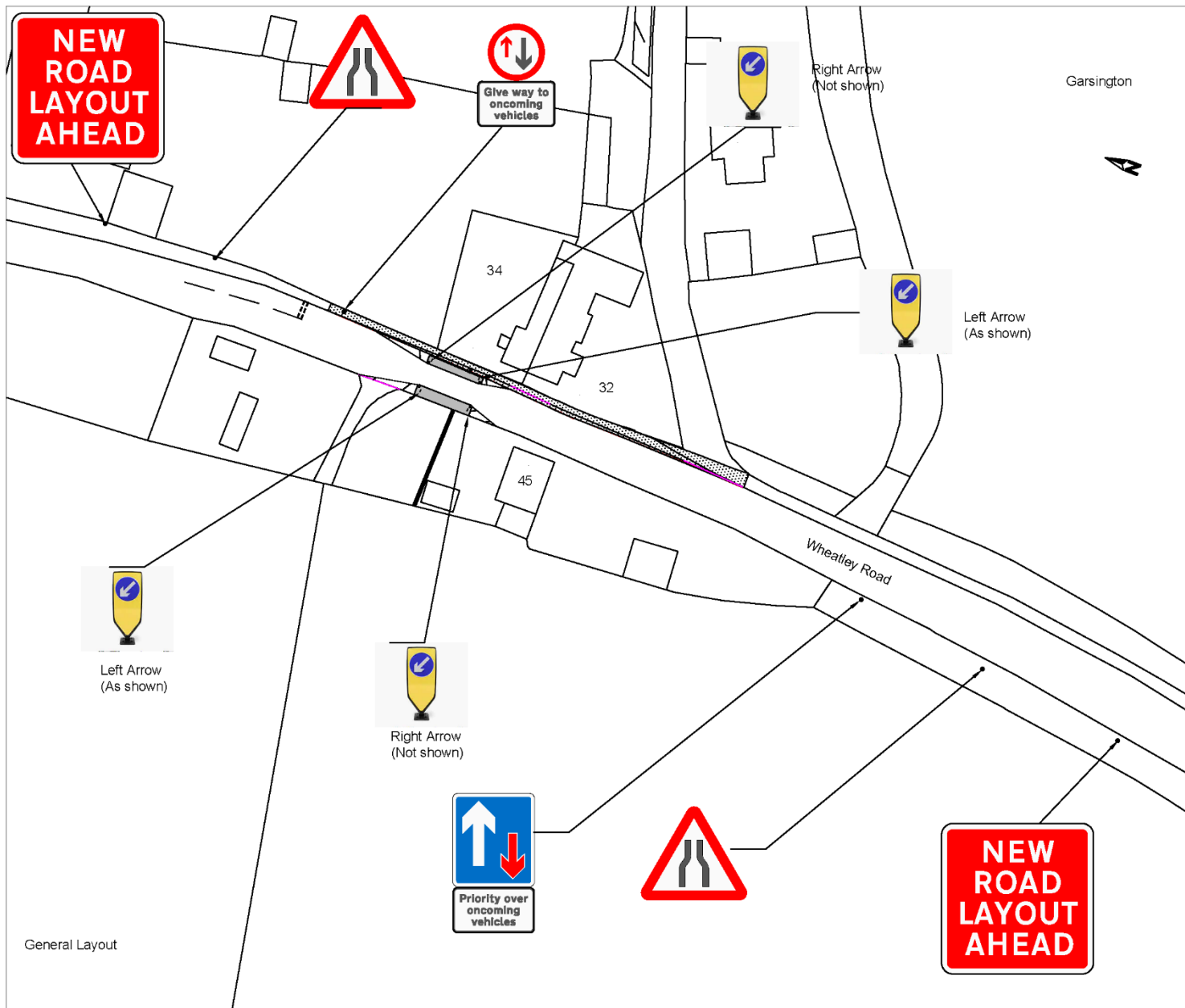
Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07740 779859

July 2022

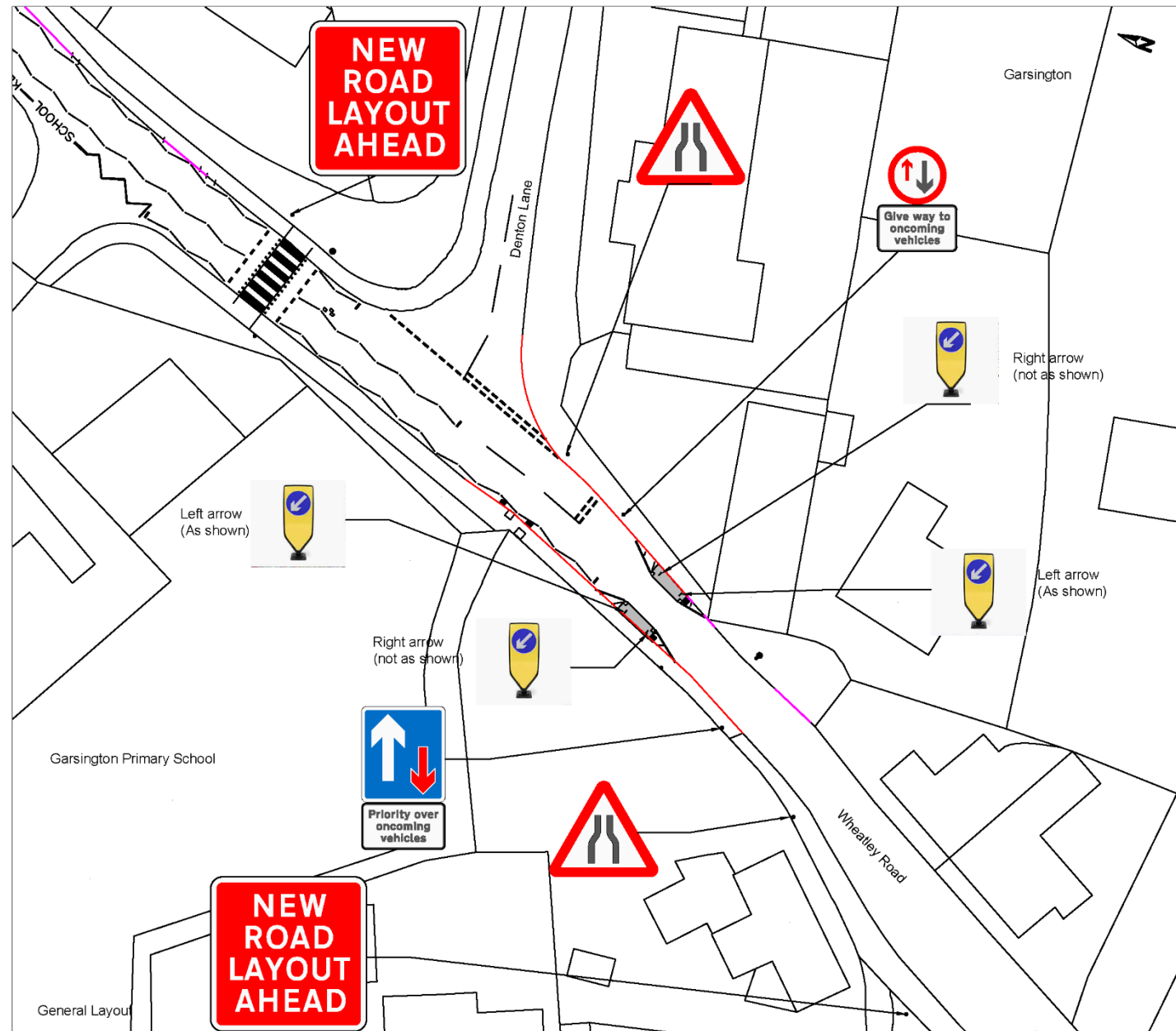


ANNEX 1

Drawing No.		Revision			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1UD Tel: 0845 310 1111					
Project title Garsington Wheatley Road Improvements					
Drawing title Proposed Zebra Crossing General Layout					
Drawing Status Consultation					
Scale @ A3	Drawn by RGr	Checked by	Approved by		
	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			



Drawing No.		Revision	
ANNEX 2			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS			
CONSTRUCTION			
MAINTENANCE/CLEANING			
DECOMMISSIONING/DEMOLITION			
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Rev.	Date	Purpose of revision	Drawn
OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Commander's Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 01865 310 1111</small>		Project title Garsington Wheatley Road	
Drawing title Proposed Pinch Point No. 1 General Layout			
Drawing Status		Information	
Scale @ A3	Drawn by RGr	Checked by	Approved by
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



Drawing No.		Revision	
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION</p> <p>© Crown Copyright and Database rights 10023343 2017</p>			
Rev.	Date	Purpose of revision	Drawn
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>David Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>			
<p>Project title</p> <p>Garsington Wheatley Road Improvements</p>			
<p>Drawing title</p> <p>Proposed Pinch Point No.2</p> <p>General Layout</p>			
<p>Drawing Status</p> <p>Information</p>			
Scale @ A3	Drawn by	Checked by	Approved by
	RGr		
	Date drawn	Date checked	Date approved
<p>Oxfordshire Project No. & File Ref</p>			
Drawing No.		Revision	

RESPONDENT	COMMENTS
<i>A. Zebra Crossing</i>	
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Providing that speed data has been obtained and that current speeds support such a crossing at this location. And this design meets latest design standards .
(2) Local County Cllr, (Berinsfield & Garsington division)	Support – I am 100% supportive of this project and think it is essential for pedestrian and child safety.
(3) Member of public, (Garsington, Wheatley Road)	Concerns – I am in favour of the crossing. However, we already have our driveway blocked off from time to time by parents dropping pupils off at the school. This will get worse for us because of the extension of the yellow zigzags. It is a narrow road with unavoidable household parking on the school side of the road. Is it possible to restrict parking on the other side of the road , up to the North Manor junction during drop off times please?
(4) Member of public, (Garsington, Wheatley Road)	Support – To ensure children can travel to school safely and prevent an accident waiting to happen.
(5) Member of public, (Garsington, Denton Lane)	<p>Support – I am supporting the proposed Zebra Crossing as in my opinion it will be more safe for pedestrian. My building is very near to the C and I can see from my kitchen window C of E Primary School and in the certain time when road is busy that is very difficult to cross the road, especially young mothers with babies who comes to pick up their older child from school. I am sure that will improve safety for other pedestrians.</p> <p>My only concern is about pollution that will increase and probably affect the micro area. It will be nice if we get information about that research.</p> <p>Finally, I think that is any action to improve safety in our community deserve to be support despite some disadvantage.</p>

<i>B. Traffic Calming</i>	
(6) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – I would further comment on the Wheatley Road south proposals .</p> <p>The priority does nothing to slow traffic approaching the crossing . It might cause queuing within the controlled area and restrict visibility of pedestrians waiting to cross. The priority Give way lines appear within the controlled area which I believe is not permissible. The School Keep Clear should be shortened and replaced with pedestrian crossing markings ,making parking illegal and enforceable.</p>
(7) Member of public, (Denton, Brookside)	<p>Object - As a resident of Denton, I regularly go through the junction of Denton Lane and Wheatley Road. I feel that both the South pinch point and proposed Zebra crossing are too close to the junction of Denton Lane. I feel this will make turning out of Denton Lane in either direction more hazardous for drivers and pedestrians alike. When turning left out of Denton Lane you will immediately be at the southern pinch point and as oncoming traffic has priority there will not be enough distance to check for oncoming traffic to see if it is clear to proceed. If turning right out of Fenton Lane a driver would immediately be at the Zebra Crossing meaning that pedestrians waiting to cross will have to check for cars turning out of Denton Lane as well as each way along the Wheatley road. The road doesn't offer great visibility to drivers as it is due to hills, corners and parked cars. In the other local places where these pinch points are located (Wheatley and Horspath) there is much more visibility of the road ahead for drivers to assess if the road ahead is clear and if it is save to pass. I would like to see the southern pinch point moved away from Denton Lane and the Zebra Crossing changed to a Pelican crossing so that it is clearer for drivers and safer for pedestrians to cross.</p>
(8) Member of public, (Garsington, Wheatley Road)	<p>Object - With regard to the proposal for Wheatley road, Garsington Pinch Point No 1, then, as a resident of Wheatley road, I am very concerned with the adverse impact this would have on our immediate surroundings and the way that traffic flows along the road.</p> <p>The scheme will increase the visual pollution significantly, with the erection of 3 new traffic signs on the Wheatley road, in addition to the existing one, and the posts themselves will cut down the effective width of what is already a very narrow pavement. (20 signs and bollards in the overall scheme – really?!) The scheme will increase traffic queueing back along the Wheatley road, to the north of PP1, increasing both noise and vehicle pollution, and will also result in the more frequent blocking of peoples' driveways. The deliberate narrowing and obstruction of the road</p>

	<p>further by the proposal, will make it more difficult for the agricultural vehicles that need to pass through on a regular basis, together with the school coaches, (and Emergency vehicles!!). It will also restrict access to the drive of No 34! There is already a natural narrowing of the road in this area, and vehicles, in the main, do stop and give way, so there is never a massive build-up of traffic in either direction. However, by giving permanent priority to vehicles coming out of the village centre, then this will lead to increased queueing back along the Wheatley road, and the Wheatley road being used as a 'buffer zone' for the centre of the village.</p> <p>I have lived in Garsington for the whole of my life, it is a lovely village, and I, for one, do not want to have multiple traffic signs, white lines, traffic bollards, etc, defacing our streets and impacting on the natural beauty of the village around us.</p> <p>This scheme will not reduce or solve the fundamental issue of the amount of traffic that flows through the village, and will not reduce the excess speed of that traffic. People leaving the M40 at Wheatley use Garsington and Horspath as 'rat runs' to travel in to Cowley and the surrounding district, and this can be seen in the amount, type and origin of the many vans, heavy lorries, etc, that drive through the village each day.</p> <p>Rather than this proposed heavy-handed scheme, I would like the village to be able to adopt a 20mph speed limit, as indicated in the recent South Oxon newsletter, to have a more visible vehicle weight limit assigned to the village roads, and for the council to assist in providing the means to enforce both of these measures, ie Speed/ANPR cameras and local traffic enforcement. I am more than happy to contribute to a village funding scheme, in order to enable these cameras to be deployed as an alternative measure to the passive 'pinch points'.</p> <p>Finally, the issue of cars parking around the school needs to be addressed. We WALK to the school every Friday, to pick up our Grandson, and by far the most dangerous part of the journey is negotiating the cars parked completely on the pavement, and so having to walk in the road, whilst other cars are pulling out and trying to drive through the slalom course created by the haphazard and irresponsible parking. This area is by far the most dangerous part of the village overall and, again, this is not going to be addressed by the installation of the pinch point at the junction of Denton Lane. Also, I'm not sure the pedestrian crossing itself will make a meaningful difference if the parking is allowed to continue.</p>
<p>(9) Member of public, (Garsington, Oxford Road)</p>	<p>Object - Garsington does not need calmer traffic we need slower traffic near the school. If the need is to slow traffic, why don't you reduce the speed limit from 30 to 20 near the school instead of causing congestion in one direction with lane narrowing.</p>

	<p>Or enforce the 30 speed limit with a police presence or a speed camera. This design will potentially slow traffic down in only one direction because of the congestion. Cars driving North don't have to slow and will not unless the speed limit is enforced.</p> <p>The trouble with these traffic calming measures is they cause more stop start traffic and queues. At busy times (school drop-off) this will back queuing traffic up to the zebra crossing causing a dangerous visibility problem for children crossing and motorists stopping. This causes increased pollution from stationary traffic outside a school. More congestion and pollution at every other time of the day not just the twice a day school drop times.</p> <p>What evidence supports your view this type of measure stops speeding motorists?</p>
(10) Member of public, (Garsington, Wheatley Road)	<p>Object - The road is already narrow at both these points and I do not feel that making them narrower will achieve any good results. The North side particularly provides a natural slowing of the traffic as it is almost impossible to pass a car there. The proposals will create more traffic queues outside our property as it will give priority to traffic from the south, we already have enough queuing traffic as it stands at the moment and accessing our driveway will become even more difficult. The proposals will also add lots of unsightly signs in an otherwise pleasant road and in effect provide no benefit to road users or residents. The real problem here is the very bad parking by parents collecting children from school. They park on both sides of the road without thought to other road users. A crossing is a good idea but educating parents to park responsibly would be a much better idea.</p>
(11) Member of public, (Oxford, Rymers Lane)	<p>Object - This is un-necessary. The public notice doesn't even provide an explanation of the reason for disrupting the flow of traffic in this way, never mind actually make a case for it.</p>
(12) Member of public, (Garsington, The Hill)	<p>Concerns – I am very concerned about the traffic calming proposed in Garsington. The two kerb narrowing approx 168 metres is fine but the one 20 metres south is going to cause great problems for the people living at that part of the hill. I also think all the farm machinery we have going through would have a problem getting through the narrower road especially at harvest time.</p>
(13) Member of public, (Garsington, Elm Drive)	<p>Concerns - I am objecting as the trouble with these traffic calming measures is they cause more stop start traffic and queues. This causes increased pollution with stationary traffic. More congestion at every other time of the day not just drop times. It's fine as it is - it works. There are other problems like people parking on hills and not driveways that cause the traffic to keep stopping and not flowing through. I haven't witnessed speeding just terrible parent drivers</p>

	<p>dropping kids at the school who show no respect for the road they cause more problems than just letting the traffic flow!</p> <p>It's a waste of money and Oxford spend too much money on traffic calming ltn's that cause more problems. Try repairing the state of the road surfaces and pathways and put more pathways in and there wouldn't be an issue.</p>
(14) Member of public, (Denton, Denton lane)	Support - The place where the zebra crossing is proposed has always been dangerous. Cars fly up and down with no regard for people, children, animals or parked cars. There have been a number of occasions I have been verbally abused by signalling people to slow down. Having a school there is not a deterrent. I welcome the road narrowing as the pavements cannot support safe use as they are extremely narrow anyway. Slowing the traffic can only be a good thing, as it is used as a through route from Wheatley. Just get a move on before there is a serious accident.
(15) Rather not say, (Garsington, Combewell)	Support - The village has been complaining about the traffic speed and no footpath for years, but nobody has got this far with plans. I send my children to the school but there is no pathway or crossing near the school to make it safe for them. There is also no path for them to get to the recreation ground even when they cross the road.
(16) Member of public, (Garsington, Combewell)	Support - The road outside the school is extremely dangerous for pedestrians and a new road safety scheme is required for the safety of everyone in the village.
(17) Member of public, (Garsington, The Hill)	Support - Anything that slows traffic through the village would be welcome, people speed and it's a hazard to pedestrians, dog walkers, cyclists and villagers who live close to the roads.
(18) Member of public, (Garsington, Wheatley Road)	Support - Traffic needs to slow down in this area, improved safety for drivers, residents, local home owners, pedestrians etc. Fully support this plan.
(19) Member of public, (Garsington, Wheatley Road)	Support - Great for safety, fully support!
(20) Member of public, (Garsington, Wheatley Road)	Support - For safety of our roads, thank you.

(21) Member of public, (Garsington, Willow Close)	Support - The current footpath is too narrow for a pushchair and drivers do not always pass with care
(22) Member of public, (Garsington, Wheatley road)	Support - To make the roads and path in the village safer for all residents, but especially for the school children travelling to and from school
(23) Member of public, (Oxford, Wheatley Road)	Support - I support the proposal as it will slow traffic down for the safety of the schoolchildren and parents dropping them off. Still think it needs a zebra crossing though right outside the school.
(24) Member of public, (Oxford, Shepherd's Hill)	Support - There is a need for a safe crossing for pupils and parents to safely get to Garsington primary school. I strongly support this application.

Divisions affected: *St Clements and Cowley Marsh*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 21 JULY 2022

OXFORD: RELIANCE WAY – 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 Reliance Way.

Executive summary

2. Following the introduction of the Cowley Marsh area Controlled Parking Zone (CPZ) in 2020, the proposal for additional 'No Waiting at Any Time' (double yellow lines) parking restrictions as shown in **Annex 1**, were identified as being desirable at Reliance Way to address issues of obstructive parking.

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided from the County Councils Capital Programme and from Community Infrastructure Levy (CIL) developer contributions as part of the wider Oxford City Controlled Parking Zone (CPZ) programme.

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 26 May and 24 June 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, local bus operators, countywide transport,

access & disabled peoples user groups, Oxford City Council, and the local County & Oxford City Councillors. Letters were sent to approximately 286 adjacent premises, and street notices placed on site in the immediate vicinity.

7. Eighteen responses were received during the formal consultation period, comprising of: 5 objections (28%), 2 expressing concerns, 10 in support (56%), and one expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

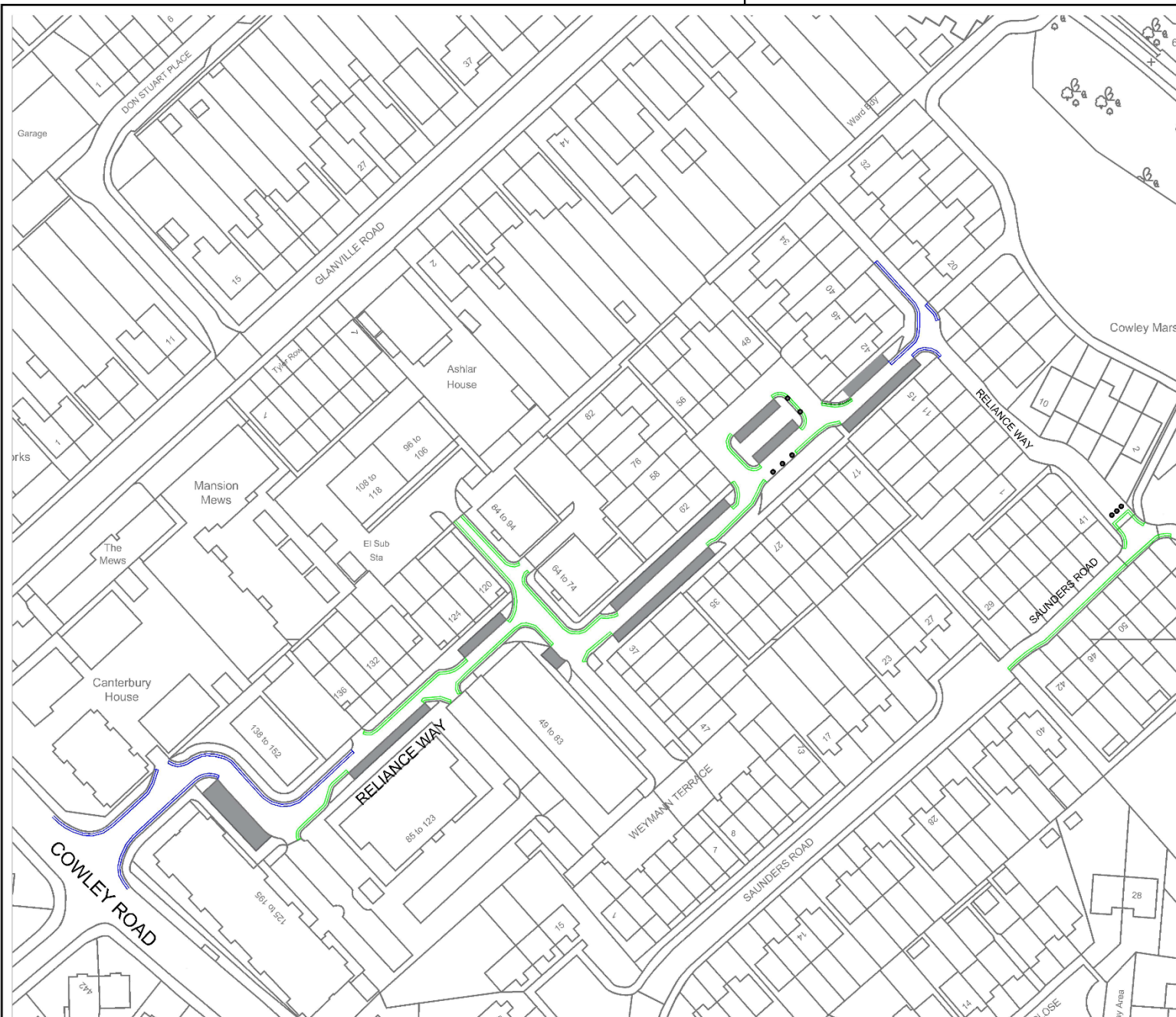
9. Thames Valley Police expressed no objection.
10. Following the introduction of the Cowley Marsh CPZ in 2020, the proposed amendments in Reliance Way have been brought forward due to complaints of obstructive and dangerous parking from the City Councillor and residents. The proposed introduction of double yellow lines is therefore intended to reduce occurrences of obstruction and improve highway safety.
11. Of the eighteen representations received relating to the proposed double yellow lines in Reliance Way, 5 have raised an objection and 2 have expressed concern over the loss of parking and the impact this would have on have on parking availability for residents, their visitors, and deliveries.
12. The remaining majority of responses received in relation to the proposed double yellow lines in Reliance Way are in support of the proposed amendments.
13. Balancing the demand for parking in the area and to better improve kerbside management and ensure the safer passage for motorists and pedestrians, it is recommended that the proposal for Reliance Way is approved.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1 Consultation Plan
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Jim Whiting 07584 581187

July 2022



Drawing No.		Revision	
		0	

KEY

- EXISTING NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)
- PROPOSED NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SHOWN ON THIS DRAWING, NOTE THE FOLLOWING SPECIAL HAZARD RISKS:

CONSTRUCTION
(ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)

USE
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
COWLEY MARSH CPZ

Drawing title
PROPOSED PARKING
RESTRICTIONS
RELiance WAY AREA

Drawing Status

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1:1250	JW	KS	
	Date drawn	Date checked	Date approved
	21.10.20		

Oxfordshire Project
No. & File Ref.

Drawing No.	Revision
CM/RW/001	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Principal Officer Network Coordination, (Oxfordshire County Council)	Support – The restrictions near the entrance ‘bottleneck’ on Reliance Way are of particular importance for emergency vehicle access to the housing at the rear.
(3) Member of the public, (Oxford, Reliance way)	Object - Limited parking available. Cars parked in the proposed areas are not in the way, the proposal will only clog up side streets
(4) Member of the public, (Oxford, Reliance Way)	Object - There will be less space to park for residents in Cowley, and no access to the shops. Shops as well, they will receive less customers because of this, because the people will be more interested on buying online, supporting the biggest companies in the world, instead of supporting the local community.
(5) Member of the public, (Oxford, Reliance Way)	<p>Object - As a resident of Reliance Way, I strongly object to the proposed parking restrictions. These are, in my opinion, very poorly motivated in the "statement of reasons". It is mentioned that the council "seeks to help reduce the occurrences of obstruction and improve highway safety", however no evidence or reasoning at all is presented as to why these measures are required to do this.</p> <p>My reasons for the objection are:</p> <p>O1) There is no need for these parking restrictions. It is illustrated that they "seek to help reduce occurrences of obstruction and improve highway safety". However, there is ample of space in these roads to support parking on the side of these roads. Certainly, the amount of space available for traffic is significantly larger than in most roads in Cowley where cars park on the side of the roads.</p> <p>O2) There are insufficient parking spots for visitors in Reliance Way. Although it is true that residents have allocated</p>

	<p>parking bays, the amount of visitor parking places for Reliance Way and Saunders road is extremely limited.</p> <p>O3) Cars are frequently parked next to the roads with no issues of access to the roads (given that they are parked such that they block a driveway) - supporting point O1. The reason cars are frequently parked there is the insufficient amount of parking spots for visitors - supporting point O2.</p> <p>Given these three points above, the introduction of these restrictions can have the following effects.</p> <p>S1) The value of the properties on Reliance Way can lower significantly as essentially virtually all the visitor parking spots available (e.g. visitors can park next to the road with visitor passes) are being removed. Having recently bought a flat on Reliance Way, having the possibility for visitors to park was certainly a big factor for me to purchase that flat. Thus introducing these regulations will deter buyers and as such it can lower the values of the properties.</p> <p>S2) Every property has 1 allocated parking space. There may be inhabitants who need more parking spaces than that. Currently, inhabitants can obtain a parking permit from the council and with that parking permit park next to the road in Reliance Way. Prohibiting this may mean that inhabitants can no longer park their own vehicles, which may make it necessary for them to move.</p> <p>S3) A knock-on effect from point 2 is that those residents who can no longer park, may try to park elsewhere in Cowley. However, as mentioned under O1, most streets in Cowley are significantly narrower and have parking next to the roads. Therefore, introducing these measures may make the "occurrences of obstruction" and "highway safety" significantly worse in other parts of Cowley.</p>
(6) Member of the public, (Oxford, Reliance Way)	<p>Object - Thanks for the opportunity to comment. The parking is so restricted and there are so few visitor bays on Reliance Way that double yellow lines will cause real problems for delivery vehicles and visitors. Perhaps double yellows at the very start of the road, before the bend, and then leave the rest of the street clear. Since restricted parking has been introduced more widely in the surrounding streets it has been harder and harder for friends to park.</p> <p>I am someone who was in favour of the first LTNs last year and I use my bike rather than my car wherever possible but friends from far away need a parking space. They bring tourism to the city and are more likely to eat out or go to museums etc than I am on my own. I am sure the same is true of many others in the street.</p> <p>Please ditch this idea.</p>

(7) Member of the public, (Oxford, Saunders Road)	<p>Object – WE Won't Have Any where To Park If they are Installed. We Paid £62 to Park out side off the House? And Now Your Doing this to eveone, I think it stupid.</p> <p>No one going to Live in Oxford because of this. Oxfordshire country council need they Head tested. Does this mean we can still park out side of the house.</p>
(8) Member of the public, (Oxford, Reliance Way)	<p>Concerns - I fear that if the parking is further restricted then people will park on my drive or block my car also as some householders have more than two cars each there will never be visitor space when my kids /family visit as some householders take visitors spaces as if they own them</p>
(9) Member of the public, (Oxford, Reliance Way)	<p>Concerns - Would it be possible to include double yellow lines in the areas indicated by the two red circles in the photograph [outside property Nos.49-83]. People routinely park their cars in these areas causing an obstruction and hazard to traffic including refuse collection.</p> <p>CM: believe this is non-publicly maintained highway.</p>
(10) Member of the public, (Oxford , Reliance Way)	<p>Support - People are parking on corners , on stone pavement and in Reliance Way Square. Difficult for delivery, emergency vehicle, and cars to turn round in no through traffic</p>
(11) Member of the public, (Oxford, Saunders Road)	<p>Support - As stated in the previous answer, I am a resident of Saunders Road. I live in the last house on the north side of the road, right next to the area where the proposed changes would occur. As you're probably aware, the area on the Saunders Road side of the bollards is always full of cars, both parked up and idling. I understand that this area was never meant for parking as the bollards are removable, meaning that emergency vehicles and waste collection vehicles could come through. I will support any proposed parking restrictions in that area and any proposed ban on idling. The main reason for this is that my mum, a mobility scooter user, is often prevented from immediately turning left once leaving the house due to the parked cars. Also, she often has to go out into the road to go around the cars if she wishes to access the Marsh Park through the alleyway located close by. In addition to the above reason, the cars waiting there on weekday afternoons to pick up school children often do so with the engine running, which isn't ideal for obvious reasons. As for the other proposed changes, I support them too.</p>

(12) Member of the public, (Oxford, Reliance Way)	Support - More accessible for walking/wheeling, less traffic in Reliance Way
(13) Member of the public, (Oxford, Reliance Way)	Support - The corners in front of and to the side of #64-74 are regularly obstructed, making these into blind turns with no passing space. Adding these restrictions will clear these areas, making this area safer. Adding these restrictions will also prevent people dumping their cars here when the new restrictions come in on Cowley Road.
(14) Member of the public, (Oxford, Reliance Way)	Support - My wife and I have lived here for 10 years and have seen a marked deterioration in the parking arrangements adjacent to our property. There are times when utility and emergency vehicles would not have free access because of indiscriminate parking. This estate was planned and constructed to allow designated (numbered) parking spaces for all the properties, along with passing bays and areas. These bays and areas have largely disappeared when cars have been parked upon them. The Council's proposals will restore parking to these original plans, and my wife and I thoroughly support them.
(15) Member of the public, (Oxford, Reliance Way)	Support - As resident on Reliance Way I have noticed a growing number of cars that are parked outside allocated parking bays, for example next to bollards or in bays that are meant to enable two-way traffic. Cars parked this way make it often difficult to navigate through the road, potentially even obstructing important vehicles such as ambulances or recycling vans.
(16) Member of the public, (Oxford, Reliance Way)	<p>Support - I fully support this as it returns Reliance Way to the parking controls that the Highways Authority recommended at the planning and construction stage of Reliance Way 20 years ago. The relevant planning permission is 02/01523/RES and the relevant condition is the fourth: "...vehicles shall only be parked on the areas allocated for parking on the approved plan... Reason: To maintain landscaping and the character and appearance of the area and control any increase in parking that could undermine the concept of sustainable development"</p> <p>Parking is currently out of control on Reliance Way and this presents danger to vulnerable users of the road, including large numbers of children walking or cycling to or from Oxford Spire Academy. The uncontrolled parking also risks obstructing the safe passage of service vehicles including those used for delivery, refuse and recycling collection, and emergency services.</p>

	<p>The DYL addition to Saunders Road will be extremely helpful in preserving the pedestrian walkway along the frontages to 42-58 evens on Saunders Road. It is a vital safety improvement that has been needed for some time. I support the DYLs protecting the removable bollards between Saunders Road and Reliance Way as these are an emergency access route that is currently almost always blocked by parked vehicles on the Saunders Road side.</p> <p>A minor correction to the consultation plan: It omits to show the existing DYLs opposite 2-8 evens on Reliance Way, just along the pedestrian walkway on the boundary of 41 Saunders Road.</p>
(17) Member of the public, (Oxford, Reliance Way)	<p>Support - Parking on the bend in front to Reliance Way causes cars leaving the street on to the wrong side of the road on the bend which is an accident waiting to happen with the speed some drivers are at.</p>
(18) Member of the public, (Oxford, Reliance Way)	<p>Support – I am very pleased to support this proposal, which would return Reliance Way to the parking controls that the Highways Authority recommended at the planning and construction stage of Reliance Way 20 years ago.</p> <p>The relevant planning permission is 02/01523/RES and the relevant condition is the fourth: "...vehicles shall only be parked on the areas allocated for parking on the approved plan... Reason: To maintain landscaping and the character and appearance of the area and control any increase in parking that could undermine the concept of sustainable development"</p> <p>Parking is currently out of control on Reliance Way and this presents danger to vulnerable users of the road, including large numbers of children walking or cycling to or from Oxford Spires Academy. The uncontrolled parking also risks obstructing the safe passage of service vehicles including those used for delivery, refuse and recycling collection, and emergency services.</p> <p>The DYL addition to Saunders Road will be extremely helpful in preserving the pedestrian walkway along the frontages to 42-58 evens on Saunders Road. It is a vital safety improvement that has been needed for some time. I support the DYLs protecting the removable bollards between Saunders Road and Reliance Way as these are an emergency access route that is currently almost always blocked by parked vehicles on the Saunders Road side.</p> <p>A minor correction to the consultation plan: It omits to show the existing DYLs opposite 2-8 evens on Reliance Way, just along the pedestrian walkway on the boundary of 41 Saunders Road.</p> <p>I would also add that the updated controls need to be enforced systematically by Oxfordshire County Council and its agents. On some occasions they have refused to ticket cars parked unlawfully because they haven't understood how</p>

	the double yellow line law works - for example, on the protected corner outside 15 Reliance Way. All staff must be fully trained to make sure these vital safety protections are enforced.
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Divisions affected: *Cowley, Isis, Jericho & Osney, Rose Hill & Littlemore, St Clement's & Cowley Marsh, University Parks, St Margaret's, Headington & Quarry*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

OXFORD - VARIOUS LOCATIONS: PROPOSED ELECTRIC VEHICLE PARKING PLACES

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve as advertised:
 - a. the proposed new EV parking bays located on: Bevington Road, Farndon Road, Frenchay Road, Hamilton Road, Juxon Street, Lake Street, Sandfield Road, Stone Street, Tackley Place, Temple Road, Vicarage Close, Warnborough Road, Winchester Road, Wytham Street, and West Street.
 - b. the proposed new Car Club bay on Latimer Road, and the subsequent removal of the bay on All Saints Road.

Financial Implications

2. Funding for consultation on the proposals has been provided by Oxford City Council as part of the 'Go Ultra Low Oxford' (GULO) project, who will also fund the implementation of the scheme should it be approved.

Executive summary

3. The proposals seek to introduce Traffic Regulation Orders (TROs) for 16 locations that currently have GULO Electric Vehicle (EV) chargers to make them available for EV use only. The proposals for specific sites are shown in **Annexes 1-16**
4. The aim is to give more reliable access to charging for those who live, work or visit Oxford. The proposed TROs ensure that only EVs can park in these bays when they need to charge. They would be designated as public chargers, between 8am and 6pm, available to all in Oxford, for a period of up to five hours and overnight use restricted to those with relevant resident permits.
5. Dedicated bays will support the increase in utilisation which helps ensure a site remains commercially viable and generates sufficient income to pay for keeping it safe and usable. This is a significant factor as EV infrastructure does not

receive public maintenance and operations funding in the UK. So it is critical that EV chargers meet a minimum utilisation threshold over their lifetime.

6. Currently EVs make up 2% of cars owned by Oxford households, just under 1000 cars. However this will change as EV ownership increases. It is projected that by 2026, 24-36% of cars in Oxford are modelled to be EVs, therefore, the need to safeguard access to charging, using mechanisms such as TROs, will become increasingly important.

Equalities and Inclusion Implications

No equality of inclusion implications have been identified.

Sustainability implications

7. The proposals will provide additional and improved opportunities for users of EVs to recharge their vehicles .

Consultation

8. Formal consultation was carried out between 09 June and 08 July 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, countywide transport, access & disabled peoples user groups, Oxford City Council, and the local County & Oxford City councillors representing the specific divisions and wards. Letters were sent to approximately 876 adjacent premises, and street notices placed on site in the immediate vicinity.
9. A further request was received from Oxford City Council to also consult on extra proposals (as shown in **Annexes 15 & 16**); the consultation period being between 16 June and 8 July 2022. An additional notice was placed in the Oxford Times, the statutory consultees were emailed directly, and a letter was sent to an additional 136 adjacent premises.
10. 52 responses were received via the online questionnaire during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Bevington Road	3	6	24	19	52
Farndon Road	7	8	23	14	52
Frenchay Road	4	6	25	17	52
Hamilton Road	6	6	24	16	52
Juxon Street	3	6	23	20	52

Lake Street	3	6	23	20	52
Sandfield Road	3	6	23	20	52
Stone Street	3	7	22	20	52
Tackley Place	9	6	23	14	52
Temple Road	3	6	22	21	52
Vicarage Close	3	6	23	20	52
Warnborough Road	8	7	23	14	52
Winchester Road	4	6	23	19	52
Wytham Street	3	6	23	20	52
Additional consultation:					
West Street (EV bay)	4	4	20	14	42
Latimer Road (Car Club)	3	4	21	14	42
All Saints Road (remove Car Club bay)	3	5	15	19	42

11. Additionally, 30 emails/letters were also received, comprising of: 12 objections, 11 expressing concerns, six in support, and one non-objection.

12. The responses are recorded in **Annex 17**, and copies of the full responses are available for inspection by County Councillors.

Officer response to objections/concerns

13. Officer comments in relation to specific concerns/issues are provided in **Annex 17**, alongside the individual responses to which they relate. Officer comments in response to wider area/general concerns can be found below.

General

14. As part of both the City and County Councils' EV Infrastructure plans, all on-street chargers across the city should have the same parking arrangements, unless there are very strong reasons to diverge. The TSU study, and challenges to enforcement notices, show clearly that the current, varied rules are not always well understood in the community. In future, if a driver pulls up to any on-street EV charging bay anywhere in Oxford between 8am and 6pm they know they have 5 hours to charge their car and cannot return within 3 hours. This will make it easier for users to comply with the rules, and for the County to enforce against abuse, in a manner that is fair and transparent.

15. Bollard and Lamppost chargers are lower powered chargers than other solutions in the city and therefore require a longer dwell time in order to achieve a viable level of charge. 5 hours has been assessed to offer a reasonable level of charge for most current EVs, and also fit in with a working day to facilitate a 'morning' or 'afternoon' charging session.

16. Currently EVs make up 2% of cars owned by Oxford households, just under 1000 cars. However this will change as EV ownership increases: By 2026, 24-36% of cars in Oxford are modelled to be EVs. We will review enforcement and performance of charging bays regularly under the evaluation proposal of the Oxford EV strategy (OxEVIS). This went to public consultation recently and secured over 80% of neutral, support and very strong approval from respondents.
17. EV infrastructure does not receive public maintenance and operations funding in the UK. So it is critical that EV chargers meet a minimum utilisation threshold over their lifetime, to ensure a site remains commercially viable and generates sufficient income to pay for keeping it safe and usable. This cannot be achieved without enforced EV charging bays.
18. The project team are very conscious of the parking pressures in the city, and parking is always an emotive subject, in particular where residents feel directly impacted by a change. But the more an EV charger is used, the more vehicles it enables to shift away from fossil fuel, reducing carbon and improving Oxford's air quality. So securing access for EVs and sharing it in the day, when it is likely underutilised by local residents, will spread this benefit more widely.

EV infrastructure expressions of interest:

19. Residents without access to off-street parking can express their interest in a new public charging solution on the Oxford EV infrastructure demand tracker. Expressing interest does not guarantee a solution, but Oxford City council will consider all locations when delivering the next tranche of charging solutions.
20. Residents that are interested in a cable gulley in particular – a pavement channel cut into the pavement, to securely connect a home charger to a vehicle parked on street, can express their interest in this solution on the GUL-e website.
21. On-street EV charging is one of the more complex areas to integrate charging infrastructure and the 'Oxford EV infrastructure strategy' (OxEVIS) sets out policies to address this challenge. Constraints such as lack of off street parking, heritage areas, high density housing, narrow streets and parking pressures are all aspects OxEVIS seeks to consider in the aim for fair and equitable charging for all who live, work and visit the city.
22. Whilst this does not address the charging infrastructure in specific areas right now, all areas of Oxford will be considered in the supporting OxEVIS implementation plan due in the autumn, with the strategy due to be published at the end of July.

West Street

23. Currently, access to the only charge point on Osney Island is frequently restricted by non-EV drivers parking in the charging bay. This TRO will free up the space for EV use only. The charger is a legacy charger from the 2017 trial,

but it has been upgraded for improved resilience and put on a build-out to free up pedestrian walking space in 2020.

24. Overnight parking pressures on Osney Island are acknowledged, and the TRO is structured to ensure that local residents retain sole access to the bay overnight.
25. The picture appears more mixed in the daytime, which is reflected in the consultation responses, which are conflicting in this regard. The five hour daytime parking restriction will ensure that the bay is available for overnight use by residents.
26. In regards to illegal parking, enforcement is in place for this location and residents are encouraged to contact highways enforcement by reporting parking breaches.
27. Some concerns were raised over the loss of a parking bay for residents driving conventionally fuelled cars. West Street has approx. 40 parking bays. Only one bay is proposed to be restricted to EV only use. This represents less than 2 percent of the total of parking bays. EV ownership in the city is anticipated to grow to 24-36% by 2026 from currently 2%. Osney Island demographic is aligned with high EV uptake, so we anticipate the impact on non-EV drivers from this allocation to be minimal.
28. The issue of signage has been noted and we are going through a feasibility to ascertain whether we can install the enforcement signage on the build-out, rather than on the pavement. If this cannot be secured, then we will attach the sign to a sign post adjacent to the property, rather than placing it on the wall.

Hamilton Road

29. The three chargers on this road are situated at one end of the road. The project team note the feedback that these chargers would better serve residents who have no off street parking if they were situated further along the road where parking pressure is reduced due to a higher number of multiple properties with off-street parking.
30. However, these are historic chargepoints that are already in situ, and moving them is not feasible at this stage. Introducing the TROs will ensure that the growing number of EV owners in the local area has more predictable access to the charging bays.
31. In addition the project team would recommend that Hamilton Road is considered for further car club provision, maybe under the County permit based trial, that doesn't require fixed bays. This could reduce parking pressures in the medium term.
32. The project team have discussed the feedback with the County/City EV infrastructure delivery group, and will prioritise bays that are not in front of properties going forward, where feasible.

Warnborough Road

33. Parking enforcement is active in the city and the TRO make clear for both driver and enforcement officer the constraints on the bays. The consistent use of the same terms of non-rapid EV onstreet parking bay enforcement across the city will further simplify the enforcement rules for EV drivers.

Dropped kerbs

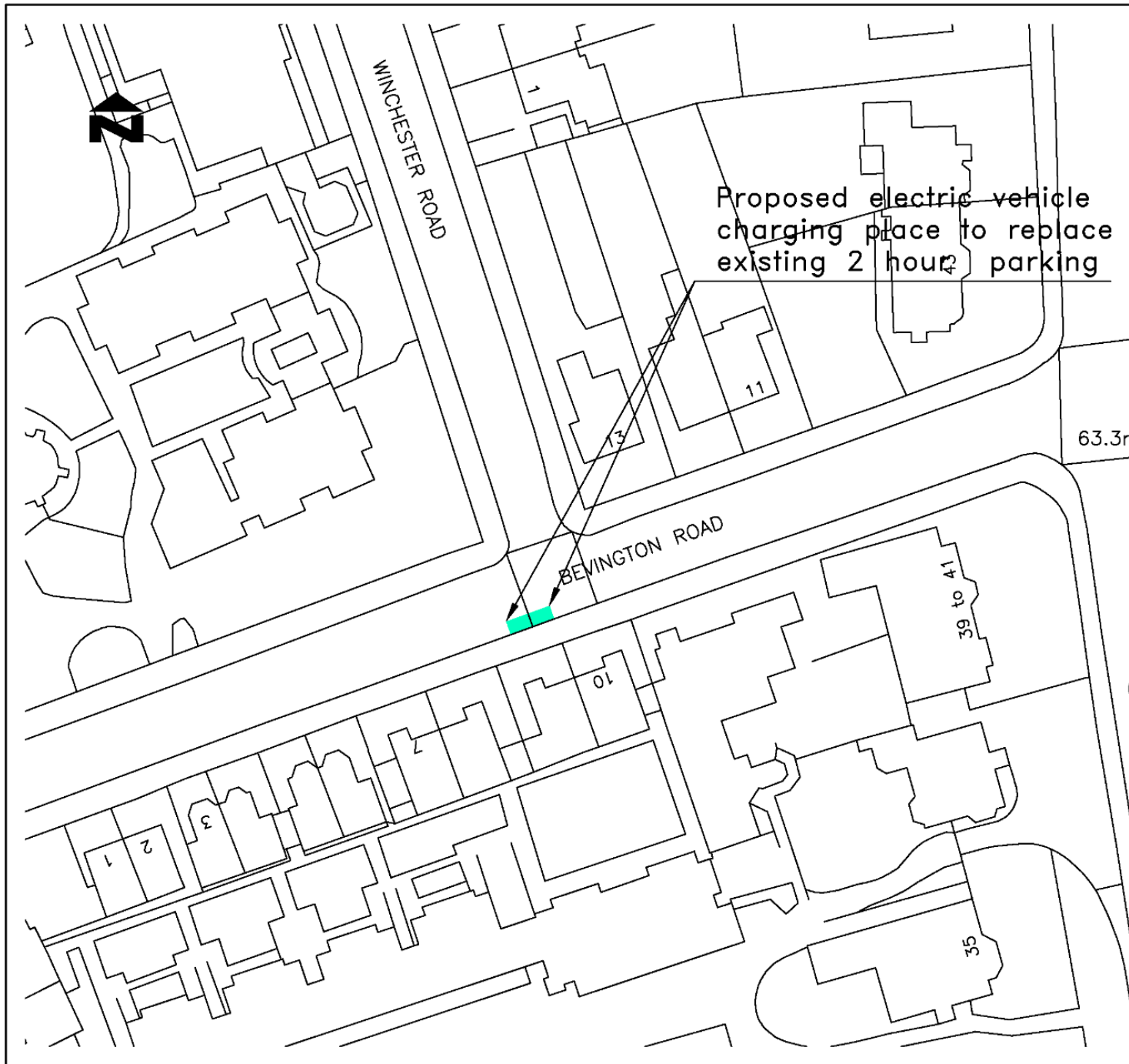
34. Dropped kerbs are not usually delivered with a parking restriction (although advisory 'white access protection' markings can be supplied), so access to the offstreet parking area is not guaranteed even where kerbs are lowered. However, it should be noted that technically, obstructing any part of the highway is an offence which can lead to Police enforcement.
35. While the project team acknowledge the inconvenience caused by the inability to create a dropped kerb or access a parking spot directly in front of a householders property, there is a public benefit to be considered here: EV chargers can be used by many local residents.
36. A lack of public charging could result in an increased drive to turn front gardens into driveways, which could bring a loss of green space and could worsen flood and heat island impacts in affected streets.
37. The project team will continue to seek to avoid positioning public charge points directly in front of residents homes, but that is constraint by grid connection points and other design criteria, and cannot always be avoided.
38. The Oxford EV Infrastructure Strategy will address the more general points raised, and can be reviewed here: https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/





Bill Cotton
Corporate Director, Environment and Place

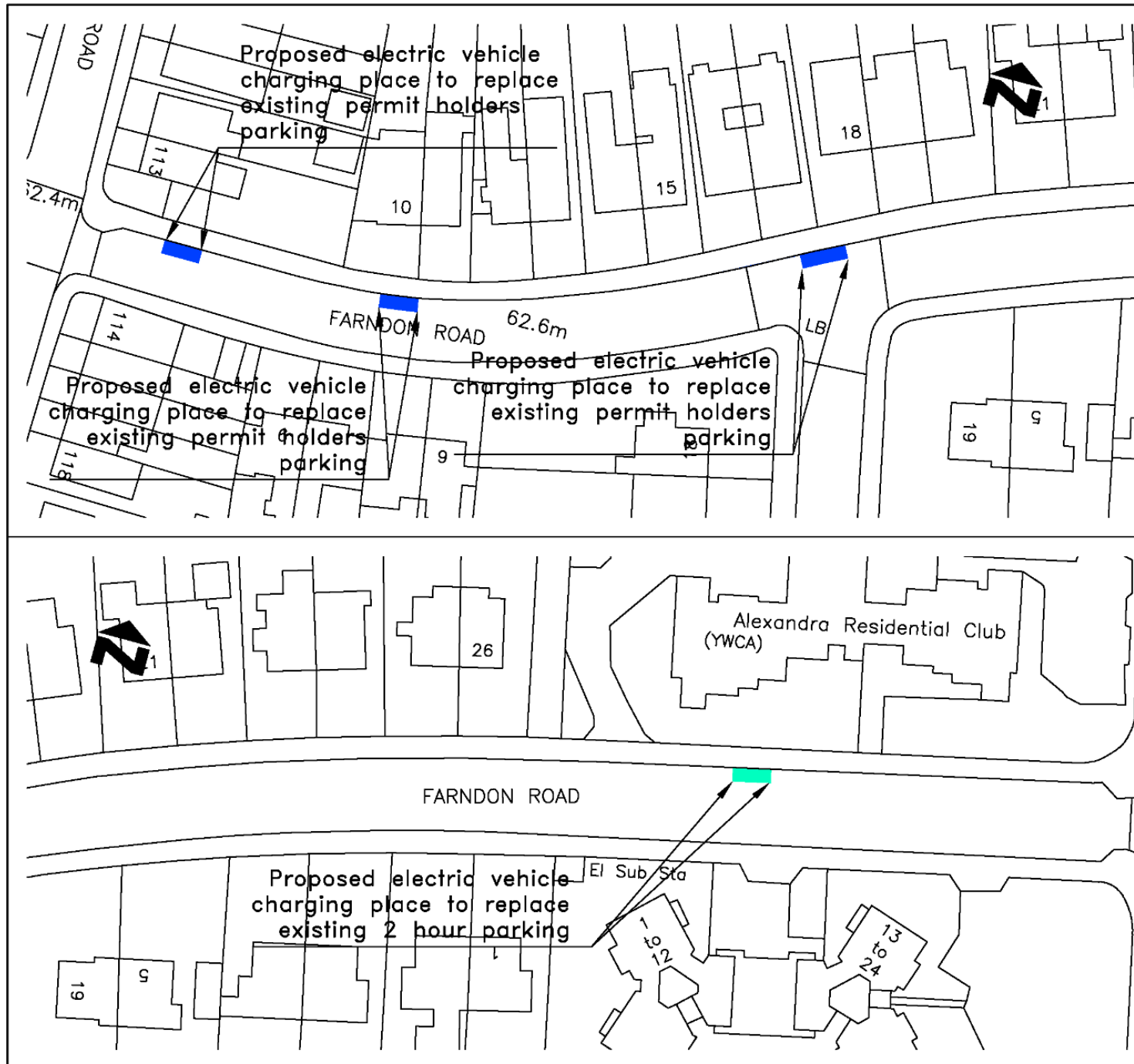
Annexes: Annex 1-16: Consultaiton/location plans
 Annex 17: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Elizabeth Bohun

July 2022



Notes					
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Client Environment & Place County Hall New Road Oxford OX1 1ND					
Project Oxford: Proposed Electric Vehicle Charging Places 2022					
Title Electric Vehicle Parking Place Bevington Road					
Scale	Drawn By	Checked By	Approved By		
1:500	SMA				
	Date	Date	Date		
	24.05.22				
Drawing Number					Rev
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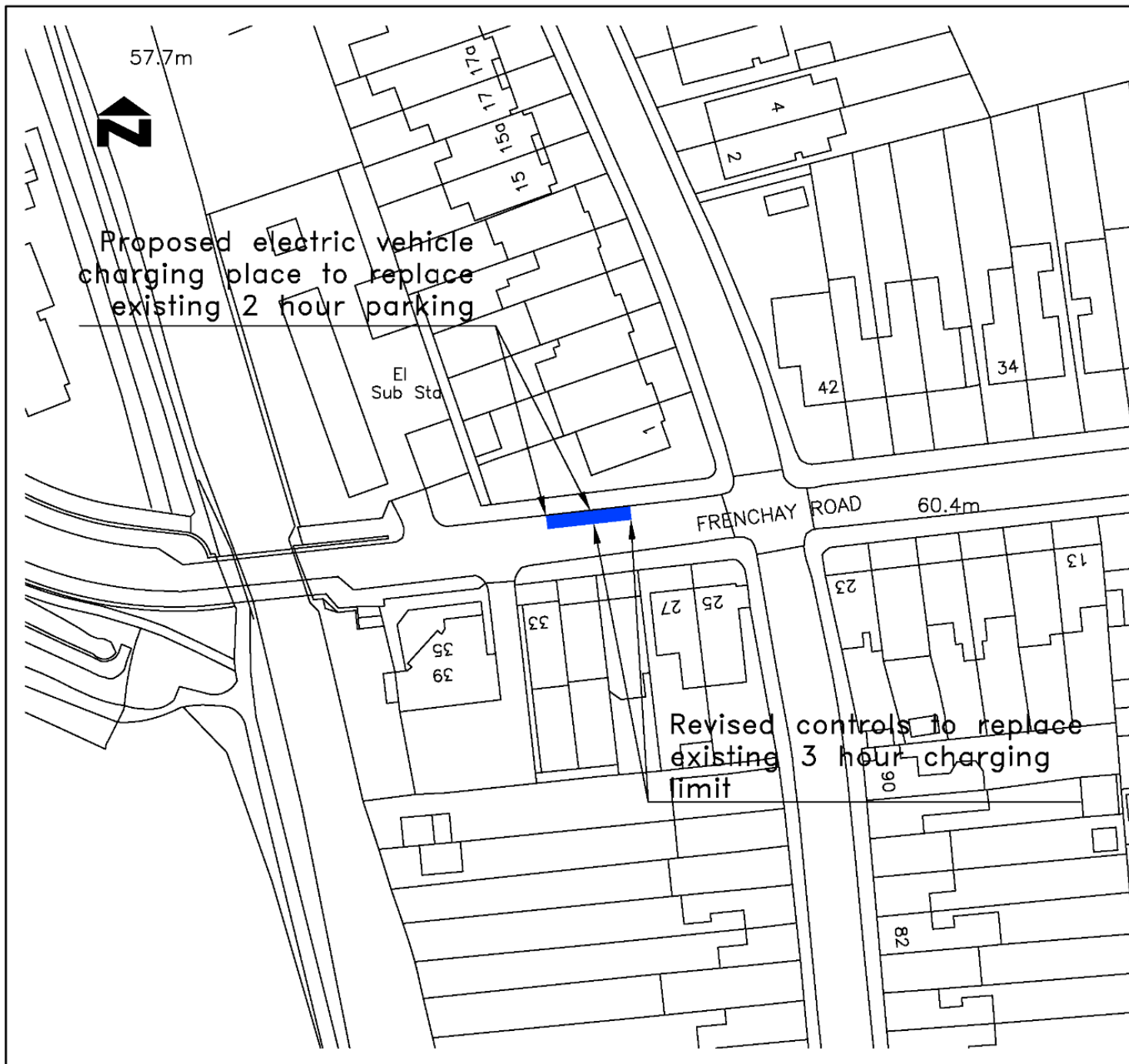


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Project
**Oxford:
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Title
**Electric Vehicle Parking Place
Hamilton Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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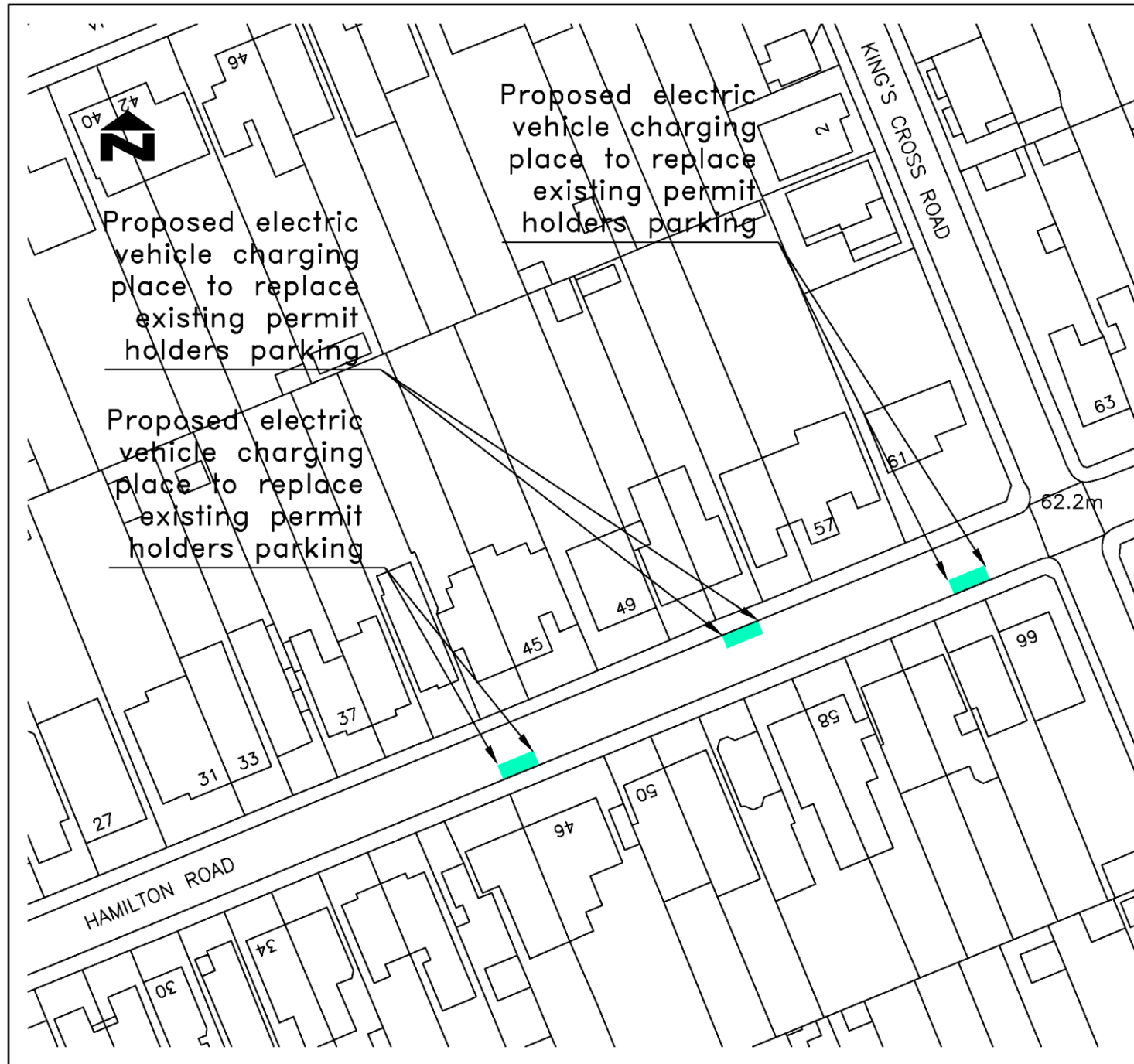
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**Oxford:
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Title
**Electric Vehicle Parking Place
Frenchay Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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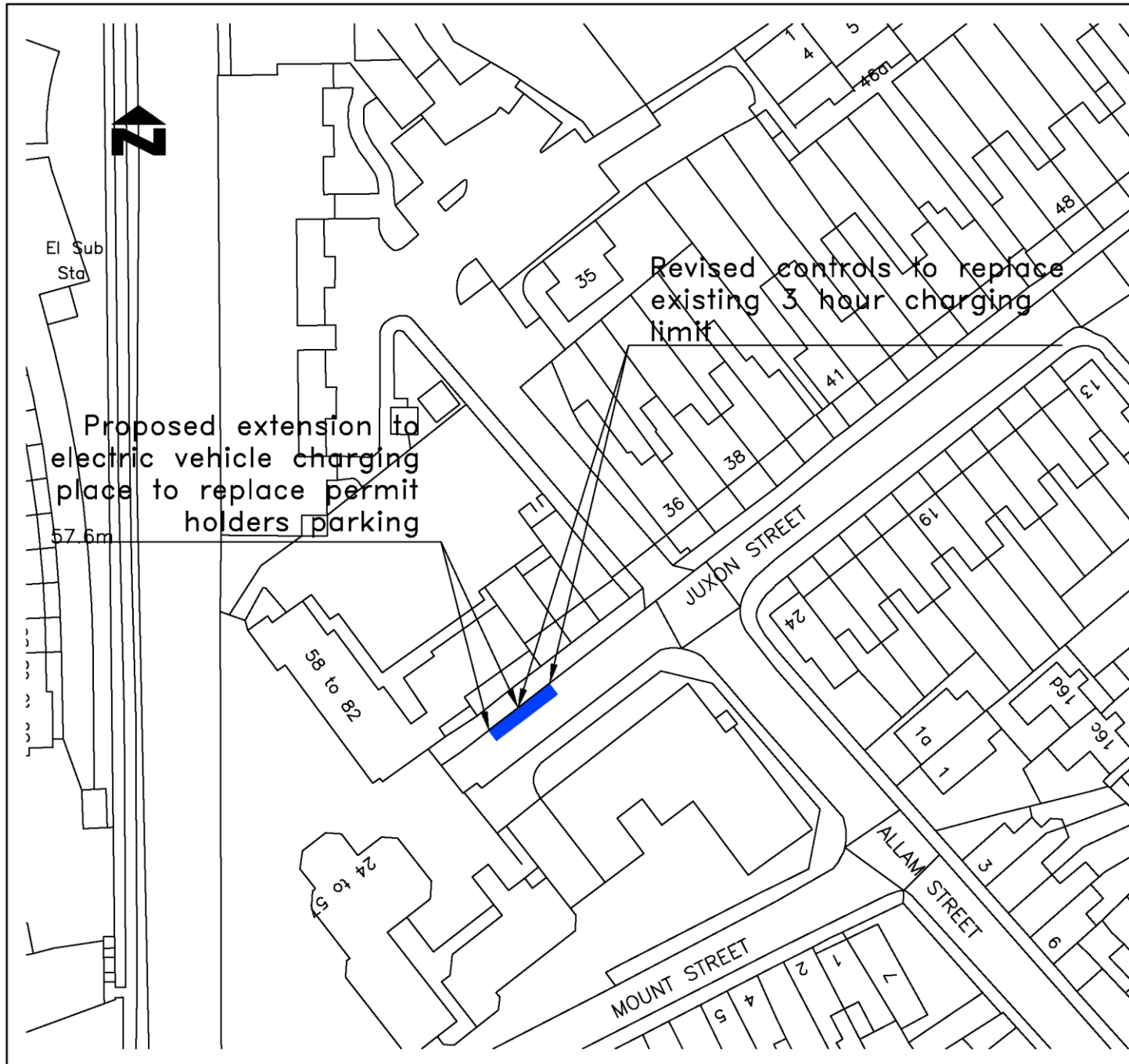
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Title
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Hamilton Road**

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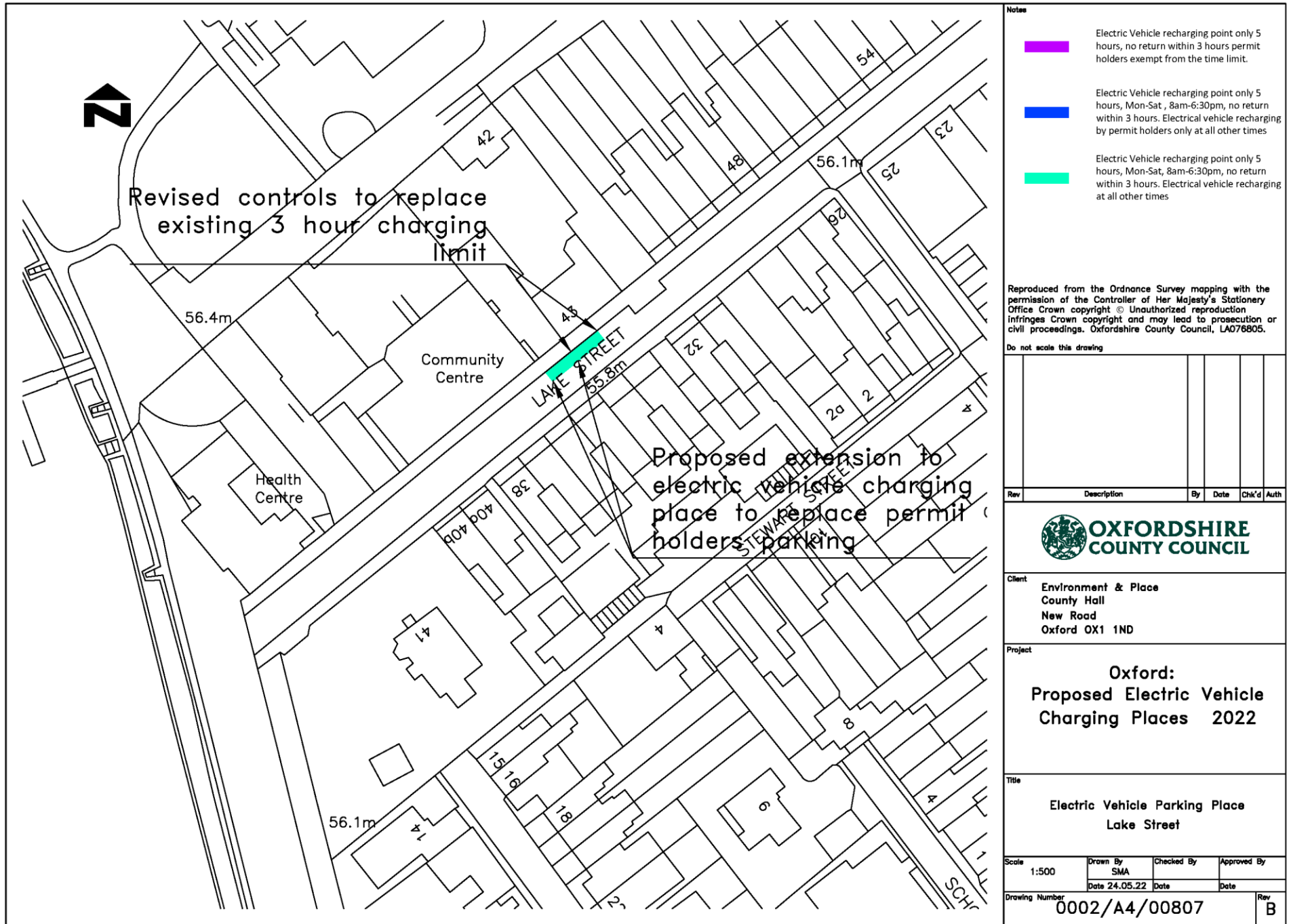
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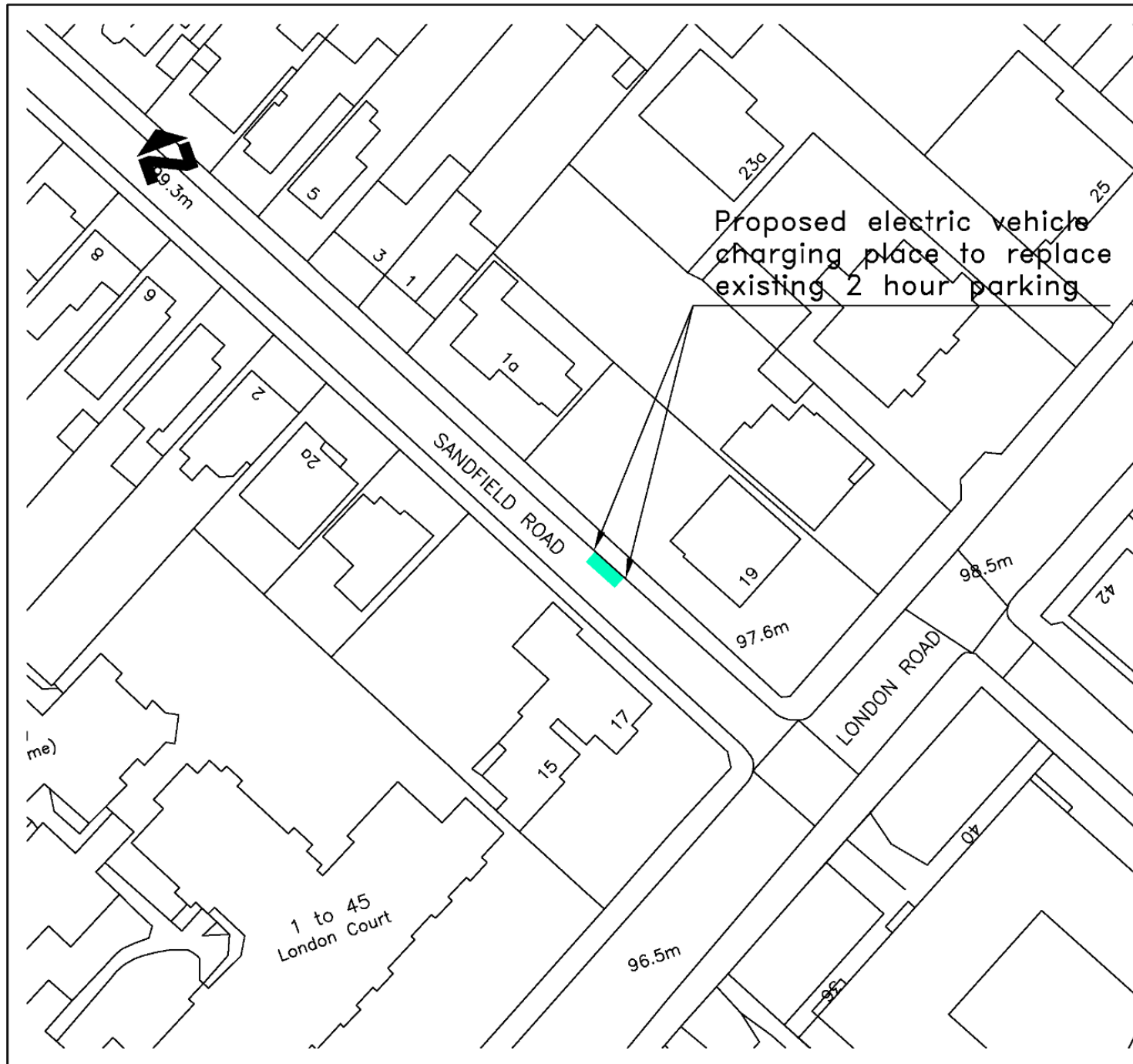
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Juxon Street**

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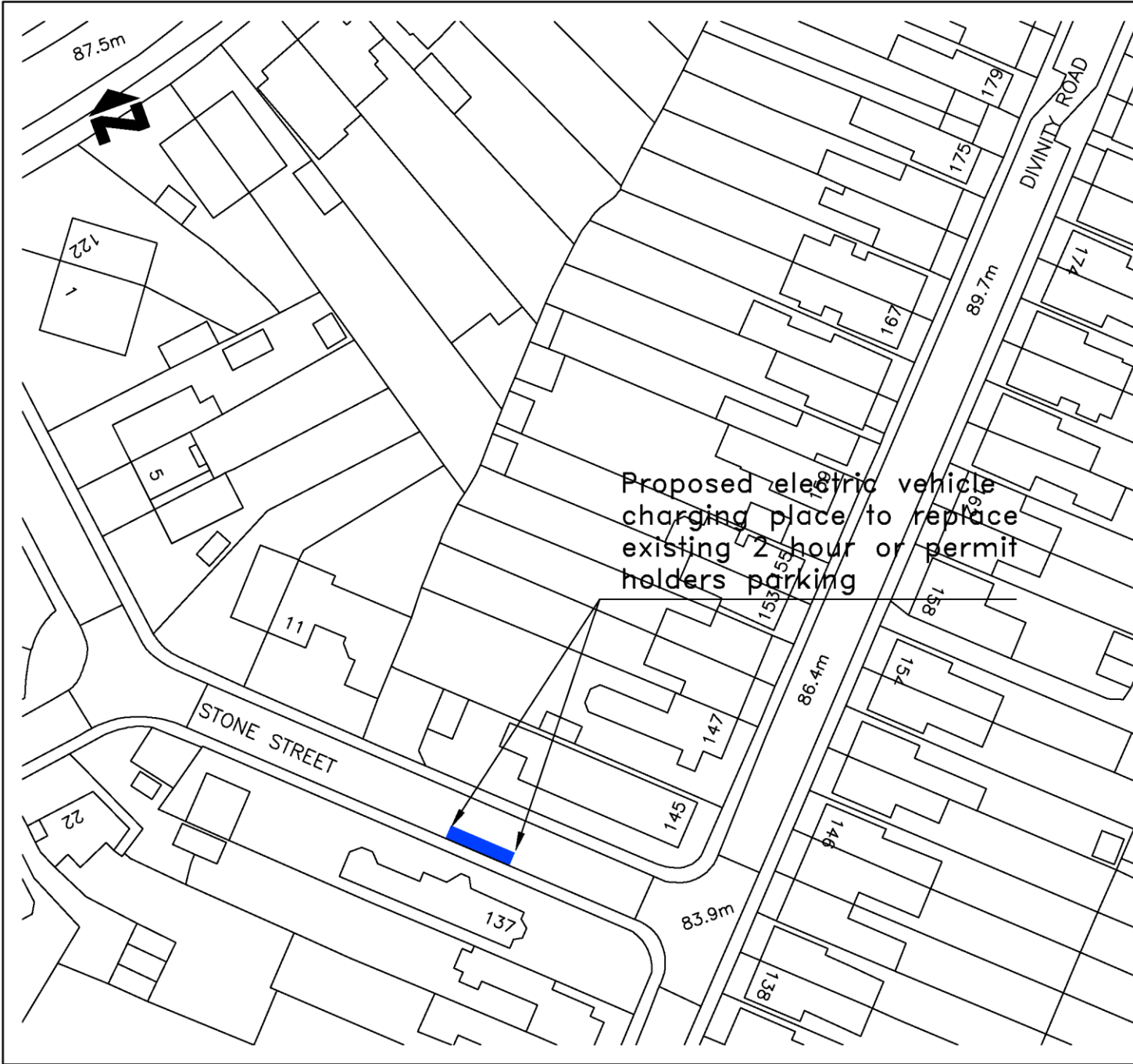


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Project
**Oxford:
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Title
**Electric Vehicle Parking Place
 Sandfield Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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Drawing Number 0002/A4/00804			Rev A



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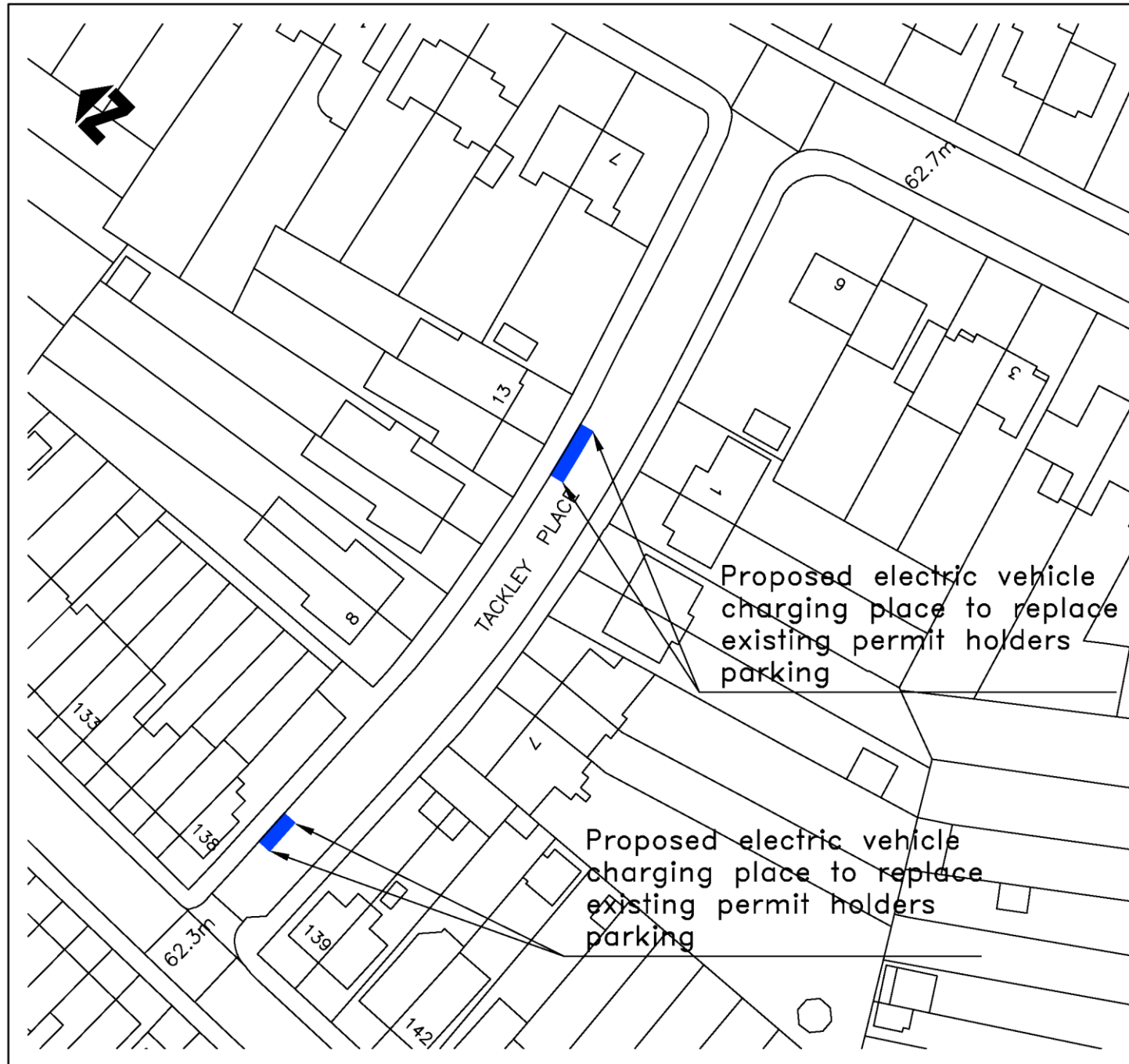
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Project
**Oxford:
Proposed Electric Vehicle
Charging Places 2022**

Title
**Electric Vehicle Parking Place
Stone Street**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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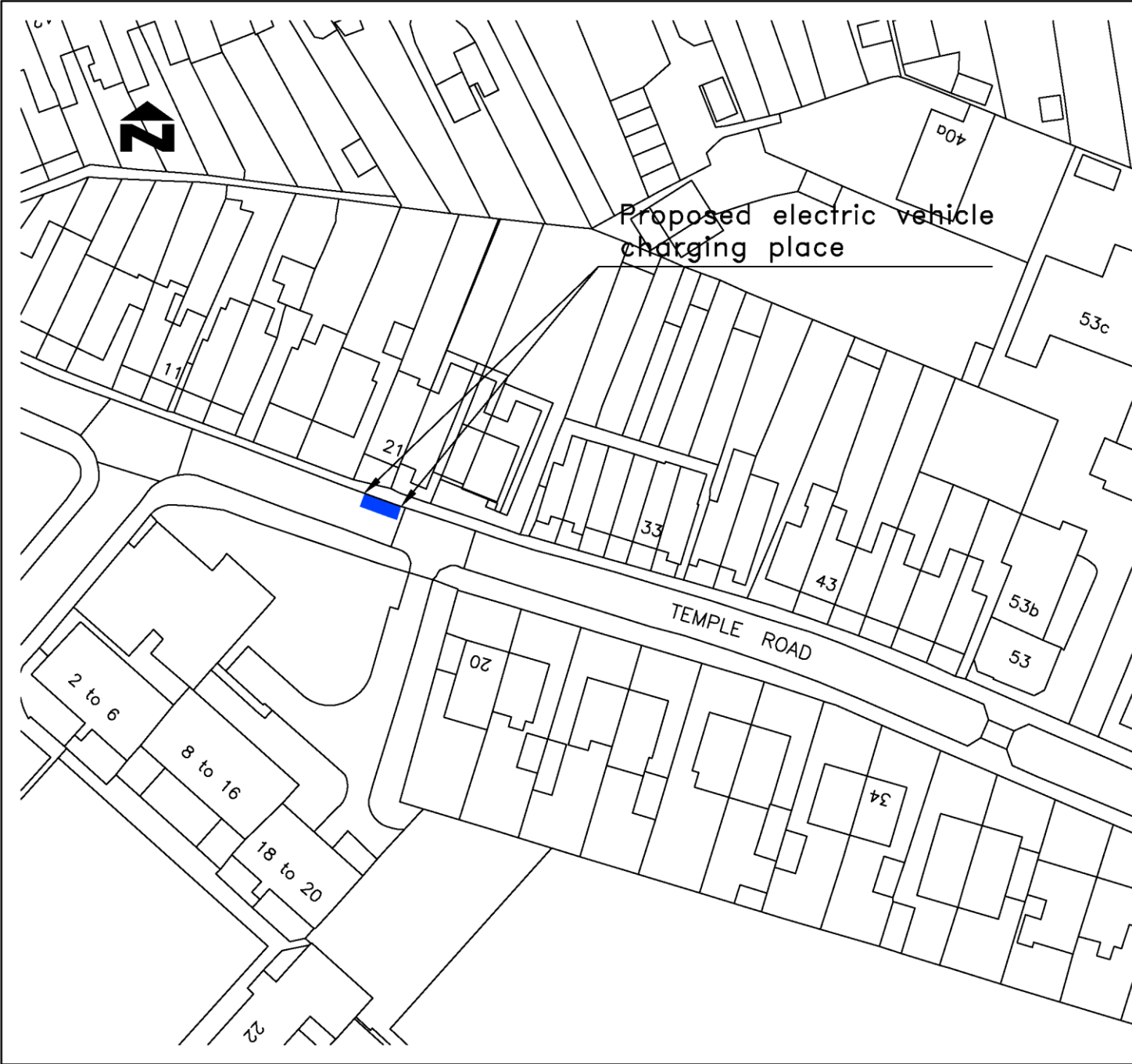


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Project
**Oxford:
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Charging Places 2022**

Title
**Electric Vehicle Parking Place
Tackley Place**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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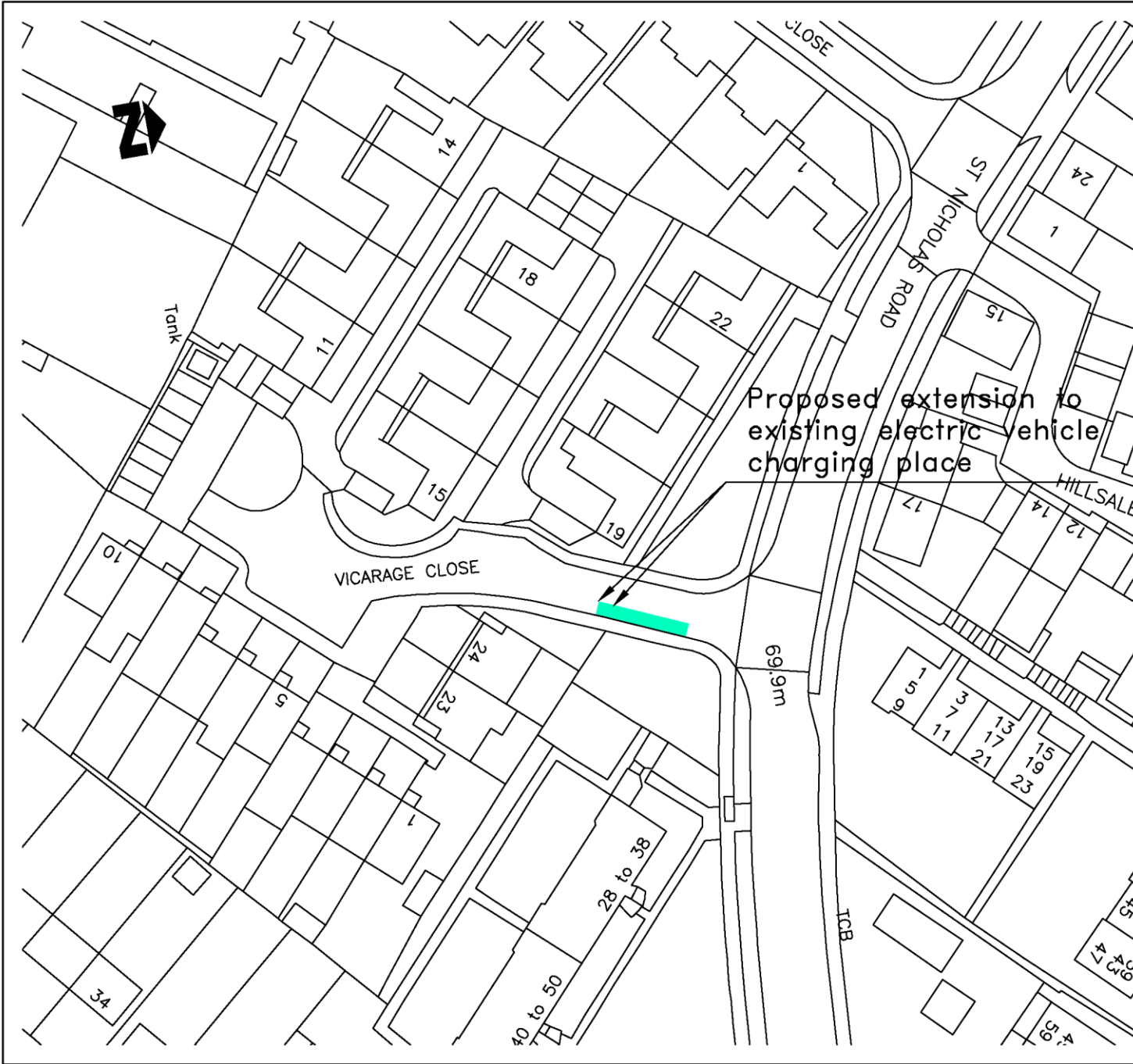
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Project
**Oxford:
Proposed Electric Vehicle
Charging Places 2022**

Title
**Electric Vehicle Parking Place
Temple Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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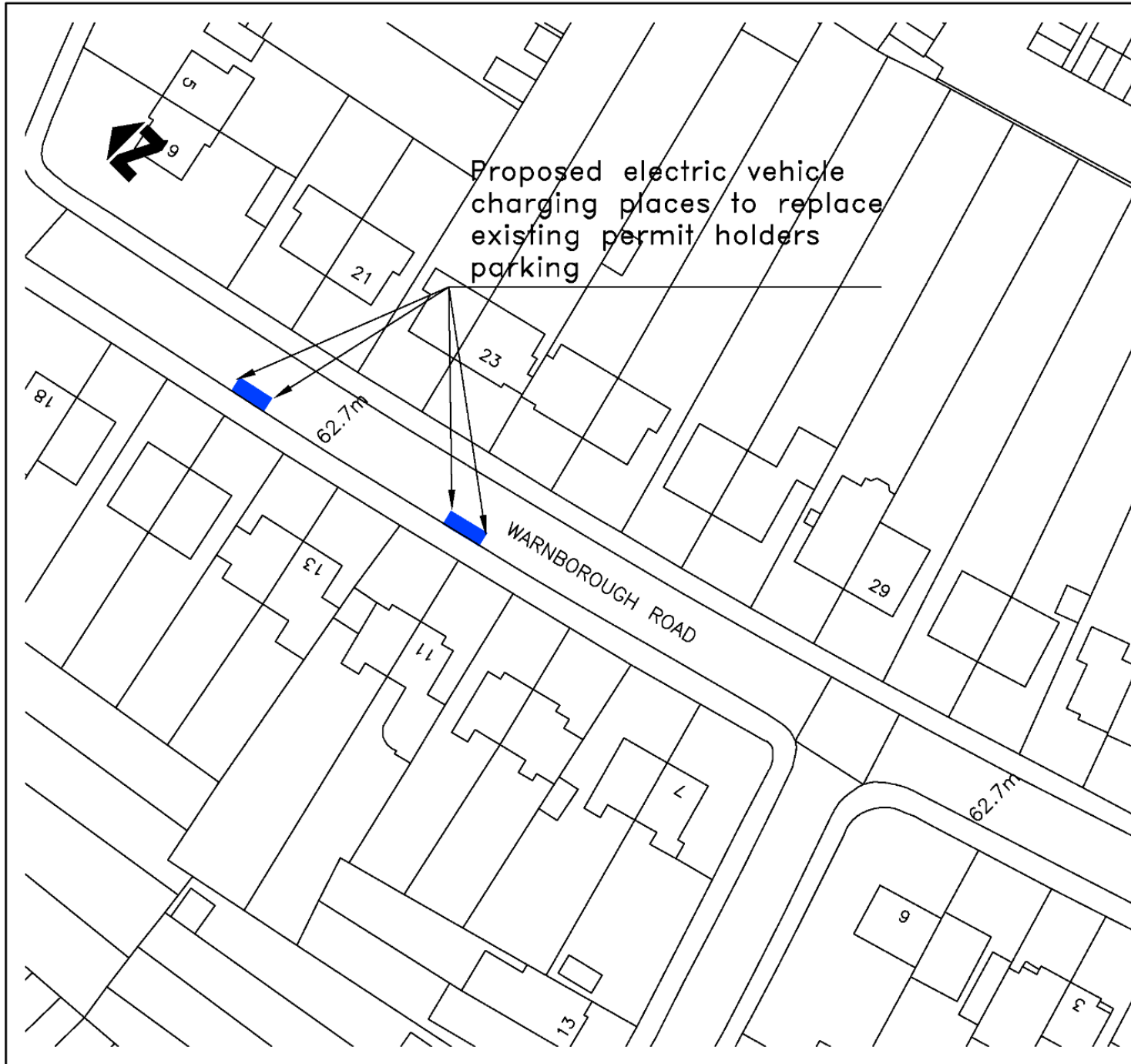
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Project
**Oxford:
Proposed Electric Vehicle
Charging Places 2022**

Title
**Electric Vehicle Parking Place
Vicarage Close**

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0002/A4/00806	A



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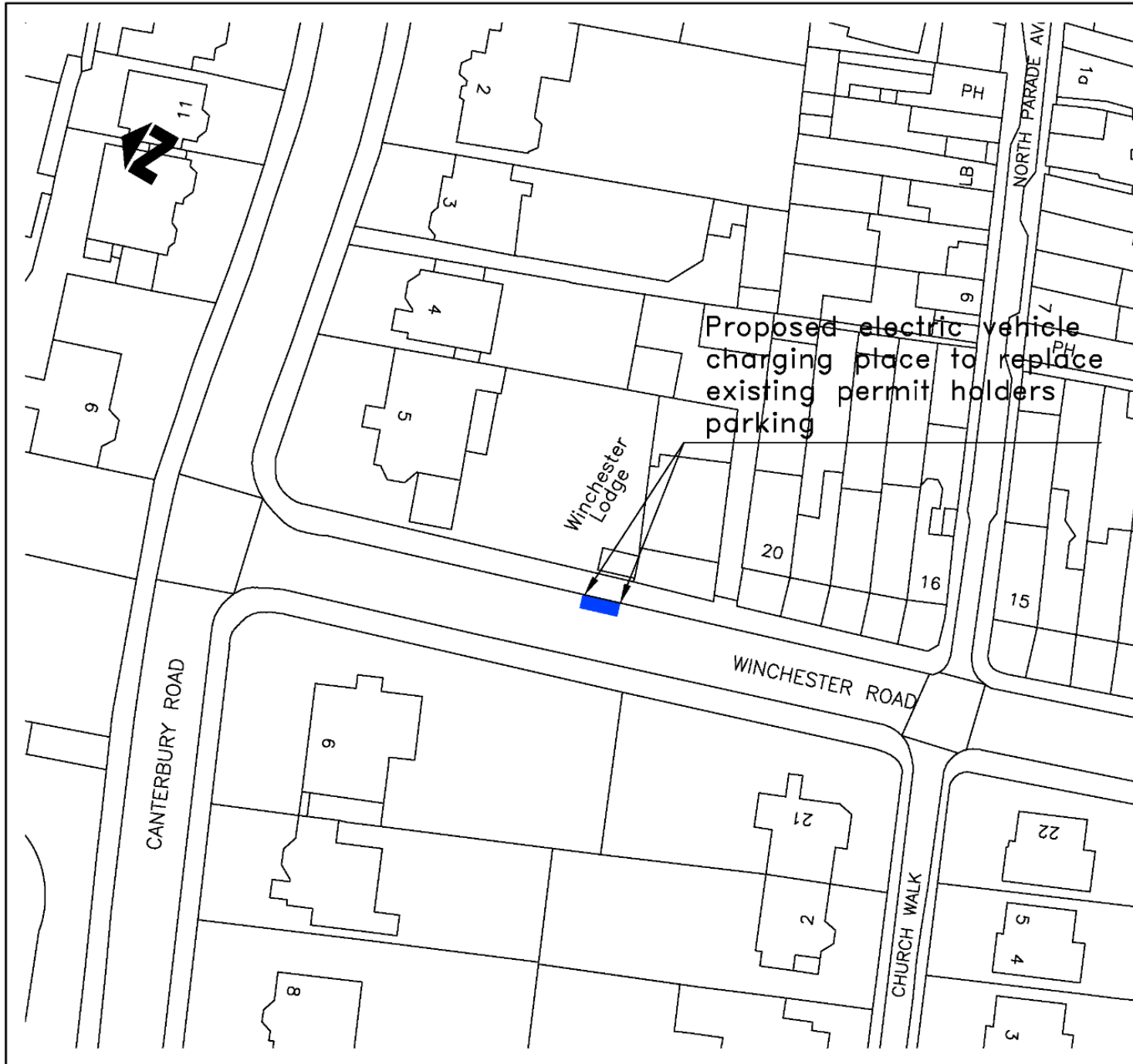
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Title
**Electric Vehicle Parking Place
Warnborough Road**

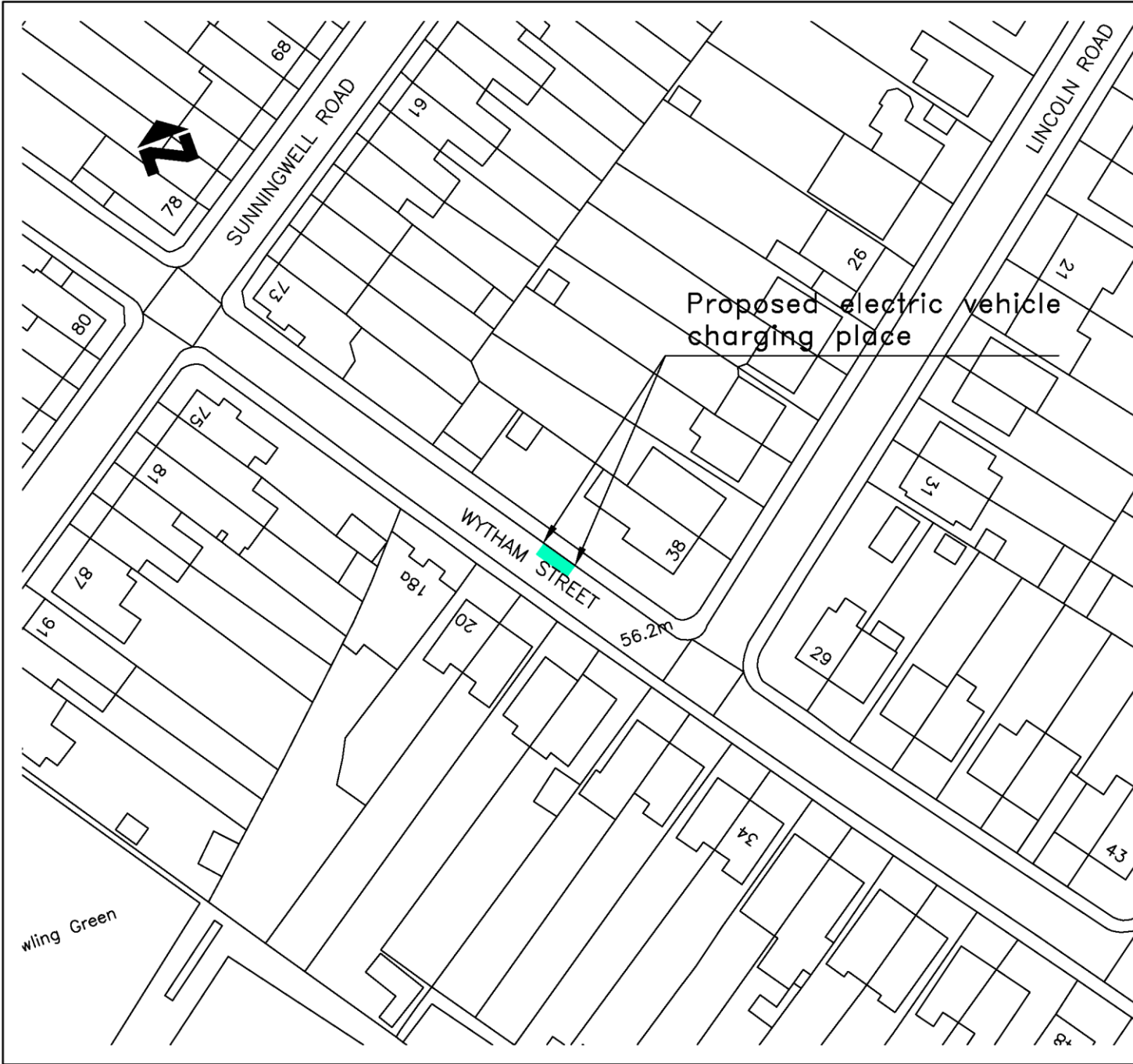
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Rev
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Project <p style="text-align: center;">Oxford: Proposed Electric Vehicle Charging Places 2022</p>				
Title <p style="text-align: center;">Electric Vehicle Parking Place Winchester Road</p>				
Scale	Drawn By	Checked By	Approved By	
1:500	SMA			
	Date 24.05.22	Date	Date	
Drawing Number				Rev
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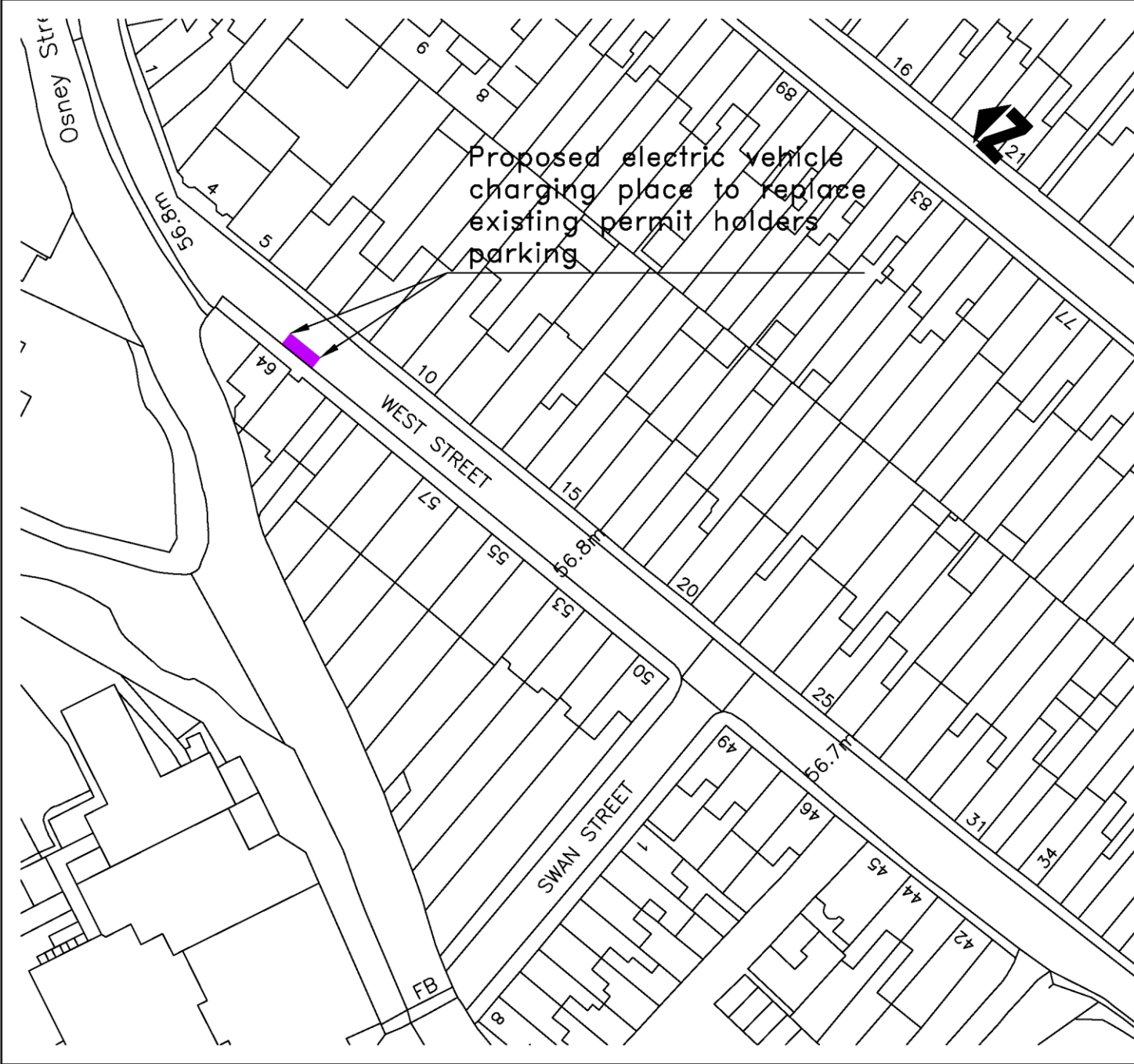
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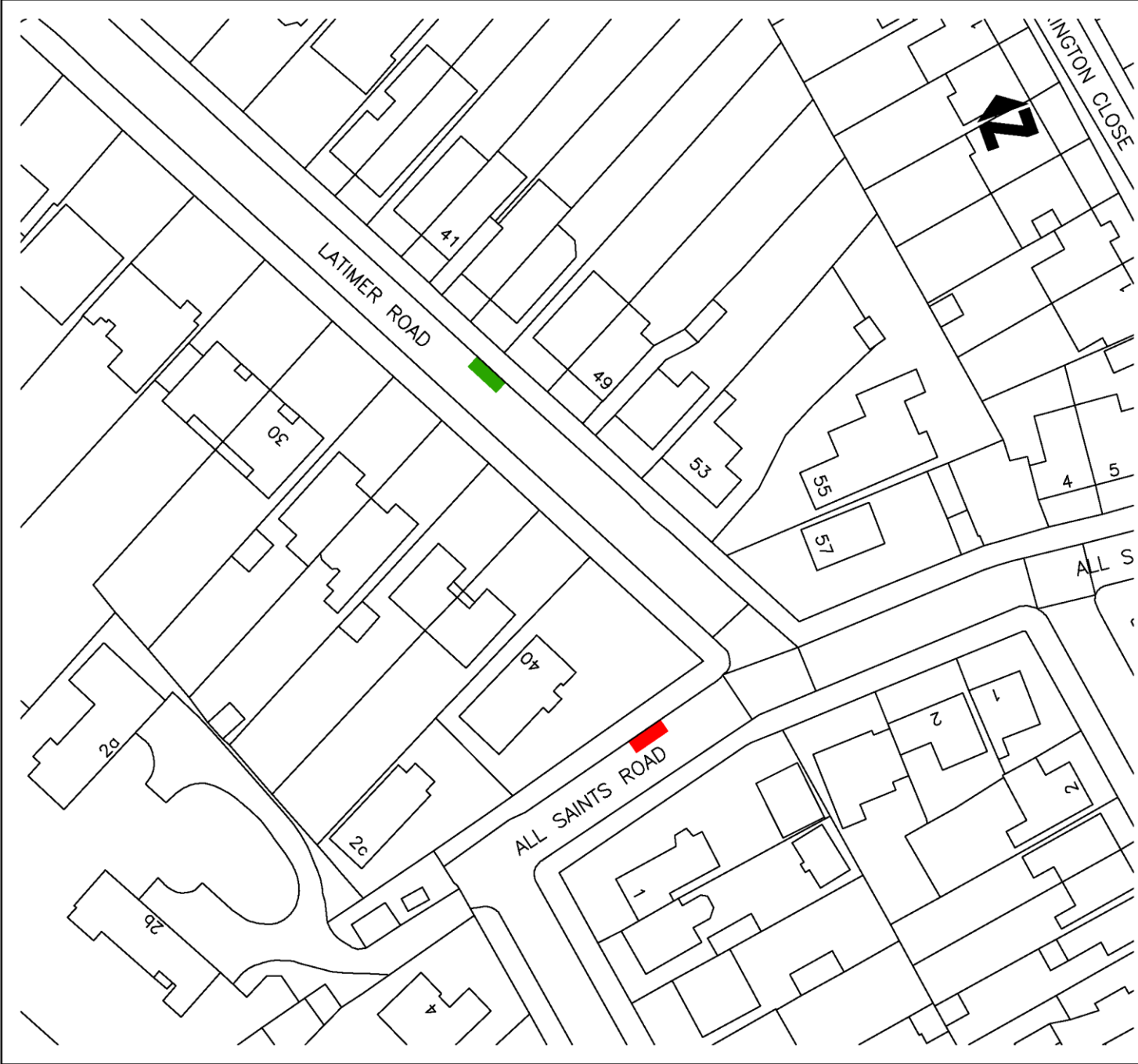
Project
**Oxford:
Proposed Electric Vehicle
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Title
**Electric Vehicle Parking Place
Wytham Street**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 24.05.22	Date	Date

Drawing Number 0002/A4/00802 **Rev** A





Notes

- Existing Car Club parking place at all times to be replaced with Permit Holders Only parking, Mon-Sat, 8am - 7pm, Sat 2 - 4pm
- Proposed Car Club parking place at all times to replace Permit Holders Only parking, Mon-Sat, 8am - 7pm, Sat 2 - 4pm

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Project
**Oxford:
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Charging Places 2022**

Title
**Relocation of Car Club Parking Place
from All Saints Road to Latimer Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 24.05.22	Date	Date

Drawing Number 0002/A4/00804 **Rev** -

RESPONDENT	COMMENTS	OXFORD CITY COUNCIL / PROJECT TEAM RESPONSES
(1) Traffic Management Officer, (Thames Valley Police)	No objection	
(2) Local County Cllr, (St Margarets division)	Support - These EV points are a valuable addition to the network but they need a programme to ensure that they are working. The Frenchay Road point has been out of action for more than six months. this is not acceptable as the scheme increases in size with these new points.	<p>The current chargers on the highways were installed under one of the UK's first onstreet charging pilot projects, and as such required substantial intervention and investment over the last two years to bring them up to current charging standards, with the upgrade programme continuing for another year.</p> <p>This was made more difficult due to a series of contractor acquisitions and one contractor going into administration.</p> <p>While most chargers could be upgraded, Frenchey Rd was severely damaged in an act of vandalism alongside three further chargers, and cannot be repaired. The charge point will be replaced over the coming months, which is now possible since the insurer has confirmed policy compliance.</p> <p>Oxford City Council introduced a dedicated EV Infrastructure Contract Management Facility in January to improve Service Level Performance of contractors. Since the introduction we have seen a reduction of SLA failures from over 60% previously to under 10% now. The facility is a pilot, but has been extended for another six months, after which it will be reviewed.</p>
(3) Local County & City Cllr, (Jericho & Osney division,	Concerns (West Street) – I think that may be unwise. There is extreme pressure on parking on Osney Island. If vehicles come regularly from elsewhere (e.g. commuters) and park there for 5 hours each time, it	Please see statement regarding West Street within the report.

Osney & St Thomas ward)	would be intensely annoying for residents, who would have lost a space for themselves or their visitors for that time.	
<i>A. Online Responses</i>		
(4) Rather not say, (Oxford, Warnborough Road)	<p>Object - Generally I object because electric vehicles should not be prioritised over others as far as access to parking (which has been paid for) goes. Specifically, these roads all have sufficient space in front of them to permit residents to install their own charging points if required.</p>	<p>Please see points covered in the general statement within the report.</p> <p>Many dwellings in this area do not have access to offstreet parking. While some may be able to provide their own charging through the new cable channel provision that is trialled in Oxfordshire under the GUL-e project, this is not possible for all households. To ensure a full transition to EV a mix of cable gulleys, rapid charging, driveway home charging and public onstreet and destination charging is needed. A lack of public charging could result in an increased drive to turn front gardens into driveways, which could bring a loss of green space and could worsen flood and heat island impacts in affected streets.</p>
(5) Member of public, (Oxford, Tackley Place)	<p>Object - Electric cars are very expensive - average prices £44,000-130,000. There is low availability at present so prices are inflated. There is hardly any second hand market or if so the cars are new and high-cost, and so prices are still high. This means only wealthy people can afford electric cars at present.</p> <p>Oxfordshire County Council receives taxes from its tax payers to serve the needs of the public in general, not simply those wealthy enough to afford electric cars.</p>	<p>When comparing the total cost of ownership of new cars, EVs already frequently outperform conventional fuel vehicles, due to the lower energy cost. However we acknowledge that new cars are not affordable for many vehicle owners. Prices are expected to decrease as a second hand market emerges and as technology becomes more mainstream.</p> <p>Our data already shows an up-tick in EV charger use across the city chargers and this is projected to grow. The recent draft EV Infrastructure Strategy see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/ models the anticipated transition to EVs.</p>

	<p>Rising costs, the current financial crisis, the pandemic and escalating inflation mean that people are in even more dire straits financially.</p> <p>They need basic provisions:</p> <p>Proper policing. There is appalling bike and car crime in my area of Oxford, no arrests are ever made, no crimes are solved nor averted - presumably the police lack resources.</p> <p>Regular rubbish collections eg once a week. Fortnightly collections are clearly not for environmental purposes because recycling and garden waste are only taken fortnightly too - thus causing people to club together (on my street) to pay for private collections of recycling (environmentally destructive) or make expensive trips to the recycling centres (also environmentally destructive.) Otherwise the waste stacks up and leads to rats. (A health hazard.)</p> <p>Good quality roads that are repaired regularly Lots of roads in Oxford and Oxfordshire are in dire need of repairs</p> <p>Decent public transport The council has done a lot with this and we appreciate the efforts, but improvements always can be made</p> <p>Good schools and access to first choice schools Schools are currently over-subscribed and many people do not gain access to first choice schools even within the catchment area. In our case the local</p>	<p>The City needs access to infrastructure to ensure this transition is not hampered. This is particularly important for working drivers, that rely on vehicles to carry out their work, such as nurses, taxi drivers and delivery drivers.</p>
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	<p>school could not accommodate our autistic child, due to large classroom sizes, so we were advised to take them elsewhere - which has caused us great trouble logistically and a lot of further costs, as well as suffering to our child.</p> <p>Once the council has fulfilled all these basic requirements, then I would suggest they embark on helping those within the county who simply cannot afford to feed and clothe their children, who are struggling with dire poverty as a result of our cost of living crisis. I would be very very happy for my taxes to go towards helping such unfortunate people and we are all teetering on the brink of needing such help - apart from the upper classes and upper middle classes. If you would like to create a consultation on how we can help the poor and newly poor in our county then I would be delighted to be asked for ideas.</p> <p>After you have fulfilled all of this, then - sure - why not help the upper and upper middle classes who can afford electric cars. The rest of us can't. We'd rather our taxes were used to help the less fortunate than used to help rich people.</p> <p>Maybe when electric cars are more generally affordable, in 5-10 years time (presumably when the second hand market is more established) then this would be a fair and equitable thing to propose. Until then, it is the elite serving the elite. A bit ugly to observe and frankly tone deaf in such appallingly tough times for so many people. "</p>	
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(6) Member of public, (Oxford, Hamilton Road)	Object - Removes convenient on street parking on Hamilton Rd. for paying local residents	Please see the statement regarding Hamilton Road within the report.
(7) Member of public, (Oxford, Kingston Road)	Object - I would question the need for two bays in Tackley Place. There is a better location for one bay at the start of Southmoor Place (which is one-way) on the corner with Kingston Road. A whole 10 metre length of double yellow line is available for a charging bay.	Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn. These two bays both offer good accessible locations for EV charging which support not only the general public, but those with mobility issues too.
(8) Rather not say, (Oxford, Farndon Road)	Object - Introducing electric vehicles only take away / reduces parking for other cars which are paying a fee to park on the road - this is favoring electric vehicles for no obvious reason. Fuel for cars regardless of their source is a private matter and should be resolved accordingly.	Please see points covered in the general statement within the report.
(9) Member of public, (Oxford, West Street)	Object - The current 2 car charging unit projects out into the street (it used to be on the pavement) making now impossible to parallel park as anyone with an estate car (which we need and there are several on West Street) can no longer swing in which removes yet more parking options in West Street. Several larger electric vehicle owners have also stated that they cant use the charging point because the road is so narrow and cant get in to the narrow space. The charging unit isnt used very often either, usually just by the couple living in the house beside it. We do not have an electric car and nor can we afford one, we live in 59 West Street and need our estate car	Please see points covered in the West Street statement within the report. Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.

	<p>for work, we would strongly suggest any additional electric charging points to be placed on another street, North Street? It is wider with only parking on one side. Could the Liberal Club host several Charging bays in the largely unused car park? The Community Centre Car Park? Much more space. The car park in Oatlands Road opposite the power station transformers, again has light use.</p> <p>There are other locations equally as suitable or even better with lighter use and broader roads.</p>	
(10) Member of public, (Littlemore, Vicarage Close)	<p>Object - No evidence has been provided to support that these changes are necessary to meet increased demand for EV charging. The statement of reasons is erroneous, quoting the section 1 of the Road Traffic Regulation Act 1984. Section 1 deals with general regulations, whilst other sections deal specifically with parking provision https://www.legislation.gov.uk/ukpga/1984/27/contents</p> <p>Council decisions are supposed to be evidence led, and no evidence has been presented https://www.oxfordshire.gov.uk/council/about-your-council/plans-performance-and-policies/scrutiny?utm_term=nil&utm_content=</p> <p>You have failed to provide sufficient information as per your 'key principles of consultation' (2) https://www.oxfordshire.gov.uk/council/about-your-council/have-your-say-about-council-services/consultation/our-approach-consultation</p>	<p>Please see points covered in the general statement within the report.</p> <p>Additionally, the TRO process is supported by utilisation data as well as the data gathered for the draft EV Infrastructure Strategy which shows a wider up-tick in EV charger use across the city chargers and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p>

	<p>Living next to the charging point, I have never seen more than 1 vehicle charging at any time. Often the spaces are vacant for days on end, creating parking pressures elsewhere in the area.</p> <p>The decision to take an additional space for EV charging unfairly disadvantages the rest of the local community and impacts on their ability to park legally in an already restricted area. Your policy process talks about balancing needs. Here you have a very small EV population, whose needs are arguably already met by current provision. Where is the balance regarding the needs of those people that are breaking no laws by owning a vehicle and wish to be able to park it near their home?</p> <p>Undertaking a public consultation should be used to supplement other evidence as part of the decision-making process, not as the only evidence source.</p>	
(11) Member of public, (Oxford, West Street)	<p>Object - In my opinion, if this sign has to be installed, then the appropriate place for it is the EV-charger 'build-out', where it can be located alongside the charger itself & its two protective bollards.</p> <p>I understand (from a meeting with Vikki Robins and Anthony Kirkwood) that the council's preference is to attach the sign to my house (by my front door)). I certainly will not give permission for it to be attached to my house, & I would object to it being put on a signpost in front of my house. My house is a small house, Osney is supposed to be a conservation area, and this is a large sign.</p>	<p>We very much appreciated the time given by members of West Street to meet with members of the two Councils to discuss signage.</p> <p>Please see statement regarding West Street within the report.</p>

<p>(12) Member of public, (Oxford, Hamilton Road)</p>	<p>Object - The proposed electric car bays in front of 50, 53 and 64 Hamilton Road would prevent these houses from having their own charging point, or make it pointless, due to the fact that electric cars belonging to other people would nearly always be parked there. If they did manage to park there, they would have to pay a higher rate than most of their neighbours.</p> <p>In addition, they would be unable to apply for a dropped kerb and off-road parking, so that they could install a private charging point. This seems to be discriminatory. It would be much better to have reserved charging bays in King's Cross Road, or other side roads, where house frontages are not blocked.</p>	<p>Please see the statement regarding Hamilton Road within the report.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
<p>(13) Member of public, (Walton Manor, Warnborough Road)</p>	<p>Object - The proposed new EV charging bay (situated right outside No.15/16 Warnborough Road) causes significant problems for our already-submitted application for a dropped kerb. We (15 Warnborough Road) will have elderly grandparents, meaning we need the space right outside our house for off-street parking. Every other house on the street has a dropped kerb - when we purchased the property we were told that we could also apply for a dropped kerb. This is very important for my elderly grandparents, so we would greatly appreciate it if the proposed charging bay were to be relocated outside of our applied dropped kerb zone.</p>	<p>Any EV vehicle could access the bay for the set period of time, so drop-off in the EV bay would be permitted, if carried out in an EV vehicle.</p> <p>While we acknowledge the inconvenience caused by the inability to create a dropped kerb, there is a public benefit to be considered here: EV chargers can be used by many local residents.</p> <p>Also, dropped kerbs are not usually delivered with a parking restriction, so access to the offstreet parking area is not guaranteed. While EV ownership is anticipated to rapidly increase, the relative scarcity of EV vehicles to date (2% of the total number of cars in the city) may make it more likely that access to an offstreet bay via a dropped kerb can be secured at the property in question.</p> <p>We will continue to seek to avoid positioning public charge points directly in front of residents homes, but that is constraint by grid</p>

		connection points and other design criteria, and cannot always be avoided.
(14) Member of public, (Oxford, Latimer Road)	<p>Object - I object to the introduction of a car club bay outside 45/47 Latimer Rd as there is existing significant pressure on the amount of resident only car parking in the southern section of the street. I understand it is proposed to replace the lost permit parking on All Saints Rd but this is away from the houses of most of the people who currently use the space that would be lost outside 45/47 Latimer Rd. Also, the space is not very overlooked on All Saints Road so I have concerns about security of my car when I inevitably will have to park it there.</p> <p>Placing a car club bay outside 45/47 Latimer Rd will mean that there will need to be additional signs and posts - one for the car club bay and one for the south end permit parking space. This is additional expense in installation, maintenance and is also extra street clutter.</p> <p>In my opinion there is a better place for the car club bay - on All Saints Rd opposite Barrington Close where there appears to be less pressure on the two car space because there are fewer house frontages along there. The car club would also be in a more central, better position, in closer proximity to more residential properties - Lime Walk, All Saints Road, Barrington Close, Stapleton Rd and Bickerton Rd.</p>	<p>The relocation of the car club bay from All Saints is required owing to insufficient electricity capacity in that location. In supplier surveys a number of locations were assessed and this location chosen as it was still near to the existing location, had sufficient power and is located on the post nearest to the end of the road and parking areas.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>

	<p>The lamp column is a modern one so should be suitable for modern EV charging point.</p> <p>My suggestion should mean that the car club car will be better used and the negatives associated with the positioning of the space by 45/47 Latimer Rd would not materialise.</p>	
(15) Member of public, (Oxford, Kingston Road)	<p>Object - I object on the basis that the above roads already have on-street charging points. In addition most properties have off-street parking. Streets in Walton Manor - ie, Longwall Street, Walton Well Road, - have been ignored. These properties have no off-street parking.</p>	<p>The consultation does not pursue new charge point locations, but the facilitation of better access to existing charge points through enforced EV parking bays.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
(16) Member of public, (Oxford, Kingston Road)	<p>Object - 1. Electric cars can plug in to EV charger points without actually charging. 2. This means that anyone with an EV could park in the bays, connect the cable and get 5 hours free parking in the centre of Oxford. 3. I fully support less vehicles in Oxford, so let's create policies that support that, NOT create a network of free parking spaces that will encourage non-residents to bring their car in.</p>	<p>You are correct that abuse of the EV bays for mere EV parking rather than EV charging is possible. This is to allow for reasonable use cases while avoiding very large enforcement signage. Enforcement officers will be able to monitor these bays. If we find that unintended use is frequent, we will reconsider a more stringent enforcement in the daytime, restricting to "charging only".</p> <p>However this alone may not remove the issue. In the future we do anticipate to be able to remove the non-resident provision of the enforced parking bays, as the percentage of EVs in residential areas increases. Currently this is not possible, because bays have to meet minimum utilisation targets to cover cost of maintenance and operation.</p>

(17) Member of public, (Oxford, Hamilton Road)	<p>Object – The proposed charging bay does not fit with the existing charging point in Hamilton Road: 'South side from a point 1.5 metres west of the common property boundary of numbers of 50/52' SHOULD READ 44/46</p> <p>There is a large amount of on-street parking by residents in this area of Hamilton Road. It would make sense to put additional charging points in adjacent Kings Cross Road and Portland Road where the lamp posts allow it. These points would be much more accessible to non immediate residents + visitors.</p>	<p>This has been noted and will be amended as required in the TRO plan.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
(18) Member of public, (Oxford, Warnborough Road)	<p>Object - Parking in these roads is already tight, with residents from nearby roads also parking in them.</p>	<p>Please see points covered in the general statement within the report.</p>
(19) Member of public, (Oxford, Gorse Leas)	<p>Object - Provisions for EVs do not further the resolution of the issues caused by car usage. They still mostly run on fossil fuels (as that is where most of our electricity comes from) and will only exacerbate the use of cars in places where cars should not be. The money would be better spent on schemes to encourage active travel and public transport and disincentivise car use - not incentivise car use for people who have the 'right' sort of car.</p>	<p>Please see points covered in the general statement within the report.</p>
(20) Member of public, (Oxford, Woodstock Road)	<p>Concerns - I have no problem with the principle, but query why the allowed parking is not restricted to 3 hours. 5 hours blocks the charging points for others - especially as more EV cars will be purchased, and residents/visitors will not always have charging points</p>	<p>Please see points covered in the general statement within the report.</p>

	available where they live/visit. A partial top up is better than none.	
(21) Member of public, (Oxford, Divinity Road)	<p>Concerns - I am thoroughly in favour of the switch from fossil fuel driven vehicles to electric ones, but have concerns about the present proposals in Stone Street because of the forthcoming Quick Ways proposed for Morrell avenue and Warneford Lane. The number of parking spaces available for DV permit holders and 2 hour slots is to be reduced, with subsequent pressure on the existing spaces particularly in Divinity Road and Stone Street. The electric bays will further reduce these. Can I suggest that the Stone Street parking is changed to DV residents only, with removal of the 2 hour daytime stay for anybody? The existing two hour parking slots are going to be particularly sought after when parking restrictions are in place, to the detriment of residents. We have a generous allocation of parking permits for visitors - the two hour slots seem to me to be inviting commuters rather than visitors.</p>	<p>Please see points covered in the general statement within the report.</p>
(22) Member of public, (Oxford, Grove Street)	<p>Concerns - It is not clear to me from the plans whether the EV bays will be completely contained within the road, or whether there will be infrastructure or trailing cables on the pavement. I think that pavements in Oxford are generally narrow and often obstructed, making it unnecessarily difficult to walk around. EV infrastructure should be installed exclusively on the road, and not make conditions for pedestrians worse.</p>	<p>Please see points covered in the general statement within the report.</p> <p>All future installs of stand along on-street charging will be install into the highway to maximise access for users of the foot way.</p> <p>Lamppost charging, where the post is kerb-side is the exception.</p> <p>For those without access to off-street parking the County and City Councils have been working together to create the Ox-GULe.</p>

		<p>Residents without access to off-street parking can express their interest in a public charging solution on the Oxford EV infrastructure demand tracker. Expressing interest does not guarantee a solution, but we will consider all locations when we deliver the next tranche of charging solutions.</p> <p>Residents that are interested in a cable gulley in particular – a pavement channel cut into the pavement, to securely connect a home charger to a vehicle parked on street, can express their interest in this solution on the GUL-e website.</p>
(23) Member of public, (Oxford, Farndon Road)	<p>Concerns - My very specific comments relate to the proposed siting of the e-space between no.s 17 and 18 Farndon Road. As you will be aware, the lamp post there has been a charging point for some time. It seems likely, therefore that the only work involved will be drawing out the designated space on the road.</p> <p>If, as would appear from the plan I received, this would be centred on the lamp post, my objection is that this would a) reduce available parking space for non-e-vehicles as there would then be insufficient space to park a car between there and the dropped kerb in front of no.19. And b) would impede our ability to provide off-road parking at our property, with a dropped kerb outside our gate. This is something we are actively considering. It would involve widening the opening between the boundary with no.17 and the birch tree in the front garden, where the existing ironwork gate is now. This would give us the possibility of installing our own e-charger within our premises.</p>	<p>Please see points covered in the general statement within the report.</p> <p>Residents without access to off-street parking can express their interest in a public charging solution on the Oxford EV infrastructure demand tracker. Expressing interest does not guarantee a solution, but we will consider all locations when we deliver the next tranche of charging solutions.</p> <p>Residents that are interested in a cable gulley in particular – a pavement channel cut into the pavement, to securely connect a home charger to a vehicle parked on street, can express their interest in this solution on the GUL-e website.</p> <p>Any dropped kerb applications will be assessed when they are applied for. The spacing between the designated by and the end parking space to ensure a car could be accommodated is noted. However the bay is constrained by the location of the lamppost.</p>

	<p>In summary, therefore: I do not object to the implementation of the e-parking space but would ask that it is sited back from the area shown on the plan (ie further to the west) to allow for access to potential off-road parking on our property and leave parking space for one other car.</p>	
<p>(24) Member of public, (Oxford, Plantation Road)</p>	<p>Concerns - The EVC points which are currently in lamp posts (Warnborough Road & Farndon Road) should have the green EVC bay logo marked because currently anyone can park by the charging lamp post regardless of whether they're charging their car or just parking. Additionally, because I live in Plantation Road where there is no possibility of having any EV charging bay and with no residential parking possible it is already hard to find residential parking in neighbouring streets, so houses with forecourts should be encouraged to install their own private EVC points. Please don't take away any more Walton Manor residential parking spaces for which we are charged.</p>	<p>Please see points covered in the general statement within the report.</p> <p>The signage makes clear that charging is expected to take place when using the bays. Enforcement officers will be able to monitor these bays and take appropriate action when necessary.</p>
<p>(25) Member of public, (Summertown, Hernes Crescent)</p>	<p>Concerns - The City should prioritise enabling a large number of charge points to be installed in public parking lots (e.g., Oxford Parkway) similar to the service provided by Westgate.</p> <p>For new EV chargers in side streets, new locations should be opened up (e.g. on Hernes Cresecent) where possible rather than further reducing space available for non-EV cars.</p>	<p>Please see points covered in the general statement within the report.</p>

(26) Member of public, (Oxford, Tyndale Road)	<p>Concerns - I am concerned that all new proposed charging points are in the East Oxford or St Clements area which according to the the document prepared by Oxford city council (Oxford Electric Vehicle Infrastructure Strategy (OxEVIS), https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/) are some of the areas that most meet the 'fair and equitable criteria' for needing more on-street EV charging points (many houses do not have driveways or suitable access/parking on the right side of the street to enable charging from the property) but that currently have some of the lowest availability.</p> <p>Instead most of these changes seem to be focused on a small area in North Oxford/Jericho where there are already multiple charging points. Is it that these will not be new charging points? but rather re-branding of existing charging points? If these are new charging points then the distribution seems very unfair and counter to the previous consultation from Oxford City Council.</p>	<p>The consultation does not pursue new charge point locations, but the facilitation of better access to existing charge points through enforced EV parking bays.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn</p>
(27) Member of public, (Oxford, Southmoor Road)	<p>Concerns - I strongly support increasing car club bays as a step towards reducing car ownership.</p>	
(28) Member of public, (Oxford, Stone Meadow)	<p>Support - We need many more charging points BUT they have to be maintained which they aren't at present.</p>	

(29) Member of public, (Oxford, Hayfield Road)	Support - It would be good to build more provision for electric car charging in our neighbourhood.	
(30) Member of public, (Oxford, Hayfield Road)	Support - Especially around Frenchay Road, the EV infrastructure is appalling. No incentive to switch to electric if you live in a terraced house without a drive if there is no charging around	
(31) Member of public, (Oxford, Winchester Road)	Support - Although the proposed bay is immediately outside our house we think the initiative is well worth the loss of one parking bay	
(32) Member of public, (Oxford, St John Street)	<p>Support - I am pleased to see that you propose to install more public EV charging points, but concerned that not one of the locations you list is within the proposed ZEZ.</p> <p>I live within the Zone (St John Street) and face being penalised for not acquiring an EV - but cannot currently even contemplate doing so because, like almost all my neighbours, I have nowhere to charge one.</p>	<p>Please note the locations set out in this TRO are all existing chargepoints which were installed in 2017.</p> <p>Our draft EV Infrastructure Strategy which shows a wider up-tick in EV charger use across the city chargers and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p>
(33) Member of public, (Headington, Beech Road)	Support - Support the adoption of EV in the local community	
(34) Member of public, (Oxford, West Street)	Support - West Oxford needs more EV charging solutions	

(35) Member of public, (Oxford, Swan Street)	Support - I don't have a car at present but would like to buy an electric car in the short term. The improvement of local infrastructure where residents don't have the ability to have individual, private charging points will be an incentive for me and many other people to switch to electric vehicles. There's far too much self-interest and conflict in Oxford when it comes you parking and the Council needs to have a leading role to change this and have a positive impact on the environment and people's choices.	
(36) Member of public, (Oxford, Kingston Road)	Support - I don't have a car. I rely on cycling and Car Clubs and public transport. I support electric vehicles because they produce less pollution - even though they don't do anything to reduce congestion. I support Car Clubs because each car represents 18 privately owned cars. But above all I support pedal and electric bikes and all the safe infrastructure needed to encourage their use.	
(37) Member of public, (Oxford, Abbey Road)	Support - To provide much-needed charging points and increase use of electric cars and PHEVs; to encourage adoption of electric cars and PHEVs.	
(38) Member of public, (Oxford, Newton Road)	Support - I have an electric car and the charging bollards are often inaccessible due to ICE cars. I do not have off-road parking and rely completely on the local charging infrastructure. I use the Kineton Road charger which has clearly designated EV bays and it works brilliantly - the only issue is that there are increasing numbers of EV cars and I can't always get	

	a spot to charge. If I go to Wytham St or Lake St (or others), they are often inaccessible due to ICE cars. This proposal will improve the chances of other residents converting to EV cars, as has happened in our area.	
(39) Member of public, (Oxford, Oakthorpe Road)	Support - More general charging needed (not private car club charging)	
(40) Local or County Cllr, (Oxford, Hurst street)	Support - I support all of them because we need more charging facilities in Oxford.	
(41) Member of public, (Oxford, Southmoor Road)	Support - We have a plug in hybrid and sometimes struggle charging it.	
(42) Member of public, (Oxford, Thames Street)	Support - Need charge points for the electric cars - build it and they will come! It would also be better for air pollution.	
(43) Member of public, (Oxford, Southmoor Road)	Support - I drive an electric car and have a parking permit for WM and even I often go past these spots to find them occupied by non-EVs. The council has gone to trouble and expense to put in the charging stations - and hopefully there will be more to accommodate those who need off street parking but also charging stations- it seems right we should make them more accessible to support EV ownership.	

(44) Member of public, (Oxford, Southmoor Road)	Support - We have an EV and it's currently hard to find somewhere to charge it.	
(45) Member of public, (Oxford, Kingston Road)	Support - I want to buy an EV but want to be confident I can charge it on the street.	
(46) Member of public, (Oxford, Riverside Road)	Support - I am an EV car owner, no off street parking, and often find it hard to find a free ev charging bay. I use the current West St bay but I but often find it occupied by non ev vehicles.	
(47) Member of public, (Oxford, Maidcroft)	Support - Fed up with ICE in the EV charging bay	
(48) Member of public, (Bicester, Braeburn Avenue)	Support - I'm an EV owner. I'd like more people to buy and drive EVs and for the charging infrastructure to be improved - particularly in areas of on-street parking, where it is difficult for residents to install their own charger.	
(49) Member of public, (Oxford, Observatory Street)	Support - I want it to be as easy as possible for people to have an electric car and to charge it.	
(50) Member of public, (oxford, whitehouse rd)	Support - There are more electric cars in our neighbourhood and it seems sensible to use all the chargers that are available. Currently it can be quite hard to fit in the Lake St parking bay so room for 2	

	would be welcome. We need to have as much access to the infrastructure as possible.	
(51) Member of public, (Oxford, Southmoor Road)	<p>Support - I am an EV owner and have been concerned by:</p> <ol style="list-style-type: none"> 1. EV spaces being occupied by non-EVs making it very difficult at times to charge my vehicle locally. 2. Ubitricity is not maintaining the current charging points. A number of the sites are not working. I have contacted Ubitricity to inform them, but there has not been any repair work undertaken to the many points not working in the last 2 months. 	
(52) Member of public, (Jericho, Oxford, Richmond Road)	<p>Support - It is vital that EV owners and, particularly, prospective owners (like me) see that charging facilities are easily available. Otherwise why invest in an EV, if charging isn't easy and local? I suggest that the EV charging bays should be (a) exclusive to EVs (pure EVs, not hybrids) at all times; and (b) time limited so that one EV can't "hog" the charging spot after charging finishes.</p>	
(53) Member of public, (Oxford, Southmoor Road)	<p>Support - We have an EV, but cannot charge our car from our own home because we don't have off-road parking. This is very inconvenient. We would much rather have the facility to charge our EV outside our home using the gul-e solution. In the absence of a solution outside our house, we need to find an EV</p>	

	<p>charging point local to Southmoor Road. This is often very difficult because:</p> <ol style="list-style-type: none"> 1. Petrol and diesel cars currently take up the space by parking next to the EV Ubitricity charging points. 2. Many of the Ubitricity charging points do not work. Ubitricity is not maintaining these charging points adequately. We have informed Ubitricity that there are faulty charging points, but nothin has been done to repair them, despite more than 6 weeks elapsing since we have informed them. <p>In the absence of significantly more charging points around Southmoor Road as take up of TVs increase, we will be reluctantly be forced to replace our EV with a petrol vehicle, as it is already difficult to find locations to charge our EV locally.</p>	
(54) Member of public, (Oxford St Clements, Bath St)	<p>No opinion - We need charging points in St Clements - why are there none in East OXford on this list?</p>	
<i>B. Email Responses</i>		
(55) Member of public, (Oxford, Hamilton Road)	<p>Object - I think the proposal to create electric only parking bays is not appropriate for Hamilton Road. At the moment there are three electric charging points in the general area mentioned in the consultation document for Hamilton Road. There is only one electric vehicle in the same area. Cars from other streets and areas sometimes use one of the charging points.</p>	<p>Please see points covered in the general statement and Hamilton Road statement within the report.</p>

	<p>Parking at the moment in Hamilton Road is relatively easy, and we would like very much for this to continue for residents, whether they have electric cars or not. At the moment, there isn't a need for residents to have exclusive parking bays for electric vehicles. Creating at least three reserved parking spaces in a small area as indicated in the proposal document would make parking for residents more problematic. The answer surely is to create charging points spread more widely and evenly.</p>	
<p>(56) Member of public, (Oxford, West Street)</p>	<p>Object - As resident of Osney Island for nearly 25 years I am very against losing yet another space to park. At present electric cars are still very much a luxury item (certainly we can't buy one until our old car packs up). Parking is a nightmare here made worse by pub traffic and now a new hugely inappropriate yoga studio, plus an event/conference centre planned for the future. Traffic wardens rarely catch evening visitors. People park very dangerously on double yellow lines at the south st/bridge st crossroads.</p> <p>Focus on putting several chargers at the west Oxford community centre instead.</p>	<p>Please see points covered in the general statement and West St statement within the report.</p> <p>Our draft EV Infrastructure Strategy shows increased EV charger use across city chargers, and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/).</p> <p>Using spaces such as Community centres, P&R, smaller car parks as well as off- and on street locations are all to be considered as part of ensuring a fair and equitable mix of charging for all who live, work and visit Oxford.</p> <p>It is worth noting, that West Oxford community centre was assessed for EV charging under the T-GULO project in 2019. The site was ruled out for rapid charging on the basis of concerns over encouraging additional traffic into a site with narrow road access, frequented by children in particular. Slower AC charging at the site will be revisited in the future.</p>

(57) Member of public, (Oxford, West Street)	<p>Object - As a West Street resident I am against losing another residential parking space to electric vehicle charging on an already crowded and under provisioned street for residents parking.</p> <p>Reallocating this to EV only parking will benefit only electric car owner residents and will penalise those residents who are not in a position either financially or practically to own an e-vehicle. Certainly in the future when there is ubiquitous use of electric vehicles, this will be welcome, but at the moment it benefits the minority rather than the majority.</p> <p>Why not relocate to a street that does not have any single electric parking facility already? Focus on putting several chargers at the west Oxford community centre instead.</p>	<p>Please see points covered in the general statement and West St statement within the report.</p> <p>Our draft EV Infrastructure Strategy shows increased EV charger use across city chargers, and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/).</p> <p>Using spaces such as Community centres, P&R, smaller car parks as well as off- and on street locations are all to be considered as part of ensuring a fair and equitable mix of charging for all who live, work and visit Oxford.</p> <p>It is worth noting, that West Oxford community centre was assessed for EV charging under the T-GULO project in 2019. The site was ruled out for rapid charging on the basis of concerns over encouraging additional traffic into a site with narrow road access, frequented by children in particular. Slower AC charging at the site will be revisited in the future.</p>
(58) Member of public, (Oxford, Tackley Place)	<p>Object - While I appreciate the necessity of support the switch to electric vehicles I object to the proposals as they stand.</p> <p><u>In general:</u></p> <ul style="list-style-type: none"> * It is discriminatory against those who, for what ever reason, do not have or cannot have an electric car in the near future. These are often older or poorer residents in the area. * Parking is already challenging at the best of times. Removing spaces will make life even more difficult than it is. It is not helped by careless parking which 	

	<p>regularly removes 2 or 3 spaces from the general pool (which could be easily dealt with by dividing slots with white lines - but that's another issue)</p> <p>* Despite the time limits proposed, there will be displacement or parking as residents (and their guests) from other streets seek out charging points.</p> <p><u>Tackley Place:</u></p> <p>*It seems that in the current plan Tackley Place would lose a disproportionate number of places (3) in relation to its length and number of residents compared with other streets.</p> <p>* Particularly difficult will be the loss of the good-sized double bay slot 74m east of Kingston Road which is capable of accommodating two quite large cars. This is serious given that Tackley Place parking is very, very difficult. It is also regularly used by Kingston Road and, to a lesser extent, Warnborough Road.</p> <p>* Those in Tackley Place already with electric cars have charge points in their front drives and so have no need of street charging. We will do the same when we are in a position to go electric. Again this will simply hand over Tackley Place parking slots to other streets.</p> <p>Although initially more expensive, I would be in favour of a considerable expansion in the number of charging points as future-facing infrastructure, but not restricting those spaces to electric cars. As they stand the proposals provide a superficial 'greening' in that they simply use existing recharging points but restrict the use of those parking bays to the great inconvenience of most residents and the convenience of very few.</p>	
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(59) Member of public, (Oxford, Hamilton Road)	<p>Object - Our objections to the proposals are as follows:</p> <ol style="list-style-type: none"> 1. We are the owners and live on Hamilton Rd. When we purchased the property in 2015, it was on the understanding that we had the opportunity to park for unlimited hours outside our own property, and also that, like our next-door and other neighbours in the road, we could apply to have the pavement outside the property lowered, if we wished to apply for off-street parking. Your proposal removes any future opportunity to apply for off-street parking, which is becoming increasingly popular on Hamilton Road. It also removes the ability for us to park for unlimited hours outside our own property. 2. Due to the high number of existing off-street parking spaces, where the kerb has been lowered for residents, there is already pressure on the number of on-street spaces at this end of Hamilton Road, which is where you propose to provide all of the restricted parking bays for EV charging only. Your proposal would make this more of an issue for all neighbours who live at this end of the road. 3. By restricting the space outside 53 Hamilton Road to EV charging only, this will be one of the few – if not the only – property on the street that prevents the owner from having access to 24 hours unlimited parking outside their own property. 4. If you recall, the EV charging points were put at three locations on the street, only because we agreed to participate in an EV charging trial. Since the trial 	<p>Please see points covered in the general statement for Hamilton Road within the report.</p> <p>Dropped kerbs are not usually delivered with a parking restriction, so access to the offstreet parking area is not guaranteed even where kerbs are lowered.</p> <p>While we acknowledge the inconvenience caused by the inability to create a dropped kerb or access a parking spot directly in front of a householders property, there is a public benefit to be considered here: EV chargers can be used by many local residents.</p> <p>A lack of public charging could result in an increased drive to turn front gardens into driveways, which could bring a loss of green space and could worsen flood and heat island impacts in affected streets.</p> <p>We will continue to seek to avoid positioning public charge points directly in front of residents homes, but that is constraint by grid connection points and other design criteria, and cannot always be avoided.</p> <p>The Oxford EV Infrastructure Strategy will address the more general points raised, and can be reviewed here: https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p>
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	<p>has ended, no consideration has been taken to think strategically about extending the scheme and the number of EV charging points, in order to maximise EV charging in the Summertown area.</p> <p>5. It would make much more sense to provide EV charging-only spaces at locations where local residents are not compromised and space already exists, Kings Cross Road being a perfect example.</p> <p>We'd like to stress that, in principle, we support the ability for local residents to charge their EV vehicles as and when needed. However, we do not think it's fair on the residents of Hamilton Road to have more than one restricted bay on their street, when the number of off-road parking spaces is already at a premium, and when there are opportunities to supply EV charging points on other local streets.</p> <p>We would like the opportunity to discuss these points further in person when you review the feedback.</p>	
(60) Member of public, (Oxford, Tackley Place)	<p>Object - There's a great deal of pressure on the spaces especially week ends and evenings. Anything which further restricts parking is unhelpful. Electric cars are scarce locally. The only one I know of in Tackley Place can be recharged off the road.</p>	<p>Please see points covered in the general statement within the report.</p>
(61) Member of public, (Oxford, Warnborough Road)	<p>Object - I strongly oppose the proposal noted in your letter with the above reference concerning dedicated parking spaces for EV. Warnborough road is already often fully parked, which is very inconvenient as a resident. EV are typically equipped with long charging</p>	<p>Please see points covered in the general statement within the report.</p>

	<p>cables, which means that they don't have to necessarily park right next to a charging point. They should also be able to charge from their own households. We also already have EV owners who do not live on this road, using the charging points and clogging up parking space for residents of the road.</p> <p>My suggestion, is to have more EV charging points on lamppost etc, which will allow EV owners more flexibility in terms of where they can park and charge up at the same time, without the need to hinder those who currently don't have an EV. Installing additional charging points will be an inevitable necessity in any event with the growing number of EV on the road.</p>	
(62) Member of public, (Oxford, Hamilton Road)	<p>Object - 1. There are already a few charging bays in Hamilton road. This is a road with limited parking on BOTH sides. One is opposite us (61Hamilton Rd) which causes us problems of access when cars are charging on what is normally a double yellow line.</p> <p>2. Hamilton Road already has too few parking spaces for the residents which means front gardens are being converted to pokey driveways. This incurs not only the loss of greenery/ wildlife which we are all trying to encourage, but means that larger cars stick out onto the pavements, blocking prams & wheelchair users. This will be made worse with charging bays.</p> <p>Might these proposed Charging Bays be better suited to Kings CrossRoad (where there are large parking areas) near the junction of Hamilton Road. There isn't parking on both sides of the road and houses (with</p>	<p>Please see points covered in the general statement and statement for Hamilton Road within the report.</p>

	driveways) do not directly face the road. Which would allow more space, with less inconvenience.	
(63) Member of public, (Oxford, Hamilton Road)	<p>Object - brings us grave concerns as we (and our neighbours) already have limited parking in Hamilton Road, caused by E-vehicles parking here from other roads in the neighbourhood. We very much support the use of electric cars however, feel it would be beneficial to everybody if the charging points were extended to other roads, rather than purely on Hamilton Road. One obvious place would be the public bays on Kings Cross Road.</p> <p>Further more it will seriously obstruct our current plans for getting an electric car ourselves and have a private electric charging point installed on our property. Talking with other neighbours immediately facing and next door all share the same grave concerns.</p>	Please see points covered in the general statement for Hamilton Road within the report.
(64) Member of public, (Oxford, Hamilton Road)	<p>Object - 1. We are the owners and live at 53 Hamilton Rd, When we purchased the property in 2015, it was on the understanding that we had the opportunity to park for unlimited hours outside our own property, and also that, like our next-door and other neighbours in the road, we could apply to have the pavement outside the property lowered, if we wished to apply for off-street parking. Your proposal removes any future opportunity to apply for off-street parking, which is becoming increasingly popular on Hamilton Road. It also removes the ability for us to park for unlimited hours outside our own property.</p>	Please see points covered in the general statement and statement for Hamilton Road within the report.

	<p>2. Due to the high number of existing off-street parking spaces, where the kerb has been lowered for residents, there is already pressure on the number of on-street spaces at this end of Hamilton Road, which is where you propose to provide all of the restricted parking bays for EV charging only. Your proposal would make this more of an issue for all neighbours who live at this end of the road.</p> <p>3. By restricting the space outside 53 Hamilton Road to EV charging only, this will be one of the few—if not the only — property on the street that prevents the owner from having access to 24 hours unlimited parking outside their own property.</p> <p>4. If you recall, the EV charging points were put at three locations on the street only because we agreed to participate in an EV charging trial. Since the trial has ended, no consideration has been taken to think strategically about extending the scheme and the number of EV charging points, in order to maximise EV charging in the Summertown area.</p> <p>5. It would make much more sense to provide EV charging-only spaces at locations where local residents are not compromised and space already exists, Kings Cross Road being a perfect example. We'd like to stress that, in principle, we support the ability for local residents to charge their EV vehicles as and when needed. However, we do not think it's fair on the residents of Hamilton Road to have more than one restricted bay on their street, when the number of off-road parking spaces is already at</p>	
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	a premium, and when there are opportunities to supply EV charging points on other local streets.	
(65) Member of public, (Oxford, West Street)	<p>Object - I imagine many local residents would like to see steady improvements in arrangements encouraging the use of electric vehicles, but there is sometimes, during busier periods, a genuine shortage of residents' parking spaces on Osney Island, to the extent that people sometimes have to drive around seeking parking spaces some distance from their homes. This is a particular challenge for those who are less mobile, or who struggle to lug heavy shopping, or who have small children. This shortage of parking spaces has already been exacerbated by the establishment of the We-Shudder yoga studio on East Street, which, even at its nascent stage, appears to be generating more illegal parking on the island. An even larger problem will be created by WODC's fantastically inappropriate plans to build a major function centre on North/East Street running regular events for 150+ people from all over West Oxford. As well as massively increasing the general pressure of traffic and loudly partying people on the island, some of the visitors attending these major functions will inevitably persist in driving to the Island, hoping to park illegally and get away with it.</p> <p>So no, I don't feel that we can really afford to lose any more residents' parking spaces, even to a very good cause, and I would similarly oppose the addition of more on-road bike racks or car club spaces. I would suggest that a better solution would be to increase the number of EV charging spaces nearby, for example</p>	<p>Please see points covered in the general statement for West Street within the report.</p>

	<p>adding a two or three of them to the Osney Mead car park opposite the school (one minute's walk to the Island) or, better still, refusing the WODC's plans to locate a major function centre in a tiny and constrained residential area, and making it a requirement, if they want to go ahead and develop some flats, to include a public EV charging bay or two on that site.</p> <p>I would also note that any well-designed hybrid car should run entirely on electricity at a slow speed/in town, and therefore should not produce emissions adding to the problem of air pollution in Oxford. For car owners who do not have off-street parking, this will continue to be a reasonable alternative to EVs until the technology for the latter is developed to the point where it either doesn't require long charging periods, or it becomes possible to have multiple small plug-in charging points embedded all the way along kerbs.</p> <p>Some of these pressures might also be alleviated by the Council making serious improvements to the Botley Road cycle lanes.</p>	
(66) Member of public, (Oxford, Bridge Street)	Object – reposne no.65 is not alone in their views. A very well expressed argument. I agree with you completely, as I'm sure do many others on the island.	Please see points covered in the general statement for West Street within the report.
(67) Member of public, (Oxford, Juxon Street)	Concerns - As you may know, it is quite difficult to find the parking place around the Juxon house. I have to drive my car around this area to find a parking place every time.	Please see points covered in the general statement within the report.

	<p>I am happy if you have a parking area map for the residents at JE area showing the parking bays for non-EV.</p> <p>If you have the other option such as the parking space like park&ride, please let me know. I am okay it costs me. Juxon house has the parking on basement, but residents of Juxon house are not able to rent.</p>	
(68) Member of public, (Oxford, Farndon Road)	<p>Concerns - Let me say first of all that I entirely understand the reason for the proposed implementation of designated e-parking spaces and am largely supportive.</p> <p>My very specific comments relate to the proposed siting of the e-space between no.s 17 and 18 Farndon Road. As you will be aware, the lamp post there has been a charging point for some time. It seems likely, therefore that the only work involved will be drawing out the designated space on the road. (See photos below).</p> <p>If, as would appear from the plan I received, this would be centred on the lamp post, my objection is that this would a) reduce available parking space for non-e-vehicles as there would then be insufficient space to park a car between there and the dropped kerb in front of no.19. And b) would impede our ability to provide off-road parking at our property, with a dropped kerb outside our gate. This is something we are actively considering. It would involve widening the opening between the boundary with no.17 and the birch tree in the front garden, where the existing ironwork gate is now. This would give us the</p>	<p>Please see points covered in the general statement and the statement on dropped kerbs within the report.</p>

	<p>possibility of installing our own e-charger within our premises.</p> <p>In summary, therefore: I do not object to the implementation of the e-parking space but would ask that it is sited back from the area shown on the plan (ie further to the west) to allow for access to potential off-road parking on our property and leave parking space for one other car.</p>	
(69) Member of public, (Oxford, West Street)	<p>Concerns - As a neighbour, I support this proposal. We do not have an EV (though we might consider one in future). We think that the loss of one general parking space is worth it for the propomtion of EVs.</p>	<p>Please see points covered in West Street statement within the report.</p>
(70) Member of public, (Oxford, West Street)	<p>Concerns - I am concerned about the plans since this will directly impact on the parking availability outside my home. My neighbours on Hamilton Road have a charging point outside their home. If there was to be a bay for the sole use of electric vehicles outside, this would result in their not being able to park there for more than 5 hours a day. Not only difficult for them but also there would be a knock-on effect on parking outside my home and other neighbours.</p>	<p>Please see points covered in West Street and Hamilton Rd statement within the report.</p>
(71) Member of public, (Oxford, Frenchay Road)	<p>Concerns - I have just one comment relating to the operation of the space given that the charging point has been out of action for some months. If spaces are to be allocated for electric charging there needs to be some onus [?financial penalties?] put on the operators to ensure the chargers are operational at all times.</p>	<p>The current chargers on the highways were installed under one of the UK's first onstreet charging pilot projects, and as such required substantial intervention and investement over the last two years to bring them up to current charging standards, with the upgrade programme continuing for another year.</p>

	<p>Otherwise its a waste of time designating valuable spaces to this use.</p> <p>Further, the Council needs to publish the policy & have clear guidelines about what happens to the spaces when they cannot (for any reason) be used for charging. Like for example, remain free from use or can be temporary used by residents or ?</p> <p>Finally whilst not part of this consultation process, given the spaces specific usage, by electric cars, why is the provision only for six days? Don't owners / users need to charge their cars on a Sunday as well?</p>	<p>This was made more difficult due to a series of contractor acquisitions and one contractor going into administration.</p> <p>While most chargers could be upgraded, Frenchey Rd was severely damaged in an act of vandalism alongside three further chargers, and cannot be repaired. The charge point will be replaced over the coming months, which is now possible since the insurer has confirmed policy compliance.</p> <p>Oxford City Council introduced a dedicated EV Infrastructure Contract Management Facility in January to improve Service Level Performance of contractors. Since the introduction we have seen a reduction of SLA failures from over 60% previously to under 10% now. The facility is a pilot, but has been extended for another six months, after which it will be reviewed.</p> <p>In terms of Sunday useage, the average EV driver will need to charge only once every 7 to 10 days, so will not be reliant on Sunday access. The enforcement rules seek consistency across the city, to make it easier for users to comply. We will review the performance of charging sites regularly, and will suggest enforcement changes should we see that Sunday utilisation of chargers is an issue.</p>
(72) Member of public, (Oxford, Sandfield Road)	<p>Concerns - I write from Sandfield Road, opposite the parking bays 30m north of London Road which are identified in your circular (ref. SA/12.6.320).</p> <p>Given that most residents who live further down Sandfield Road have off-street parking in their front drives can I ask you to consider whether it would make sense to convert one or two of the visitors' parking spaces further down for use of electric cars.</p>	<p>These are existing charging sites, rather than new ones, so we are constrained on location of the charging bays.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>

	<p>The single charging space close to the London Road could be left as it is and it would be very helpful, given the very sloppy way in which drivers currently park, if the 2-hours spaces at that end of the road could be marked as parking bays.</p>	
<p>(73) Member of public, (Oxford, Warnborough Road)</p>	<p>Concerns - I suppose this was the inevitable next step, but since I have off-street parking and a non-electric car, my interests are not strongly engaged. However, I have two comments.</p> <p>(a) How will you enforce the 5 hour limit effectively? Parking wardens are pretty rare on my street and enforcing the limit will require them to make at least two visits. I have a good view of one charging point from my study and it appears the charging point is often occupied for long periods by the same vehicle, sometimes over days. Perhaps you will have access to the relevant data from the electricity providers.</p> <p>(b) I wonder about the absence of a limit on Sundays. For ordinary parking bays, I guess the rationale is that there is less pressure on them on Sundays, largely a non-working day. But I suspect the position may be the opposite for the EV bays, as owners seek to charge up for the week ahead.</p>	<p>Thank you for your feedback, these are important considerations, in particular your observation on Sunday use.</p> <p>The current EV chargers were installed as part of one of the UK's first onstreet charging trials, and as such all had set users that were trial participants. With the bays not being enforced, this may have led to the parking behaviour you describe, which is currently permitted. Enforcement will be provided by Oxfordshire County Council's enforcement provider, who will enforce the new rules. We have reached out to all trial participants and informed them of the proposed enforcement changes, so we do anticipate the parking behaviour to shift.</p> <p>Our draft EV Infrastructure Strategy shows increased EV charger use across city chargers, and this is projected to grow. For more information on growth modelling and trajectories please see: https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p> <p>In terms of Sunday useage, the average EV driver will need to charge only once every 7 to 10 days, so will not be reliant on Sunday access. The enforcement rules seek consistency across the city, to make it easier for users to comply. We will review the performance of charging sites regularly, and will suggest enforcement changes should we see that Sunday utilisation of chargers is an issue.</p>

(74) Member of public, (Oxford, Kingston Road)	<p>Concerns - I live in Kingston Road, close to the junction with Farndon Road so there is no parking in front of our house.</p> <p>Parking on Kingston Road is tight so I park in Farndon Road. I have always found a place to park near to the junction with Kingston Road. However, this may well change if all the parking bays wired up for e-vehicle charging are used for electric cars only.</p> <p>I am disabled; my car has been adapted to meet my needs so I am reluctant to change it. So far I have managed without a disabled parking bay but may well need one if I cannot find somewhere to park near my home.</p> <p>As Farndon Road has more parking bays wired up for electric cars than other roads would you consider allowing one of the four bays near Kingston Road to be used by cars that are not electric cars until the number of electric cars increases so that all are required? Or would you prefer that I apply for a disabled vehicle place immediately?</p>	<p>Please see points covered in the general statement within the report.</p> <p>[OCC Officer Comment] - With the increase in parking pressures generally within Oxford City it is suggested you apply for a 'disabled persons parking place (there is no cost to the applicant for this service).</p>
(75) Member of public, (Oxford, Hamilton Road)	<p>Concerns - We live on Hamilton Rd and have one small car with a residence permit, which we only use from time to time, so would be disappointed to lose the chance to park in front of the house. We are certainly planning to go electric fairly soon, but are not ready yet, particularly given the price of e-cars. We are very opposed to turning our front garden into a car park, like many others have done, since this is very environmentally unfriendly and makes the streets</p>	<p>Please see points covered in the general statement within the report.</p>

	<p>even hotter on summer days. We should be doing all we can to preserve front gardens and green spaces. While we fully support the use of e-cars, we already have a good number of e-bays in Hamilton Road and wonder why more are needed, particularly when neighbouring roads have none. For example, Kings Cross Road, which already has long stay spaces would surely be a better place to add new bays. I hope you will consider this in your plans.</p>	
<p>(76) Member of public, (Oxford, Hamilton Road)</p>	<p>Concerns - . I do have some comments on the proposed EV charging places outside numbers 53 and 64 Hamilton Road. The proposed bays relate to charging points on lamp posts at the front of pavement that are squarely in front of numbers 53 and 64.</p> <p>The implication for these properties is that they would be denied the opportunity to install their own charging point (at a lower charging rate) or to pave their front garden to provide off-road parking and a private charging point. Designated charging bays would be much better located in King's Cross Road on the stretches of road without house frontages.</p>	<p>Please see points covered in the general statement within the report.</p>
<p>(77) Member of public, (Oxford, Farndon Road)</p>	<p>Support - one of the charging points is outside our house.</p> <p>We are happy for use of the bay to be limited to electric vehicles displaying a resident parking permit. I was in email correspondence with you six months ago when I requested a double yellow line to protect our driveway from inconsiderate drivers using the</p>	<p>[OCC Officer Comment] - The request for additional DYL parking restrictions lies outside the scope of this consultation, and will therefore be forwarded onto the relevant Officer for investigation at a later date.</p>

	charging point. I hope that this change can be effected whether or not the proposals are approved.	
(78) Member of public, (Oxford, Alexandra Road)	<p>Support - I use the West Street charger quite often and am very happy with it. I am not sure if you need a parking permit to use it currently, I have one so no problem for me.</p> <p>I guess the plan is that those without permits can use it for the designated times, OK by me.</p> <p>The parking space is tricky to get in as there is little room to swing around because of the narrow street. The space the other side of the device is currently yellow lines but would be much easier to access.</p> <p>The charger has only one of the two sockets that work, could the other one be made to work if it could charge two vehicles at the same time?</p>	<p>Please see points covered in West Street and Hamilton Rd statement within the report.</p> <p>We will consider if the bay length can be slightly lengthened, to make access simpler.</p> <p>West street is a legacy charger that we sought to retain from the Go Ultra Low trial. The second bay could not be made accessible due to the narrowness of the road, and the flood defence set-up. While this is not ideal, on balance, and after interaction with local residents, it was felt that it was desirable to retain the bay, even if the full capacity of the charger couldn't be used.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
(79) Member of public, (Oxford, West Street)	<p>Support - We very much support the proposed changes to the traffic order relating to the EV parking bay in West Street. Given the pressures on charging infrastructure and the increasing number of EVs it makes absolute sense to improve accessibility and maximise use of the asset.</p> <p>Although parking on Osney can be an issue, it is mainly a problem outside working hours, so use of the bay by non-residents during the day should not contribute to this.</p>	

	<p>You may get emails from residents claiming that the new yoga centre in East Street is causing parking problems. We have seen no evidence of this. It is coming from a group of people who strongly opposed the building of the centre and continue to look for reasons to challenge the planning decision. Our view is that there is not a critical parking problem on the island, that parking has not become more difficult, and that the redesignation of the West Street space will have no significant impact on residents' ability to park. We favour making decisions based on hard data rather than visceral reaction.</p> <p>The original communication on this space, forwarded by Cllr Pressel, was a little confusing because it said that this would be a NEW EV parking space. Some residents interpreted this as the installation of a new charger, and felt they would be losing a parking space, which is not the case. When the charger was installed in West Street an additional parking space was made, but at this point it was not designated as an EV bay, just a residents' space.</p>	
(80) Member of public, (Oxford, Wytham Street)	<p>Support - I'm very much in favour of this. I live on Wytham Street and the car charging point doesn't have a marked out bay so is often blocked by non-electric vehicles. A marked out bay should solve this.</p> <p>I don't think adding this bay would really impact the parking on the street – there tends to be plenty of space at that end.</p>	

(81) Member of public, (Oxford, South Street)	<p>Support - As a resident of Osney Island I fully support this proposed change. If the only charger directly serving the homes of Osney Island is inaccessible because petrol-powered cars and vans are using the bay as a long-term parking place, it is difficult to persuade residents to make the switch to electric vehicles.</p> <p>I applaud Oxford for its push on zero tailpipe emission for our city— to not change the restrictions for this charging bay would, I believe, run counter to this strategy.</p>	
(82) Member of public, (unknown)	Support [no additional comments]	

Divisions affected: *Churchill & Lye Valley, Cowley, Headington & Quarry, Iffley Fields & St Mary's, St Clements & Cowley Marsh, Rose Hill & Littlemore.*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

OXFORD: VARIOUS LOCATIONS – PROPOSED EXCLUSION AND AMENDMENTS TO ELIGIBILITY FOR PARKING PERMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:
 - a) **Cutteslowe** - exclude Nos.18 & 18A Harbord Road from eligibility to apply for residents permits,
 - b) **Divinity Road** - exclude new dwelling between Nos.45 & 51 Hill Top Road from eligibility to apply for residents & visitor permits,
 - c) **Girdlestone Road** - exclude No.61 Warren Crescent from eligibility to apply for residents & visitor permits,
 - d) **Headington Central** - exclude a) new properties at 4 Lime Walk from eligibility to apply for residents & visitor permits, and b) Nos.14A & 14B Holyoake Road from eligibility to apply for residents & visitor permits
 - e) **Hollow Way North** – limit residents of No.22 Meyseys Close to be eligible to apply for a maximum of 2 residents permits only and accompanying number of visitor permits.
 - f) **Florence Park** - enable property Nos.1a-35 (odd Nos only) Rose Hill to apply for residents & visitor permits,
 - g) **Iffley Fields** - enable property Nos.1-9 Meadow Lane to apply for residents & visitor permits,
 - h) **Cowley Central East** - amendment to show that Nos.147-169 odd & 156-166 even Oxford Road are eligible for permits,
 - i) **Headington West** - amendment to correctly identify the zonal designations for permits and parking as HA and HB.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council. With additional minor amendments to the legal documentation to rectify administrative matters.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of the properties in question.

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 Formal consultation was carried out between 03 March and 01 April 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, Oxford City Council, the local County Councillors, and the local Oxford City Councillors. Additionally, letters were sent to approximately 305 properties in the immediate vicinity of the various properties.
7. Five responses were received during the formal consultation: with 2 objections, 2 in support (including one citing concerns) and 1 non-objection.
8. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police expressed no objections to the proposals.
10. The one objection in relation of No. 22 Meyseys Close stated that current residents had held a valid permit since the schemes implementation in September 2020, and felt that this should remain the case. In order to prevent the development resulting in additional demand for on-street parking as a result of the removal of the garage parking space and the potential increase in residents at the property, Officers feel that by limiting the property to a maximum of 2 residents parking permits (as per currently active) this would be effectively managed.
11. The objection concerning Nos.1-9 Meadow Lane felt that the amendment wasn't required as properties have access to off-street parking and garages.

Officers note that whilst it is proposed that property Nos. 1-9 will be included within Iffley Fields zone for permit eligibility, due to the alternative off-street parking facilities available for most, the actual take up of residential parking permits will likely be low - and Officers therefore feel that this would not have a significantly adverse impact on parking availability in the area.

12. It should also be noted that residential (and visitor) permits entitle the user to park anywhere within the zone, not just those roads closest to the individuals residence. So, if for example Stratford Street is near capacity, permit holders would be free to park in a different road within the zone as per the signed & lined restrictions.
13. In response to the concerns raised about having constraints placed on their ability to park where they live as a result, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Contact Officers: Tim Shickle 07920 591545
Anthony Kirkwood 07392 318871

July 2022

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Member of public, (Oxford, Stratford Street)	<p>Object – Nos.1-9 Meadow Lane</p> <p>Nos.1-9 Meadow Lane already have off-street parking and garages. Residents permits seems superfluous. I would have no objection to visitor permits.</p> <p>There is already parking congestion on Stratford Street (the only adjacent street). For example it is rarely possible to park after work on an evening shift. More cars - trying to park at the Jackdaw Lane end of Stratford Street where there is already a problem with people staying on the double yellows - is likely to cause a lot more congestion.</p>
(3) Member of public, (Oxford, Meyseys Close)	<p>Object – No. 22 Meyseys Close</p> <p>I object to this proposal. live at this address and have done so for c. 8.5 years, relying on a car for site based/incident response (environmental and flooding incidents) work throughout Oxfordshire, Wiltshire, Gloucestershire and Berkshire. I have held a parking permit since the CPZs introduction without issue. To prevent me applying for a permit would stop me from undertaking my work and force me to find a new home.</p>
(4) Member of public, (Oxford, Rose Hill/Church Cowley Road)	<p>Support – Nos.1a-35 Rose Hill & Nos.1-9 Meadow Lane Concerns</p> <p>Concerned at anyone having constraints placed on their ability to park where they live and pay tax. And any difficulty presented to their visitors.</p> <p>Support the need for those impacted by new restrictions (which are completely unnecessary anyway!) to be able to park near where they live and pay taxes. And the need for their visitors to be able to park.</p>

	All should be FREE, not paid for permits
(5) Member of public, (Oxford, Rose Hill)	<p>Support – Nos.1a-35 Rose Hill</p> <p>We would like our visitors to be able to park on Church Cowley Road. They have babies and need to park close. Across the road is always taken with residents who live there. If someone is working on the lane I have to park my car on the road and Church Cowley Road is the closest place.</p>

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Divisions affected: *Thame and Chinnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

SYDENHAM: B4445 THAME ROAD - PROPOSED TRAFFIC CALMING BUILD OUTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed traffic calming build-outs at the B4445 Thame Road Sydenham.

Executive summary

2. This report presents responses received to a consultation on proposals to provide a traffic calming build-outs at Wheatley Road at the B4445 Thame road at Sydenham in order to help improve road safety and help enforce the existing 30mph speed restriction.

Financial Implications

3. Funding, including that for consultation, has been received from the Community Infrastructure Levy (CIL) fund bid from the South and Vale District 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 the safe movement of traffic.

Consultation

6. Consultation on the proposed traffic calming was carried out between 12 May and 10 June 2022, with an email being sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus

operators, countywide transport, access & disabled peoples user groups, Sydenham Parish Council, South Oxfordshire District Council, and the local County Councillor. Letters were also sent to approximately 180 adjacent properties.

7. Twenty-seven responses were received during the formal consultation: with two objections, 2 raising concerns, 22 in support (81%), and one non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

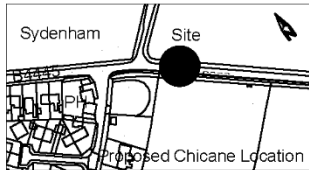

9. Thames Valley Police did not object to the proposals.
10. In addition to the parish council (the scheme promoters) and local councillor, of the other 20 responses in support, 18 cite the anticipated benefits of either speed or accident reduction or, in 12 cases, both. All supporters live in Sydenham or nearby villages.
11. The 2 expressions of concern both fear it will encourage races for priority and thus increase the hazard. One advocates a speed camera, not currently an option and the other suggests an additional set of buildouts, again not an option due to budget limitations.
12. One objector also believes it will prompt a race for priority and so increase speeds; they too suggest a speed camera instead. The other objector, from an Oxford address, suggests it will increase pollution, reduce flow and can see no need for it.

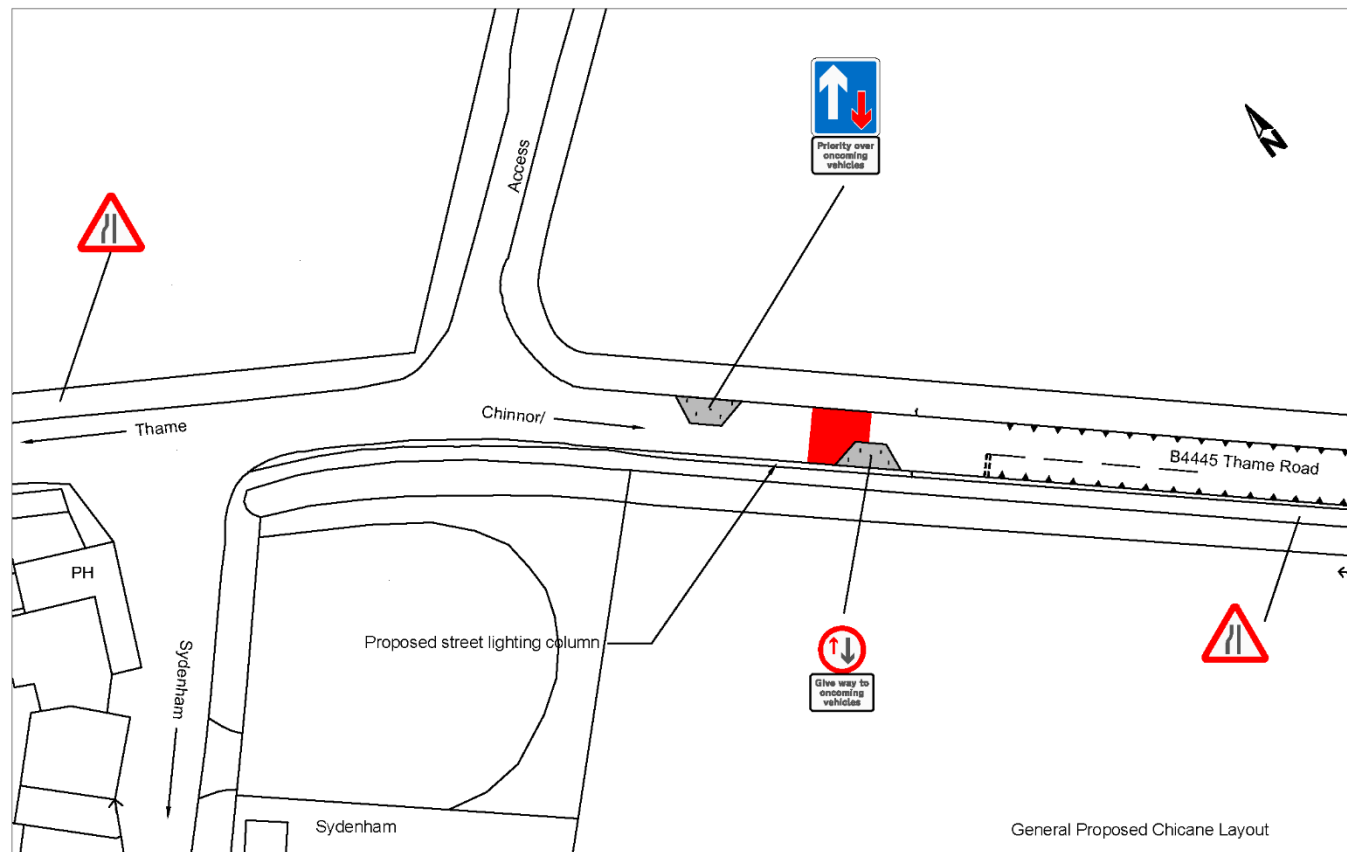
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1 Consultation Plans Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell 07740 779859
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July 2022

Drawing no.		Revision	
			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>(IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS)</small> CONSTRUCTION MAINTENANCE/CLEANING DECOMMISSIONING/DEMOLITION			
<small>© Crown Copyright and Database rights 10023043 2017</small>			
Rev.	Date	Purpose of revision	Drawn / Checked / Approved
 <div style="float: right; font-size: 0.8em;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>			
Project title Sydenham B4445 Thame Road Proposed Chicane			
Drawing title Consultation			
Drawing Status Consultation			
Scale @ A3	Drawn by RGr	Checked by	Approved by
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Sydenham Parish Council	Support – Sydenham Parish Council fully supports this scheme. The speeding problem has existed in this location for a long time – the VAS sign was installed in 2006. We have carried out regular Community Speedwatch checks with a SID in the layby, and the police camera van regularly attends. There have been accidents and near misses at the junction caused by people travelling too fast. The latest data obtained from the VAS sign shows 71% of vehicles are travelling at speeds of 35mph or over as they enter the 30mph zone, of which 22% were travelling at 45mph or over. The top recorded speed was 80mph.
(3) Member of public, (Oxford, Rymers Lane)	Object - This will increase pollution and reduce the flow of traffic; I can't see any need for this.
(4) Member of public, (Sydenham, Thame Road)	<p>Object – I live in one of the houses along the road from the Inn at Emmington junction. First of all, I want to say that I appreciate the efforts from Oxfordshire Highways and the parish councils at Chinnor and Sydenham to address the speeding problem on this stretch of road. I have lived here for nearly 22 years, for much of that time there has been a speeding problem and I feel I take my life in my hands every time I go in and out of my driveway.</p> <p>However, I'm not convinced the proposed chicane is the right answer to this problem. This is mainly because of what I've observed in relation to the recently constructed chicane on the approach road to the main part of Sydenham village. Fairly frequently when I am going towards the village and a vehicle is coming the other way, I have seen it noticeably speed up in order to get through the chicane so as to not to have to give way as I have the priority there. I would guess the vehicle at that point is probably doing around 45mph in a 30mph limit.</p> <p>My concern with the proposed chicane on the B4445 is that the same type of drivers who are doing this on the Sydenham village road at a slower speed, will also increase their speed coming from Chinnor when they see a vehicle coming the other way that will have the priority at the proposed chicane. If they are already doing the speed limit of</p>

	<p>60mph (or more, as we know they already do in excess of 60mph past our house), and they go even faster to get through the chicane so they don't have to slow down or give way, it will make the staggered junction there even more dangerous than it already is, and at best will not make any difference to the speeds outside my house and at worse make going in and out of my driveway more dangerous.</p> <p>At present, a police camera van comes periodically and parks outside my house in the small access road for the properties along that stretch of the B4445 (which is what it is, it isn't a lay-by although unfortunately many drivers treat it as such). The best solution for the speeding problem here would be for the camera van to come a couple of times a week at varying times of the day, so drivers using the road regularly see it frequently. That ultimately will make them slow down because only the prospect of points on their licence will do that; I'm afraid that I can't see the proposed chicane doing it and as proposed, I am not in favour of it.</p>
(5) Member of public, (Sydenham, Brookstones)	<p>Concerns - I do not think a chicane is the best speed calming measure. It won't necessarily slow traffic, could lead to more road accidents and will make it more hazardous entering/exiting both Sydenham and Emmington. By far the most effective traffic calming device would be permanent speed cameras</p>
(6) Email response, (unknown)	<p>Concerns – Whilst I welcome the proposed traffic calming feature for the B4445 Thame Road, I feel that once through the chicane, the traffic travelling north-west will immediately speed up directly outside the bungalows on Thame Road. In order for the road safety issues to improve, there would need to more than one traffic calming feature installed. This is particularly important outside the residential properties and the bus stops, where there is no footpath.</p>
(7) Member of public, (Sydenham, Sydenham Road)	<p>Support - The speed of traffic on the B4445 especially approaching the junction at the Inn at Emmington is very dangerous and there have been a number of accidents and near misses.</p>
(8) Member of public, (Sydenham, Park View)	<p>Support - There is a proven issue with speeding close to this junction (community speed watch data and data from the VAS sign) and near misses have occurred.</p>
(9) Member of public, (Sydenham, Sydenham Road)	<p>Support - I support the reduction of speeding motorists in the area</p>

(10) Member of public, (Sydenham, Sydenham Road)	Support - Turning onto B4445 from Sydenham road can be very dangerous as many cars coming from Chinnor speed through that junction and the turn is almost blind as it is hard to see cars coming from Chinnor. Forcing them to slow down would be a very good idea.
(11) Member of public, (Sydenham, Park View)	Support - The speeding problem at that location is severe, and joining the B4445 from Sydenham at the nearby junction is hazardous. Traffic calming measures will be a great help.
(12) Member of public, (Sydenham, B4445)	Support - We live at 1 Thame Rd so does greatly affects us. The number of accidents (not recorded) as well as recorded, have gone down since the introduction of the radar speed signs. However we still have way too many accidents and people speeding past our house (often over 60 in the 30 section). So we have been hoping for the traffic calming to be installed for years. At the very least cars will no longer be able to drive by our homes at ridiculous speeds as they do now.
(13) Member of public, (Sydenham, The Green)	Support - This is LONG overdue and I welcome it.
(14) Member of public, (Emmington)	Support - To make traffic safer as they pass through the 30MPH area - it is a renowned speeding area
(15) Member of public, (Thame, High Street)	Support - This is a dangerous road which has seen many accidents including fatalities.
(16) Member of public, (Sydenham, Sydenham Road)	Support - Most drivers travel in excess of 30 miles an hour. The road is often used as an alternative when the M40 is slow.
(17) Member of public, (Sydenham, Brookstones)	Support - There have been a couple of totally pointless, ineffective and unnecessary pinch points installed in Sydenham over the last couple of years, which have made no difference to anything. This one however, makes complete sense and is totally necessary, as cars fly down the road from Chinnor at 60 mph and just dont slow down in time for the junction with Sydenham. Nice to see a sensible pinch point being recommended, instead of silly unneeded ones which simply look awful and dont do anything!

(18) Member of public, (Sydenham, Sydenham Grove)	Support - I frequently use this junction to travel in both Chinnor or Thame directions. The visibility on this junction, in particular in Chinnor direction is obscured by the bend in the road, giving only short view of the road. Despite the speed limit being 30 mph on that section of the road, a large proportion of the cars do not obey it, coming onto the junction much faster creating risk for the cars coming out. The chicane will force the drivers on the main road to slow down, giving additional time and decreasing the risk of collision.
(19) Member of public, (Sydenham, Sydenham Road)	Support - Pulling out of Sydenham Road onto the B4445 can be fraught with danger due to the speed of some vehicles coming from the Chinnor direction
(20) Member of public, (Sydenham, Brookstones)	Support - Speeding has been a problem around this junction and entrance to Sydenham for decades and there have been a number of accident at the junction. Traffic needs to be slowed down and traffic calming seems the best wayh
(21) Member of public, (Kingston Blount, Stert Road)	Support - Increased traffic continues to drive too fast and too close. We are clearly suffering from :- 1. the effects drivers who have moved in from London and brought their London habits with them . 2 younger more aggressive drivers both male and female who are driving more powerful cars generally.
(22) Local or County Cllr, (Chinnor, Willow Road)	Support - Many vehicles travel along this piece of road at excessive and dangerous speeds, in spite of regular Police speeding units being deployed.
(23) Member of public, (Sydenham, Thame Road)	Support - We live on Thame Road in the 30mph zone but traffic very rarely travel at this speed - they continue at very high speeds in either direction, including past the residential area. The long stretches of straight road either side of us are dangerous with cars often overtaking when its very dangerous to do so. Our neighbour was recently in a head on collision between Sydenham Road junction and Chinnor due to dangerous driving on the part of the other driver.
(24) Member of public, (Sydenham , Sydenham Road)	Support - Fully support measures designed to reduce speeding on this road

(25) Member of public, (Sydenham, Holliers Close)	<p>Support - Personally I don't have a problem with the proposed chicane however, I would suggest a camera would be more effective and keep the traffic flowing albeit at a slower pace.</p> <p>As you will be aware, we have a chicane in the village of Sydenham and I don't think it has helped with the speeding situation. People use the village as a cut through to or from the A40 and the number of cars which would rather hit you than pull over / stop is unbelievable and they are doing well in excess of 30mph. We have two straight parts in the village – at either approach and the cars must be travelling in excess of 50mph and some when they enter the actual middle of the village simply don't want to slow down or give way. I have known the situation at the chicane where it is my right of way and yet the other driver comes through or parks so wide of the verge, bearing in mind it is a single track village anyway, it is almost impossible to inch past. I see this could happen on a much busier, wider road such as the B44445 too.</p>
(26) Email response, (unknown)	<p>Support - I write to strongly support this proposal. Turning out onto the B4445 from Sydenham has become increasingly dangerous when fast traffic approaches from Chinnor.</p> <p>During the growing season the relatively short sight line towards Chinnor does not allow sufficient warning of speeding vehicles.</p>
(27) Member of public, (Sydenham, The Green)	<p>Support - I welcome this proposal heartily - that road is a dangerous speeding hotspot and measures to remedy this are long overdue. I would add:-</p> <ol style="list-style-type: none"> 1. That there should also be a similar chicane up the road at the exit from Chinnor. Traffic leaving Chinnor starts accelerating long before it reaches the end of the 30mph zone and is typically doing 40-50mph as it passes the new houses built there. 2. From the Chinnor boundary it is a long straight downhill stretch of road to Sydenham with a 60mph limit. The nature of the road encourages drivers to hit or exceed the limit before they suddenly find themselves in a 30mph zone at Sydenham. The proposed chicane will be very beneficial in forcing drivers to slow down but it would be even better if the limit on the approach was reduced to 50mph. 3. I know that Sydenham Parish Council is working hard to bring in a 20mph scheme for the village as a whole. This is a very popular plan which I support and I sincerely hope that it will be approved and implemented urgently.

Divisions affected: *Various in South Oxfordshire & Vale of White Horse districts*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS: VARIOUS LOCATIONS - PROPOSED DISABLED PERSONS PARKING PLACES

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve:
 - (a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Pound Piece, Ashbury; Poplar Grove, Kennington; Park Street, Thame; Stirlings Close, Wantage.
 - (b) the proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Drive, Berinsfield; Wilson Avenue, Henley on Thames.
 - (c) But to defer approval of the proposals at the following locations pending further investigations: Bell Street, Henley on Thames; Gainsborough Hill, Henley on Thames; Parkside, Marcham.
 - (d) Defer approval of the removal of DPPP at the following locations: Colwell Road, Berinsfield; Dibleys, Blewbury; Summerside Road, Buckland; Church View, Stoke Row.

Executive summary

2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.
3. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts
4. The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annex 1 to 13** provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

8. The formal consultation on the proposal was carried out between 20 April and 20 May 2022. A notice was placed in the Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, the Vale of the White Horse District Council and the local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
9. Forty-three responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Abingdon	Parsons Mead (removal)	1		
Ashbury	Pound Piece		2	1
Berinsfield	Colwell Road (removal)		3	
	Fane Drive (removal)		1	
Blewbury	Dibleys (removal)		1	
Buckland	Summerside Road (removal)			1
Henley on Thames	Bell Street		4	
	Gainsborough Hill		7	
	Harpsden Road	1		
	Mount View Court	1		
	Park Road (removal)	1		
	Wilson Avenue (removal)			1
	York Road (removal)	1		

Kennington	Poplar grove	1	1	
Marcham	Parkside		4	2
Stoke Row	Church View (removal)		1	
Shiplake	Church Lane (2 x bays)	1		
Thame	Church Road	1		
Thame	Park Street	2	3	
Wantage	Stirlings Close			1

10. Thames Valley Police responded expressing no objections, Thame Town Council supports both Church Road and Park Street disabled bays, Buckland Parish Council objects to the removal of the Summerside Road disabled bay, Stoke Row PC has no opinion on the removal in Church View (however a telephone conversation was received from the applicant of the disabled bay to say that the bay was still in use).

11. The responses are recorded in **Annex 14**, and copies of the full responses are available for inspection by County Councillors

Response to objections and other comments

12. Comments and recommendations are provided in response to the concerns and objections as given in Annex 14 in respect of each of the proposed sites in the following paragraphs.

Abingdon – Parsons Mead – proposed removal of the DPPP

13. One expression of support received; it is recommended that the proposal to remove the disabled parking place is approved.

Ashbury – Pound Piece – proposed DPPP

14. Two objections and one expression of concern was received; the road is heavily parked and residents are unable to park outside their homes; it is recommended that this proposal is approved.

Berinsfield – Colwell Road – proposed removal of the DPPP

15. Three objections were received to the removal of the DPPP; the disabled bay is still in use by the applicant of the bay; it is recommended not to proceed with the removal of the disabled bay.

Berinsfield – Fane Drive – proposed removal of the DPPP

16. One objection to the removal of the disabled bay was received; there are not enough disabled bays in the local vicinity; however it is recommended that the proposal to remove the disabled parking place is approved due to the bay not being used in this location.

Blewbury – Dibleys – proposed removal of the DPPP

17. One objection was received to the removal of the disabled bay; the disabled bay is used by a multitude of residents on the Dibleys Estate; it is recommended not to proceed with the removal of the disabled bay.

Buckland – Summerside Road – proposed removal of the DPPP

18. One expression of concern was received to the removal of the disabled bay; visitors to the adjacent school who are Blue Badge holders use the disabled bay; it is recommended not to proceed with the removal of the disabled bay.

Henley on Thames – Bell Street – proposed DPPP

19. Four objections were received; parking is not a problem, residents are always able to park close to their properties; it is recommended not to approve the disabled parking place.

Henley on Thames – Gainsborough Hill – proposed DPPP

20. Seven objections were received; there is insufficient parking on the Hill, the applicant is a multi car user; it is recommended not to approve the disabled parking place.

Henley on Thames – Mount View Court – proposed DPPP

21. One expression of support was received; it is recommended to approve the disabled bay.

Henley on Thames – Park Road – proposed removal of a DPPP

22. One expression of support to the removal of the disabled parking place was received; it is recommended to approve the removal of the disabled bay.

Henley on Thames – Wilson Avenue – proposed removal of a DPPP

23. One expression of concern was received to the removal of the disabled parking place; initial concerns that both disabled parking places would be removed; it is recommended to approve the removal of the disabled bay as indicated on the plan in Annex 8.

Henley on Thames – York Road – proposed removal of a DPPP

24. One expression of support on the removal was received; it is recommended to approve the removal of the disabled parking place.

Kennington – Poplar Grove – proposed DPPP

25. One objection and one expression of support was received; concerns over

access and egress from drive; it is recommended to approve the disabled bay.

Marcham – Parkside – proposed DPPP

26. Four objections and two expressions of concern were received; concerns were received that the location of the disabled bay is inappropriate for the blue badge holder and that it could be used inappropriately; it is recommended that this proposal is deferred.

Stoke View – Church View – proposed removal of a DPPP

27. One objection to the removal of the disabled parking place was received; it is recommended to not to remove the disabled bay.

Shiplake – Church Lane – proposed DPPP (2 x bays)

28. One expression of support was received; it is recommended to approve both of the disabled bays.

Thame – Church Road – proposed DPPP

29. One expression of support was received; it is recommended to approve the disabled bay.

Thame – Park Street – proposed DPPP

30. Three objections and two expression of support were received; one objection was received from an adjacent business premises (a dental practice) on the grounds that they were applying for - subject to planning consent - the creation of a new vehicle access adjacent to the current proposal for a DPPP; the other objections related to general concerns over parking pressures here. Noting the above, and recognising that blue badge holders are particularly impacted by difficulties in finding parking places which are close to their destination, it is recommended that the DPPP proposal is approved and that the wider consideration of the impact of the new vehicle access and possible alternative locations for the parking place it would remove is addressed as part of the planning appraisal.

Wantage – Stirlings Close – proposed DPPP

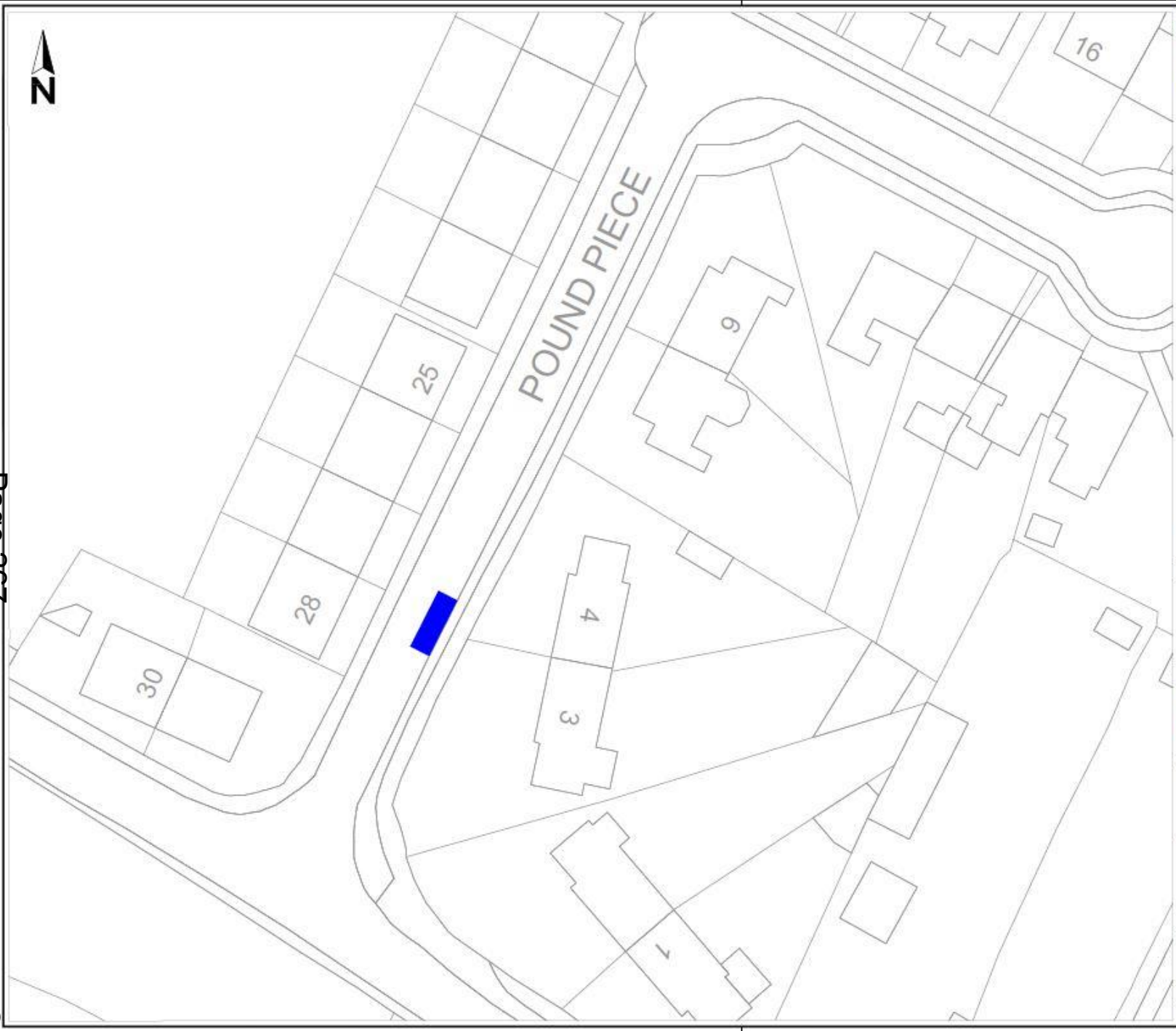
31. One expression of concern was received; parking is difficult in the Close, it would be beneficial to have residents only parking; it is recommended to approve the disabled bay

Bill Cotton
Corporate Director, Environment and Place

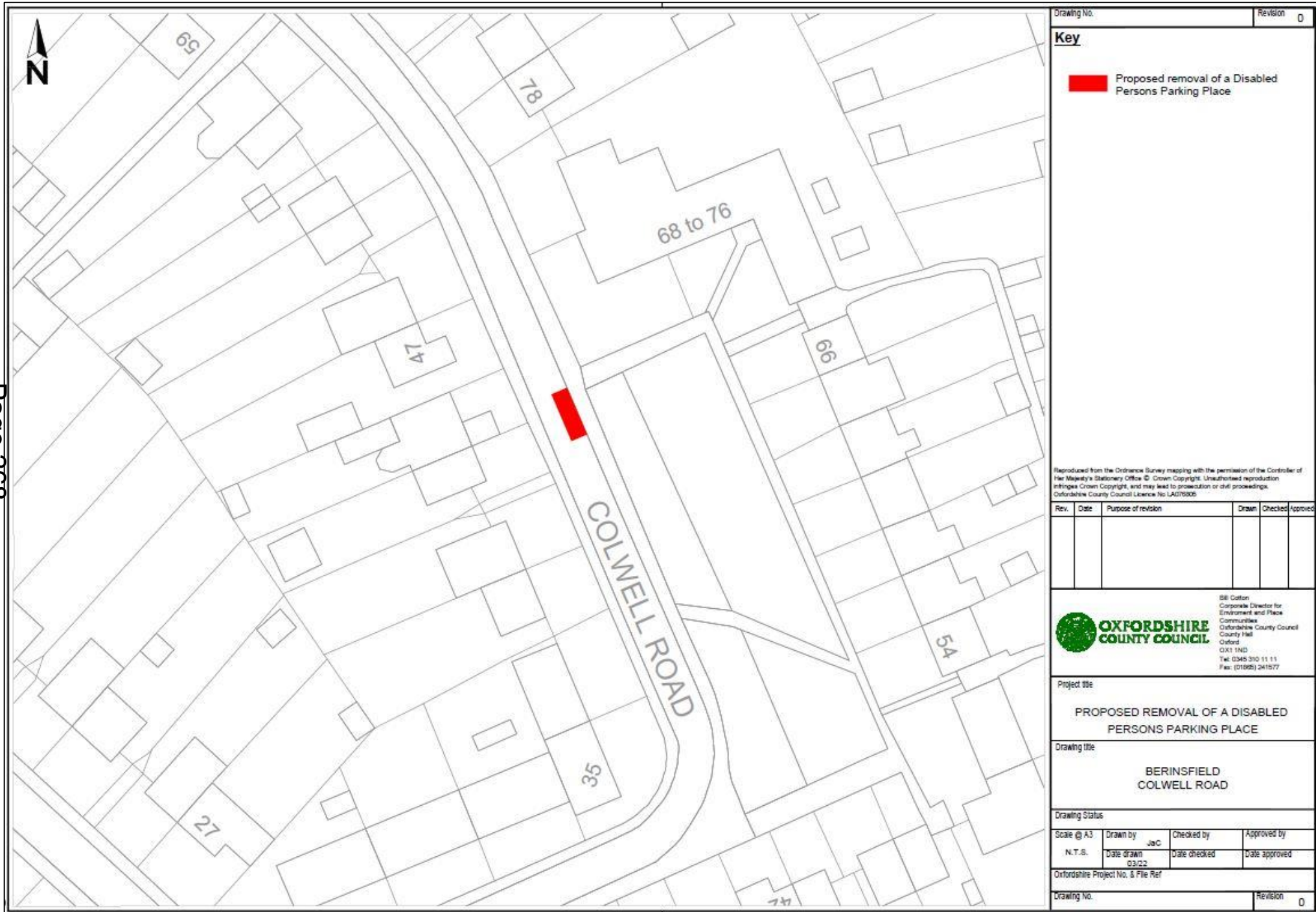
Annexes Annex 1-13: Consultation Plans
 Annex 14: Consultation responses



Contact Officers: Tim Shickle 07920 591545
 Anthony Kirkwood 07392 318871

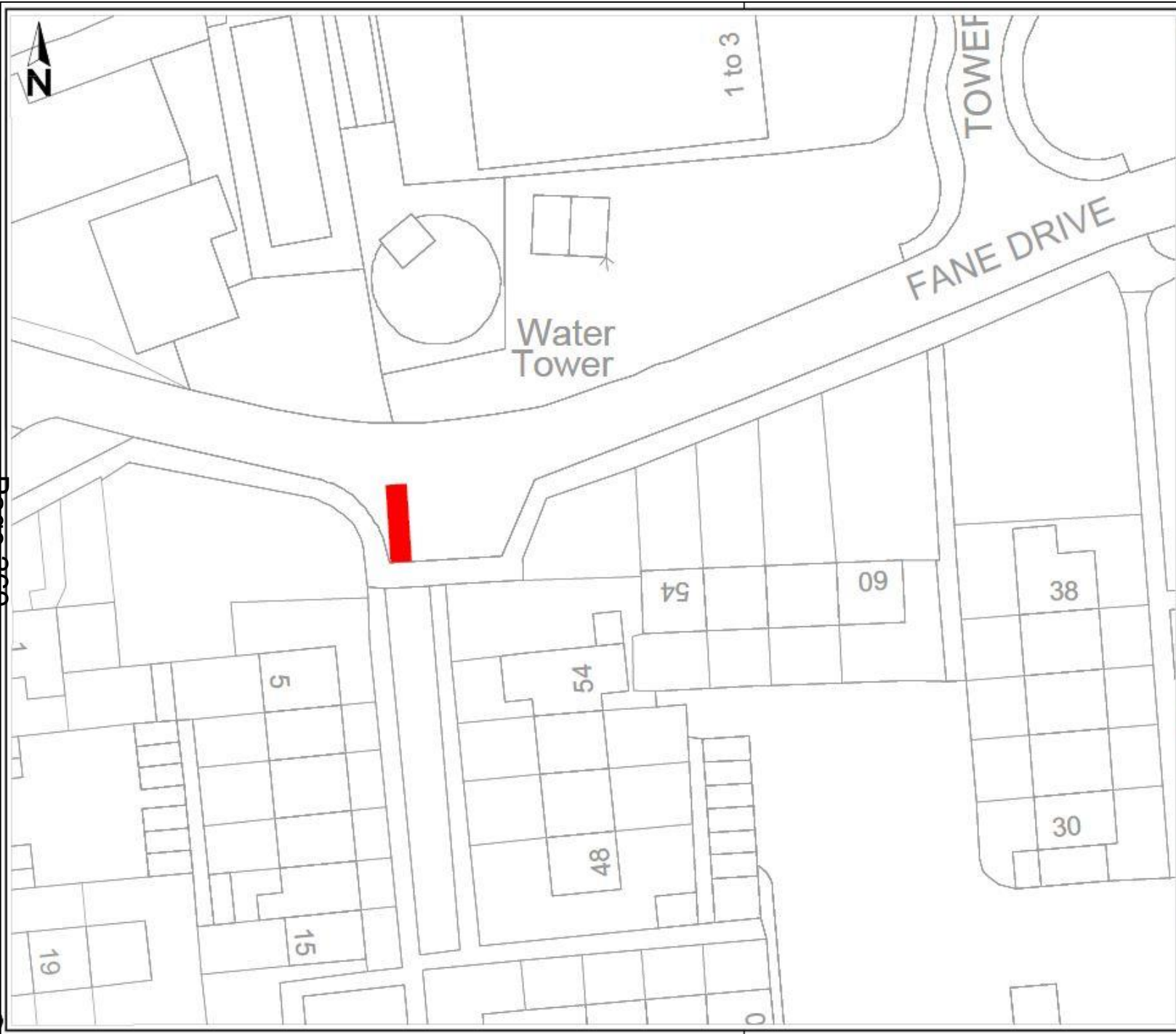
July 2022



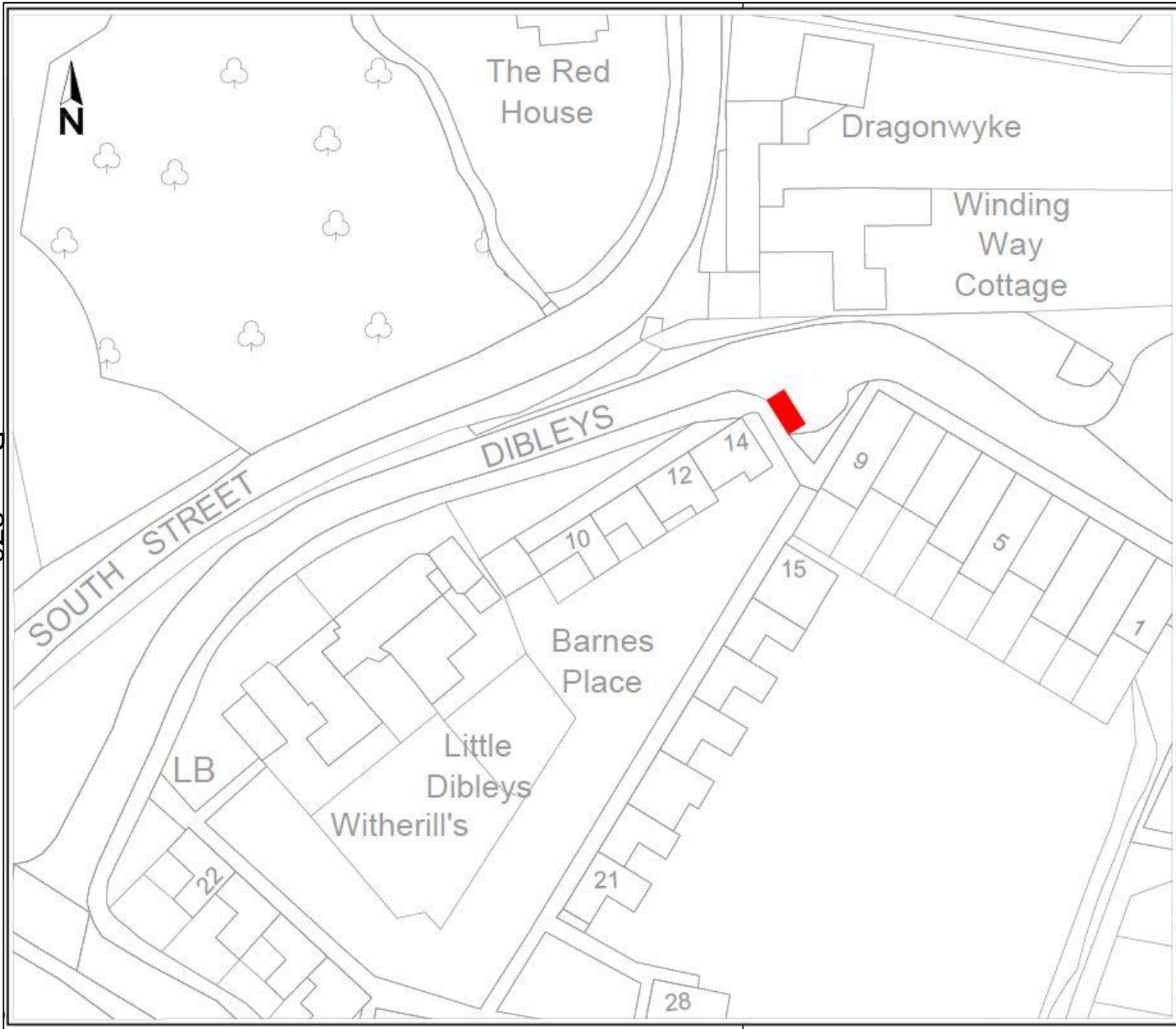
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
ASHBURY POUND PIECE					
Drawing Status					
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N.T.S.	Date drawn 03/22	Date checked	Date approved		
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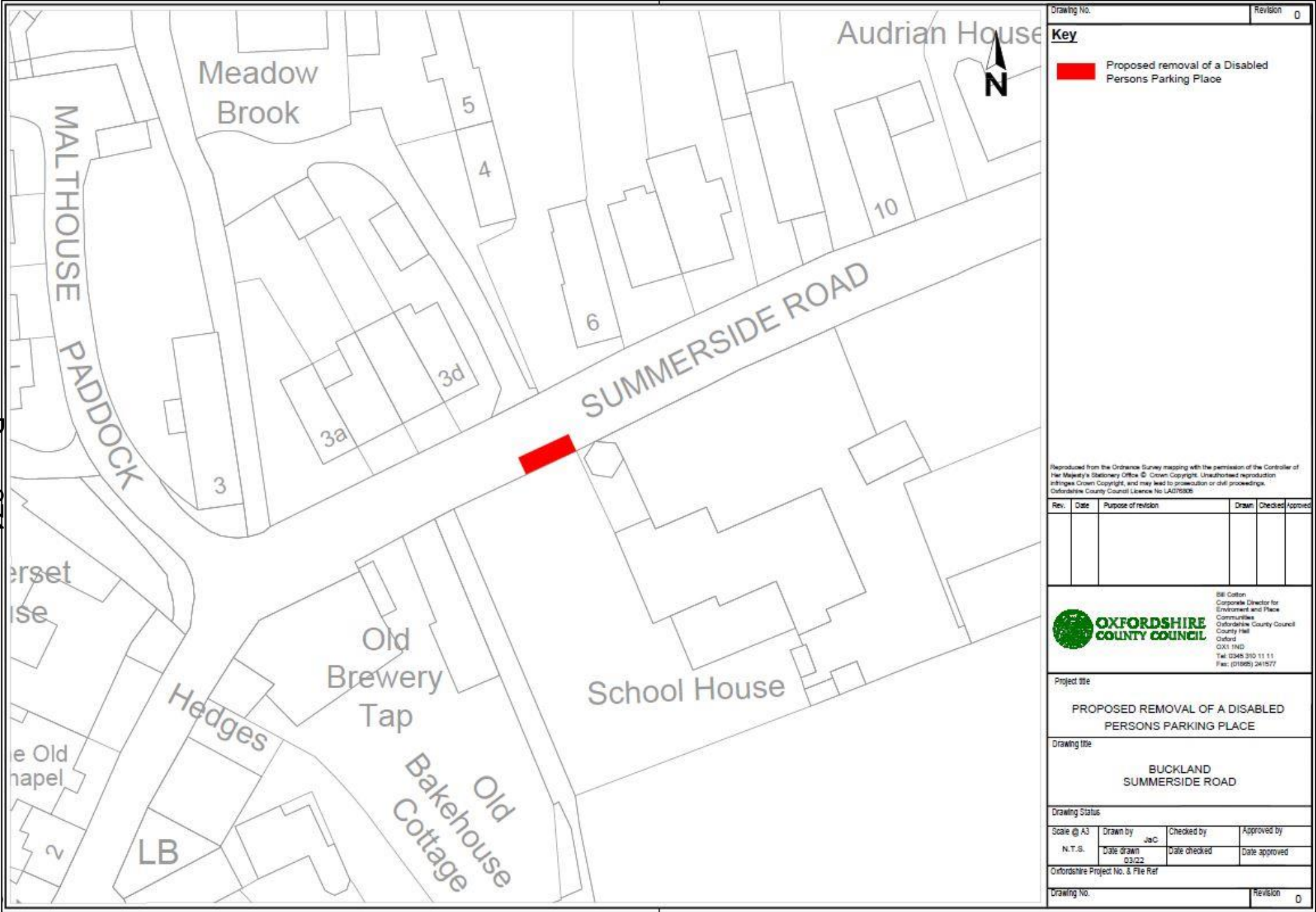
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Project title					
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
Drawing title					
BERINSFIELD COLWELL ROAD					
Drawing Status					
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N.T.S.	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.			Revision 0		

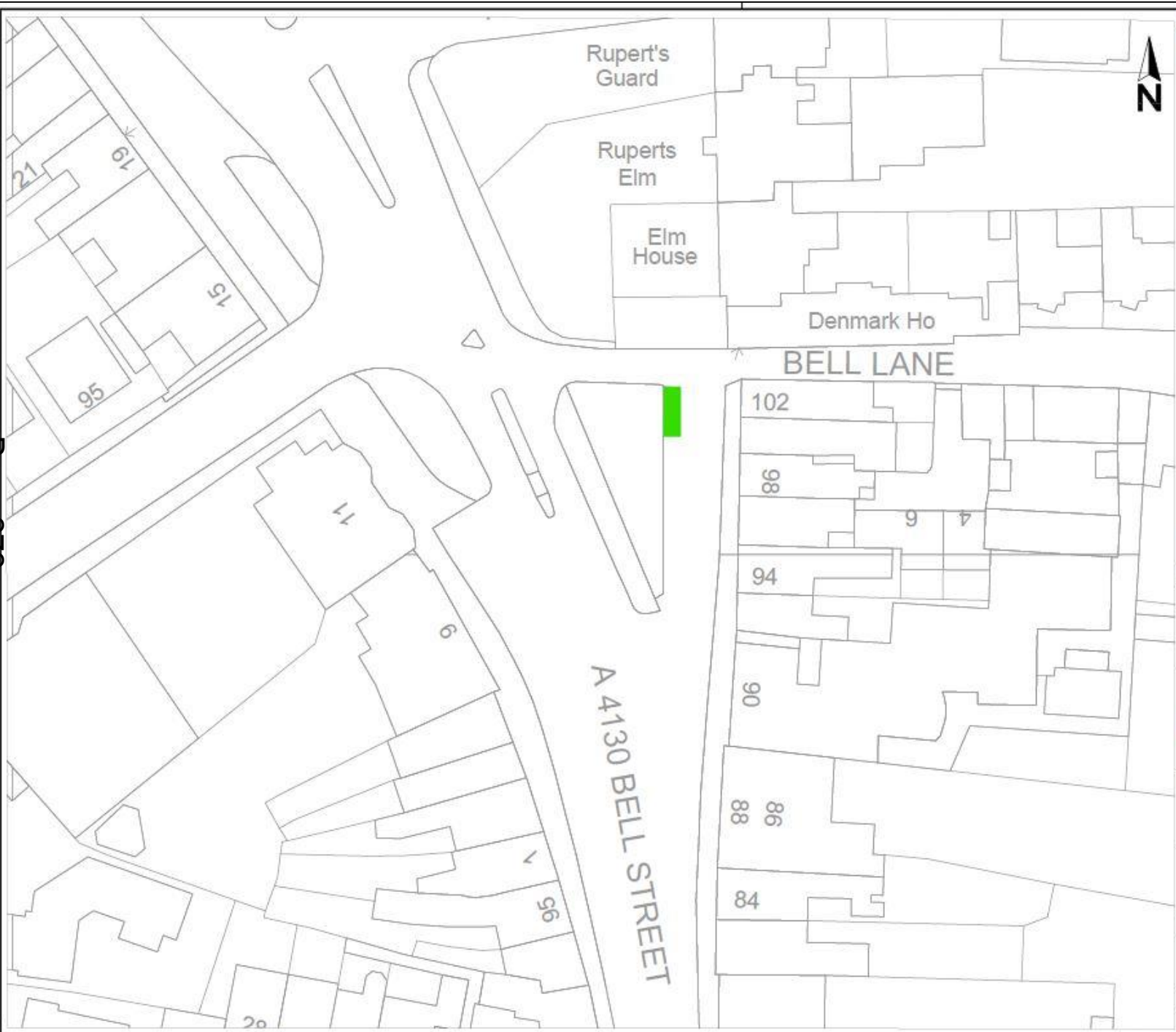


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Project title					
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
Drawing title					
BERINSFIELD FANE DRIVE					
Drawing Status					
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Oxfordshire Project No. & File Ref					
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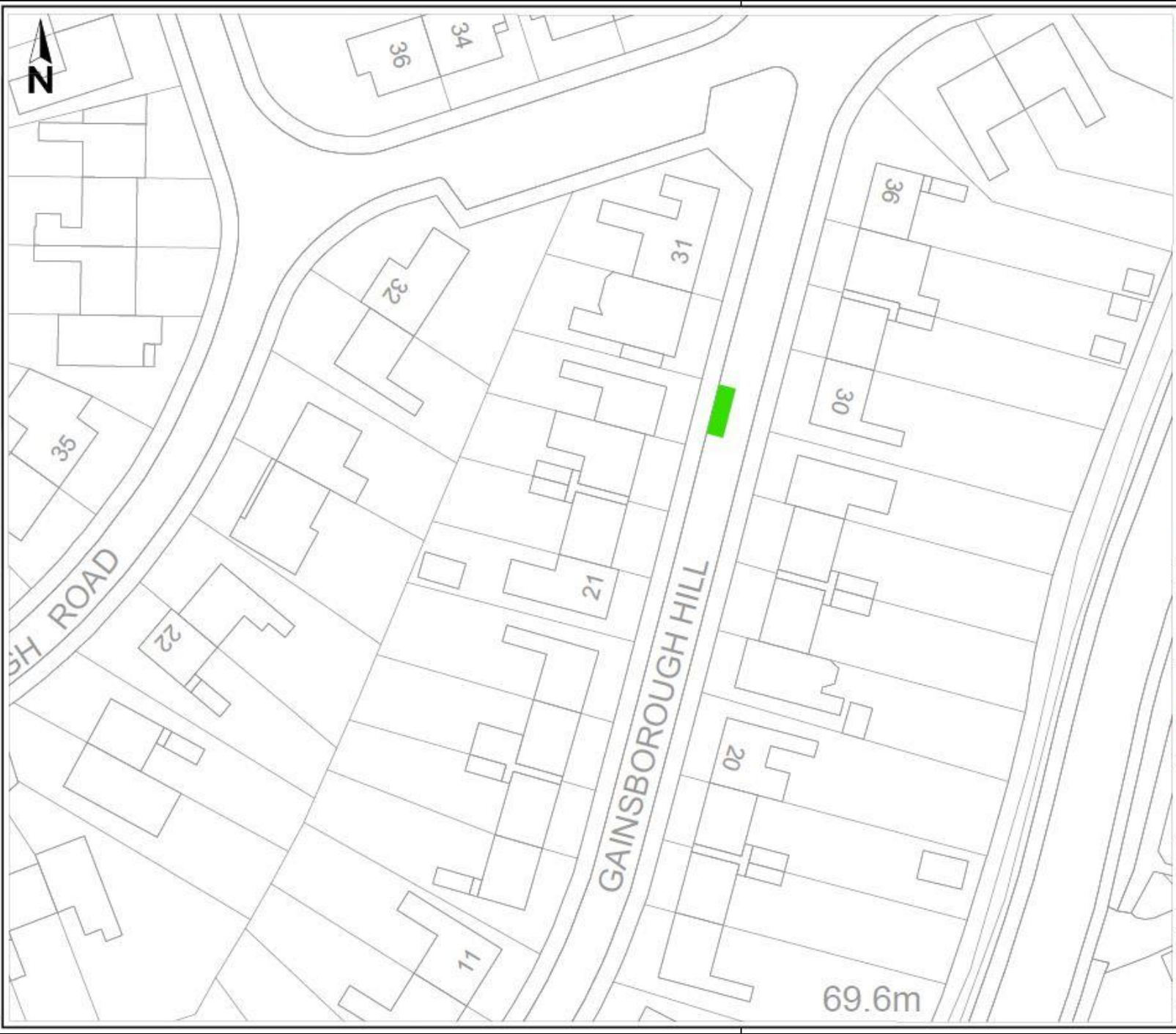


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Drawing title <div style="text-align: center; margin-top: 5px;"> BLEWBURY DIBLEYS </div>									
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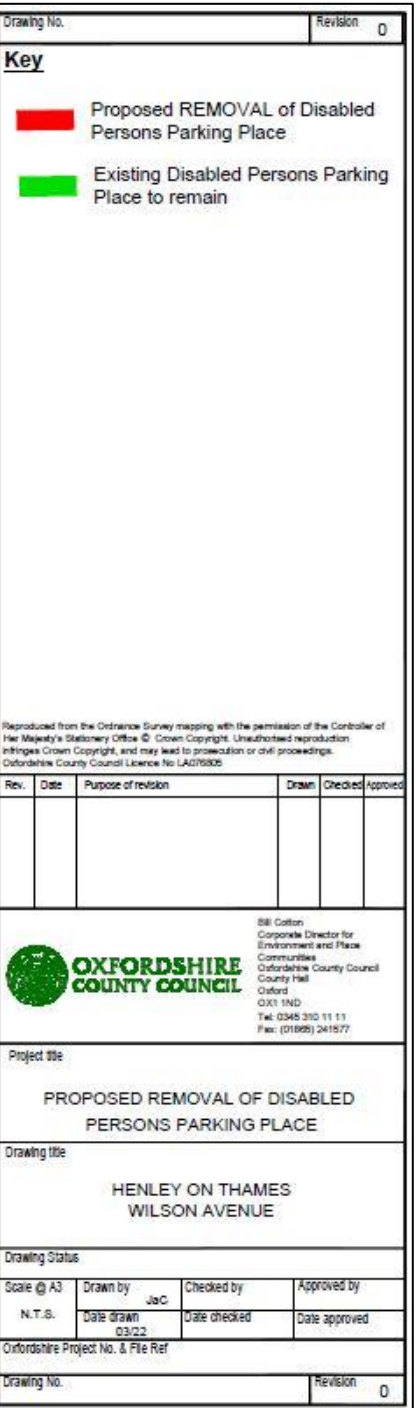


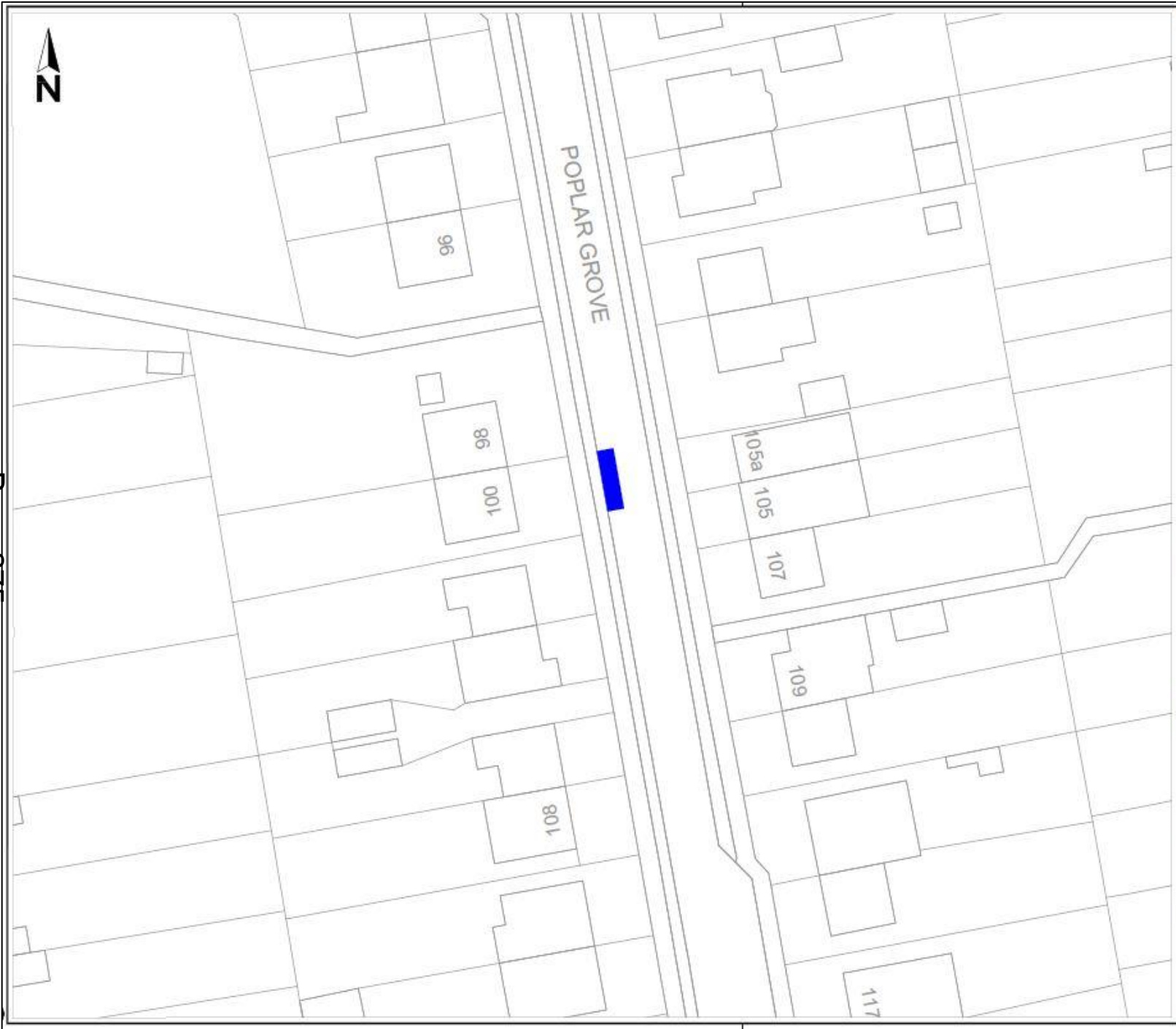


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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
HENLEY ON THAMES BELL STREET			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	03/22		
Oxfordshire Project No. & File Ref			
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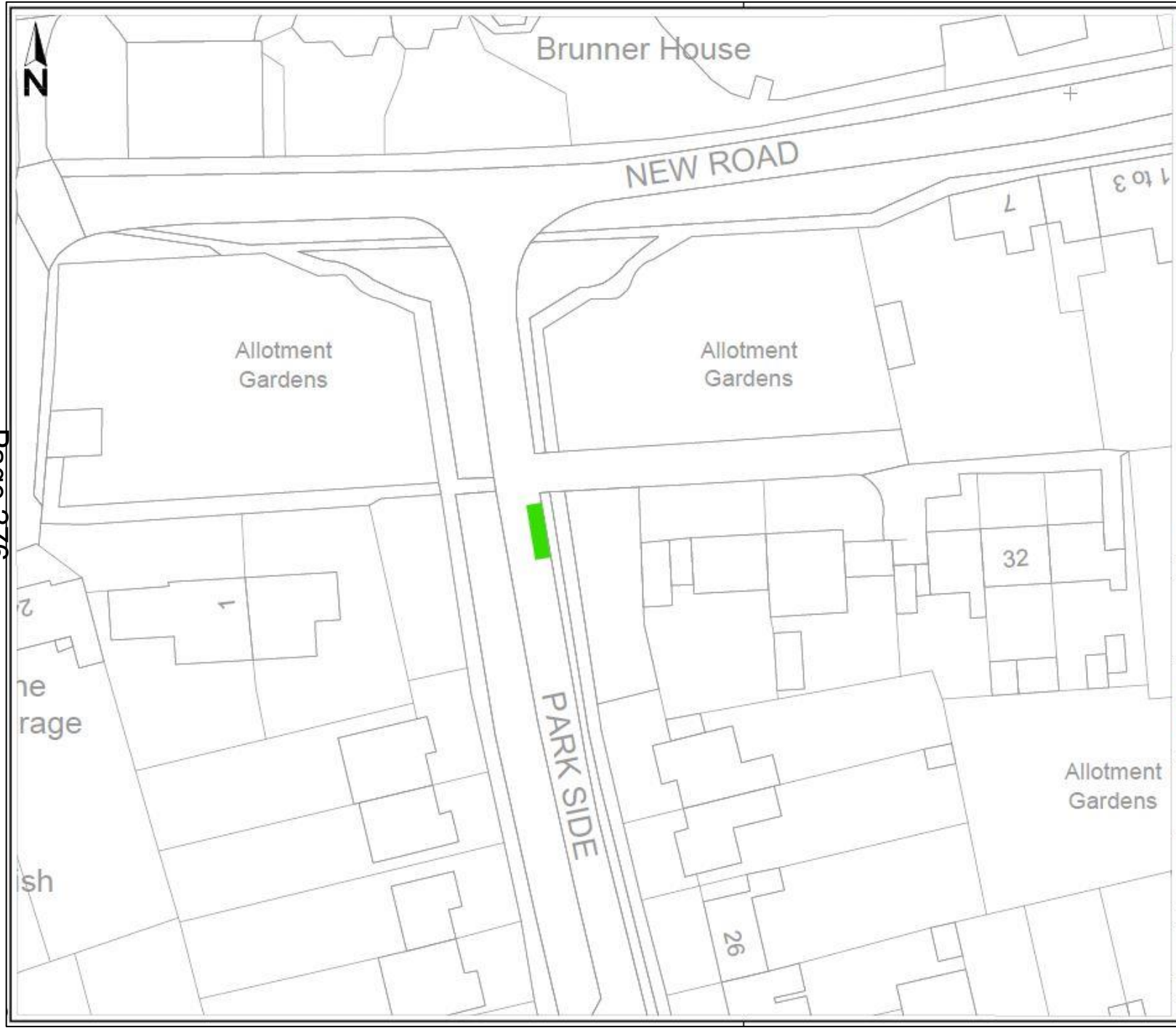




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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
HENLEY ON THAMES GAINSBOROUGH HILL					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
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Oxfordshire Project No. & File Ref					
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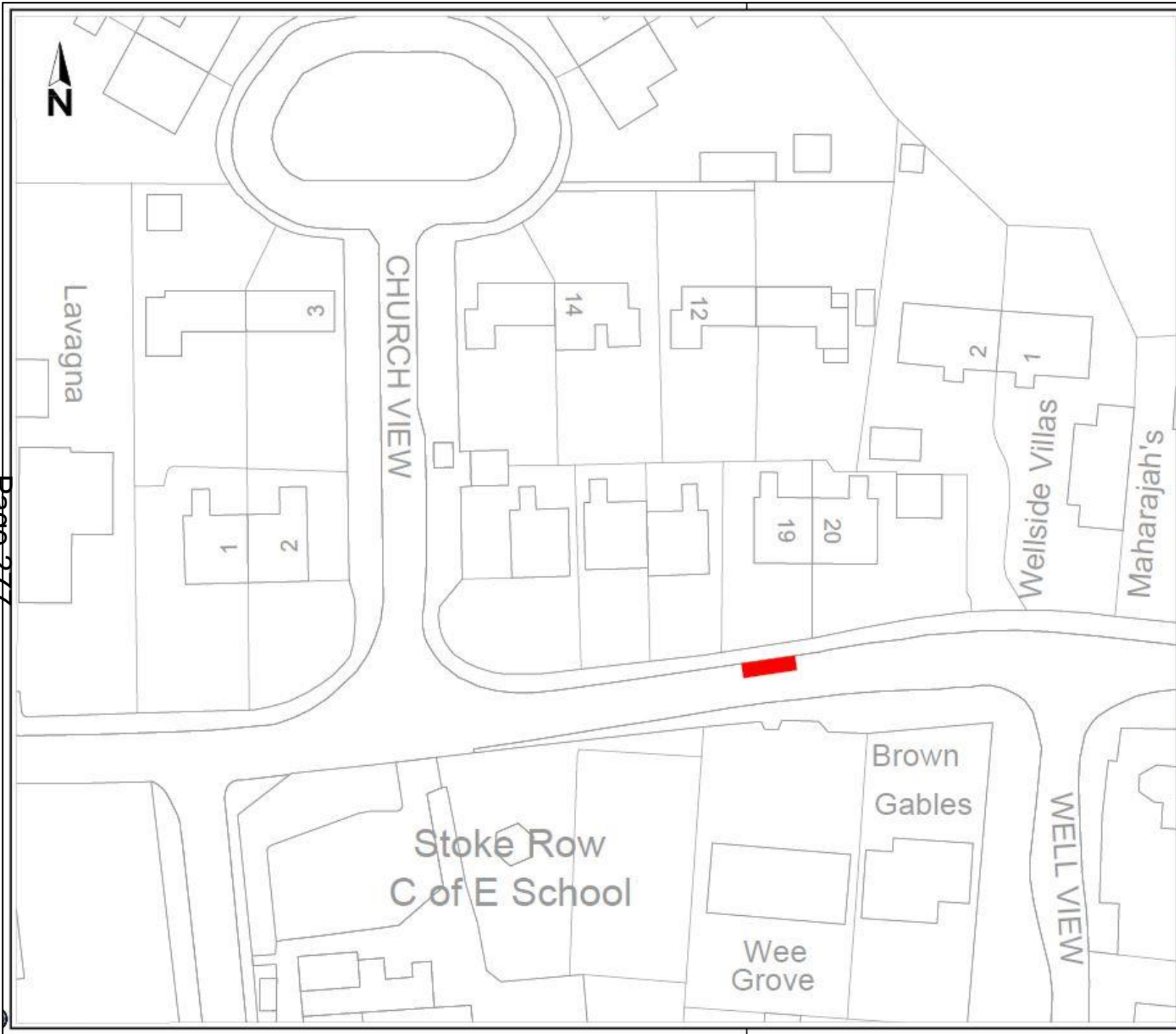




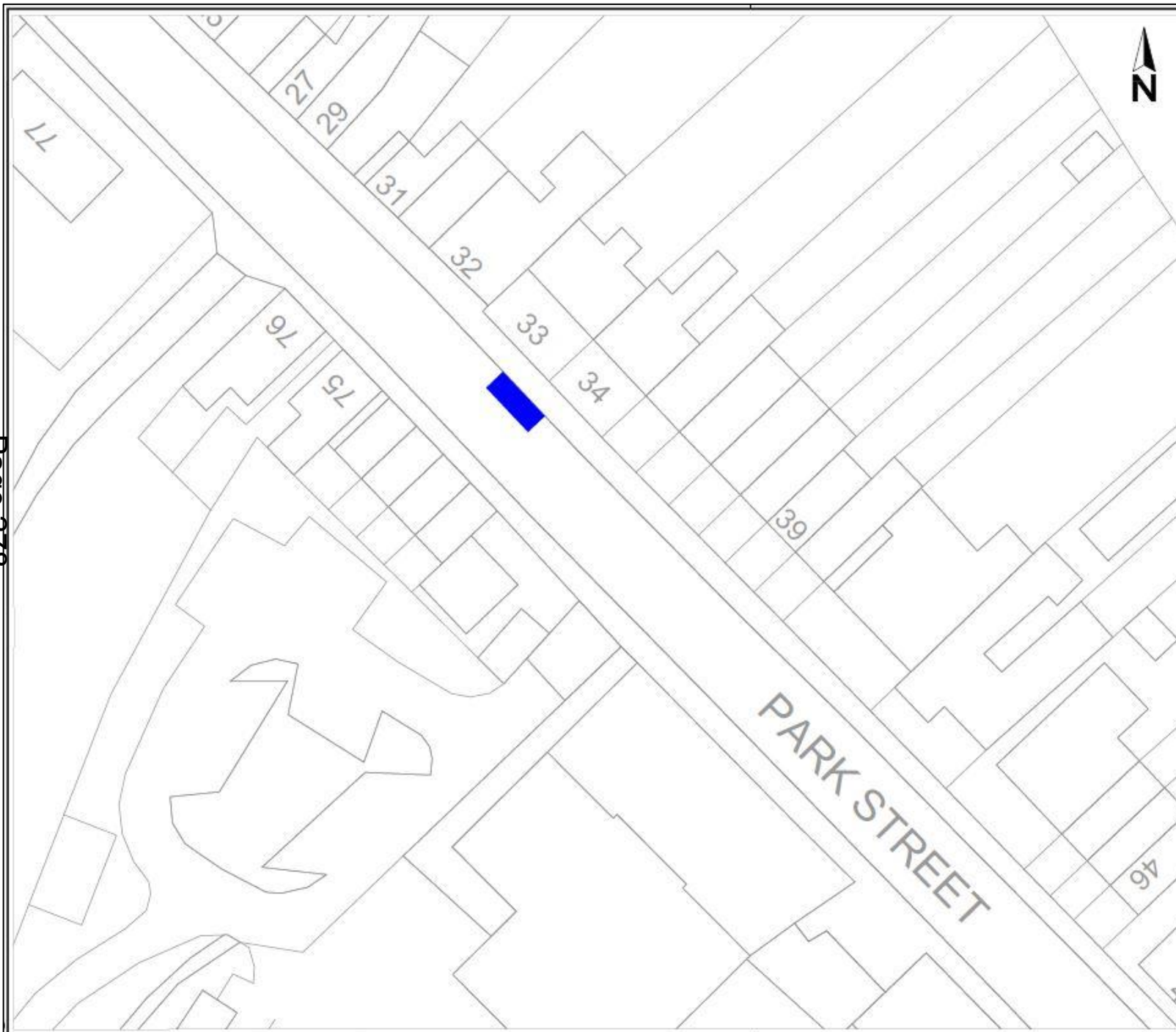
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
KENNINGTON POPLAR GROVE					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	03/22	Date checked	Date approved	
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Key  Proposed location of Disabled Persons Parking Place					
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Project title PROPOSED DISABLED PERSONS PARKING PLACE					
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Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			



Drawing No.		Revision 0			
Key  Proposed removal of a Disabled Persons Parking Places					
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Project title PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
Drawing title STOKE ROW CHURCH VIEW					
Drawing Status					
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Oxfordshire Project No. & File Ref					
Drawing No.		Revision		0	



Drawing No.		Revision 0	
Key  Proposed Disabled Persons Parking Place in place of existing time limited parking			
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Project title PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title THAME PARK STREET			
Drawing Status			
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Drawing No.		Revision 0	



Drawing No.		Revision			
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Key					
		Proposed location of Disabled Persons Parking Place			
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
WANTAGE STIRLINGS CLOSE					
Drawing Status					
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Drawing No.		Revision			
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Thame Town Council	No objection
(3) Buckland Parish Council	Objected to the removal
(4) Stoke Row Parish Council	No opinion
<i>Parsons Mead (Abingdon) - Proposed removal of DPPP</i>	
(1) Local Resident, (Abingdon)	Support (Parsons Mead) - We were not aware this still existed - The street post is still there, the disabled wording has been painted out however, white lines are still (but faintly) visible on the road surface
<i>Pound Piece (Ashbury) - Proposed new DPPP</i>	
(2) Local Resident, (Ashbury)	Objection (Pound Piece) – I am registered disabled, why are all disabled people not being offered the same? I cannot walk too far due to age and health issues. What's good for one should be good for all.

(3) Local Resident, (Ashbury)	Objection (Pound Piece) – received by letter – No thank you, there are enough cars in this road, they park across my driveway. If it is who I think it is they walk the dog.
(4) Local Resident, (Ashbury)	Concerns (Pound Piece) – received by letter – My family are unable to park close to my home to take me out. I struggle to walk to the nearby parking area. One resident parks his car night and day in the road and does not go out, he could park it in the nearby parking area. If you put in a disabled bay, you should give me one. The Council should look at other residents who need one.
<i>Colwell Road (Berinsfield) – Proposed removal of DPPP</i>	
(5) Local Resident, (Berinsfield)	Object (Colwell Road) – The space indicated on the map is the WRONG space. The one that is no longer used is further down the road in the parking bays. The one indicated belongs to my neighbour and is in constant use.
(6) Local Resident, (Berinsfield)	Object (Colwell Road) – If this disabled parking spot is removed, this would cause extreme distress to the user of the bay. I believe that the disabled bay should remain. I believe this parking spot has been confused with a disabled spot further down the road in the bank of parking spots just off the Green.
(7) Local Resident, (Berinsfield)	Object (Colwell Road) – The disabled parking spot is used constantly and if removed would cause extreme stress to the Blue Badge holder.
<i>Fane Drive (Berinsfield) - Proposed removal of DPPP</i>	
(8) Local Resident, (Berinsfield)	Object (Fane Drive) - There are not enough of these spaces in the local vicinity as it is. There is that one plus one in Glyme Drive for Blue Badge holders who need to park. These spaces are very often used by non blue badge holders as parking in general is at a premium.

	In my opinion there needs to be more parking on the Village in general with some more Disabled spaces added, but that's another matter.
<i>Dibleys (Blewbury) - Proposed removal of DPPP</i>	
(9) Local onsite management company (Blewbury)	Object (Dibleys) – There has been a considerable amount of comments raised by the residents of Dibleys concerning the removal of the disabled persons parking place. The disabled bay is used by multiple residents of the estate and is a vital need. The company request that a dropped kerb is installed to allow access for wheelchair users and that the faded disabled bay lining is refreshed.
<i>Summerside Road (Buckland) - Proposed removal of DPPP</i>	
(10) Local School (Buckland)	<p>Concerns (Summerside Road) - As we are a school, and the space is located outside our front gate, we are concerned about the proposed removal for a number of reasons:</p> <ul style="list-style-type: none"> • This would be detrimental to visitors visiting our site and not in line with our equality objectives and access arrangements. • Whilst we do not currently have any blue badge holders that are employees, we would not want a prospective family with a disabled family member to discount our school due to the lack of disabled parking space. We have a duty of care to ensure that families consider the school is right for their child and this includes those with disabilities. • There have been incidents where the space has been used - In the past, we have had parents with life limiting illnesses (e.g. cancer) who have required the use of the bay and held a blue badge.
<i>Bell Street (Henley on Thames) - Proposed new DPPP</i>	

(11) Local Resident (Henley on Thames)	Object (Bell Street) - I wish to object in the strongest terms to the proposal. Historically, the small parking strip involved was outrageously carved down a few years ago from 10 spaces to 6 following a flawed public inquiry. Since then, the bases on which that decision was made have proven to be false in every way (because interested parties put up false misrepresentations). This 40% reduction in parking spaces has made an already bad situation much worse. With more homes built locally, and buildings converted into flats in this area, the parking needs has increased significantly and is now dire. There are many more suitable sites in the town for disabled bays. This proposal is just unsuitable.
(12) Local Resident (Henley on Thames)	Object (Bell Street) - As this terrace is set back from the main road with it's own individual slip road; vehicles of all shapes and sizes can load / unload directly outside each door, without having to park in a specific space. This is also true for anyone whom is being picked up in either a taxi, or a private car. In the case of the individual address which has applied for the space, it is my understanding that the actual 'disabled badge holder' does not drive, and therefore is ferried by her carer. There is no reason therefore in my understanding, for the 'carer' not to be able to park literally anywhere in the local vicinity (as they already have a resident's parking permit in addition to a disabled permit) and park the car outside the address momentarily whilst the disabled individual enters the vehicle without having to walk further than a few metres. In addition I often see the applicant and her carer walking in to the centre of town without any help, such as a wheel-chair or walking frame. I have never <u>not</u> been able to park within the local vicinity (within 50 metres) in a Resident's bay. Nor to my understanding has the applicant, whom has parked right outside her actual address (the car hardly ever moves), as long as I have lived here. Due to the size of proposed bay, it will reduce the amount of residential car spaces on the terrace from five to four, so will in effect, reduce parking availability. Therefore I see no reason for a disabled bay to be allocated.
(13) Local Resident (Henley on Thames)	Object (Bell Street) – I strongly object to this proposal. There is not an increased local demand for parking – I undertook a parking survey over several months and observed that there is always parking availability within 50 meters of the property in question. Since SODC issued parking permits, parking for residents has never been an issue. Since I have lived here I have always been able to park my vehicle within 50 metres of my property. The Blue Badge holder rarely uses the vehicle and is able to walk into town un-aided.
(14) Local Resident (Henley on Thames)	Object (Bell Street) – We wish to object in the strongest possible terms to the proposal. We have observed that the person for which this benefit is targeted is able to walk into town without any aids. Since we have lived here we have not experienced difficulty in parking. The applicants vehicle is very rarely used. Due to the length of the proposed disabled bay it would have the effect of reducing the amount of residents parking.

<i>Gainborough Hill (Henley on Thames) - Proposed new DPPP</i>	
(15) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - I can not believe they have applied again after they abused it the first time when they had one. The daughter thinks she has the right to park her car in it and use it as her personal parking spot and from that when they have visitors they also used it. At the moment they have 3/4 cars and 2 motorcycles in that household and constantly playing jenga with the parking. This family make everyone's life hell with the constant moving of cars they even have a camera over looking the road so if anyone moves they run out and move their cars up or down or eventually take so much room up that no one can park. There is insufficient parking on the hill as it is with the amount of house hold cars we have one and struggle all the time. One resident even puts out cones so she can park that it without the Henley workers who park up here on a daily basis. So I strongly object to a disabled bay in Gainsborough Hill.</p> <p>Also the person who it is for can walk into town which is approximately 3 quarters of a mile no problem and back again. So as a resident you ask your self why do they need it. When personally we could all apply for one.</p>
(16) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - I received a letter today about a disabled parking bay outside my house we are a family with 1 car and the parking down the hill is awful there is insufficient parking as it is. The family who has applied had one before and this was totally abused by other family members also family members shouting at others using it. They seemed to use it as a personal parking spot. They have 3 cars and play jenga with parking constantly moving up and down the hill, they have a camera over looking the hill and run in and out when other people move. I am in I'll health in constant pain and some days I struggle to walk. I would love to park outside my front door but now and again I can, but the exercise does me good to move. The person who they say it is for is more than capable of walking into town I've seen in him on a regular basis walking down to get a Starbucks and back again no problem also he is left home alone for hours on end so if is capable of doing this he is able to walk to the car 10 yards at of hill not even this. I can not believe that after losing a bay once they have applied again just because they have changed their names again. The house hold should not be allowed as again it will be abused by the family.</p>
(17) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - There is not sufficient parking as it is on the hill for most families as most have more than 1 car. There is disabled bays as marked in the layby not a 5 min walk also more just at the park around the same walk. As the person who it is so called for is able to walk in town and back. I strongly object to this place.</p>

(18) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - I understand that a family, Gainsborough Road, Henley-on-Thames, have applied for a Disabled Parking Bay. The family in question had one previously. I would like to put my objections forward. This family have no limited walking restrictions. When observing them they have no abnormal gait, no co-ordination problems, and I have seen them, individually at times walking into town or back from town. Up a long, steep incline, of over a mile. They never seem out of breath either, when undertaking this walk. There are a lot of individuals who are entitled to Parking Bays and this family, individual, in my opinion does not meet the requirements to entitle them to one. This request is in my view for convenience only due to the horrendous parking along the whole road. There are Disabled Parking Bays yards from their home, admittedly not in front, but around the corner which they can access very easily. Could one of these be created, identified as for them. They have numerous vehicles, both cars and motorbikes, one Parking Bay is not going to help with their parking issue. One designated Parking Bay will not help them either as they need to maintain some form of exercise to promote their wellbeing. Neither will a Parking Bay for them help you in ensuring that people who truly need one have space when needed. It will also help with the neighbours who are quite agitated by them requesting one.</p>
(19) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - I have just seen that they want to paint a disability bay in Gainsborough Hill, the parking situation down the hill is near enough impossible to park let alone a disabled bay. The person who has applied can walk easily without any problems and the need for the bay is for the sister who parks her car out side her bedroom window which is opposite 30 Gainsborough hill. There are disabled bays not 10 metres near the hill near the play park just around the corner also there is a lay-by with a disabled bay so if they feel they need a disabled bay they can park in there as they are always empty. They had a disabled bay before and it was used by other family members as a personal parking bay without a blue badge and the family members used to shout at other neighbours who parked in the bay with a badge it caused a lot of friction between neighbours. So I strongly object to this bay in Gainsborough hill.</p>
(20) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - There isn't enough parking down the hill as it is and the house has 3 cars, there isn't the need for the person.</p>
(21) Local Resident (Henley on Thames)	<p>Object (Gainsborough Hill) - I am objecting because there isn't enough parking down the hill and there is disabled parking not 10 meters from the house.</p>

<i>Harpsden Road (Henley on Thames) - Proposed new DPPP</i>	
(22) Local Resident (Henley on Thames)	Support (Harpsden Road) - I have no objection to this proposed disabled parking place. I just don't understand why it is not nearer the steps up to the houses on that side of Harpsden Road.
<i>Mount View Court (Henley on Thames) - Proposed new DPPP</i>	
(23) Local Resident (Henley on Thames)	Support (Mount View Court) – Thank you this is wonderful news, the sooner the better.
<i>Park Road (Henley on Thames) - Proposed removal of DPPP</i>	
(24) Local Resident (Henley on Thames)	Support (Park Road) - The disabled parking spot is no longer required. The parking space is directly outside my house and since buying the property in Oct 2021 it has never been used.
<i>York Road (Henley on Thames) - Proposed removal of DPPP</i>	
(25) Local Resident (Henley on Thames)	<p>Support (York Road) - I have no problem with the removal of the Disabled Parking Place in York Rd Henley. Whilst on the subject of parking in York Rd, which is tight, and used by others with residents parking permits could I draw your attention to, and ask you to look at, releasing parking spaces from 1 and 2 and the corner with Kings Rd.</p> <p>If you could add three or four spaces aside in both York and Clarence Roads life would improve considerably and earn our gratitude.</p>
<i>Wilson Avenue (Henley on Thames) - Proposed removal of DPPP</i>	

(26) Local Resident (Henley on Thames)	Concerns (Wilson Avenue) – I was concerned about the removal in case the pair were removed, but looking at the plan I need not of worried. I would be lost without the disabled bay I use, which I paid for some 20 years ago. I get annoyed when strangers use the bay as I paid for it. Would it be possible to paint 'Residents Only' in the bay or have a sign on the fence.
<i>Poplar Grove (Kennington) - Proposed new DPPP</i>	
(27) Local Resident (Kennington)	<p>Object (Poplar Grove) - Regarding the proposed disabled person parking place in Poplar Grove, I have some objections, these are as follows:</p> <ol style="list-style-type: none"> 1. The proposed space is too large, being more than the width of my entire house, I question the need for a space this wide. 2. As the road is narrow the proposed space will make it consistently difficult and dangerous for me to Ingress and egress my drive. 3. There is consistently parking space within very short walking distance of the location of the proposed space, making me further question the need for a designated disabled person space. 4. The front gardens of numbers 102, 100, and 98, have plenty of room for off-street parking to be implemented, which would be a safer option for both the occupants and community, as it would reduce the number of street parked cars. 5. The space does not appear to be intended as temporary, if the parties proposing the space should move, I do not see the need for the proposed space to remain.
(28) Local Resident (Kennington)	Support (Poplar Grove) – I support this proposal because we need a disabled parking place marked outside our house as i can't walk very far and have many health problems.
<i>Parkside (Marcham) - Proposed new DPPP</i>	

(29) Local Resident (Marcham)	<p>Object (Parkside) - I would like to object to the proposal of a disabled parking space on Park side.</p> <p>Reasons for there is not enough parking spaces for people to park at the top of park side, some days we have to park on the grass resulting in receiving letter from yourselves tell use we will be fined if you continue to park on the grass. So if you put a disabled parking space at the top we have no option to park on the the grass so I propose disabled parking space on new road or church street.</p>
(30) Local Resident (Marcham)	<p>Object (Parkside) - I understand the need to have disabled parking, especially if you are in a town, or at a supermarket etc, but down a residential road, which has continued parking problems, I think it is taking yet another space from people. Personally, as a resident of Parkside, Marcham I won't need this proposed space, as I have paid, at extreme expense over the years to have a dropped curb, and have paid for block paving to get all cars in our household off of the road, and in front of my house. We do have issues with cars parked opposite our drive entrance, as parkside, as a road is narrow, so any cars parking down our road has difficulties finding a space. So if you did make it a disabled space, and it wasn't being used, then there would be a problem for people on this road to park. I think finding a way of finding more parking for cars would be better. Disabled parking, it kinda doesn't fit, because the proposed space for the disabled spot is no where near any of the houses. So, as a resident, I object to the proposal.</p>
(31) Local Resident (Marcham)	<p>Object (Parkside) - I would like to object against this propped parking space as there is very limited parking on the road as it is.</p> <p>The applicant already uses a parking space right outside of his property for a disabled vehicle and i would suspect this proposed disabled parking space would be used for his family and friends who are not disabled but would use his blue badge.</p> <p>This proposal wouldn't be fair on the other residents of Parkside that only have one vehicle.</p>
(32) Local Resident (Marcham)	<p>Object (Parkside) - We are strongly opposed to the provision of a disabled parking place for the following reasons:</p> <ol style="list-style-type: none"> 1. The majority of houses on Parkside have drives. The location of the proposed disabled parking space would be further from house driveways and therefore makes little sense. 2. Access to the flats from the proposed disabled parking space is via a long walk down an uneven track - not something that would be easy for a person with a 'permanent or substantial disability such that walking is not possible

	<p>or presents difficulty over longer distances.' Surely a disabled parking space for the flats would need to be adjacent to or nearer to the flats thus avoiding poor walking conditions.</p> <p>3. The proposed parking space is close to the access road to the flats. Cars parked here regularly receive obstruction letters from the County Council refuse collectors who are unable to manoeuvre their vehicles around the parked cars. In our opinion a disabled parking space situated in this location will create a fixed obstruction.</p>
(33) Local Resident (Marcham)	<p>Concerns (Parkside) - In principle I am OK with the application however there are a couple of concerns and suggestions I have that could be addressed should this be granted.</p> <ol style="list-style-type: none"> 1. The marking of the bay would need to be at least 1 meter from the highest point of the dropped kerb to allow delivery vehicles, bin lorries and emergency vehicles turning access to 29 to 33 Parkside. 2. One of the kerb stones in the location of the bay will need to be repaired as it is on its side and pushing vehicles away from the kerb edge. 3. While the markings are being painted for the disabled bay additional KEEP CLEAR across the entrance to access for 29 to 33 to stop blocking of vehicle access.
(34) Local Resident (Marcham)	<p>Concerns (Parkside) - I would like to know if this is for a member of one of the families who lives in close proximity to the space and therefore already parks in the area? The reason I ask is that currently the parking situation in Parkside is dire. I'm sure you are aware of this. There are multiple households with a need to park on the road due to lack of driveway or allocated parking and this seems to be increasing all the time. Whilst there is always space on the adjoining street (New Road) this is rarely used . Ever since we moved to Parkside the area of grass near our house has been used as a parking area almost always by residents of the Sovereign flats happy to trash a green space in preference to walking a few extra steps from New Road to their home . I have spoken to Sovereign and the council that owns the land but there has been no success in stopping it from happening. I am sure you will understand I don't want the parking situation in Parkside to worsen by having a space that can only be used by a disabled person . I am not aware of anyone with a disability in Parkside that lives in close proximity to me but I imagine this really is none of my business . Essentially what I am saying is that I believe the space is only reasonable if it is specifically being provided for someone who lives in close proximity to it and who is already using the area to park. In my opinion there is no scope to allow any additional cars to park in Parkside and I would find this very unfair as it forces more cars onto the green space which I'm sure you would agree is not reasonable and makes for a very depressing and shabby appearance for the area which no one wants.</p>

<i>Church Lane (Shiplake) - Proposed new DPPP (2 x bays)</i>	
(35) Local Resident (Shiplake)	Support (Church Lane) - I am only commenting on the Shiplake site as this directly affects the church. Having these spaces reserved will really help people access the church as we have many people leaving their vehicles in Church Lane who live in the house boats on the Thames, this means that parking for access to the church is incredibly difficulty.
<i>Church View (Stoke Row) - Proposed removal of DPPP</i>	
(36) Local Resident (Stoke Row)	Object (Church View) – Disabled bay is still in use.
<i>Church Road (Thame) - Proposed new DPPP</i>	
(37) Local Resident (Thame)	Support (Church Road) - Happy for my neighbours who need the disabled space to have it allocated to them.
<i>Park Street (Thame) - Proposed new DPPP</i>	
(38) Local Dental Practice (Thame)	Object (Park Street) - We currently use our front forecourt for parking of up to 2 vehicles, but only currently have a half width dropped kerb. We are just in the process of applying to extend the dropped kerb width to be full width of the property (similar to all adjacent properties on the road) to aid access and parking for our patients. There is also currently a parking control signpost situated on the left edge of our property which we will need to be moved and the existing parking space shortened or removed. Hence this proposed plan for a disabled parking space may not be feasible? As a healthcare business who regular sees patients with limited mobility we desperately require both of our parking spaces to be in daily use and improving access to the 2nd space is essential. Therefore we object strenuously

	to the proposed plan and would be grateful if you could please convey our concerns and plans for modifying access to our practice forecourt to the Cabinet Member for Environment's Decisions meeting in June 2022.
(39) Local Resident (Thame)	Object (Park Street) - Park Street in Thame is drastically lacking in parking places for residents. The proposed disabled space would remove a space that is almost continuously utilised throughout the day, either by residents or by customers to the dental practice. This space is also regularly used by 2 small cars over night. A disabled space at this location would not be fully utilised and would put additional pressure on the few spaces available to residents.
(40) Local Resident (Thame)	Object (Park Street) - Park Street offers around 15 spaces to its residents, the very large majority live in terraced houses with no driveways. There are by far not enough spaces for the Park Street residents (many of whom have young families), businesses (barbers x 2, dentist) not to mention the primary school. Parking is impossible, recently this has been made even more difficult with the restrictions have been put in place for the town centre and visitors to the town choosing to spill onto Park Street. Residents are not entitled to parking permits so the situation will only worsen. There is already an disabled parking space on Park Street, offering parking for those who are disabled, the sheer size of the street doesn't warrant a second space, it would be far better placed in the town centre.
(41) Local Resident (Thame)	Support (Park Street) - Happy for my neighbours who need the disabled space to have it allocated to them.
(42) Local Resident (Thame)	Support (Park Street) - If this application is to provide for a specific resident who needs this facility, then we have no objection at all, and would indeed support it. If it is being proposed in order to fulfil a more general quota of disabled parking provision in Thame, then we would question its usefulness in this location.
<i>Stirlings Close (Wantage) - Proposed new DPPP</i>	
(43) Local Resident (Wantage)	Concerns (Stirlings Close) - It would be beneficial to all the residents of Stirling Close to have residents parking only. As nearly all the people living here are elderly and a large number have mobility issues. Parking has always been difficult in the close. So many people park here all day to go to work in Wantage. Some people who live two streets away park here for several days. We will have three disabled parking spaces in this small close. So parking will be an

	issue for the rest of the residents. Also the old Wellbeing Center at the bottom of the close is being refurbished and going to be for small business startup space. This will be very bad for the parking situation in our small close. Some of the residents don't want to go out in their car as they worry there won't be any where to park when they return.
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