



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 8 September 2022 at 10.00 am

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

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

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

August 2022

Committee Officer:

Committees - Democratic Services

E-Mail: committees.democraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 13 October 2022

<p>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.</p>
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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.

Requests to speak must be submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 2 September 2022. Requests to speak should be sent to colm.o'caomhanaigh@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 taken into account. 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 & Abingdon: Various Locations - Proposed Permanent 'School Streets' & ANPR Enforcement (Pages 1 - 44)

Forward Plan Ref: 2022/083

Contact: Mark Gregory, Senior Transport Planner, 07775 007933

Report by Corporate Director Environment & Place (**CMDHM4**).

The School Streets programme is part of Oxfordshire County Council's Travel to School policy within our countywide Local Transport & Connectivity Plan. This became adopted policy following the County Council meeting on 12 July 2022. This policy contributes to our vision to make "walking, cycling, public and shared transport the natural first choice."

The consultation proposals seek to introduce permanent Traffic Regulation Orders (TROs) for four participating schools that have been trialling School Streets under Experimental Traffic Regulation Orders (ETRO), using trained volunteers to manage and enforce the temporary closures.

The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposal to make permanent Traffic Regulation Orders (TROs) so we can continue the School Streets programme with participating schools in Oxfordshire from autumn 2022, these being:

- a) **the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) for each of the following four schools:**
 - **Oxford – Larkrise primary school**
 - **Oxford – St Ebbe's CE primary school**
 - **Abingdon – St Nicolas CE primary school**
 - **Oxford – Windmill primary school**
- b) **The proposed use of (Automatic Number Plate Recognition) ANPR cameras to enforce the temporary road closures for the 'School Streets' during the operational hours.**

5. Oxford: North Parade-proposed permanent access restrictions (Pages 45 - 62)

Forward Plan Ref: 2022/086

Contact: Joanne Fellows, Growth Manager Central, 07990 368897

Report by Corporate Director Environment & Place (**CMDHM5**).

This report presents responses received to a statutory consultation on an Experimental Traffic Regulation Order (ETRO), which created a gated safe area in North Parade Avenue for the community and for businesses to provide hospitality facilities to the public by prohibiting vehicles from part of the street during certain times. The scheme is supported by the North Parade Residents and Traders Association who have collaborated with the councils during the period of the order.

The Cabinet Member for Highway Management is RECOMMENDED:

- a) **to approve making permanent the provisions of the Experimental Traffic Regulation Order (ETRO) currently in place to allow the current measures to continue beyond the expiry of the ETRO on 11 October 2022.**
- b) **to instruct officers to investigate amendments to the scheme to address some operational issues identified by respondents to the ETRO consultation and by monitoring by Oxford City Council officers, and to also explore funding options for its ongoing operation.**

- c) to instruct officers to report to a future meeting the outcome of the above work and any additional consultation carried out to then allow a decision to be taken on the longer-term future of the scheme.

6. Crowmarsh The Street - proposed zebra crossing (Pages 63 - 70)

Forward Plan Ref: 2022/103

Contact: Lee Turner, Principal Officer - Traffic Schemes, 07917 072678

Report by Corporate Director Environment & Place (**CMDHM6**).

This report presents responses received to a statutory consultation on proposals to introduce a raised zebra crossing on The Street, Crowmarsh.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed raised zebra crossing at The Street, Crowmarsh.

7. Oxford: First Turn – proposed humped zebra crossing (Pages 71 - 76)

Forward Plan Ref: 2022/101

Contact: Julian Richardson, Senior Engineer, 07825 052736

Report by Corporate Director Environment & Place (**CMDHM7**).

This report presents responses received to a statutory consultation on a proposal to introduce a raised zebra crossing on First Turn as a result of adjacent development. This proposal replaces a previous proposal for a zebra crossing not incorporating a flat top road hump, which was approved – together with other allied measures – at the Cabinet Member for Highway Management decisions meeting on 26 May 2022.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a raised Zebra crossing at First Turn south of its junction with Mere Road.

8. Bicester / Launton: A4421 Charbridge Lane – proposed toucan and extension of shared use footway / cycle track (Pages 77 - 88)

Forward Plan Ref: 2022/102

Contact: Anthony Kirkwood, Principal Engineer - Traffic & Road Safety, 07392 318871

Report by Corporate Director Environment & Place (**CMDHM8**).

This report presents responses received to a consultation on a proposed toucan crossing and associated extension of a shared use footway and cycle track. The proposal seeks to provide a safe and convenient crossing for pedestrians and pedal cyclists travelling between Launton and Bicester.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed toucan crossing and associated extension of a shared use footway and cycle track.

9. Wantage: A417 Reading Road & Elder Way - Proposed Bus Gate and Turning Restrictions (Pages 89 - 116)

Forward Plan Ref: 2021/181

Contact: Cathy Champion, Infrastructure Locality Lead South Vale, 07920 084256

Report by Corporate Director Environment & Place (**CMDHM9**).

Following consideration at the Cabinet Member – Highways Management Decisions meeting on 26 May 2022 of a proposal to introduce a 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons (the first side road within the estate), it was agreed to DEFER implementation of the proposals to allow further consideration to be given to how the proposals might be aligned with the wider development issues, including coherent active travel links between the development and the town centre. The report provides details of the above proposal.

The Cabinet Member for the Highway Management is RECOMMENDED to approve implementation of the proposed 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons, and associated turning prohibitions for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417.

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Divisions affected: *Iffley Fields & St. Marys, Isis, Headington & Quarry, Abingdon North/Abingdon South.*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022

OXFORD & ABINGDON: VARIOUS LOCATIONS - PROPOSED PERMANENT 'SCHOOL STREETS' & ANPR ENFORCEMENT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposal to make permanent Traffic Regulation Orders (TROs) so we can continue the School Streets programme with participating schools in Oxfordshire from autumn 2022, these being:
 - a) the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) for each of the following four schools:
 - Oxford – Larkrise primary school
 - Oxford – St Ebbe's CE primary school
 - Abingdon – St Nicolas CE primary school
 - Oxford – Windmill primary school
 - b) The proposed use of (Automatic Number Plate Recognition) ANPR cameras to enforce the temporary road closures for the 'School Streets' during the operational hours.

Executive summary

2. The School Streets programme is part of Oxfordshire County Council's Travel to School policy within our countywide Local Transport & Connectivity Plan. This became adopted policy following the County Council meeting on 12 July 2022. This policy contributes to our vision to make "walking, cycling, public and shared transport the natural first choice."
3. The consultation proposals seek to introduce permanent Traffic Regulation Orders (TROs) for four participating schools that have been trialling School Streets under Experimental Traffic Regulation Orders (ETRO), using trained volunteers to manage and enforce the temporary closures. The dates the current ETROs expire are as follows:

CMDHM4

- Larkrise Primary School – 23 November 2022
 - St Ebbe's Primary School – 23 November 2022
 - St Nicolas Primary School – 23 November 2022
 - Windmill Primary School – 21 September 2022
4. The School Streets proposals for the four specific sites are shown in annexes 1 – 4. Under the proposals, the streets by the school gates would be 'closed' to general motor vehicle traffic during school start and finish times. Permanent signs ahead of the entrances to School Streets will display closure times. ANPR cameras will be used to enforce the motor vehicle restrictions during the specified closure times.
 5. Feedback from this consultation has resulted in updates to the School Streets Traffic Regulation Order. These updates have been reviewed by our legal officers and have been accepted in the spirit of the draft TRO and are considered a non-material change.
 6. Feedback from this consultation is also informing a School Streets Policy, which will detail guidelines for the School Streets including ANPR camera enforcement and exemptions.
 7. A review of the School Street entry point for Larkrise school has been undertaken as a result of feedback from this consultation. Please see section 38 for detail on the options for the Larkrise School Street entry point change.

Financial Implications

8. The funding for the school street infrastructure has been secured as part of the Department for Transport (DfT) active travel funding from the Tranche 2 and Tranche 3.

Equality and Inclusion Implications

9. The School Streets team has liaised with the four participating schools to ensure children who are on SEN (Special Educational Needs) registers, or have behavioural or mobility issues, and disabled children and/or parents are not impacted by the proposals. No equality of inclusion implications have been identified.

Sustainability Implications

10. School Streets create places where children can thrive, be healthier and happier because they are being more active, enjoying improved air quality, getting a boost to confidence from Active Travel, and getting more chances to be sociable. The aim is to create an environment where people can walk, wheel, cycle, scoot, or park and walk to school with lower air pollution and traffic congestion and make the school gate environment safer for children.

CMDHM4

Creating a car free environment makes it easier and safer for people to choose to travel by foot, wheel, cycle, or scooter to school, supporting us in promoting Active Travel and encouraging modal shift away from private car use for short journeys. Air quality sensors will be used to monitor air quality at School Street sites. Levels of walking, wheeling, cycling, and scooting will continue to be monitored to measure increases in modal changes and qualitative data recorded by the schools will also inform our records. Implementing School Streets demonstrates the action we're taking to address the climate emergency.

Consultation

11. A formal consultation was carried out between 13 July and 26 August 2022. Notices of the proposals were published in the Oxford Times & Oxfordshire Herald newspapers, and statutory consultees and key stakeholders were written to, including; emergency services, bus operators, countywide transport, accessibility and disabled people's user groups, Oxford City Council, Vale of White Horse District Council, and the local county councillors representing the specific divisions. Letters were also sent directly to 2147 properties within or potentially affected by School Streets closure zones, and street notices were also placed on site in the immediate vicinity of the School Streets sites.

The number of local addresses written to directly for each school site is below:

School Street area	Number of letters to adjacent premises, including addresses outside of the School Street closure zone
Larkrise	313
St Ebbe's	380
St Nicolas	250
Windmill	1,204
Total	2,147

(Table 2)

12. The consultation received 310 responses via the online questionnaire (hosted on Let's Talk Oxfordshire) during the formal consultation. Respondents were asked to provide their views on the two Traffic Regulation Orders for the School Streets proposals:
- The proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e. the School Street)
 - The proposed use of ANPR camera enforcement to manage the 'School Streets' scheme.
13. The overall outcomes of the responses received from the survey on Let's Talk Oxfordshire are shown below: indicating the numbers of support, neutral or no opinion, and opposed responses received for each of the two proposals:

The proposed 'prohibition of motor vehicles' restriction during the stated operational hours

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(i.e. the School Street)

Response	Numbers	Percentage
Fully or partially support	273	88%
Neutral / No opinion	5	2%
Fully or partially oppose	32	10%
TOTALS	310	100%

(Table 3)

The proposed use of ANPR camera enforcement to manage the 'School Streets' scheme.

Response	Numbers	Percentage
Fully or partially support	263	85%
Neutral / No opinion	8	3%
Fully or partially oppose	39	13%
TOTALS	310	100%

(Table 4)

14. To understand the context of the responses received through the survey, every response was reviewed to capture the points raised by each respondent. The detailed breakdown of points raised is listed below accompanied by the overall stance indicated for the proposals raising these points. Responses mostly cited multiple points and so the total numbers below will be higher than the individual number of responses. These detailed responses have been themed; please see section 24.

Themes and issues raised for the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e. the School Street)

Reason category - general	Fully Support	Partly support with objections	Neither	Mostly object but I support some elements	Fully Object	Total
Safer	170					170
Less pollution	81					81
Aids AT/ promotes health	75					75
reduces congestion / Traffic Volume / Speed / Rat running	54					54
Easier, less stressful/ More pleasant	41					41
Reduces illegal parking	17					17
Quieter	14					14
reduces dangerous driving	11					11
Aids pupil independence	8					8
Sense of community	7					7

CMDHM4

Tackling climate Change / Save Energy	4					4
Cleaner	4					4
Easier for the volunteers	2					2
Less abuse from drivers	1					1
Reduces fuel cost	1					1
Makes Park and Stride easier	1					1
Traffic / parking displacement	1	16	2		9	31
Impeding traffic				1	8	9
Prefer existing with volunteers system		4		1	3	8
Access for tradespeople		5			1	8
People fined in error / accidentally entering		4			1	7
Eroded road sense in children		3	1		3	7
Access for resident's visitors		4		2	1	7
Access for deliveries		4			1	6
Increased journey time / will be late		2			3	5
Need for exemptions + simple system + easy appeals + more info needed		4		1		5
SEN / illness / Injury / Blue Badge		2	2			5
Attack on drivers					5	5
ANPR = no physical barrier		3				4
Access for carers		2		1	1	4
Surveillance		1		1	2	4
Civil liberties		1		1	1	3
Expense					2	2
Access for ancillary school staff / creates time pressure		1			1	2
Need School Crossing Patrol		1			1	2
Perceived as Money-making					2	2
What about rental cars / Company Cars etc?		1		1		2
May restrict access to hotels BnBs		1				1
Not realising residents are exempt					1	1
Some parents being let through		1				1
Driver distraction					1	1

CMDHM4

PCSO / Parking Enforcement pref.					1	1
Need for non-electronic/internet exemption applications			1			1
RS is parent's responsibility					1	1
Access for taxis					1	1
Concerns over camera maintenance		1				1
Concerned parents may have to move schools		1				1
Excessive / unnecessary			1			1
School should not be arbiter				1		1
Concerned that closure times might be variable				1		1
Street Clutter				1		1
Road does not belong to school					1	1
TOTALS	492	62	7	22	51	634

(Table 5)

Themes and issues raised for the proposed use of ANPR camera enforcement to manage the 'School Streets' scheme.

Reason category - general	Fully Support	Partly support with objections	Neither	Mostly object but I support some elements	Fully Object	Total
Cameras need for scheme long term / best enforcement method	72					72
Easier for the volunteers / removes need	32					32
Fines needed to discourage illegal parking / driving etc.	24					24
Safer	13					13
Fairer / impartial	13					13
Less confrontation	9					9
Less pollution	3	1				4
reduces congestion / Traffic Volume / Speed / Rat running	4					4
Aids AT/ promotes health	3					3
Easier access for that need to drive	3					3
Less abuse from drivers	2					2
Reduces illegal parking	2					2

CMDHM4

Show s commitment by OCC	2					2
Quieter	1					1
Easier, less stressful / More pleasant	1					1
May generate revenue	1					1
Needs to be perm and fixed	1					1
reduces dangerous driving						0
Aids pupil independence						0
Tackling climate Change / Save Energy						0
Reduces fuel cost						0
Makes Park and Stride easier						0
Sense of community						0
Cleaner						0
ANPR = no physical barrier = high speed / contraventions	1	17		1	1	20
Surveillance		5			11	16
People fined in error / accidentally entering		7		1	5	13
Prefer existing volunteer led scheme		7		1	4	12
Resident's visitor's access		4			5	9
Resident delivery access		2	2	2	3	9
Exemption registration and appeals must be simple		7	1			8
Traffic / parking displacement		4			3	7
Expense		2			3	5
Signage must be clear		3	1		1	5
Carer's access		3			2	5
Blue Badge Access		2		1	1	4
Perceived as Money-making		1		1	2	4
Fines not enough		3				3
Too many exemptions		3				3
Increasing journey time / will be late		1			2	3
Attack on motorist		2			1	3
Need info on fines + must be enforced consistently		3				3
Unnecessary / unjustified					3	3

CMDHM4

Access to tradespeople		1		1	1	3
Street clutter		2			1	3
Eroded road sense in children		2			1	3
Object to mobile		2				2
Would prefer traffic calming		1			1	2
Impede traffic					2	2
School's administrative burden		1			1	2
Taxi access				2		2
Excessive		1			1	2
Civil liberties		1			1	2
Will be ignored		2				2
Restrict to hotels bib's		1				1
Access for school staff / visitors / deliveries					1	1
Would prefer enforcement by officers		1				1
Prefer School Crossing Patrol					1	1
Driver distraction					1	1
Oppose SS concept		0			1	1
Parents with passes should continue		1				1
Rental / Company cars?		1				1
School should not be arbiter		1				1
ANPR better used elsew here					1	1
Do not trust accuracy of cameras		1				1
Some drivers will just pay the fine		1				1
Mobile ANPR insufficient - must be fixed		1				1
TOTALS	187	98	4	10	61	360

(Table 6)

- To ensure clarity in identifying the schools each respondent was commenting on, the survey asked respondents to select the individual school for their responses, and additionally allowed respondents to share their views against the other schools in the consultation. The numbers supporting, neutral and opposing for each school are shown below:

Responses for the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) split by school:

CMDHM4

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise	54	8		1	4	67
St Ebbe's	27	11	1	1	4	44
St Nicholas	36	8	1	3	1	49
Windmill	115	14	3	5	13	150
TOTALS	232	41	5	10	22	310

(Table 7)

Responses for the proposed use of ANPR camera enforcement to manage the 'School Streets' scheme split by school:

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise	44	16			7	67
St Ebbe's	25	11	2	1	5	44
St Nicholas	34	9	3		3	49
Windmill	95	29	3	4	19	150
TOTALS	298	65	8	5	34	310

(Table 8)

16. Additionally, 61 emails and 2 letters were also received and considered in the consultation, bringing the total of responses to 373. Emails and letters did not necessarily follow the same sequence of feedback as the survey questions, and some provided more general responses. Please see tables below:

Email/letter responses for the proposed 'prohibition of motor vehicles' restriction during the stated operational hours (i.e.: The School Street) split by school:

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise		3		2	1	6
St Ebbe's	1	2		2	4	9
St Nicholas	7	1	1	1	1	11
Windmill	8	4		1	6	19
No School identified	2	1	1		4	8
TOTALS	18	11	1	6	16	53

(Table 9)

Email/letter responses for the proposed use of ANPR camera enforcement to manage the 'School Streets' scheme split by school:

School Street	Fully support	Partially support w ith objections	Neutral / no opinion	Mostly object but I support some elements	Fully oppose	TOTAL
Larkrise		1		4	1	6
St Ebbe's	1	1		3	4	9

CMDHM4

St Nicholas	5	3	2	2	1	13
Windmill	4	3	1	4	7	19
No school identified	2		1	1	4	8
TOTALS	12	8	3	14	17	55

(Table 10)

17. Responses raising specific concerns/issues are recorded in Annex 5, and copies of the full comments received from the consultation can be requested. Note that these may have personally identifiable data redacted when shared.

Officer response to objections/concerns

18. Officer comments in relation to specific concerns/issues are provided in **Annex 5**. Officer comments in response to wider area/general concerns can be found below.

General Comments

19. The aim of school streets is to create a safe, welcoming, and attractive environment where children, parents and teachers can walk, wheel, cycle, scoot, or park and walk to school without the risk of traffic. School Streets create places where children can thrive and be healthier and happier because they have the added benefit of reducing air pollution and creating safe places where children can boost their confidence in active travel. In general, the consultation feedback from the public, parents, teachers, and residents is supportive of the School Streets proposals.
20. The ethos of the School Street Programme is to reduce the traffic generated at 'peak' school-gate activity times when children are dropped off at the beginning of the school day or picked up at the end of the school day. This additional traffic causes a high level of congestion outside the school gates. The consultation has indicated that this reduction in traffic congestion, and improved road safety is welcomed by residents.
21. Responses from residents, school staff and parents/carers all raised similar key points and showed concern for other stakeholder groups' needs being met as much as their own – in particular exemptions being appropriate and equitable; residents not being blocked by displaced parking; other nurseries and schools not being impacted by displaced traffic/parking; people genuinely needing to trip-chain due to school placement challenges/work commutes not being discriminated against; children feeling and being safer when travelling to school.

CMDHM4

22. Many responses that were opposed to the use of ANPR cameras preferred the continuation of volunteers manning temporary barriers – worrying in particular about enforcement efficacy; exemptions being able to be managed fairly and equitably; and residents being able to access services and their own homes without impact.
23. One of the main responses in favour of ANPR cameras was difficulty in sustaining volunteers to operate temporary barriers, and several responses noted a feeling of hostile behaviour from some drivers. A feeling of hostility when genuinely needing access through a barrier (travelling in a taxi) was also noted from a respondent.

24. Main concerns:

Exemptions – managing them fairly	Delivery drivers and contract vehicles	Cannot control schedules (which are usually automated); emergency callouts
	Carers and healthcare workers	Multiple vehicles visiting single addresses to provide care due to nature of agency and local team / work rotas
	Personal visitors to addresses	e.g., family members dropping in who live further away; people visiting for care support such as elderly or disabled relatives, or for emergency childcare
	Parents/carers who have to trip-chain	e.g., parents working some distance away and/or doing multiple school/care runs
	School staff	Some responses have expressed a feeling that school staff should be more encouraged to not drive to school
	Temporary / supply / part-time staff	Some of these staff may need to drive to trip-chain between different sites – note, this may well also apply to staff with care responsibilities/other journeys to make around their commute
	Taxis	Will taxis use exemptions to cut through regularly where a School Street closure includes a through road
	Disabled access/ blue badge holders	Two responses note not owning cars but sometimes needing to use taxis or private vehicles for a disabled pupil or family member who may be visiting them or the school; some responses asked for more clarity in exempting disabled drivers/passengers and/or blue badge holders as the first group may not necessarily be blue badge holders – especially in the case of some older drivers, or disabled passengers, or people with a disability that is not permanent or which impacts their mobility inconsistently
	Service vehicles (e.g., builders / plumbers)	Will service vehicles use exemptions to cut through regularly where a School Street closure includes a through road

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Displaced parking	Overall	on double yellow lines; on pavement; blocking residents; or taking up permit spaces; one respondent asks about options for limited CPZ (Controlled Parking Zones) permissions for people who have to drive into a School Street during restricted times
	St Ebbes	Whitehouse Road, Grandpont nursery
	Windmill	St Anne's Road; Wharton Road; St Leonard's Road
	St Nicolas	Lenthall Road, Boxhill Walk; Bowyer Road; Clifton Drive; residents attributing extra vehicles to St Nicolas and John Mason school parents dropping off/collecting
	Larkrise	Campbell Road; Rymer's Lane (Cricket Road side)
Traffic speeds and motoring behaviours	Overall	idling engines; increased speed in quieter roads; mounting kerb / pavement; congestion displaced to impact neighbouring schools/nurseries; entering School Streets ahead of restriction times to avoid penalties or exclusion
	St Ebbe's	Whitehouse Road speeds: poor visibility of Marlborough Road traffic from Whitehouse Road makes crossing unsafe. One response proposed that speed bumps are installed on Chilswell Road to make this point safer
	Windmill	Rat-running reported through Margaret Road and by St Leonard's Road – especially unsafe for St Andrew's CE school (noted by the school and several people responding); St Anne's Road; Gathorne Road; Crossing point on Wharton Road is unsafe due to traffic speeds and visibility; Mopeds travelling through barriers
	St Nicolas	High volume of traffic coming through to go to John Mason school; High volume of traffic coming over Stert Bridge
	Larkrise	Respondents did not indicate specific points where traffic speed was a concern
Poorer road safety from non-motorised vehicles	Overall	Children less conscious of road safety; pedestrians on cycle paths (St Nicolas)
ANPR	Overall	Cost; some people will continue to abuse the restrictions; surveillance; scale, scope, use and access of footage

(Table 11)

School Streets – the proposed ‘prohibition of motor vehicles during the stated operational hours (i.e., the ‘School Street’)

25. The School Streets team has been successfully engaging with and supporting the schools to implement and maintain volunteer-led School Streets since the initial School Streets trial began in 2021. Data from the initial six-week School

CMDHM4

Streets trial (March to July 2021) at the nine participating was recorded by the schools and analysed to assess the trial's success

26. The results indicated Active Travel to the participating schools increased by 6.3%, and 64.7% of pupils surveyed said they felt much safer during the trials than before. 22.1% of parents, teachers and residents said they were driving less since the trial started. During the trial 114 volunteers gave an average of approximately 2.1 hours each to support their School Street. Key learning from the trial was that the schools need to be self-nominating and have a genuine commitment to improving active travel journeys to their school.
27. The four schools under this proposal are self-nominating and are fully supportive of their School Street becoming permanent, with enforcement using ANPR camera. They currently have School Streets volunteers in place and the School Street's team is working closely with them to implement their School Streets and maintain their Active Travel Plans. The schools' continued support will ensure robust monitoring and positive Active Travel outcomes.
28. Although the consultation has indicated high levels of support for School Streets, the consultation has also highlighted concerns of traffic displacement and inconsiderate parking. These concerns will be fed back to our Parking Enforcement team, to ensure appropriate management of parking regulations. Further traffic displacement and parking issues will be monitored by the Council going forward, with a focus on encouraging safe and considerate practices.
29. The placement of School Street signage will provide clear traffic guidance on where the enforcement area starts and ends and will be placed ahead of the ANPR cameras on the roads so that drivers are given advance warning of entry into a School Street zone. The School Street sign design process has also considered designs used by other local authorities to establish parity with other UK School Street schemes. The School Streets team is working closely with the Traffic Signage team to ensure all signage is clear and meets road traffic regulations. Enforcement will only apply for vehicles entering the School Street during closure times and is not for vehicles leaving the street (so there is no 'trapping' of vehicles).
30. Each School Street will be issued its own unique School Street Code used by the Parking Enforcement team to identify which School Street restrictions the vehicle is exempt from. This will minimise non-exempt vehicles driving through a School Street closure.

31. The consultation has raised a concern that air quality improvements have been superseded by a perceived focus on ANPR enforcement. The ongoing monitoring of air quality is key to supporting our delivery of tangible climate and healthy environment improvements, and we are adding two new additional air quality sensors to ensure air quality improvements are recorded on an ongoing basis at all the four schools. This monitoring will be shared as part of the wider ongoing School Streets programme.
32. Due to the different physical locations of each of the schools, further detail on the specific consultation feedback is split out for each school below in sections 37 to 45.

Use of ANPR cameras – the proposed use of ANPR camera enforcement to manage the ‘School Streets’ scheme.

33. With support from Sustrans, the Oxfordshire School Streets programme has been operating using a blended stewarding model, consisting of local community volunteers for each school. The volunteers have been using a physical barrier to restrict traffic flow into the School Streets during their closure times. The volunteers have also been able to offer in-person advice on the scheme and practice discretion in allowing vehicle traffic through where required. Feedback received from volunteers, as well as feedback received through the consultation, is that several drivers have been verbally abusive to volunteers. Volunteers have also been physically threatened and challenged as they have not had concrete enforcement power to stop traffic entering the School Street. The proposal to use ANPR cameras to enforce the School Street replaces the need for volunteers, removes the risk of face-to-face tensions around entering a School Street closure zone, and ensures consistency can be practiced in allowing the appropriate exemptions.
34. Of all the feedback received during the consultation, the proposal to use ANPR cameras to enforce the School Streets received the most comments. This consultation was not intended to provide the finite detail of the ANPR camera use or the School Street’s exemptions process but was carried out to gather feedback on the proposed use of ANPR camera enforcement to help inform our decisions around using ANPR cameras for these School Streets.
35. Feedback received throughout the consultation and through wider correspondence to us will all help to inform the School Streets Policy. The policy will detail the guidance on how to apply for a School Street exemption and the process followed for the issuing of, and appealing, Penalty Charge Notices (PCN). This is being written with input from the Parking Enforcement and Highways teams and will be shared with the participating schools and

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published on our website once finalised. A dedicated web section for School Streets Exemptions will also be created.

36. Concerns were raised on the use of ANPR cameras for wider surveillance, and the times they will be in operation. The cameras will only record number plates, and will only be in operation between the opening and closing hours which has been agreed with each of the four participating schools, during term times only; shown below:

School Street	AM timings	PM timings
Larkrise	8:10 – 9:00	14:30 – 15:30
St Ebbe's	8:00 – 9:00	14:30 – 15:30
St Nicholas	8:10 – 9:00	14:30 – 15:30
Windmill	8:20 – 9:00	14:30 – 15:20

(Table 12)

Larkrise primary school (Oxford)

37. Larkrise Primary School is on Boundary Brook Road, which is a 20mph limit circular residential road, with George Moore Close, Pipkin Way, and Quartermain Close leading from it. Boundary Brook Road also provides an important walking and cycling route. 313 letters were issued to residents and local stakeholders to inform them of the consultation. There were 67 responses received for Larkrise Primary School via the online questionnaire, and 6 emails. Of the 67 online responses, 12 respondents chose 'Own vehicles' as one of the modes of travel they currently use to access the school.
38. The proposed position of the school street entry point on Boundary Brook Road has raised a concern from the owners of the Balkan Lodge hotel on the corner of Iffley Road, which has a rear car park accessed from Boundary Brook Road, just past the proposed School Street entry point. Under the proposed Larkrise School Street entry point, they would need to apply for exemptions for all of their visitors' car registration numbers in advance of visitor arriving at the hotel. As a result of this feedback, the School Street entry point has been reviewed, and we are proposing three potential options for changing it that are listed below. We will take guidance from the Cabinet Member/s on the preferred option.

Option no	Option detail	Issues & costs
Option 1	Keep School Street entry point in its currently proposed position, at the junction of Boundary Brook Road and Iffley Road.	Balkan Lodge will have to register each hotel guest's car registration number 48 hours in advance of them arriving. This would place a considerable administrative burden on the hotel and would not always be practicable within the time limits.
Option 2	Move the School Street entry point back along Boundary Brook Road, to just after the Balkan Lodge car park	From a road safety perspective, this could create safety risks in the road, as vehicles would have to perform a three-

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	entrance, but before the traffic crossing island.	point turn in the road to exit Boundary Brook Road. This would require re-scoping of ANPR camera and signage placement and may have cost implications.
Option 3	Move the School Street entry point back along Boundary Brook Road, past the traffic crossing island, where the road splits into two. This would create two School Street entry points across both streets.	From a road safety perspective, this is a preferred option, as it provides space in the road in which vehicles could turn around, if they need to exit Boundary Brook Road before entering the School Street. This option would require the installation of an additional ANPR camera, and additional signage as a single camera's visual range is not wide enough to cover both School Street entry points. This doubles the costs of the Larkrise School Street implementation.

(Table 13)

39. Further feedback on key points raised regarding Larkrise School Streets proposals:

Invasion of privacy – ANPR cameras will only record an image of a vehicle registration number plate (the letters and characters), so that the vehicle can be identified. This data is recorded by the Council and is stored in line with GDPR regulations.

How exemptions will work – All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

Issues with drop off and pick up points – The School Streets team will work with the school to enable Active Travel plans for parents who need to find alternative drop off and pick up points outside of the School Street zone, using the 'park and stride' initiative.

Traffic displacement – The School Streets and Parking Enforcement teams will work with Larkrise School to monitor traffic displacement and ensure parking restrictions are enforced and encourage safe parking behaviours.

Blue Badge holders – Blue Badge holders who are residents of the School Streets will be able to apply for an exemption. Guidance on how to apply for exemptions is being reviewed following feedback via the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

St Ebbe's CE Primary school (Oxford)

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40. St Ebbe's Primary School is on Whitehouse Road, which leads through to Salter Close and Long Ford Close. 380 letters were issued to residents and local stakeholders to inform them of the consultation. St Ebbe's received 44 responses via the online questionnaire, and 9 emails. Of the 44 online responses, 12 respondents chose 'Own vehicles' as one of the modes of travel they currently use to access the school.

41. Further feedback on key points raised regarding St Ebbe's School Street proposals:

How exemptions will work – All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

Issues with drop off and pick up points – The School Streets team will work with the school to enable Active Travel plans for parents who need to find alternative drop off and pick up points outside of the School Street zone, using the 'park and stride' initiative.

Road Safety issues – The use of the ANPR camera will mean no physical barrier is required, and a physical barrier will no longer impede traffic crossing into Marlborough Road.

Impacts on residents – There is a concern that registered taxis and vehicles used to help residents will not be able to enter Whitehouse Road during the School Streets opening times. All registered taxis and private hire vehicles are exempt from the School Streets restrictions and the exemption registration system will allow vehicles to be registered up to 48 hours in advance.

Creating division between parents who live close to the School, and those who live further away – The School Streets team is working with St Ebbe's Primary School in developing their Active Travel Plans and will support further development of the school's 'Park and Stride' and 'Footprints' schemes.

Traffic displacement - The School Streets and Parking Enforcement teams will work with St Ebbe's school to monitor traffic displacement and ensure parking restrictions are enforced and encourage safe parking behaviours.

St Nicolas CE Primary school (Abingdon)

42. St Nicolas CE Primary school is on Boxhill Walk, which leads through to Fairfield Place. 250 letters were issued to residents and local stakeholders to inform them of the consultation. St Nicolas received 49 responses via the online questionnaire, and 13 emails. Of the 49 online responses, 12 respondents choose 'Own vehicles' as one of the modes of travel they currently use to access the school.

43. Further feedback on key points raised regarding St Nicolas School Street proposals:

Air Quality – Feedback from the consultation has highlighted that the improvements in air quality are welcomed as part of the School Streets programme.

Traffic displacement – St Nicolas CE School has fed back agreed that their School Street will have one School Street entry point; at the junction of Boxhill Walk and Fitzharry's Road. It was discussed with the School Streets Team and the school felt that the previous second school entry point in Boxhill Road was not required. There has been feedback via the Consultation just one School Street entry point will cause traffic displacement, which residents are saying is already an issue. The School Streets team will continue to work with St Nicolas to monitor this and will work with the Parking Enforcement team to ensure parking restrictions are enforced and encourage safe parking behaviours.

Parking enforcement – A number of issues with inconsiderate parking (accrued in feedback responses to dropping off and picking up from St Nicolas and John Mason schools) on Fairfield Place and on roads surrounding St Nicolas School have been raised including parking on double yellow lines, on pavements, and blocking residences raised by parents parking. The School Streets team will continue to work with St Nicolas to monitor this and will work with the Parking Enforcement team to ensure parking restrictions are enforced and encourage safe parking behaviours.

Windmill Primary school

44. Windmill Primary School is on Margaret Road, which leads through to St Anne's Road, York Road, and Quarry Road. 1,204 letters were issued to residents and local stakeholders to inform them of the consultation. Windmill received 150 responses via the online questionnaire, and 19 emails. Of the 150 online responses, 44 respondents choose 'Own vehicles' as one of the modes of travel they currently use to access the school.

45. Further feedback on key points raised regarding Windmill School Streets proposals:

How exemptions will work – All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.

Infrastructure – It has been fed back that ANPR cameras may not discourage drivers enough, and that further physical infrastructure may be required, such

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as flashing warning signs, bollards and/or speed bumps. The School Streets team will work with the Highways team to monitor traffic volumes and speed and will review further infrastructure requirements if needed.

People resource – It has been fed back that some residents prefer the School Streets to be manned by volunteers instead of ANPR cameras. The School and council have agreed that ANPR cameras will be replacing volunteers at the four School Streets within this consultation because after careful review with Sustrans – the Active Travel action group providing and training volunteers – and the schools, it was clear that it is not sustainable to continue enforcing the restrictions relying solely on volunteer input.

Road Safety & Traffic displacement – Feedback received has been supportive of the road safety improvements resulting from the proposed School Street at Windmill Primary School, but there are concerns that the School Street will create traffic displacement into other local roads, and cause ‘rat-running’ of traffic through other roads and impacting their safety. Specifically, responses have noted that this could impact on St Andrew’s School on St Leonards Road. The School Streets team will work with St Andrew’s School and the Highways team to monitor this.

Noise pollution – Feedback has been received that noise pollution around Windmill Primary School has been much reduced when the School Street is in operation creating a safer and quieter space for the children.

Climate – several responses relating to Windmill School feel that School Streets are beneficial to children as it encourages and supports positive action against climate change, and teaches children about sustainable travel and that cars are not always required to travel.

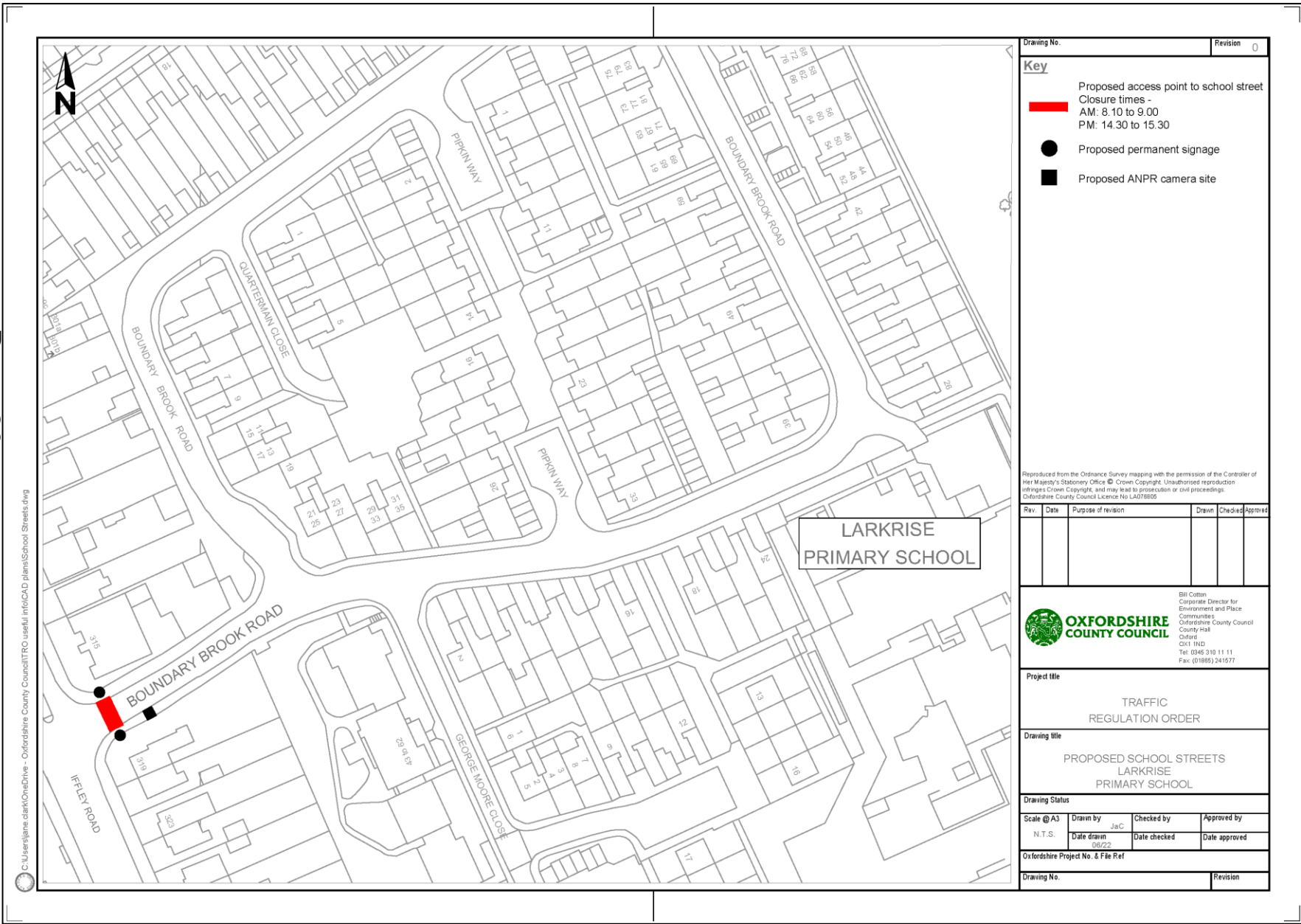
Bill Cotton
Corporate Director, Environment and Place


Annexes Annex 1-4: Consultation Plans
 Annex 5: Consultation responses

Contact Officers: John Disley 07767 006742
 Mark Gregory 07775 007933





September 2022

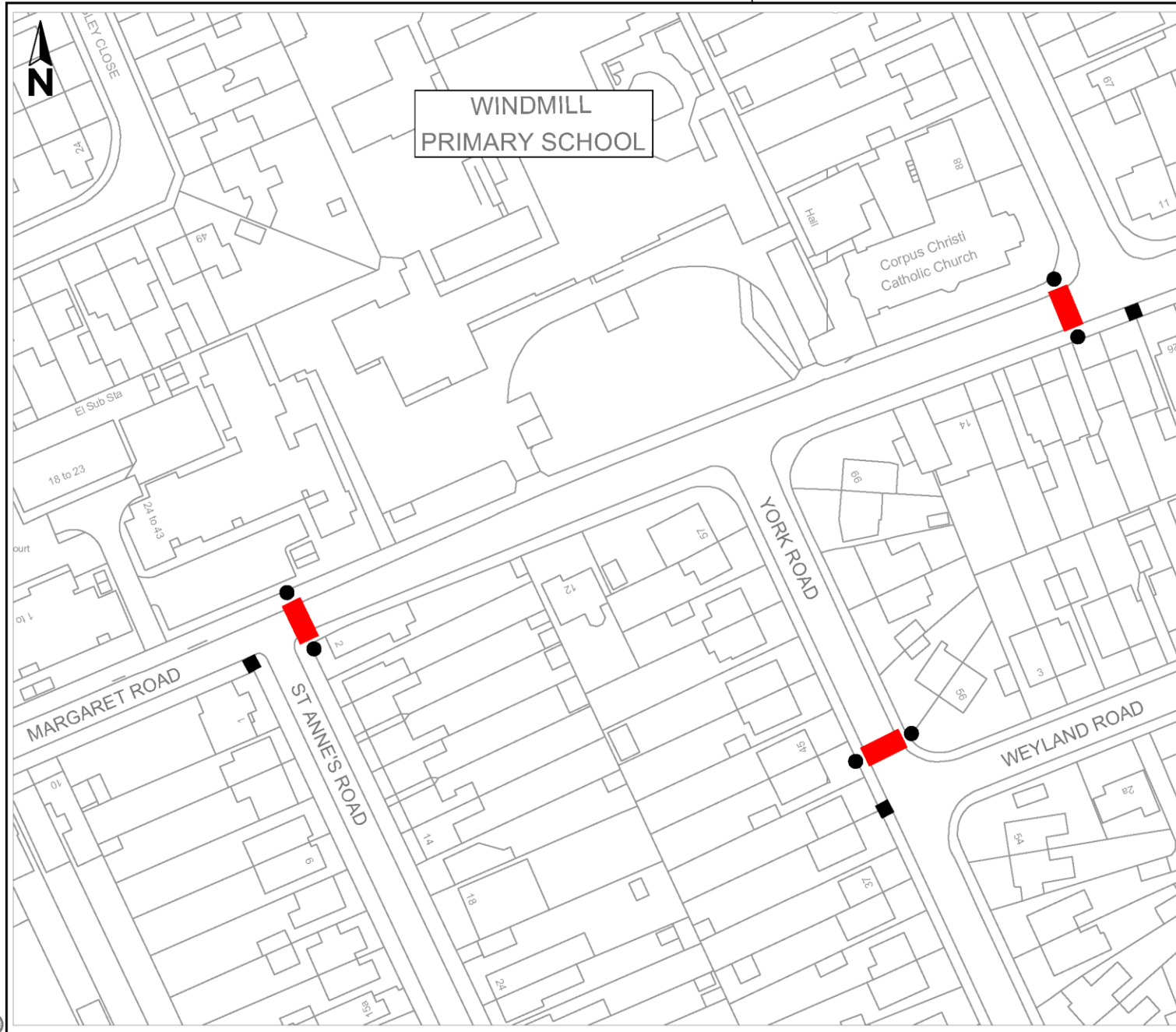
Annex 1 School Streets: Larkrise (Oxford) - proposed School Street entry point/s and camera positioning (Currently reviewing options for the school street entry point on Boundary Brook Road so the entry point shown below may change)



Drawing No.		Revision	
		0	
Key			
Proposed access point to school street			
Closure times -			
AM: 8.00 to 9.00			
PM: 14.30 to 15.30			
● Proposed permanent signage			
■ Proposed ANPR camera site			
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Rev.	Date	Purpose of revision	Drawn
 OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677</small>			
Project title			
TRAFFIC REGULATION ORDER			
Drawing title			
PROPOSED SCHOOL STREETS ST EBBE'S C OF E PRIMARY SCHOOL			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
06/22			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



Drawing No.		Revision 0	
Key  Proposed access point to school street Closure times - AM: 8.20 to 9.00 PM: 14.30 to 15.20  Proposed permanent signage  Proposed ANPR camera site			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677</small>			
Project title TRAFFIC REGULATION ORDER			
Drawing title PROPOSED SCHOOL STREETS WINDMILL PRIMARY SCHOOL			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
06/22			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



WINDMILL
PRIMARY SCHOOL





Corpus Christi
Catholic Church

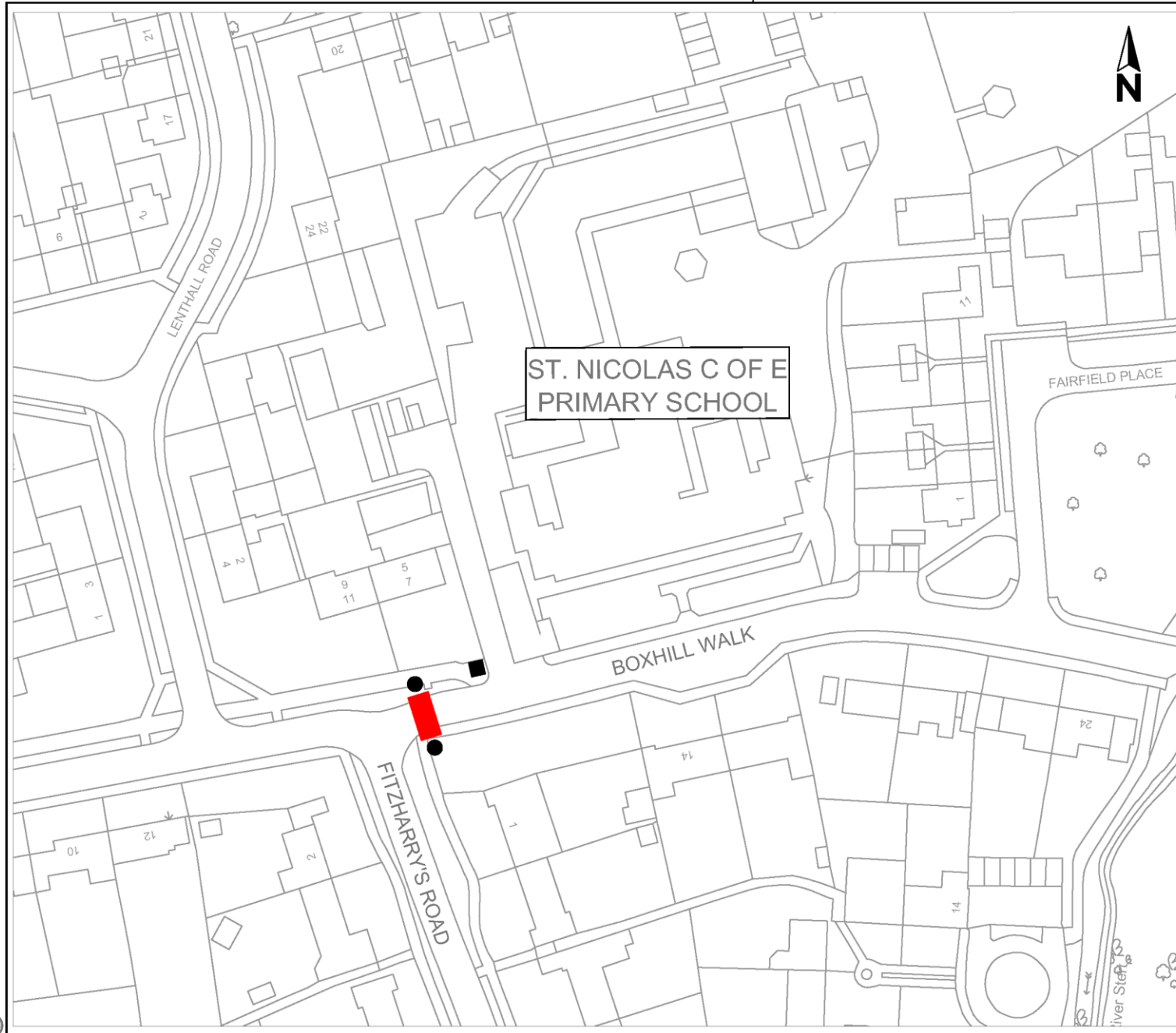
YORK ROAD

WEYLAND ROAD

MARGARET ROAD

ST ANNE'S ROAD

Drawing No.		Revision	
		0	
Key			
 Proposed access point to school street Closure times - AM: 8.10 to 9.00 PM: 14.30 to 15.30			
 Proposed permanent signage			
 Proposed ANPR camera site			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677</small>			
Project title			
TRAFFIC REGULATION ORDER			
Drawing title			
PROPOSED SCHOOL STREETS ST. NICOLAS C OF E PRIMARY SCHOOL			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
06/22			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



Annex 5

The following annex contains directly worded feedback from external parties, and as such have not been edited for typographical errors. Personally identifiable data has been redacted where this appears in feedback (indicated by '[]').

Annex 5 is letters, emails, and survey responses to Oxfordshire County Council received during the School Streets consultation. The correspondence listed below is a representative sample of feedback received, not an exhaustive list. The full list of survey responses can be supplied [with data redacted as necessary to comply with GDPR] on request.

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
1.Traffic Management Officer Hampshire Constabulary & Thames Valley Police Joint Operations Unit	<p>Thank you for the consultation documents relating to the proposed School Street scheme</p> <p>In submitting this proposal Thames Valley Police assume that the Highway Authority have assessed the location of the road closures to ensure that they are suitable for the suggested measures. Not every street will be suitable for a school street scheme.</p> <p>We do not as part of this consultation, check the accuracy or validity of what is proposed. We do consider the implications for road safety and potential enforcement and always expect that:</p> <p>The powers being exercised are available to you as traffic authority, are valid and are appropriate for the proposals.</p> <p>The descriptions of the lengths of road, the road names, the road numbers, and any directional descriptions are correct and accurate.</p> <p>Where any proposals replace existing restrictions or prohibitions, that the previous orders are adequately revoked or varied.</p> <p>The mandatory traffic signs giving legal effect to the order will be fully TSRGD (Traffic Signs Regulations and General Directions) compliant, will give drivers adequate guidance, and will be placed to accord to the descriptions in the order.</p> <p>We will always expect that:</p> <ul style="list-style-type: none"> • There will be a rigorous process to ensure that road closures are staffed appropriately and consistently by trained, inducted operatives/volunteers wearing the correct PPE (Personal Protective Equipment). • That there is a process to ensure that should an operative/volunteer fail to arrive, the road is closed as expected, and that signs placed in the road meet the required standard. • There is a safe legal process to ensure that access is maintained to residential dwellings and businesses located within the road closures, and that emergency services access is always maintained. • Closures are assessed and documented by highway authority staff at regular intervals to ensure that standards are achieved and maintained. • That parents and children are aware that vehicles may still drive through the area of the road closures and that they still have responsibility for their own safety. • There is a process to ensure that inconsiderate parking is not displaced 	<p>The comments are noted and will be taken into consideration when delivering the schemes.</p>

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	<p>to roads adjacent to the closures, and that congestion around the closures perimeters does not cause road safety issues.</p> <p>It is essential that vulnerable persons in closed street areas are protected where familiarity, habit, and confidence may rise with carriageway access becoming normal behaviour.</p> <p>A School Street scheme should not routinely require any police presence. Operatives and volunteers at road closures should not get involved in conflict with motorists and should this happen they should seek an emergency police response.</p> <p>Thames Valley Police are aware that School Streets are growing in momentum with numerous schemes already in place nationally.</p> <p>I note in the documents that technology-based enforcement will be used to enforce these restrictions.</p> <p>Unless that Technology is in place on a day-to-day basis or other means of Supervision are in place to protect the vulnerable, the Police would object to these schemes becoming permanent.</p>	
2. Cyclox Chair by letter.	<p>Cyclox welcomes the school streets policy and making it permanent.</p> <p>We note the increasing evidence base that recognises that "liveable neighbourhood" measures such as school streets have a range of different and interconnected impacts. However, the evidence suggests that these impacts are largely positive, and it is in the medium-to-longer term where most of the benefits become apparent.</p> <p>The immediate benefit to children and carers has been a reduction in pollutants, including noise, in the immediate vicinity around their schools at drop off and pick up.</p> <p>Furthermore, the school streets scheme does seem to prevent the immediate dangerous parking, loitering, and idling that occurred previously, as those who still drive have to park further away and walk. This makes the streets safer, reducing the risk of collisions, and contributing towards the council's commitment to Vision Zero, the elimination of deaths and serious injuries from road traffic collisions in Oxfordshire. It must be noted though that sometimes this just moves the dangerous parking problem around the corner.</p> <p>The secondary benefit has seen pupils and parents and passers-by reclaim the streets adding vitality to the community at these times. Evidenced with both accompanied and unaccompanied pupils cycling confidently in these shared spaces.</p> <p>The time and resources that the tireless local volunteers have invested for over a year and the daily thanks of gratitude they receive far outweigh the unwelcome aggressive behaviour of a few drivers and prove that the majority of people in the neighbourhoods are supportive.</p> <p>However, the level of organisation and resources required are not sustainable and recently some volunteer slots have not been filled. At such times, this has highlighted the lack of the much-improved calm and safe environment that school streets provide.</p> <p>With the introduction of ANPR cameras, this would no longer be necessary, though we would welcome regular speed monitoring in the vicinity of schools without barriers or half build outs/planters on the approaches.</p> <p>Our councils have both declared climate emergencies and share many common</p>	<p>There is a limited number of vehicles that will be exempt from the School Streets restrictions. Ongoing monitoring of traffic levels using the ANPR cameras will indicate which vehicles go through the School Streets during the closure times.</p>

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	<p>objectives. Prioritising walking, cycling and public transport while reducing through traffic in neighbourhoods are now recognised as necessary measures in our response to both climate change and health inequalities.</p> <p>Cyclox welcomes these initiatives and is fully supportive of their permanent implementation using ANPR cameras. However, one question remains, how will these vital shared spaces be maintained without calming with many vehicles exempt from the scheme just passing through?</p>	
3. Member of the public (regarding all schools)	<p>Just a note that I am concerned that the online consultation process is discriminatory against the older population and those with learning disabilities. I have just completed the survey and noted a complex registration process (that will put many people off, irrespective of age) and also an inability to place a general objection to the scheme as now proposed (which is very different to the original proposal, which I was cautiously supportive of). I am concerned that the method used in the consultation will result in a distorted outcome, with pro-lobbyist input dominating.</p> <p>I live near to one of the schools that was on the trial list but isn't one of those in the first 4 to go ahead. As the scheme impacts road users in a much wider manner than just those next to the school, I feel that this should be a wider consultation. In addition, I do not want this to become a new model for use around a wider range of schools, with these being the pilot.</p> <p>I object fundamentally to two aspects of the scheme— legal road closure orders and use of ANPR. The scheme is intended to predominantly target parents from dropping children outside the school and was not intended to be an indiscriminate and legally enforceable traffic restriction scheme. Use of ANPR means that mis-timing entry by seconds will result in a fine – drivers looking at the time immediately as they pass the sign, rather than looking at the road! Also residents, care givers etc do not always use the same car and it is ridiculous to expect them to register a vehicle with the scheme every time someone gives an elderly relative a lift, or a temporary care giver is rostered in, or someone gets a loan car whilst theirs is at the garage. If parents and others are not prepared to give their time to operate and enforce the scheme long term (in a friendly, community focused manner), then this shows a lack of sufficient support and therefore lack of justification for the scheme and it should therefore be dropped – the parents and schools should be the masters of their own destinies on that. For me this is the acid test for the support for the scheme and the focus should shift back to the original purpose rather than this very significant scope creep (and bureaucracy creep).</p> <p>Overall, I have to say that I am extremely disappointed that what started out as a community supported project is now being turned into yet another creeping bureaucracy and bad use of technology, to facelessly police rather than work with the community.</p> <p>Please include this e-mail in the consultation as a general objection to aspects of the proposed scheme (legal road closures and ANPR use).</p> <p>Many thanks for consulting.</p>	<p>[Response from Oxfordshire County Council to Member of the Public] Your feedback on the online consultation process has been fed back to the Engagement and Communications Team. All consultations can be responded to via the online platform, or via email or letter. All responses are considered equally, whichever format the response is received via.</p> <p>The School Streets impact into the wider road system will be monitored. Please see traffic displacement statement within this report.</p> <p>The School Streets Programme is to encourage active travel for parents and is a temporary restriction on motorised traffic at school drop off and pick up times. All residents on the School Streets will be able to apply for exemptions.</p>
4. Member of the public (Larkrise)	<p>I live near to Larkrise school. I agree that it would be beneficial to reduce the traffic at drop off and pick up time for the sake of the children and to avoid parents/carers using parking that should be prioritised for residents. However, to introduce</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed</p>

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	ANPR cameras at the suggested times will hugely inconvenience the residents in Boundary Brook Road and George Moore Close. You suggest exceptions are amongst others regular visitors. As my address is not part of the restricted parking area, I find it very impractical to inform the council of my visitors- regular or not! Same goes with deliveries where they cannot determine exact time of delivery in advance. Please on behalf of the residents please do not introduce ANPR. If the school has an issue with cars, then introduce no parking signs at the suggested times and ensure this is monitored by traffic wardens.	following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
5. Member of the public (Larkrise)	ANPR cameras should be (at) existing site, not junction with Ilfley Road	Following feedback received during the consultation, the location of this closure point is being reviewed by the School Streets and Highways teams.
6. Member of the public (Larkrise)	When the Close closed the entrance from the top of the road last time it was so dangerous for everyone trying to travel around, they soon put it back. Making it permanent and from the front in my eyes just spells mayhem and misery for everyone.	Following feedback received during the consultation, the location of this closure point is being reviewed by the School Streets and Highways teams
7. Member of the public (Larkrise)	Volunteer-managed barriers aren't sustainable. Concerns are that ANPR cameras won't do anything to slow or calm motor traffic within Boundary Brook, and really need to be supplemented with traffic calming measures - I suggest road narrowing outside the school and where the lane to Howard St enters, speed humps on the west and south-west arms of Boundary Brook, and a continuous footway across the entry from Ilfley Rd.	The School Streets and Highways teams will monitor the traffic speeds and if necessary, recommend any future speed reductions or road narrowing in the area to support the School Streets programme.
7. Member of the public (Larkrise)	<p>I fully support the principal of School Streets, both as a resident [] and a former teacher [], where I have experienced their implementation. I do have reservations about how they restricted the access to Ancillary Staff, who were not paid to come to work before a certain time.</p> <p>I fully oppose the use of ANPR cameras to prevent access by motor vehicles, for the following reasons:</p> <p>Within the school community, there are frequently occasions where a car driver needs to access the school within those times. I was responsible for the instrumental teachers at Windmill and had to negotiate their passage through, often hostile, school streets volunteers. Many of these teachers had travelled long distances to reach the school. Obviously regular users can be registered, but if someone is using a different vehicle, a supply teacher comes in on the day, a professional attending a meeting, how will that be organised?</p> <p>A professional attending a school could end up with a fixed penalty notice for attending their place of employment or carrying out their professional duties.</p> <p>In the case of Larkrise School, there would be nowhere in the vicinity a car could be parked, as resident's parking, Quickways and LTNs render local parking impossible.</p> <p>I have experienced this issue first-hand [] when teachers have had to leave their teaching to move their car from a two-hour parking bay.</p> <p>I am therefore totally opposed to the possibility of a legitimate visitor to a school receiving a fixed penalty notice.</p> <p>The administrative burden this place on the school office is huge.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking teams.</p> <p>School staff are exempt from the School Streets restrictions. The School Streets team will work closely with the schools to support staff in applying for exemptions.</p> <p>The schools will be able to add any temporary staff cars to the exemption list and there will be an appeal process if the issuing of a penalty charge notice is disputed.</p>

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	<p>Schools have frequent deliveries-how will those be administered?</p> <p>I am very concerned about the plan to install an ANPR camera at the entrance to Boundary Brook Road. This, effectively, restricts access to the whole of the estate for two hours a day. Many areas of the estate are now here near the entrance to Larkrise School.</p> <p>Yes, residents and regular visitors can be exempted, but an unsuspecting visitor, relative, care worker using a different vehicle would incur a fixed penalty. There are many elderly people living on the estate and anything that increases isolation and creates barriers and difficulties should be discouraged, not encouraged.</p> <p>As I said before, there is now here else in the vicinity for a vehicle to park.</p> <p>Cynically, this looks like a means for the Council to generate funds through issuing Fixed Penalty notices to unsuspecting people who may have nothing to do with the school community, or who need to access the school at less than 48 hours' notice.</p> <p>Obviously, I support safe school access for children, but not at the expense of other vulnerable sections of the community.</p> <p>We are already dealing with the adverse consequences of one new scheme in the implementation of the LTNs, which makes access much more difficult for care workers and key workers who live outside of Oxford.</p> <p>I strongly believe that this needs more thought.</p>	
8.Member of the public (Larkrise)	<p>My concern on the ANPR would affect my business as my entrance to my car park is on Boundary Brook Road.</p> <p>That would have a big effect on trade and inconvenience for my guests coming in and going out. My proposal would be putting the camera past my entrance to the car park, so it doesn't affect my trade. Otherwise, I don't have any objections whatsoever on the ANPR.</p>	<p>Following feedback received during the consultation, the location of this closure point has been reviewed by the School Streets and Highways teams. Please see the Larkrise School section within this report.</p>
9.Member of the public (Larkrise)	<p>Many residents of Howard Street (up to about No 72) have garages or garden parking spaces at the end of their gardens off Boundary Brook Road. It will be important that the ANPR recognises their cars. I hope there will also be arrangements for builders and other trades to have access when they are doing work on those Howard Street houses or for residents who live in Boundary Brook Road and on the roads leading off Boundary Brook Road - many will often need access between 0810 and 0900.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>
10.Member of the public (Larkrise)	<p>As a resident of the Boundary Brook Estate my comments are mostly in agreement with the proposed closure times, I am a blue badge holder and have family members that call on me to help with various things especially during those closure hours and very often have nowhere to park due to parents dropping off their children then going off to work or catching a bus into town and using the estate as a free car park this often applies to teachers working in Larkrise school. But some parents arrive before 8 am and in the winter sit in their vehicles with the engine running until it's time for the children to go into school. When you say taxi's will be exempt will that apply to the several taxi drivers and private hire cars who drive their own children to school.</p> <p>The parking on the estate is only going to get worse with there being no on road parking for the residents of the Ifley road and that includes those</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>The School Street's team is working closely with the schools to ensure any children who require exemptions due to mobility or behavioural issues will be able to access the school as needed.</p> <p>Any traffic displacement will be reviewed as part of the ongoing</p>

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	in students in college accommodation, we regularly have cars parked for a week at a time that have St John's college Cambridge stickers on their car windcreens. I think those who objected to parking permits are going to regret that decision sooner or later.	monitoring of School Streets going forward.
11. Member of the public (Larkrise)	Many residents of Howard Street (up to about No 72) have garages or garden parking spaces at the end of their gardens off Boundary Brook Road. It will be important that the ANPR recognises their cars. I hope there will also be arrangements for builders and other trades to have access when they are doing work on those Howard Street houses or for residents who live in Boundary Brook Road and on the roads leading off Boundary Brook Road - many will often need access between 0810 and 0900.	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
12. Member of the public (St Ebbe's)	If the scheme is to work and the area around the school to be made safe, the road should be closed to all vehicles during pick-up and drop-off times, apart from residents, school busses or emergency vehicles. Parking permits in the adjacent streets, possibly limited to specific times of the day, could be given to all those that cannot avoid using the car to travel to school.	Please see points covered in the general statement within the report.
13. Member of the public (St Ebbe's)	What's the cost benefit?	Please refer to the Financial implications section of this report.
14. Member of the public (St Ebbe's)	ANPR seems the best way to monitor it - however please note my responses in box 6 regarding the practicalities of this, how to register a vehicle etc. Also, I just wondered how data collection/storage of ANPR works? Both in terms of whether the cameras are collecting footage or live feed, and how the data storage of number plates and addresses will work?	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>The ANPR cameras will record a vehicle passing the closure point. This will then be processed and manually checked. All data recorded will be held and managed in compliance with the data storage regulations.</p>
15. Member of the public (St Ebbe's)	<p>Despite being a local resident and parent, and as such an apparent beneficiary of the proposed TRO, I have very serious reservations about the principles underpinning the School Streets initiative and the practical application of the scheme to date and in the future.</p> <p>As I understand it, the basic principle behind the initiative was originally connected to the key issue of the safety of pupils coming to school; but over time this has increasingly been conflated with and overridden by the environmental agenda. This has led to a lack of clarity in institutional thinking, above all in the shape of feedback questionnaires about the School Streets initiative, which have sought to elicit support for the scheme through a focus on the environment rather than the core issue which was safety.</p> <p>More important though are the practical implications of this scheme. The most significant implication is that the scheme creates social divisions between those (mainly affluent) parents who can easily access the school on foot or by bike/scooter and that substantial minority who live much further away from the school, many of</p>	<p>School Streets are a proactive solution for school communities to improve road safety and air quality, as well as encouraging a healthier lifestyle through active travel. The School Streets team is working closely with the schools to ensure they have workable Active Travel Plans for all parents, and consideration for individual parent circumstances can be reviewed as part of these Active Travel Plans.</p> <p>Air quality is to be monitored as part of the ongoing School Streets monitoring.</p>

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	<p>whom come from much less socio-economically advantaged areas of Oxford. Of course, some can come on non-motorised transport, but many cannot, particularly if they have multiple young children who are attending the school and Grandpont Nursery. I have been dismayed by the apparent disregard in some quarters for these parents, and for the exceptional amount of effort which those in very difficult circumstances have had to make in order to be able to secure exemptions from the traffic bar. I understand from a recent school letter that fewer exemptions are likely to be given under a TRO. If true, this makes me even less well disposed towards the permanent application of this scheme.</p> <p>In an era of 'levelling up' I take the issue of social division very seriously. St Ebbe's has always been a very inclusive school socially. That openness to diversity is actively threatened by this scheme, as is the viability of St Ebbe's at a raw pupil-number level. The school is already having to rearrange classes by combining year groups, only a few years after indicating that children learned better when in single year-group classes and building classrooms to absorb more children. I realise that the drivers for these changes are multiple and not just the School Streets project. But this initiative certainly cannot work in a positive direction for either the maintenance of sustainable numbers of pupils or at a social inclusion level.</p> <p>For these reasons I am very opposed to the entrenchment of the 'School Streets' initiative in the Grandpont neighbourhood and would ask the Council to reconsider. I include Naomi Waite, my local City councillor, into this message because I have corresponded with her in the past about this issue.</p>	
16. Member of the public (St Ebbe's)	<p>Whilst I am wholly in support of the traffic restrictions on Whitehouse Road, my experience has been that the traffic has diverted to Marlborough Road causing congestion, parking on yellow lines, blocking the road and numerous incidents of "road rage" largely by people using the cut through next to 132 Marlborough Rd to drop and pick up children for school.</p> <p>Would it be possible to either extend the restrictions to the adjoining streets or utilise a dedicated dropping point nearby?</p>	Please see the St Ebbe's traffic displacement points covered within this report.
17. Member of the public (St Nicolas)	<p>Child safety is paramount and unnecessary journeys by car are worth disincentivizing. However, the major problem in the area is caused by parents of John Mason school parking on double yellows, in bus stops and clogging up Boxhill Walk. This will make it worse as people don't change their habits and we now have even less space to accommodate the cars. You already have it in your powers to regulate parent parking from John Mason. This effort makes you look like you're doing something but, in fact, you are failing to tackle the main issue.</p>	Please see the St Nicolas traffic displacement points covered within this report.
18. Member of the public (St Nicolas)	<p>I am however concerned that the western end of Boxhill Road has not been included in the scheme, having been part of the trial. This area has always been dangerous as many parent's park/turn in the road and block the cycle lane or access path to the foot bridge.</p>	Please see the St Nicolas traffic displacement points covered within this report.

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19. Member of the public (St Nicolas)	I would also strongly support the 'prohibition of motor vehicles' on the other side of St Nicolas, at the end of Boxhill Road (which was also closed during the trial). This is because there is a very high volume of foot and cycle traffic across the Stert Bridge and into Boxhill Road. If parents are allowed to park and turn/reverse vehicles in this area, this will pose a significant threat to children and carers.	Please see the St Nicolas traffic displacement points covered within this report.
20. Member of the public (St Nicolas)	I walk to a different school via Box Hill Walk. There is a shared use pavement that serves both John Mason and St Nicholas school. I have seen a considerable number of people (mainly parents with children) that walk towards St Nicholas using the cycle path. That means children heading towards John Mason are having to avoid pedestrians in the cycle path. The parking in the surrounding streets by parents (and staff) is also not always very responsible.	Please see points covered in the St Nicolas school statements within this report.
21. Member of the public (St Nicolas)	On Boxhill roadside of bridge parents are parking across dropped curbs and dangerously at the junction between Boxhill rd. and Bowyer road near the bridge causing more problems for pedestrians (parents and children included) and causing dangerous problems for vehicles as well.	Please see the St Nicolas traffic displacement points within this report.
22. Member of the public (St Nicolas)	The Oxford Roadside of the scheme blocks off a short cul-de-sac and blocking that off forces car drivers to park on the corners, on the footpath and at times the way through is hardly wide enough for a car. Emergency services would not get through. Residents have their drives block for 10-20 minutes. This cul-de-sac is now here near the school gates and has increased the risk of accidents as children have to walk further and into the passage of vehicles travelling around the junction of Boxhill Road and Bowyer road, with all the increased congestion now caused.	Please see the St Nicolas traffic displacement points within this report.
23. Member of the public (St Nicolas)	<p>[The] end of Clifton Drive which is a no through road but has an alleyway leading to Boxhill Walk. [Where] houses have no driveway. the residents park their cars on the street, the pavement and in one of the garages. Five of the garages are used for storage. The [re are] 10 cars between the 5 houses and no driveway to park them on. Since the trial of closing Boxhill Road outside the school parents have started parking at the end of Clifton Drive to drop off and pick up their children. Although they are usually only there for a short time it causes a lot of congestion and visitors, delivery drivers, Tesco delivery vans etc have great difficulty parking, delivering their goods and turning round at the end of the road. Two of the residents have a mobility scooter and one has found it difficult at 3pm recently getting past cars parked on the pavement.</p> <p>While I support the School Streets scheme I want to make you aware that the problem just moves into the surrounding streets. School children walk down Clifton Drive and Fitzharrys Road from the school, and they are faced with many cars causing congestion and a risk to their safety.</p> <p>Ideally, I would like the Head of St Nicolas School to ask parents not to use Clifton Drive as a pickup and drop off point. More double yellow lines in Clifton Drive will not be a solution because we have to park our own cars on the road.</p>	Please see the St Nicolas traffic displacement points within this report.

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24. Member of the public (St Nicolas)	There is no clarity over whether the cameras would operate only during the hours of the scheme (strictly during term-time only) or would record everything in the background 24 hours a day... If there is budget available for signage, ANPR cameras and the administrative time to run it, that could be redeployed to pay for a simple chain fence around the Fairfield Place green to prevent what was already illegal parking, as well as increased community policing to monitor the laws we already have in place.	ANPR camera enforcement only operates during the School Street opening and closing times, and during school terms. Please see the Use of ANPR cameras within the report.
25. Member of the public (St Nicolas)	I fully support ANPR going in on Boxhill Walk but can only partially support the scheme as a whole because it currently doesn't provide for a longer-term solution to the Boxhill Rd entrance to the school. School Street volunteers have been supported both closure points during the pilot and I believe both closure points need to be maintained.	Please see the St Nicolas traffic displacement points within this report.
26. Member of the public (St Nicolas)	<p>We strongly support making the school street scheme here permanent. It achieves its aim of making a safer more welcoming environment outside school where children parents and teachers can walk and cycle into school in safety with less risk of air pollution and traffic hazards.</p> <p>We saw first-hand the safer and happier environment outside school, more people appearing to walk or cycle into school, and saw some walking in that had previously driven and parked in Fairfield Place.</p> <p>We appreciate it was not easy to get volunteers to man a barrier last year especially at the end of the year but think there will be difficulties with an ANPR enforcement system for casual visitors, tradespeople, and residents unless it is simple and effective to add permitted cars.</p>	Please see the Use of ANPR cameras section within this report.
27. Member of the public (St Nicolas)	<p>Firstly, I would like to thank you and all of the volunteers for placing the trial of this scheme on the Boxhill Road side of Abingdon. I am sure that you have had feedback from the Volunteers and other residents, but I really do think that this scheme makes such a difference on our side.</p> <p>I sort of tried to help out by taking in the signs every day and storing them overnight to make life a little easier for the kind volunteers that gave up their time.</p> <p>Moving forward I understand that the scheme is no longer going to run on our side. I really do think that this is going to cause more issues than we had before. If the cameras are only going to be located on one side which I understand to be the St Nicolas school side, then we will indeed receive more traffic when parents/drop off's get to know this.</p> <p>This is just not about the abuse we receive as residents but the cars and the whole parking thing does pose a danger to the children too. As before there is one car that parks two wheels on the pavement over the cycle lane and then reverses all the way back round Bowyer Road. I am not sure what else for the residents can do to prevent a fatality that will happen at some point. Without this street scheme that part of road is really an accident waiting to happen. I understand that this is more than likely cost related, but can we really put a price on a child life as I feel that's what is being done.</p>	<p>Please refer to the St Nicolas traffic displacement section of this report.</p> <p>Your comments regarding the metal barriers have been forwarded through to the Highways team.</p>

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	<p>I understand that the decision is already made not to carry on with this on our side but please do let me know if there is indeed anything else that we can do to keep this scheme in place.</p> <p>On a separate note, I wonder if you may help with another matter or point me in the right direction. There used to be metal barriers one on the St Nicolas side and one on the Boxhill roadside basically over the brook walkway, these have been removed. However now they have been removed there are scooters and motorbikes using it as a cut through to shorten their journey. I understand these were removed for reason of disabled people using scooters but now this poses more of threat to pedestrians.</p> <p>If you could point me in the right direction so we can make the relevant authority aware of this situation, it would be greatly appreciated.</p>	
28. Member of the public (St Nicolas)	<p>Thank you very much for the details concerning the above dated 4 July 2022. As a resident in the area which will be affected by the proposed ANPR system we consider the details well planned and would fully support them and have no comments. We very much appreciate the planning and consultation involved in this exercise which hopefully when implemented will make for a safer and healthier environment for the children, parents, and general community.</p> <p>We look forward to further details going forward and thank you and all concerned with the work this has involved.</p>	This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.
29. Member of the public (St Nicolas)	<p>Further to your letter dated 4 July, we would like to know if the proposed ANPR cameras will know if cars are registered as a Disabled passenger vehicle?</p> <p>We have a disabled person in our household whose vehicle is automatically recognised in the London Congestion zone as a Disabled passenger vehicle and therefore toll free.</p> <p>While we do not anticipate having to go into the area by St Nicholas School, it is at the end of our street.</p>	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
30. Member of the public (St Nicolas)	<p>Thank you for the letter regarding the school street for St Nicholas school. I live [] [near] the school. Since the introduction of the traffic scheme, it has pushed the problem out wider and caused many problems for residents in the immediate area.</p> <p>Problems such as Finmore Close road being blocked meaning no access to our driveway. Parents use the grass areas at the front of our homes as a car park and a way of bypassing traffic. Cars using the pavements to drive along exactly where all the children are, increasing the risk hugely. Pavements are blocked and cars are parked on double yellow s every day. Because of so many cars on the road, there is only one lane for traffic and the huge amount of cars creates congestion problems and near misses all too often.</p> <p>Residents have many times asked parents not to park where they do and are met with ignorance and sometimes very choice words. I have seen several very close calls between cars and children on their way to school and it is only a matter of time before there is an accident.</p>	Please refer to the St Nicolas traffic displacement section of this report.

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	<p>As much as I agree with the scheme in front of the school, it is not responsible to just push the problem onto neighbouring roads and residents where the risk is greater and is becoming extremely challenging for residents. There have been several times when I have been unable to get out of my own home to go to work as the driveway is totally blocked.</p> <p>I would like to see much better traffic controls for the neighbourhood and enforcement of road traffic laws and if at all possible stopping parking on the green areas and using pavements as roads. I think it's very close to some of the residents calling the police to enforce traffic laws after months of trying to ask parents to park better.</p> <p>Being a parent of 2 primary school kids who we walk to school every day I am very concerned they are not safe on the pavements or walking across the green areas. They should be safe on pavements from cars bumping up kerbs and over green areas treating them as parking areas.</p> <p>I realise how hard it is for schools and parents and am just hoping for a reasonable and manageable way for everyone to get their kids to school safely whilst considering the neighbourhood and its residents.</p>	
31. Member of the public (Windmill)	<p>The bikes that go through when school streets operate don't tend to slow down - this needs to be addressed.</p> <p>Motorised scooters need to be included in the restrictions as the riders are almost invariably inconsiderate & a danger to themselves & others.</p>	Traffic restriction concerns are being fed back to the Highways team.
32. Member of the public (Windmill)	<p>However, I feel that the exemptions are too wide, and I am disappointed that this survey doesn't specifically ask for people's views on the exemptions. Regarding the exemptions in Article 13B:</p> <ul style="list-style-type: none"> - Vehicles of the emergency services: this is meant to list exempt purposes, not vehicles - this shouldn't be a blanket exemption but should specify something like emergency service vehicles responding to an emergency whose response time would be adversely affected if they didn't use the route through the School Street zone, otherwise this risks drivers of emergency vehicles driving through, and causing a risk to school children, when this is not necessary or justified or in a non-emergency situation. - Waste collection services: can the councils not work together to avoid waste collection vehicles being in the School Street zone during the restricted hours? These vehicles are potentially very dangerous (as sadly shown by the death of a cyclist on Horspath Driveway recently who was hit by a waste collection vehicle) and I don't think these should be permitted in areas with lots of children around when that could be relatively easily avoided by adjusting schedules a bit. - Disabled persons vehicles: again, this is not a purpose but a vehicle type. This should be restricted to blue badge holders who need to access the School site or addresses within the zone, not a blanket exemption for disabled people to drive through as a cut-through route. - Taxis: I fear that they will abuse the ANPR system to just use the School Street zone as a convenient cut-through even if they are not collecting or dropping off a fair. There are so few houses within the Windmill School Street zone, 	<p>All residents on School Streets will be able to apply for exemptions.</p> <p>Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>

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	<p>and the restricted hours so limited, that I'm not sure this exemption is justified at all.</p> <p>- School staff and regular school visitors: I don't think school staff should have an exemption. Their cars cause just as much harm to children's health as any other car and if anything, are more of a health and physical risk to children because they are driving across the pavement, into the school site and around the car park where there are lots of young children and families walking around. There was one occasion when a member of staff that a steward allowed through the barriers nearly ran over a small child on the zebra crossing.</p>	
33. Member of the public (Windmill)	<p>I think School Streets is an excellent idea however I think the scheme at Windmill School should be extended prohibiting vehicles using the junction between Margaret Rd and Wharton Rd in the periods immediately before and after school. Because the present scheme has a barrier on Windmill Rd just before Wharton Rd, this leads to a large number of parents parking cars to drop or pick off children at or close to this junction. Many children are crossing Wharton Rd at this junction and I think the large number of cars stopping there has a potential to cause an accident. A barrier further down Wharton or Margaret Rd would be better. A barrier on Margaret Rd near the edge of the park approximately opposite 42 or 44 would be better. There is plenty of space for parents to safely park next to the Recreation Ground.</p>	<p>Please refer to the Windmill School traffic displacement section of this report.</p>
34. Member of the public (Windmill)	<p>There also need to be warning signs much earlier than proposed - at both ends of Margaret Road, at the Old Road end of York Road, and at the junction of St Leonards Road and Wharton Road - well before car users get near the closure points. The closure does displace cars and car parking into Wharton Road during these closure times, but this could be reduced with more early warnings - and I would also ask - esp. for Wharton Road, for more traffic speed reduction measures (ideally planter chicanes, else speed bumps) to reduce car speed on this road - which is far too high for a road with a school at each end regardless.</p>	<p>The School Streets and Highways teams will review the options for the placement of advance warning signage in line with the County Council's policy on reducing signage and street clutter.</p> <p>Please refer to the Signage section of this report.</p>
35. Member of the public (Windmill)	<p>I don't understand why school students who walk or travel to Windmill largely along busy main roads need three or four minutes of clean air and empty streets after a journey entirely composed of polluted air. I am also disappointed Windmill Rd residents were excluded from the letter asking for comments. [J]. [My] Residents Assoc [has] received many enquiries about the necessities for these proposals. I have advised people to comment for themselves.</p>	<p>This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.</p>
36. Member of the public (Windmill)	<p>Some parking enforcement at drop-off times in the streets close to the School Streets area would be welcomed, e.g., St Anne's Road, Wharton Road. Unfortunately, there has been an increase in people leaving vehicles on double yellow lines or on street corners in order to take their children into the school, sometimes even leaving engines idling while they do so. This is not fair on residents of those streets (who may rightly be upset at the impact), and it also makes accessing the School Streets zones dangerous as although the area within the zone is now safe, there are increased</p>	<p>Comments on parking enforcement will be passed to the Parking Enforcement team to support enforcement of parking restrictions.</p> <p>Please refer to the Windmill School traffic displacement section of this report.</p>

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	vehicles circling the area or parking in ways that make it harder to cross safely.	
37. Member of the public (Windmill)	I have no objection to the closure twice a day but have concerns over parking on yellow lines and within permit areas with no permits. My carer and other family members have had abuse shouted at them when asked to move due to household having a blue badge. Taxis often have to park further away during school pick up / drop off.	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
38. Member of the public (Windmill)	I own a property in the area which is not our primary residence. We are at the property at least two days a week. How do we register our number plates?	All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.
39. Member of the public (Windmill)	This proposal is unnecessary on the 'safety' pretext offered and is clearly part of a wider local agenda to restrict private transport, increase surveillance, and generate revenue through fines. The school is not on a main road. There are existing traffic calming measures, parking restrictions, and a pedestrian zebra crossing. The safety of children would be better achieved by enforcement of existing measures (e.g., parking on bends/ double yellow lines) and manning the pedestrian crossing at school drop off/ pick up times. ANPR cameras normalise intrusive surveillance, and fines are a means of generating income, and do not protect children.	This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal. The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.
40. Member of the public (Windmill)	There is no reason for this 'prohibition of motor vehicles'. There are safe crossings to the school, and this is not a dangerously busy road. This 'safe zone' will only push traffic and thereby pollution to the surrounding roads which are used by the students to get to the 'safe zone'. It will increase the distance driven by those who would usually use these roads, which is counterproductive to one of the stated benefits of this plan.	Please refer to the Windmill School traffic displacement section of this report.
41. Member of the public (Windmill)	It is a great idea, and I am glad that it makes it safer for children on Windmill Primary to get to and from school HOWEVER it has shifted the problem down to [] St Andrew's school Headington. Instead of using Margaret road as a rat run, cars now speed down the back of St Andrew's on St Leonard's Rd. The incidences of near misses with little children on that road have drastically increased since the restrictions were introduced on Margaret Rd. Therefore, something now needs to be done to improve safety on St Leonard's road at school drop off and pick up times.	Please refer to the Windmill School traffic displacement section of this report.
42. Member of the public (Windmill)	I support the proposal, but the rat run traffic just moves on to other roads. It makes it more dangerous when taking my children taking to [] nursery []. Drivers will cut along St Leonard's road instead and do not drive very responsibly, passed a school as well. Why not bring in this closure on St Leonard's as well for St. Andrews? The general	Please refer to the Windmill School traffic displacement section of this report.

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	rat runs around quarry preschool needs to be sorted out.	
43. Chair of Governors; St Andrew's Church of England Primary School. (Windmill)	I am writing as the Chair of Governors of the neighbouring St Andrew's Church of England Primary School. We have asked several times for an impact assessment on the traffic around our school as a result of the Margaret Road closure and have made no progress. There has been no acknowledgement that this has any impact on St Andrew's. Many of our children access the school site via the St Leonard's Road entrance and the anecdotal evidence is that we have seen an increase the volume of traffic since the Margaret Road closure has been trialled.	The School Streets team will contact you regarding your request. Please refer to the Windmill School traffic displacement section of this report.
44. Member of the public (Windmill)	I support moving to ANPR as using volunteers is not sustainable in the long term. However, I think the ANPR system needs to allow more flexibility than currently suggested for the very small number of residents within the closure zone. The system ought to have a "grace period" before a fine is issued where a resident can retrospectively apply for a permit for a motor vehicle (e.g., emergency repair, change of carer).	Please refer to Use of ANPR cameras within this report.
45. Member of the public (Windmill)	I worry that if it's fine based it means people will think they can just pay to drive there. Like in those explored in the book « what money can't buy » for example, teachers started fining people for picking up their kids late, but this led to increased use because morally people thought they could just pay the fine. At the moment having someone to stand guard seems to be super effective. If it's ANPR and gated, I think that would work better.	Please refer to Use of ANPR cameras within this report.
46. Member of the public (Windmill)	The exemption should be extended to residents of nearby streets, such as Wharton Road	Please refer to the Windmill School traffic displacement section of this report.
47. Member of the public (Windmill)	<p>Re ANPR cameras, in this case, are a waste of time and money, for a few hours a day, and I wonder, how they would be 'policed.'</p> <p>For example: Apart from residents and exemptions, how would you keep track of all the different taxi cabs/drivers, residents' guests/carers vehicles, different vehicles wanting to access BJ Motors etc., etc. I understand this will apply to Margaret Road residents and surrounding roads. What happens in school holidays are the cameras switched off?</p> <p>As far as I am aware, the scheme is already working quite well without the need for the expense of ANPRs, especially when a Lib Dems Focus New sletter brought to readers attention of the £5.5 million hole in the budget.</p> <p>According to your letter 'The aim is to create a safe, welcoming attractive environment where children, parents and children can walk, cycle, scoot or park and walk to school in safety, with less risk of air pollution and traffic congestion' I find to suggest such a thing, in relation to a side road such as Margaret Road, ridiculous, for the following reasons:</p> <p>Regarding children's safety and air pollution in Margaret Road, you obviously have not assessed the situation correctly. There is far more danger and air pollution when the children come and go to school with their parents, in Windmill Road, with far more traffic (vehicles), which are continually speeding, (Some jumping the lights when they are crossing, an accident is waiting to happen) and air</p>	<p>This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.</p> <p>The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.</p> <p>Please refer to Use of ANPR cameras within this report.</p> <p>Please refer to School Street signage section within the report.</p>

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	<p>pollution, from the continual use of Cars, Motorcycles, HGV, Buses, Emergency Services etc., and far more congestion than Margaret Road. Also, they are at risk from cyclists and Escooter riders getting away with riding of the pavements!</p> <p>I have brought to the attention of OCC through Windmill Road Residents Action Group and to the Lib Dems, the dangerous speeding in Windmill Road, which affects everyone, but still nothing is done. If the Council are looking for money, they, and the police, would have a field day finding daily speeders. The money would be better spent, with a decent return, if speed cameras, the likes of ANPRs, were installed in Windmill Road, which would be more effective 24 hours a day, than just when Windmill Primary School is open. As I mentioned to Lib Dems, someone's got their priorities wrong, installing unsightly flower boxes, where weeds grow and people discard their rubbish, over road safety.</p> <p>As far as traffic congestion in a side road such as Margaret Road, there is more congestion in Windmill Road. Vehicles and drivers, as they always do, will find alternative routes around Margaret Road, finding their way no doubt to Windmill Road causing more congestion and pollution, and shifting the problem of congestion/pollution etc. to different areas, so you are achieving nothing.</p> <p>I would like to ask, as it is OCC who have introduced this controversial 'Escooter scheme,' if an uninsured rider of one of these 'motor vehicles' collides and damages my car, or hits me on the pavement, where it is illegal for them to ride on, are OCC liable or, like most things, they are going to wash their hands of all responsibility?</p> <p>I should appreciate if you would take these views into account.</p>	
48. Member of the public (Windmill)	<p>1. According to the street plan for the Windmill Primary School, it looks as though the proposed ANPR camera sites are placed Before the proposed permanent signage in all three instances. How can that be correct?</p> <p>2. What consideration has been given to the fact that the driver may realize their mistake and want to stop and turn round?</p> <p>3. Surely it would be fair for drivers contravening the scheme to be sent warning letters for the first 6 months of operation, to raise awareness, and not actually fined immediately?</p>	<p>Please refer to Use of ANPR cameras within this report.</p> <p>Please refer to the School Streets signage section within the report.</p>
49. Member of the public (Windmill)	<p>I live near to Margaret Rd and St Anne's Rd. During school opening and closing times, traffic from parents driving the pupils to school has always been a problem. Outside these times Margaret and St Anne's roads are quiet.</p> <p>The road closures with barriers have encouraged a large proportion of parents to walk to the school, although a number still park a little way from the school. I do not object to the manned barrier closures. I note that the council have been working closely with the schools but as a resident living a few yards from the barriers this is the first time I have been asked for my views. It has been a source of resentment that residents' views were not considered and does not promote community cohesion.</p> <p>I do strongly object to the use of ANPR cameras for the following reasons: -</p> <p>Manned barriers act as a social deterrent for most parents driving their children to school (although some still turn into St Anne's from Margaret Rd and stop on the corner to let children out).</p>	<p>This consultation was set up to ask for your thoughts, views, feedback, and ideas on the School Streets proposal.</p> <p>The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.</p> <p>Please refer to the Financial Implications section of this report for funding details</p> <p>Please refer to Use of ANPR cameras within this report.</p> <p>Please refer to the School Streets signage section within the report.</p>

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	<p>Because the Margaret Rd is open outside term times and school opening and closing times many residents, their visitors and tradespeople will be confused about when they can drive through. This is a recipe for bumper penalties for the council and enormous resentment from unsuspecting drivers. Privacy – these are quiet residential roads, and it seems our movements will be constantly documented.</p> <p>Visual intrusiveness of cameras and notices to drivers. The camera proposed on the corner of St Anne's and Margaret will be visible from my house. Please note that the proposed site is very close to an attractive tree on the corner of Margaret Rd.</p> <p>In order to avoid accidental intrusion onto the 'closed' area very prominent signs should be required not just at the closure site but on all areas leading to the closure. This means at the beginning of Margaret and all other roads leading to the closure. Failure to warn drivers will lead to a constant stream of traffic turning into St Anne's or U turning on the various roads leading to closed area.</p> <p>Cost – I understand each camera will cost £20,000 plus £15,000 ongoing. This is not good use of our money for approximately two hours closure per day during term time. It would be more effective to pay people to man the barriers.</p> <p>I note you mention promoting a safe and attractive environment but multiple signs and cameras on a residential street are extremely unattractive, more resonant of a high security car park.</p> <p>I am also dismayed by the multiple exemptions allowed for people going to the school: -</p> <p>Allowing waste collection vehicles during closure times appears extremely dangerous. Fairly recently a cyclist was killed in a collision with a dustbin lorry. Two other deaths were from collisions with lorries.</p> <p>Taxi drivers will be allowed. There are several taxis that regularly drop off children at the school. These may be parents or hired for sending pupils to school. This could encourage the hiring of taxis for the school run.</p> <p>School staff should only be allowed where they cannot reasonably walk or cycle. The council should not bar local residents using their cars for work while allowing a large number of teachers cars to increase pollution adjacent to the school.</p> <p>These exemptions may also create confusion. Seeing private vehicles entering the 'exclusion zone' may lead other drivers to assume the road is open and follow onto the road.</p>	
50. Member of the public (Windmill)	<p>I am writing as a Headington resident living in a street [] not far from Windmill School.</p> <p>I am in favour of measures to make the area round the school safer at the beginning and end of the school day, but have two points to make:</p> <p>The closure of Margaret Road and York Road has had a knock-on effect on other valued community activities in the area: an old folks' lunch club which has, for the ten or more years, met twice a month at the RC church hall next to the school, and whose access lies within the closed area, relies heavily on car transport provided by volunteers to bring old people with reduced mobility to a highly-prized social gathering, has had to adjust its opening times to avoid falling foul of the closure. It would be good if drivers taking guests to and from this lunch were formally added to the exemptions from the restriction.</p> <p>I oppose the proposal for the closure to be monitored by ANPR, presumably with fines as the</p>	<p>All residents on School Streets will be able to apply for exemptions.</p> <p>Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>Please refer to the School Streets signage section within the report.</p> <p>Comments on parking enforcement will be passed to the Parking Enforcement team to support enforcement of parking restrictions.</p>

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	<p>sanction. The physical barriers used up till now have had the benefit of making it clear when the closure is in force. Without them it will be all too easy for drivers inadvertently to use the roads at closure periods unless very clear and detailed notices indicate when the closure is in force. It's not just a question of regular periods on weekdays at school opening and closing times. How will drivers know when the school is closed for holidays or INSET days, or when it is opening or closing at an unusual time? For example, recently there were no staff or barriers at the end of the last day of term, when large numbers of children and parents were crossing the adjacent roads – the very situation the barriers were intended to deal with. Unless you are proposing to put up very detailed – and regularly changing – notices in a form which passing motorists can reasonably be expected to digest, it seems to me quite inappropriate to use impersonal technology backed up by the threat of fines to police the closure. I suspect that, inadvertently or deliberately, more motorists will ignore the restrictions; some may, possibly at some inconvenience, avoid the route at times even when they could legitimately do so. Continuing with staffed barriers, burdensome though it may be, is far and away the best way of making the roads safer; the punitive approach of ANPR and fines will not work so well and runs counter to the spirit of goodwill needed for the success of the scheme.</p>	
51. Member of the public (Windmill)	<p>I've just found out from the Lib Dems that the cost of the ANPR cameras to be used for the Windmill School road closure will be in the order of £60k - £80k depending on the final 'design' and the maintenance / management costs will be in the order of £15k / annum. Surely that information should have been included in the consultation to provide people with an opinion on whether residents wanted the council to spend that sort of money to prevent a few cars / days accessing the frontage of the school for a couple of hours / day? In addition, it appears that the school will also have some control over who can access the 'restricted' areas. I have spoken to teachers who have said they arrived early to avoid the physical barriers but now they will not and be additional traffic making the road even more unsafe! This, in addition to blue badge holders and local residents getting exemption, make the proposals an increasing hazard?</p> <p>I assume that, at some stage, the council will publish the data that actually justifies the road closures, and that data includes the consequential affect on the surrounding streets in terms of air quality and volume of traffic displaced.</p> <p>I trust that you will add the above comments already made. Thanks for responding so quickly again</p>	<p>Please refer to the Financial implications section of this report for funding details.</p> <p>The traffic reduction and air quality improvements will be monitored on an ongoing basis as part of the School Streets programme.</p>
52. Member of the public (Windmill)	<p>I would be grateful if you would add the comments below to those you have already received from myself and others; unfortunately, the response doesn't inspire confidence in council decision making and the law of unintended consequences!</p> <ol style="list-style-type: none"> 1. Reading between the lines it appears that the consultation will be ignored if the majority of people do not want the ANPRs camera and the councillors do. 2. The fact that parents who were so 'supportive' in the beginning, have now lost interest in 'policing' the barriers and the cause, so the rest of the community has to bear the cost of their change 	<p>The Consultation team has responded to your requests for further cost information. Please refer to the Financial implications section of this report for further funding and cost details.</p> <p>The decision to enforce the School Streets TRO using ANPR cameras is being informed by this consultation and all views received are being taken into consideration.</p>

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	<p>of mind! This is clearly demonstrated by the fact that Roz Smith and Chris Smowton, our local councillors, are now frequently single handed, managing a barrier themselves.</p> <p>3. As you are aware, I have always fully accepted and recognised that the barriers create an area of reduced traffic between the barriers, enabling children / parents to chat / cross the roads in safety, but I and others did not agree with the process undertaken or the consequences that have arisen. However, I believe that the proposal to introduce ANPR cameras actually reduce the safety aspects in that</p> <p>a) With the barriers in place, they have to be manually moved to enable traffic to progress through, when necessary, and parent / children can be warned of the impending danger, so it is inherently safe.</p> <p>b) Using ANPR cameras, there will be no physical barriers, only warning signs, so vehicles can drive through the monitored roads either</p> <ul style="list-style-type: none"> - inadvertently, not realising the driver will be fined - deliberately, knowing they may be fined, but not concerned - using the blue badge exemptions as proposed in your letter <p>Any of these options individually or in combination, may vastly increase the traffic in the affected roads and making the area contained within the current barriers inherently unsafe.</p> <p>To me, the only sensible and safe option is to either:</p> <ul style="list-style-type: none"> - remove the barriers permanently so everyone knows the risks involved in crossing roads i.e., as normal roads. - leave as currently installed which is 'safe' by properly managing the barriers with an adequate number of personnel. <p>The alternative solution of ANPR cameras is an unsafe compromise that may benefit the council financially but significantly reduces safety of parents and children who currently 'stand in the road.' It also seems to be an expensive sledgehammer solution to crack a nut that occurs for 2 hrs / day during school hours.</p> <p>I look forward to being provided with the capital, management, and maintenance costs of the proposed cameras, as they must be available for councillors or council officers to even propose such a solution prior to consultation and local residents are made fully aware of the cost implications of the proposal before agreeing / disagreeing with them.</p>	
53. Member of the public (Windmill)	<p>The School Streets initiative has been extremely successful on York Road, with multiple benefits for our local community. We support it 100%. I want to raise a few queries about the way that the ANPR is designed however, because there are some categories of exemption that seem to be missing from your 'exempt' criteria at present. Specifically, we would like to see the Co-Wheels community car at [] York Road exempted (along with any other community cars that are normally parked in a restricted area), so that local people who use the more environmentally friendly options are not penalised compared to car-owning residents. In effect, the Co-Wheels cars could be 'registered' in the system where they are normally parked, for this purpose. Second, we also are aware that several local residents provide their private residential parking spaces to hospital workers who otherwise would be adding to the already very congested traffic on Old Road. Could there be a way to allow ad hoc visitor parking in this scheme? We also need a way to allow</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p>

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	delivery vehicles and work vehicles access during the scheme's operating hours without penalty.	
54. Member of the public (Windmill)	<p>Thank you for your letter regarding school streets. Whilst we fully agree with the aim of reducing traffic around school sites, as might be predicted, during the pilot period we have observed that the traffic on neighbouring streets has increased significantly as traffic is displaced from Margaret Road outside Windmill School onto other streets, particularly Wharton Road. As parents of children at [a local school] this has made our journey by bike along Wharton Road significantly more hazardous as there is a significant increase in parking and traffic on Wharton Road as cars are diverted off Margaret Road. We would therefore request that you take into consideration the impact on other neighbouring schools including Quarry Foundation as the approach is particularly hazardous on a bike as cars take a shortcut off the ring road and down Quarry Road.</p> <p>[]. We have noticed a significant increase in traffic [around St Andrew's School via the approach on St Leonard's Road] too and have witnessed several near misses with cars travelling fast almost hitting school children.</p> <p>We support the plan at windmill but request that the situation for other schools is also considered.</p>	<p>Comments on parking enforcement will be passed to the Parking Enforcement team to support enforcement of parking restrictions.</p> <p>Please refer to the Windmill School traffic displacement section of this report.</p>
55. Member of the public (St Ebbe's)	<p>I am writing in response to your statutory consultation regarding the School Streets programme, and the incomprehensible move to change the ETRO into a TRO for Whitehouse Road.</p> <p>As a [local] resident [], I have experienced the implementation to date as a shambles that severely inconveniences residents for no identifiable benefit. I would like to describe my personal experiences, before going on to analyse the scheme in general terms.</p> <p>I have twice been blocked from returning to my home as a result of this order: once when a friend was helping me move a quantity of items that I was unable to carry, using his car; and once when I suffered an injury and was unable to walk home, so hired a minicab.</p> <p>On the former occasion I was left in the deeply embarrassing situation of having to turn a 30-minute favour into an hour-long favour. On the latter – unable to pay for 25 minutes of waiting time or a second ride – I was forced to ask the driver to drop me off by the Thames Path at the end of Marlborough Road and drag myself home one-legged. This was a painful and harrowing experience.</p> <p>It was my understanding that this initiative was not intended to prevent residents from being able to come and go from our homes freely, and I note that residents who own cars are able to register their number plates to allow access.</p> <p>I am therefore bewildered at the introduction of a regressive policy that punishes residents who do not own cars. The city and county supposedly encourage the use of healthy and environmentally sustainable transport options, and it is a complete betrayal of these values that those of us who do not drive are prevented from taking vehicles to our homes on the extremely rare occasions when we desperately need to, while those who own cars are free to motor up and down the "school street" to their hearts' content.</p>	<p>All residents on School Streets will be able to apply for exemptions. Guidance on how to apply for exemptions is being reviewed following feedback received during the consultation and will be published once finalised with input from the Highways and Parking Enforcement teams.</p> <p>All registered taxis, and private hire vehicles are exempt.</p> <p>The four participating schools have made the decision to go forward with implementing their School Streets, and this is not possible to implement without their ongoing support. They will also be able to apply for exemptions.</p> <p>Comments on parking enforcement will be passed to the Parking Enforcements team to support enforcement of parking restrictions.</p>

	<p>Your letter rightly points out that the purpose of a School Street is "to create a safe, welcoming, and attractive environment where children, parents, and teachers can walk, cycle, scoot, or park and walk to school in safety with less risk of air pollution and traffic congestion." This is laudable, and as someone committed to cycling, walking, traffic reduction, and sustainability, I wholeheartedly support any such measure that can bring any benefits whatsoever.</p> <p>This one, apparently, cannot. I feel the need to point out that, while the area is connected to a number of walking and cycling paths, for motor vehicle purposes Whitehouse Road is a dead end: it gives access only to Salter Close, Long Ford Close, and Baltic Wharf, none of which lead anywhere else. There is no through traffic.</p> <p>Meanwhile, there are no shops of any kind in this area. There are no businesses. Almost all parking is strictly controlled for residents only, and the few on-street parking spaces tend to be taken by resident permit holders at all times.</p> <p>Here, there are only the residents, and the schools.</p> <p>So, who is to be regulated by the proposed TRO?</p> <ol style="list-style-type: none"> 1. Not the schools; they are the beneficiaries in the stated policy, and if they wanted to adopt any policy regarding healthy and sustainable access, they would be free to do so internally with no need for a new regulation affecting anyone else. I would fervently support such a decision by the schools. 2. Not people wishing to attend the area's shops, factories, museums, and zoos, as there are none. There is no reason for any "outsider" to have any desire to turn down Whitehouse Road, and as a resident I can report that I have never seen any evidence to suggest that such traffic exists. 3. Not residents who possess cars, as they are given a free pass. <p>The only people other than the "beneficiaries" who would want to take a vehicle down Whitehouse Road are people who live down Whitehouse Road, and the only ones who are not given passes are those of us who do not drive.</p> <p>The inescapable conclusion is that this TRO serves only to punish residents who do not own cars.</p> <p>Those who drive along Whitehouse Road on a daily basis are free to continue to do so; those of us who walk or cycle 99% of the time are told we cannot take a vehicle to our homes on the rare occasions when we have no other option, times when we have too much to carry, or we are hurt. If we want the same freedom that is granted to our neighbours, we have to ditch the bike and buy a car.</p> <p>I find it utterly remarkable that at a time when awareness of climate change is ever growing, when urban traffic is a major blight on our communities, and in a place that welcomes visitors with the statement that it is a "cycling city," the county council should seek to impose an order that serves no purpose other than to encourage walkers and cyclists to drive instead.</p> <p>Perhaps there is some factor I have missed. Perhaps there is a tsunami of non-school traffic that would rightly be blocked by the instatement of the proposed TRO. If so, I would be fascinated to learn about this unique feature of my</p>	
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	neighbourhood. Otherwise, I would hope that the County Council will abandon its proposal to issue an order that would serve only to discourage healthy and sustainable transport.	
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Divisions affected: *University Parks*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022

OXFORD: NORTH PARADE AVENUE – PROPOSED PERMANENT TRAFFIC MANAGEMENT MEASURES TO ENABLE USE OF ROAD BY HOSPITALITY BUSINESSES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED:
 - a) to approve making permanent the provisions of the Experimental Traffic Regulation Order (ETRO) currently in place to allow the current measures to continue beyond the expiry of the ETRO on 11 October 2022.
 - b) to instruct officers to investigate amendments to the scheme to address some operational issues identified by respondents to the ETRO consultation and by monitoring by Oxford City Council officers, and to also explore funding options for its ongoing operation.
 - c) to instruct officers to report to a future meeting the outcome of the above work and any additional consultation carried out to then allow a decision to be taken on the longer-term future of the scheme.

Executive summary

2. This report presents responses received to a statutory consultation on an Experimental Traffic Regulation Order (ETRO), which created a gated safe area in North Parade Avenue for the community and for businesses to provide hospitality facilities to the public by prohibiting vehicles from part of the street during certain times, as shown in **Annex 1**. The scheme is supported by the North Parade Residents and Traders Association who have collaborated with the councils during the period of the order.
3. It should be noted that the provisions of the ETRO are separate to those made for the fortnightly Saturday street market, which were in place prior to the ETRO and which are planned to continue irrespective of the decision made on the latter.

Financial Implications

4. Funding for consultation on the proposal has been provided by Oxford City Council, who will also contribute around £10,000 from their remaining budget to final minor amendments, once agreed, to address concerns identified in the consultation. This budget needs to be spent by March 2023.
5. Funding for onward costs relating to the operation and maintenance of the scheme are not provided and funds need to be identified. Neither of the two councils have ongoing funds at this time for this. Officers recommend approving the permanent provisions with a stipulation that a solution for onward costs are identified and agreed by 31 March 2023, or as soon as practical after this, and that a report will be taken to a future meeting of the Cabinet Member for Highway Management (to include also the consultation in respect of the minor amendments as noted above).
6. Should work on the long term financial support for the scheme take longer than anticipated, an option will be to leave the provisions of the permanent order (if approved) unenforced / not activated; however if more than 18 months has elapsed from when the measures were last activated, it is recommended that a further consultation on the scheme is carried out ahead of it recommencing.

Equality and Inclusion Implications

7. As noted below in further detail, one objection was received in respect of the accessibility of the street for wheelchair and mobility scooter users, and amendments to the scheme are proposed to take account of these concerns.

Sustainability Implications

8. The proposals would help facilitate access to local amenities by pedestrians, improve air quality/reduce pollution, the effective and safe movement of traffic, and help ensure that danger to road users is minimised. A concern received over the impact of the scheme on pedal cyclists is discussed in further detail below.

Consultation

9. Formal consultation was carried out between December 2020 and 15 October 2021 (noting that the original start date of the scheme in December 2020 was then shelved due to covid restrictions). A notice was initially published in the Oxford Times newspaper on the 16 December 2020, following a pause in the ETRO due to government restrictions in relation to the Covid pandemic a secondary notice was published on 1 April 2021, with the scheme coming into effect on 12 April 2021. An email coinciding with the publication of the proposals was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service,

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countywide transport, access & disabled peoples user groups, pedal-cycle groups, Oxford City Council, and the local County & City Councillors. Notices were also placed on site, and letters sent directly to approximately 80 properties in the immediate vicinity.

10. Following an amendment to the ETRO which changed the hours of operation (i.e., the Restricted Hours), an additional consultation was carried out between 01 January and 29 July 2022, which followed the steps of the previous consultation outlined above.
11. Twenty-five responses were received during the consultation, with a further thirty-eight received following the amendment being made; these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Original	1	2	23	-	25
Amendment	3	6	29	-	38
<i>Total</i>	<i>4 (6%)</i>	<i>8 (13%)</i>	<i>52 (80%)</i>	-	63

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

Officer response to objections/concerns

13. An objection was received from Oxford Unlimited, an organisation representing people with mobility difficulties, with their concerns being focussed on the need for improved access for wheelchair and mobility scooter users. In response to these concerns, when putting out tables and chairs the businesses have been instructed to leave a minimum 1.5m gap adjacent to seating along the length of the carriageway providing a continuous route in addition to the footways. Additionally, to further improve footway accessibility, the removal of two pavement bollards identified during a mobility group site visit will be included within the proposed amendments.
14. A concern was received from a business within North Parade Avenue seeking confirmation that their access to a parking place would not be adversely affected, and it is understood that this is the case with no current issues for the specific respondent.
15. Cycling UK Oxfordshire while supporting the overall proposal, expressed a concern for cyclists who are not easily able to wheel their cycles, either because they use their cycles as mobility aids (essentially as wheelchairs) or for cargo bikes, and requested that such users are allowed cycling passage. In response to this concern, while officers agree with their comment that the number of people so affected will be small and unlikely to present a material risk to the safe operation of the scheme, there is no practical way to formally provide for this in the scheme, i.e. so as to legally limit cycle use to such users, though

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also noting that in practice informal use by such users will be very unlikely to be challenged.

16. The remaining three objections and six concerns were received from members of the public, the majority being local residents; the issues identified, and the officer response are as shown in the table below:

Issue of concern / objection	Officer Response
Cycle rack obstruction to a shop unit	Cycle racks were moved away from this shop unit prior to the closure going live.
Access required for shop unit works	Access for works vehicles is available prior to 10am every day and also by arrangement via Oxfordshire County Council Highways team at other times
Delivery drivers blocking the ends of the road Delivery drivers entering the open eastern section from Banbury Road and then reversing out to exit	<p>The amendment proposals will include:</p> <ul style="list-style-type: none"> • Creation of dedicated loading bays on Winchester Road & Banbury Rd adjacent to the junctions with North Parade Avenue • Loading ban along the length of the road during closure hours, with supporting signage and kerb markings • These measures can be enforced by Civil Enforcement Officers, instead of previous reliance on moving traffic offences enforced by Thames Valley Police. • Installation of cross hatching at the eastern gate to support access to property <p>If further measures are considered necessary at the eastern entrance, consideration to be given for an additional barrier/deterrent that can also satisfy specific access requirements. The supply and installation cost would need to be within the money identified as available for the amendments</p>
Pavement cycling close to a resident's front door	<ul style="list-style-type: none"> • A new dropped kerb installation nearby has encouraged cyclists away from this entrance • Options for demarcation measures adjacent to resident's front door to be considered further
Cyclists inconvenienced by dismounting	<ul style="list-style-type: none"> • There are two parallel alternative cycling options nearby which are two-way (North Parade Avenue is one-way), Canterbury Rd being the nearest. • The available carriageway is not wide enough for both a cycle lane and outdoor seating areas

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	<ul style="list-style-type: none">• Hospitality areas instructed to leave a minimum 1.5m gap adjacent to seating along the length of the carriageway which provides additional space for pushed cycles
Increased noise levels from hospitality seating section	<ul style="list-style-type: none">• Noise concerns can be reported to Oxford City Council Licencing team to be raised with the businesses concerned and monitored for further issues.• Reduction of permitted outdoor seating trading hours via the Pavement Licence process can be considered for unresolved issues.

17. Fifty-one expressions of support were received, including wholehearted support from the North Parade Residents and Traders Association, who noted that in their opinion the pedestrianisation has been an enormous success, bringing a 'cafe culture' to the parade, increased footfall for traders and an enhanced sense of community.

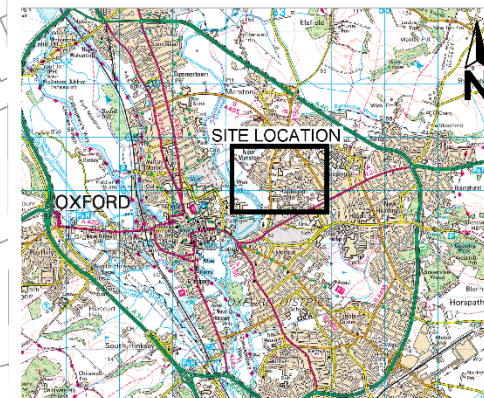
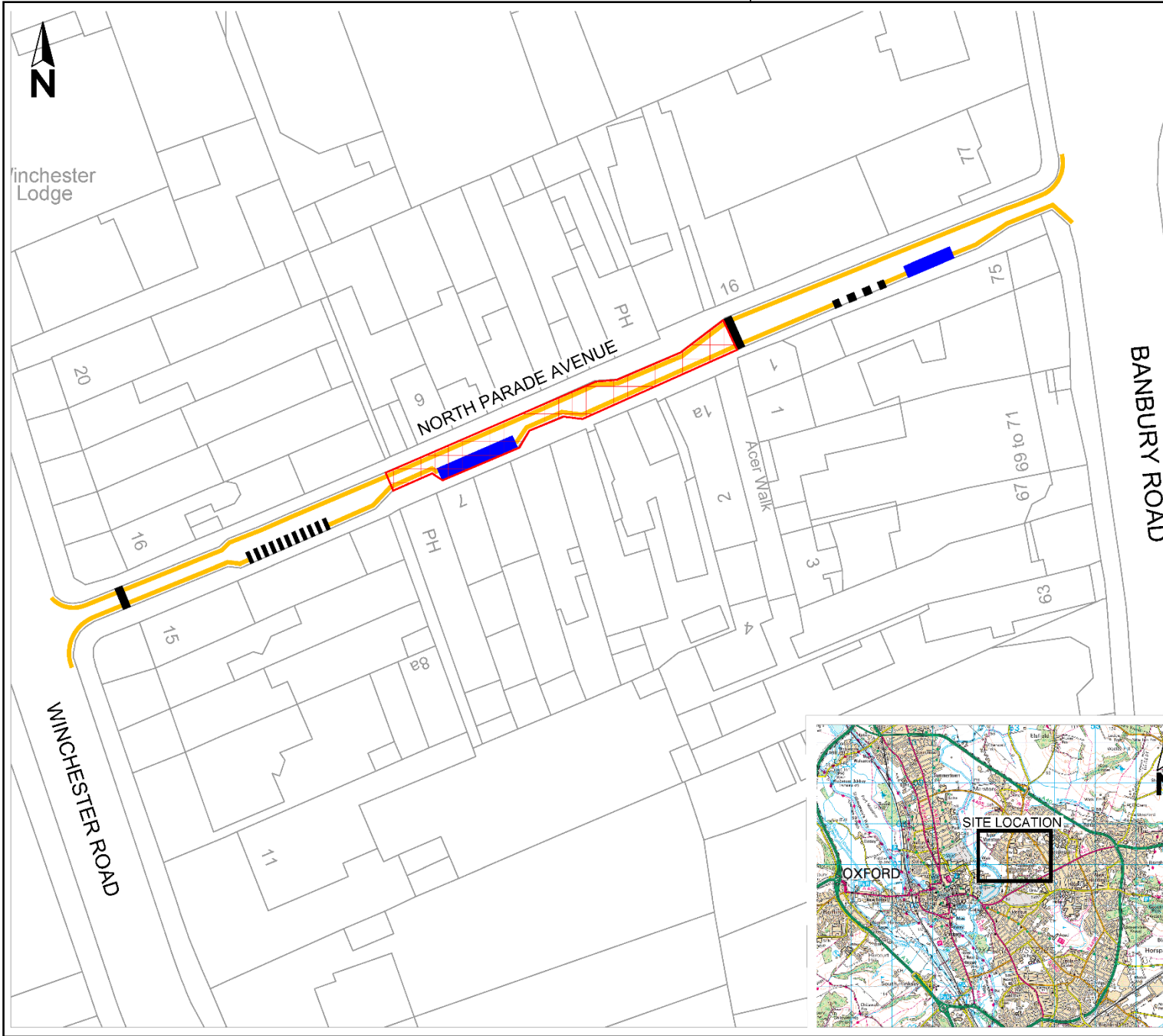
18. Additional expressions of support were received from a local business and also COLTA, the local taxi trade organisation, with the remaining expressions of support being received from members of the public.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annexe 1: Consultation Plan
 Annexe 2: Consultation responses

Contact Officer: Joanne Fellows 07990 368897

September 2022



Drawing No.		Revision	
		0	

Key

Existing 30 minute parking place, No return within 1 hour - it is proposed to replace this with the existing cycle parking that is currently located within the proposed area for tables and chairs

Existing 'No Waiting at Any Time'

Existing cycle parking places - it is proposed to relocate the cycle parking that is within the proposed tables and chairs area southwards to replace the existing 30 minute parking place, No return within 1 hour.

Existing No Waiting Between 8.00am and 6.30pm Monday to Saturday

Proposed gate locations, with 'Road Closed' sign and 'Cyclists Dismount' sign attached. Gates to be closed: Sunday to Thursday 10am to 6.30pm Friday and Saturday 10am to 7.30pm

Proposed area for tables and chairs

Please note: A prescribed direction of travel from east to west will apply in place of the existing one way street / no entry restrictions, but with permitted vehicles exempted at the times the closure is in place.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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OXFORDSHIRE COUNTY COUNCIL

Project title

NORTH PARADE AVENUE

Drawing title

EXPERIMENTAL
TRAFFIC REGULATION ORDER

Drawing Status

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

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	COMMENTS
<i>[A. Original Proposal]</i>	
(1) Local group/organisation, (Oxfordshire Unlimited)	<p>Object - Oxfordshire Unlimited is a user-led organisation committed to empowerment and inclusion for disabled people in Oxfordshire.</p> <p>In making the order, the county council has failed to take the needs of people with disabilities into account either adequately or at all. The Statement of Reasons says that the measures in the order</p> <p>'provide for the safe provision of (sic) amenities for customers of the businesses in the North Parade Avenue.'</p> <p>It is not clear if the word 'safe' here is intended to mean safe in relation to Covid or more widely.</p> <p>People with disabilities are customers too. For the reasons set out in this letter, we wish to object to the experimental order and to making this experimental order permanent. We would hope that there is a way of overcoming these objections and we would be happy to meet somebody on site to discuss how this could be done.</p> <p>North Parade Avenue is a lovely street and full of character. It was always a bit of a problem for wheelchair users. However, the effect of the experimental order is to make it a no go area. We want to be safe and to enjoy post lockdown freedoms like everybody else, but this is not possible if the needs of wheelchair users, the visually impaired and other people with disabilities have been overlooked.</p> <p>There is no safe or clear route along the narrow footways of North Parade Avenue. There are bollards in the way on the North side; on the South side the various businesses have placed items on the footway. I understand that the bollards were originally intended to prevent parking on the footway but now they are an obstruction for wheelchair users. If disabled access involves negotiating a very narrow footway with a risk of falling into the road or scraping the wheelchair against bollards, that is not proper disabled access</p>

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	<p>There is no clear, safe or obvious route along the carriageway because of the tables and chairs. I assume that these have been licensed by the City Council. Because they are obstructing wheelchair users, the licence holders are in breach of the standard conditions. If disabled access involves asking people to move tables and chairs out of the way, it is not proper disabled access.</p> <p>There is no clear or obvious route using both pavement and road for the reasons above and because there are not enough dropped kerbs and/or the dropped kerbs are in the wrong places. Moreover, many wheelchair users will not be able to get past the new barriers, which have a gap at each side for pedestrians.</p> <p>We do not want to get in the way of people enjoying themselves. We would hope that there are practical solutions to mitigate these problems.</p>
(2) As an individual, (Oxford, North Parade Avenue)	<p>Concerns - We have already been hampered by the impaired access to my shop and cursed those stupid bike stands for being in the way when trying to load up the rubbish that has been taken away so far. As to timing that is very difficult to say as tradesmen are very busy. Covid has caused delays with some of their jobs which means that many tradesmen have backlogs.</p> <p>The extremely tight time slots you are quoting are going to mean that some of the services (rubbish clearance for example) will not be able to make it in time. The clearance company we used the last time are based in Kingston and are unlikely to be able to get here in time let alone get it loaded as well. With other tradesmen and services we are unable to guarantee exactly when they can come either, and some of the things they bring will be too bulky and heavy to carry a great distance. I do not know what the roofer will require when he comes to fix the roof.</p> <p>This means that to get this job done we need some accommodation from you. We are trying to get the shop/flat up and running as soon as possible but, at present, I can see that there could be problems with tradesmen walking away from the job because of the difficulties your scheme will impose. I will also stress that I am a pensioner and not a multi-millionaire and do not have a bottomless pocket of money.</p>
(3) Oxford City Cllr, (North Ward)	<p>Support - I am delighted that this is being trialled on North Parade.</p>

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(4) Local County Cllr - not currently elected (University Parks division)	Support - Fantastic news!
(5) Local group/organisation, (Cycling UK Oxfordshire)	<p>Concern - We support the proposal because it will reduce through traffic in this street in which none is necessary, creating a better environment for people.</p> <p>We have one concern, which is for cyclists who are not easily able to wheel their cycles, either because they use their cycles as mobility aids (essentially as wheelchairs) or for cargo bikes. We believe they should be allowed cycling passage, just as someone with a mobility scooter would be. We expect this will be a small number of responsible people.</p>
(6) Local group/organisation, (COLTA, Oxford)	Support - The proposed closure of this road does not impact our trade. There are other access routes we could use (during times of closure of N. Parade) off the Banbury Road to get to Winchester Road where we have regular passengers living.
(7) As an individual, (Oxford)	Support - Fully support pedestrianisation of streets like North Parade: better for the residents, shoppers, restaurant patrons etc.. Should be similar pedestrianisation of South Parade, Oakthorpe Road and others.
(8) As an individual, (Kidlington)	Support - Makes it a better and safer environment for everyone.
(9) As an individual, (Oxford)	Support – No comments.
(10) As an individual, (Oxford)	Support - Great to allow businesses to provide additional seating and operate outside with a continental feel and has no impact on traffic so it should continue to operate.
(11) As an individual, (Oxford)	Support - I have used this street and shops/restaurants many times and have always wondered why it was not pedestrianised. The street is too narrow for modern vehicles to traverse with pedestrian or cycle traffic

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(12) As an individual, (Harwell)	Support - pedestrian zones are generally a good thing!
(13) As an individual, (Oxford)	Support - I frequent a shop in North Parade, the passing traffic makes it dangerous to walk on the street as the pavements are very narrow. The scheme would also protect food items from pollution (many shops sell food). The street would be more pleasant if there were no cars.
(14) As an individual, (Oxford)	Support - Local Resident
(15) As an individual, (Oxford)	Support - More space for people, a more pleasant road, outdoor dining as a response to Covid-19... all of these are good!
(16) As an individual, (Oxford)	Support - I live very near to North Parade. Pedestrianisation makes a safe and pleasant environment to shop and stay to eat and drink, without the encroachment of cars.
(17) As an individual, (oxford)	Support - Supports businesses. Supports social distancing during pandemic better for pedestrians and cyclists makes oxford a more convivial and enjoyable city
(18) As an individual, (Oxford)	Support - I think it encourages more walking and cycling which is good for the environment. It also makes the city centre and cleaner and nicer place to be helping shops to attract more people and also restaurants to serve more people which is good for local business as a whole.
(19) As an individual, (Oxford)	Support - It works great
(20) As an individual, (Oxford)	Support - There is hardly enough room for vehicles anyway. By eliminating them we give small businesses like our pubs and cafes on the road the opportunity to expand their seating opportunities in the summer, a potential lifeline if Covid restrictions remain.

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(21) As an individual, (Wolvercote)	Support - I like it
(22) As an individual, (Oxford)	Support - Less cars makes a safer environment for cyclist and pedestrians. Also it is nice to seat outside the pub.
(23) As an individual, (Oxford)	Support - Increased liveability - this should be happening all over Oxford to prioritize street use for people, not cars.
(24) As a business, (Oxford)	Support - Is to narrow for vehicles.
(25) As an individual, (Oxford)	Support - North Parade is a very narrow street with lots of shops and restaurants and should clearly be pedestrian. It's lovely and characterful. Please do the same with Little Clarendon street, Broad street (why on earth is there a parking there?), and more of the city centre!
<i>[B. Amended Proposal]</i>	
(26) As an individual, (Oxford, Winchester Rd)	<p>Object - Despite considerable efforts by local community leaders and council officers the pedestrianisation plan has been a pain in the backside for me as a resident on North Parade.</p> <p>Problems with delivery drivers blocking the road ends persist and problems with idiot cyclists avoiding the barriers and cycling at speed along pavements past entrance doors have not been effectively tackled.</p> <p>In addition, some businesses along North Parade have failed to appreciate the inconvenience the pedestrianisation plan causes to residents of North Parade and behave lamentably when pressed to adhere to the plan's rules and limitations.</p>
(27) As an individual, (Oxford, Winchester Road)	Object - It is a massive inconvenience to me as a resident with access points on North Parade. There often seems to be little clear benefit to anyone else. This is especially true in the winter / shoulder spring and autumn or when it rains

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	<p>- no tables are out in the street and also now that we are post covid and need for spacing between people / use of outside space has changed</p> <p>Furthermore, it has It has created new problems:</p> <ol style="list-style-type: none"> 1. Delivery drivers / workers continue to block the ends of the street requiring ongoing intervention from the North Parade Association and Mim at the council (who has been brilliant). There are no guarantees that this support will / can continue indefinitely (what provision would be made - is this perceived as a priority?). Any interaction with delivery drivers over this can lead to (and has sometimes led to) confrontational discussions. Drivers also back out into Banbury Road after driving into the east end of North parade. This has potential to be a safety risk. 2. Moped riders drive into the pedestrianised street to pick up deliveries. 3. Cyclists go on the pavement and cycle at speed through the pedestrianised zone all the time. My front door opens directly onto north parade (despite the Winchester road address) and it is only by luck that there hasn't been an incident. 4. Some traders don't seem to agree / understand the conditions in place which aim to maintain access for residents, this has led to confrontation. This has required intervention again from Mim (ultimately); again, how is this to be maintained in the (very) long term. <p>This was partially a response to Covid ... how are the requirements being reviewed post covid?</p>
(28) As an individual, (Essex)	<p>Object - Roads are for travelling on by modes of transport, not tables and chairs! I object to any measures which have a detrimental effect on driving in Oxford or any other area. The ZEZ is an abomination and should be abolished immediately. Its a money raising SCAM.</p>
(29) As an individual, (Oxford, Hernes Road)	<p>Concerns - While this is not a significant road for through traffic, I do not feel roads should be taken out of general use and, while the restriction no doubt is of benefit to premises putting out the tables, it must inconvenience other premises for deliveries and could result in the area becoming catering only.</p>
(30) As an individual, (Oxford, Plantation Road)	<p>Concerns - I am concerned that the proposals for North Parade road closures for the said times will inconvenience cyclists. This road is a safe, much preferred access for cyclists wanting to cross from Leckford Road side, Woodstock Road through to Banbury Road. This is of particular issue for school children who frequently use this road to cycle to and from school. Canterbury Road is no longer safe for cyclists.</p>

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	<p>I propose that you consider (a) either allowing officially, between 8-9:30 am and 2:30 - 4:30 pm, access of that road for cyclists on all days; or (b) using one side of the road for businesses to keep outdoor seating, and keep a safe corridor on the other side for cyclists.</p> <p>Either of these would be of immense benefit to cyclists, especially children, who are now hazardously trying to get across Banbury Road, through to Norham Road.</p>
(31) As an individual, (Oxford, Kingston Road)	<p>Concerns - The closure is great for businesses however I believe there still should be cycle access and wheelchairs and mobility scooters should be able to easily pass through. There needs to still be a through route down north parade - tables cannot block the whole street so transit is impeded.</p>
(32) As a business, (Oxford, North Parade Avenue)	<p>Concerns - As long as I have an access to my parking space, therefore if it stays the way it is, now I have no objection.</p>
(33) As an individual, (Oxford, North Parade)	<p>Concerns - I live on North Parade and I support pedestrianisation. It has created a charming community space which has enlivened the North Parade area, which is very positive.</p> <p>However, the "Road Closed" signage is in urgent need of being improved. Under the North Parade Experimental Traffic Management Order 2021, the 50 metres from Banbury Road to the pedestrianisation gate at the east end of North Parade is restricted to emergency vehicles and vehicles requiring access to 75b, 75c and 77 Banbury Road, during the road closed hours. I live in 77 Banbury Road which has a frontage and parking on North Parade to the east of the Banbury Road end pedestrianisation gate.</p> <p>My one major issue with the temporary arrangements for pedestrianisation in North Parade is unauthorised vehicles ignoring the "Road Closed" sign and obstructing the parking allowed for vehicles connected with 75b, 75c and 77 Banbury Road. The existing, temporary, arrangement of erecting a portable "Road Closed" sign at the mouth of Banbury Road and North Parade during the hours of pedestrianisation is a sub-optimal solution. It only takes so much as a zephyr of wind for the sign to blow over and for the signage to pop out of its frame. Furthermore, a number of vehicles have driven over the sign once it has blown over, ensuring the frame of the "Road Closed" is buckled beyond repair. Also, during the experimental order some of the temporary "Road Closed" signs have gone missing. Finally, a hard core of unauthorised vehicles simply ignore the sign. The most anti-social of these are those that park in the middle of the carriageway in North Parade, at its mouth with Banbury Road, in front of the Road Closed sign.</p>

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	<p>One of the consequences of unauthorised vehicles driving into North Parade and blocking the parking places, is that when authorised vehicles drive into North Parade to access their properties, they have nowhere to turn around to exit the street, thereby forcing them to reverse onto the Banbury Road. Rule 201 of The Highway Code states “Do not reverse from a side road into a main road”.</p> <p>I appreciate that stopping every vehicle that is determined to ignore the Road Closed signs is impossible. However, I believe that further deterrence is very easily achieved with improved road signage. I have spoken to the City Council about this and she has come up with an excellent idea (in her email for 29 March 2022). I would be most grateful if it could be implemented.</p> <p>The City Council proposed a permanent “Road Closed” sign attached to the bollard nearest to Banbury Road, on the north side of North Parade. This would take the form of a gate which could be swung open and shut in line with the opening and closing of the two main pedestrianisation gates on the street. The gate would only cover half the road in order that permitted vehicles accessing 75b, 75c and 77 Banbury Road could still drive past the gate when it is closed. The sign on the gate would read “ROAD CLOSED” and then in a smaller font underneath “Authorised vehicles only”. Such a sign would make it near impossible for an unauthorised vehicle to park in the mouth of North Parade. It would also provide further deterrence for unauthorised vehicles to enter North Parade at all. Essentially, it makes permanent the current temporary arrangement, but with less opportunity for people to ignore it.</p> <p>My second request is that cross hatching be painted on the road in exactly the same way that it has been painted on the road at the west end of North Parade. The cross hatching would be applied in front of the parking area and garage at 75c and 77 Banbury Road. Cross hatching has been very successful in deterring people from parking illegally in front of the pedestrian gates at the west end of North Parade and I am hopeful it would have the same success at the east end of North Parade.</p>
(34) As an individual, (Oxford, North Parade)	<p>Concerns - Whilst I do not object, in principle, to the pedestrianisation of North Parade - indeed there is much to commend it - it should not be regarded as synonymous with the use of the pedestrianised zone by the hospitality businesses for external tables. It seems to me that there is an assumption that the two go 'hand in hand'.</p> <p>I do object to the 'creeping extension' of the hours - from 6.30pm (Sun to Thurs)/7.30pm (Fri and Sat), now to a daily 9pm. Inevitably, there has been an increase in the level of noise - whether it emanates from those eating and drinking outside, or from the disputes between the drivers of the unauthorised vehicles who insist on collecting from and delivering to a number of the traders. On the days when the weather is clement and the volume of visitors higher, it is</p>

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	<p>even more intrusive. The duration of that intrusion is now increased.</p> <p>Whether one regards this increase as an acceptable interference with a resident's right to the quiet enjoyment of his/her home and garden will depend on the proximity of that noise to the place where one lives, sleeps and works. I speak as an 'actual', rather than a 'virtual' resident of North Parade - I live on it, not near it. The impact of noise pollution should not be under-estimated. It is clear from some of the initial response to the proposed university development nearby, that nuisance from noise to those living close to it is of very real concern.</p> <p>I would submit that the hours of pedestrianisation (and the external table hours, if the two are to be regarded as concomitant) should return to those which were part of the original scheme, or it should be recognised that the two concepts are separate issues, where different considerations apply.</p>
(35) Local group/organisation, (North Parade Residents & Traders Association)	Support - The pedestrianisation has been an enormous success, bringing a 'cafe culture' to the parade, increased footfall for traders and an enhanced sense of community
(36) As an individual, (Oxford, Mary Price Close)	Support - Great idea. Tight road, with few shops / cafes, and limited value in offering vehicle entry given other vehicle routes exist. Pedestrianisation greatly enhances the road ambiance.
(37) As an individual, (Oxford, Cowley Road)	Support - I strongly support the 24 hour closure to through traffic on this street. A part closure seems a wasted opportunity. The barriers should enable chair and pram users easy access. No cycling through is fine.
(38) As an individual, (Oxford, Alice Smith Square)	Support - the best place to come after work to have a pint and sit outside
(39) As an individual, (Oxford, Norham Rd)	Support - I think the pedestrianisation has been a huge success that we should look to extend to improve the social and environment.
(40) As an individual, (Oxford, Marston Ferry Road)	Support - So much more pleasant. Outdoor space is even more important since the pandemic and it makes it much more likely that I will frequent North Parade businesses.

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(41) As an individual, (Cutteslowe, Lovelace Road)	Support - My family has enjoyed using the outside space to support our local independent retailers.
(42) As an individual, (Oxford, Divinity road)	Support - Bringing the city back to the people and making cars a second thought.
(43) As an individual, (Oxford, Southmoor Road)	Support - The atmosphere of north parade could be massively improved (it has so much potential), and pedestrianisation has already helped a lot
(44) As an individual, (Oxford, Southmoor Road)	Support - Aids the environment, the community and commerce
(45) As an individual, (Oxford, Farndon Road)	Support - It's been brilliant. Since covid N Parade has been my main source of fresh food, outdoor refreshment, and safe community contact and life. The development of the Saturday open market was a stroke of genius, now the other times and days of the week have much of the same attractiveness. I'm wholly in favour of the restrictions
(46) As an individual, (Oxford, St. Bernard's Road)	Support - Balances the accessibility needs of businesses with a more social, community feel. One of the good things to have come out of the pandemic.
(474) As an individual, (Oxford, Church Walk)	Support - It makes the street and thus the area more lively + not only more space for the cafés but also a nicer experience eating there + there is no reason why one would need to drive this road
(48) As an individual, (Oxford, Lonsdale Road)	Support - Priority for bikes and walkers is important and outdoor dinning and drinking is to be encouraged as a great community enhancement with obvious wins for local business too
(49) As an individual, (Oxford, Old road)	Support - Pleasant place to sit and eat/drink, supports local cafes and market on this road.

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(50) As an individual, (Oxford, Rymers Lane)	Support - Will provide a more pleasant experience with little affect on main road users due to the short length of this road.
(51) As an individual, (Oxford, Linton Road)	Support - I think there should be as many closed side streets as possible within the City to enable outdoor dining, safe walking, and traffic free areas to promote conviviality with local communities
(52) As an individual, (Oxford, Beechcroft)	Support - North Parade is very pleasant without traffic coming down it and enabling the businesses to have seating on the street is great. I make special trips to North Parade in order to sit outside on the street. In addition, there is no need for cars or vans to use the road.
(53) As an individual, (Oxford, Saunders)	Support - I approve. Pedestrian only zones are great for business and customers.
(54) As an individual, (Oxford, Plater Drive)	Support - It creates valuable outdoor space for the wider community through restaurant/cafe outdoor seating areas .
(55) As an individual, (Oxford, Plater Drive)	Support - North Parade is not an important traffic route and the area serves the community and businesses better as a pedestrian street.
(56) As an individual, (Oxford, Winchester Road)	Support - Pedestrianisation has been fantastic for North Parade and its surrounding community. My address is on Winchester Road, but my garden ends at an alley that leads to North Parade. Because of pedestrianisation, my children can safely go out into the street to play on their scooters, draw with chalk, and seek out other neighbourhood children. They can go buy a pizza, or pick up a treat at the nine2nine grocery. This makes them feel happy. They are safe because every trader on the street, and every long-term resident knows them. And I know all of them. In the short time since pedestrianisation, people around North Parade have come together as a community. This is in fact a consequence of pedestrianisation: we have had to solve problems together to make it work, and we've been able to meet in the tranquil street to say hello and chat. Traders have seen an uptick in footfall and sales, and the street has become a destination -- especially on a sunny weekend afternoon. As a consequence this success, the recent Jubilee party on North Parade drew in excess of 1000 people. They danced in the street to three bands, and kept the traders very busy all afternoon. The next day, the road was spotlessly clean. The noise at nighttime is no worse than it was

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	before the pandemic (and long before pedestrianisation). There are a couple minor issues (a bit too much litter, the occasional inconsiderate cyclist), but these are coming under control and anyway not very important. The shopfronts are now almost uniformly occupied with interesting and successful traders (the two that aren't have special circumstances). North Parade is on an upward trajectory thanks to pedestrianisation!
(57) As an individual, (Oxford, Winchester Road)	Support - Enhances amenities
(58) As a business, (North Parade Avenue)	Support - No need for traffic to drive down North Parade. Pedestrianisation is helping businesses recover/flourish post-Covid due to increased space & footfall.
(59) As an individual, (Oxford, Winchester Road)	Support - Better for the businesses
(60) As an individual, (Oxford, Canterbury Road)	Support - I live close by and use the street regularly and consider the current temporary closure to have much improved my experience of using the facilities there.
(61) As an individual, (Oxford, Winchester Road)	Support - The pedestrianisation is absolutely lovely - it has brought the street to life, helped local businesses and made the area an even better place to live. There have been no problems and some later evenings will be welcomed.
(62) As a business, (Oxford, North Parade Avenue)	Support - The schemes has brought many people to the street, which is beneficial to the business long term sustainability.
(63) As an individual, (Oxford , Acer Walk)	Support - Pedestrianisation has had a very positively effect on our community and our environment

Divisions affected: *Benson & Cholsey*

CABINET MEMBER FOR HIGHWAY MANAGEMENT 8 SEPTEMBER 2022

CROWMARSH: THE STREET – PROPOSED RAISED ZEBRA CROSSING,

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed raised zebra crossing at The Street, Crowmarsh.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce a raised zebra crossing on The Street, Crowmarsh as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals and its implementation if approved has / will be provided by Crowmarsh Parish 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 will help parents and children to cross The Street when walking to / from Crowmarsh Gifford Primary School.

Consultation

6. Formal consultation was carried out between 30 June and 29 July 2022. An email was sent to statutory consultees & key stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, Crowmarsh Parish Council, and the local County Councillor. Notices were placed on site and letters sent to approximately 50 properties in the immediate vicinity.

7. Six responses were received during the formal consultation, comprising of two objections, two concerns, one in support, and one non-objection
8. The full 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 raised no objection to the proposal.
10. An objection was received from a member of the public on the grounds that the proposed location was unlikely to be used by parents and children from the new French Gardens development east of Benson Lane / north of The Street. They state that these pedestrians currently use the uncontrolled crossings at the Benson Lane / The Street mini-roundabout junction, and that zebra crossings should be provided there.
11. In response, the Parish Council have advised that prior to the closure of The Bell PH at the start of the Covid pandemic, some parents parked their cars in the pub car park and walked their children the short distance across The Street (on the line of the proposed zebra crossing) to the primary school on Old Reading Road. They add that a crossing at this location has been an ongoing request from the primary school for many years.
12. The Parish Council have also advised that extensive refurbishment of The Bell PH has recently started and that when it is eventually finished the planning consent includes a new pedestrian footpath from the French Gardens development through to the pub car park and to the site of the proposed zebra crossing, which will mean that the need for the crossing at this location is greatly increased.
13. Another objection was received from a member of the public on the grounds that The Street already has numerous and effective traffic control and pedestrian safety measures in place and they remain baffled as to why this zebra crossing is being proposed, the proposed crossing addresses a non-existent problem and is a waste of Council money, the crossing will be right next to the Bell PH car park entrance / exit, noise pollution will increase due to cars stopping and starting outside their house, construction of the crossing will be disruptive and noisy, there will be a potential increase in light pollution, and tradespeople use the kerb at the site of the proposed crossing to park when visiting adjacent properties.
14. In response, The Street is traffic calmed with speed cushions and there are uncontrolled crossing points approximately 48m & 75m either side of the proposed zebra crossing. However, parents and children are faced with a busy road to cross, particularly in the mornings when many vehicles travel down The Street on their way to work and the existing uncontrolled crossings do not afford priority to pedestrians and are not on the pedestrian desire line as described in 11 & 12 above.

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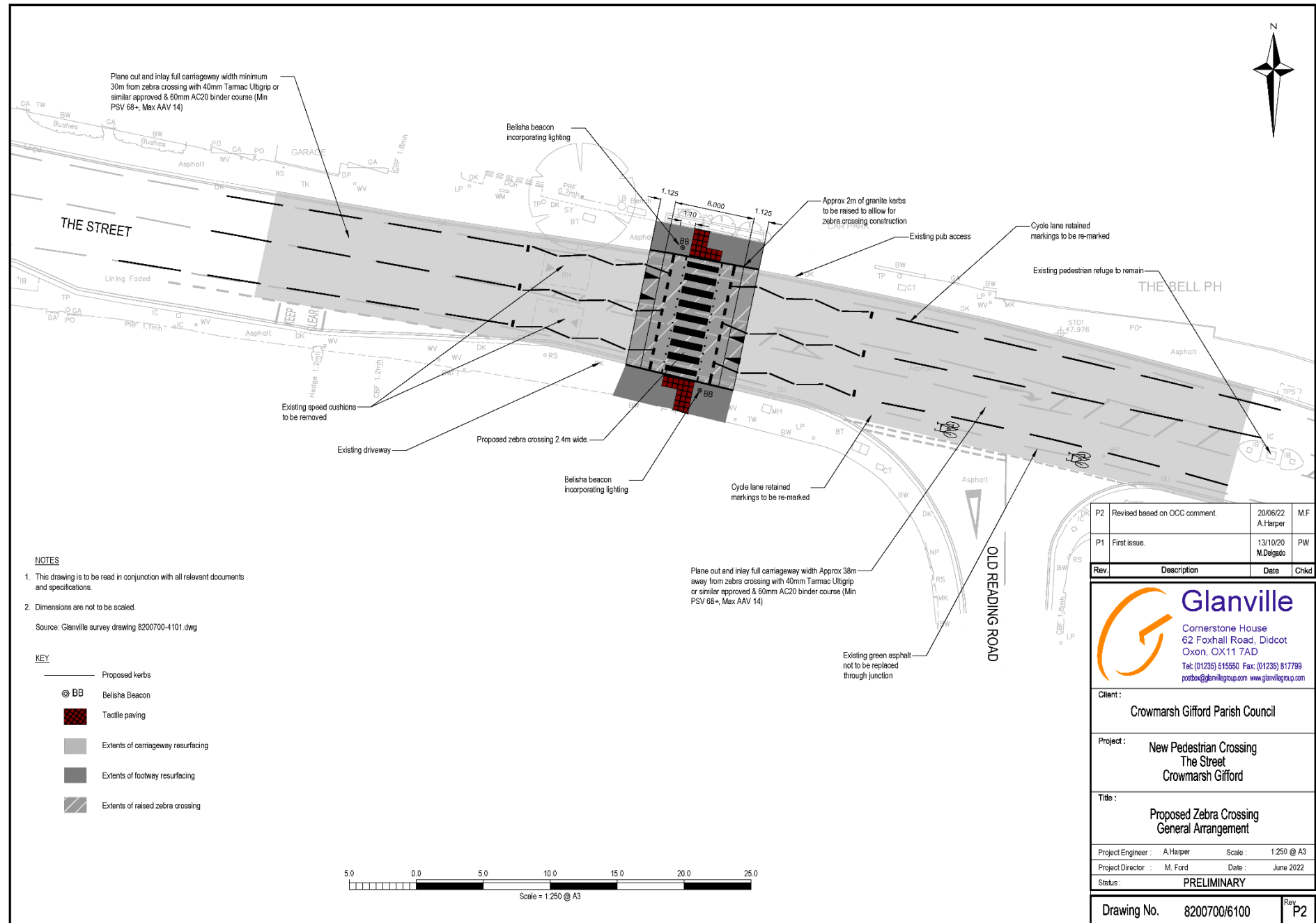
15. The objection in respect of a waste of Council money is noted, but it should be emphasised that the cost of the scheme if approved will be met by Crowmarsh Parish Council.
16. The proposed zebra crossing is located adjacent to the Bell PH car park entrance / exit and also a residential driveway. This is not uncommon in urban areas where such measures are retrofitted into the existing street scene. Vehicles manoeuvring onto the crossing are not considered a significant road safety issue as the crossing will be humped and existing traffic speeds are already low at an average of 24 / 25mph. However, a Road Safety Audit will be carried out on the final design.
17. It is acknowledged that the construction and presence of the zebra crossing may result in disruption and an increase in noise, however this has to be balanced against the benefits of the crossing to the wider community. Increased light pollution should be minimal as the proposed streetlights are low level LED with a narrow directional beam onto the crossing and can be fitted with a back shield if necessary. Also, the belisha beacons are LED and directional up / down the road and come fitted with a shield.
18. Tradespeople parking on the highway at the site of the proposed crossing is already not permitted as there are double yellow lines present along the road. There is a layby on the west side of the crossing that offers some unrestricted parking space (yellow lines shortly to be removed by OCC parking Team).
19. The concerns raised by a further two members of the public have been broadly responded to in the above.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annexes 1 Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Lee Turner 07917 072678

September 2022



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection providing the necessary speed data has been collected and it supports such a crossing, and that current design standards have been fully met.
(2) Member of public, (Crowmarsh, The Street)	Object – The proposed position is unlikely to be used by new (150 houses) child/parent residents in Benson Lane when taking children to Crowmarsh Primary School. They currently use the crossings ON THE ROUNDABOUT. A similar experiment was carried out in London - and failed - hence prior experience of direct child/parent footfall to a primary school. Better to have 2 Nr zebra crossings either side of the roundabout. If it could be done in London in the 1990s it can be done in Oxfordshire in 2022. As a commuter rat run it also provided traffic calming to both sides of the roundabout. Do your consultants need details?
(3) Member of public, (Crowmarsh, The Street)	<p>Object – we would like to register our strong opposition to the proposal.</p> <p>The fundamental reason behind our opposition is that this proposal will have a detrimental impact on ourselves and our neighbours for virtually zero gain. I understand the need for pedestrian safety but the Street already has numerous and effective traffic control and pedestrian safety measures in place. There are two existing pedestrian crossing islands within mere seconds walk of the proposed zebra crossing site and I've seen no indication they do not already do the job that the crossing would do – it is not as if The Street is a particularly wide road.</p> <p>The Street has extensive speed bumps in place and a traffic speed measurement sign. Furthermore, the roundabout that leads into Benson Lane – which is again just seconds from the proposed zebra crossing – serves as another highly effective traffic speed control point.</p> <p>One more aspect that doesn't seem to have been factored in is that this zebra crossing would be right next to the entrance/exit of the car park of the Bell pub, which is in the process of reopening after several years closure. I'm not aware that it's normal practise to have a zebra crossing right next to a car park entrance in that way.</p> <p>At a very basic level, this zebra crossing is addressing a non-existent problem and is a waste of council money that could surely be better utilised.</p>

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	<p>For ourselves as residents, the zebra crossing would negatively impact us in the following ways:</p> <ul style="list-style-type: none"> • Increased noise pollution from cars stopping and starting more frequently right outside our house. • Potential increased light pollution from a light source that is much closer to the ground than normal streetlights and will therefore shine directly through our windows. • Tradespeople often use the kerb to park at the site of the proposed zebra crossing when they are doing any work for numbers 82, 84 or 86 – this allows them access to these properties without blocking our respective driveways or holding up traffic in the road. • The work required to build the zebra crossing will disrupt traffic on The Street and will affect access to our property for the duration of construction. Noise pollution will be increased during this time as well. <p>We are not opposed to traffic control and pedestrian safety measures when they are required and would fully support less invasive options like a speed camera if genuinely required. However, I have to say I remain baffled as to why this zebra crossing is being proposed in the first place – The Street feels like a very safe road and in the time we've lived here so far, I'm not aware of any incident where traffic has caused any harm to pedestrians. I'd like to understand why the idea is being considered and I am happy to listen, but at present I must reiterate that we strongly oppose this proposal.</p>
(4) Member of public, (Crowmarsh, The Street)	<p>Concerns – As the proposed zebra crossing will have an immediate impact on my household - my house is approx 30 metres from the site - I appreciate having the opportunity to be involved in decisions around it. Broadly I am in favour of making the crossing - in the proposed location - safer for schoolchildren and their families but I question whether a zebra crossing is the best way to deliver this.</p> <p>It is not a busy crossing except at the start and end of the school day, and for normal users through the day the traffic islands at the junction of The Street with Benson Lane just 50 metres to the West make for a safe crossing. I propose that, instead of a zebra crossing, a timed system of flashing lights is installed (as outside Goring Primary School) so that the need for a safe crossing is met but more economically, at a lower ongoing cost, and more purposefully in that safety is enhanced and yet residents are not inconvenienced all day and night by flashing Belisha beacons, the stopping and starting of cars (with the attendant extra pollution) and ramps lifting car headlights at night with the potential to disturb sleep.</p> <p>On balance I believe that a school crossing with lights is the better solution but if the zebra crossing is chosen please could the Belisha beacons be shielded and turned off at night.</p>

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(5) Member of public, (Crowmarsh, The Street)	<p>Concerns – We live at on The Street. The proposed crossing is within just a few feet of our driveway, making it very dangerous to exit without reversing onto the crossing and the crossing pedestrians. In addition, the constant flashing Belisha beacons outside the houses are a huge concern too. I can't help thinking a better site should be considered.</p>
(6) Member of public, (Crowmarsh)	<p>Support – I was delighted to hear about the proposed Zebra crossing to be sited at the Junction with Old Reading Road.</p> <p>However, there is also a pressing need for something opposite the only shop as The Street has a majority of 80+ inhabitants and younger children some local and some who are walking to and from Wallingford each day who also shop for drinks ,sweets and ice cream there.</p> <p>The three way connection from the Street to Benson Lane is a tricky one as it is on the Bus Route and is getting busier by the day as Wallingford Reach Estate inhabitants are walking to School. Please tell me that this has been included in your thinking.</p>

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Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022

OXFORD: FIRST TURN & GODSTOW ROAD - PROPOSED RAISED ZEBRA CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a raised Zebra crossing at First Turn south of its junction with Mere Road

Executive summary

1. This report presents responses received to a statutory consultation on a proposal to introduce a raised zebra crossing on First Turn as shown in **Annexes 1** as a result of adjacent development. This proposal replaces a previous proposal for a zebra crossing not incorporating a flat top road hump, which was approved – together with other allied measures – at the Cabinet Member for Highway Management decisions meeting on 26 May 2022.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

4. The proposals would help facilitate walking and the safe movement of traffic.

Consultation

5. Formal consultation was carried out between 30 June and 29 July 2022. A notice was published in the Oxford Times newspaper and an email was sent to statutory consultees & key stakeholders, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, and the

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local County Councillor. Letters were sent directly to adjacent properties, and street notices were also placed on site in the immediate vicinity of the proposals.

6. Six responses were received during the formal consultation, comprising of two objections, three in support and one non-objection.
7. 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

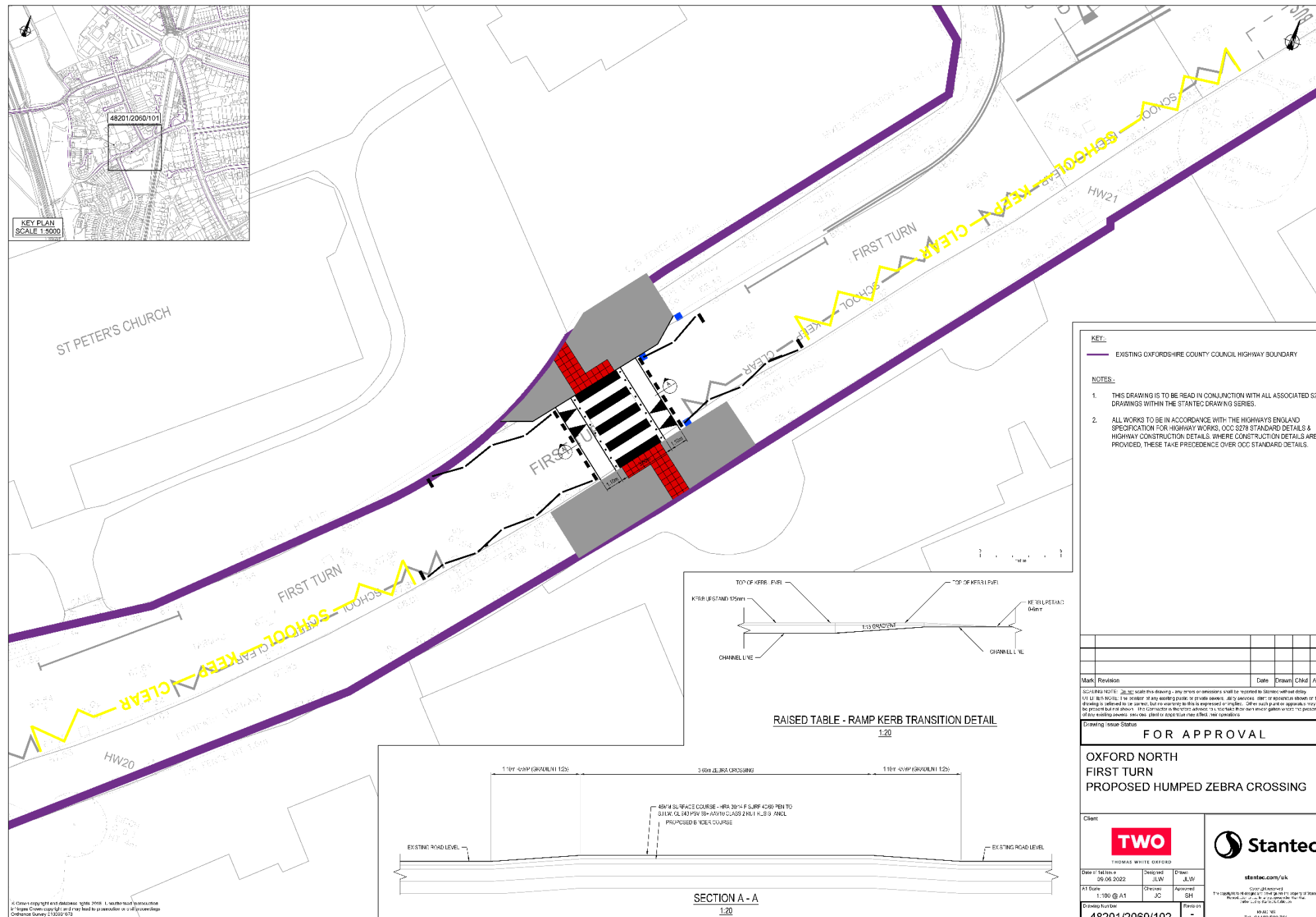
8. Thames Valley Police did not object to the proposals but felt it would be more prudent to remove part of the advisory School Keep Clear marking and replace it with the more robust mandatory zig zags. Noting this comment, the extent of the zig zags for the crossing will be reviewed.
9. An objection was received from the Wolvercote Commoners Committee on the grounds that the scheme will only benefit pedestrians arriving on the east side of Mere Road, mindful of the need to cross Mere Road. The committee also suggested that parking restrictions are introduced outside the church during the school travel time periods so as to improve visibility at these times.
10. A member of the public also expressed an objection on the grounds that they considered the proposed crossing would be quite costly and only offer limited benefits to pedestrians.
11. In response to the objections, the principle of providing the crossing and associated waiting restrictions was approved at the Cabinet Member for Highway Management decisions meeting on 26 May with the scope of the current consultation being solely in respect of the crossing now being proposed to be raised, so as to provide a further level of safety for all road users.
12. Expressions of support were received from three members of the public.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annexes 1 and 2: Consultation Plans
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Julian Richardson 07825 052736

September 2022



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Drawing Issue Status

FOR APPROVAL

**OXFORD NORTH
FIRST TURN
PROPOSED HUMPED ZEBRA CROSSING**

Client		THOMAS WHITE OXFORD			
Date of Issue	06.05.2022	Designed	JLW	Drawn	JLW
At Scale	1:100 @ A1	Checked	JC	Approved	SH
Drawing Number	48201/2060/102	Revised	-	Revised	-

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The Police have no objection. If I can make one observation relating to the new zebra crossing on First turn.</p> <p>I note the zig-zag markings have been reduced to a minimum on the east side .Would it not be prudent to remove part of the advisory School Keep Clear marking and replace it with the more robust mandatory zig zags.</p>
(2) Local group/organisation, (Wolvercote Commoners' Committee)	<p>Object – I have reluctantly decided to object to the proposal, despite the fact that there is a clear need for a safe place for people to cross First Turn, especially to get to and from school.</p> <p>The problems arise because the crossing is not opposite to the school entrance because of the lack of pavement by the church wall.</p> <p>Children coming from Lower Wolvercote can use Wolvercote Green, and they could cross at the bottom of the hill and approach the school that way. Of course, this could be dangerous. Or they could use Churchway, but when they arrive on First Turn, they will not be near to the crossing, and there is no pavement for them to reach it.</p> <p>The only children who will benefit will be those arriving on the east side of Mere Road. Even those crossing on the newly installed crossing on Godstow Road between Jury's Inn and the Wolvercote roundabout will not benefit without first crossing Mere Road.</p> <p>I can think of no easy solution to solve this problem.</p> <p>I think there should be restricted parking outside the church, so that for short periods in both morning and afternoon no parking is allowed there. These times would coincide with school and nursery start and finish times. At least this would improve visibility at these times.</p>
(3) Member of the Public, (Wolvercote, Godstow Road)	<p>Object – The intention is to 'improve pedestrian safety in the area', making access to the school safer. I naturally support any measure to achieve this. However, I do not think this relatively expensive plan will achieve that objective. There are, I believe, other measures that will be more effective.</p>

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	<p>I therefore object to this proposal</p> <p>The proposed crossing had to be sited clear of the corner of Mere Road, which means that it does not align with the school gates, and consequently, children may not use it.</p> <p>Pupils dropped off by parents driving up Mere Road will naturally cross the road to the nearest school gate, rather than cross Mere Road and walk down a footpath to cross to a place not near a school gate.</p> <p>Children walking from St Peter's Road have a footpath on the school side. Only those delivered by car will have to cross the road. To use the crossing they will have to be dropped near the Mere Road corner.</p> <p>Children walking from Lower Wolvercote may be on a pavement from the Plough and cross St Peter's Road to the school gate, but if Church Lane is used, they will not be able to get to the crossing as there is no pavement along the churchyard wall.</p> <p>This proposal shows that local people's genuine concerns are being taken seriously. However, it is not, I believe, going to be very effective.</p> <p>I was at a meeting outside the school when the issue was discussed, but it was not at a time when children were arriving or leaving school. I have been and looked at the problem several times since.</p> <p>It is clear that there is commuter parking along the church wall. It would be safer if this were not there, but obviously, parking for the church needs to be considered. Prohibiting parking there on Monday to Friday from 8 am to 9 am would solve the problem. A similar short restriction when the children leave school would also deter parents from parking there to pick children up.</p> <p>I am sure that the school does everything it can to encourage parents to walk or use public transport where possible and it should continue to do so.</p>
(4) Member of the Public, (Wolvercote, Home Close)	<p>Support – I support making it safer for children to walk to school. We used to have a lollipop person here helping children. I'm concerned that cars will end up parking everywhere regardless, and better enforcement of existing restrictions would be helpful.</p>

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<p>(5) Member of the Public, (Oxford, First Turn)</p>	<p>Support – I support the proposal, as I frequently see cars driving too fast down First Turn, well in excess of the 20mph speed limit; I hope that a raised zebra crossing will encourage cars to slow down, but possibly other traffic calming measures are also needed. The zebra should also improve safety at school drop off and pick up times. My concerns relate to being resident at 4 First Turn, the boundary of which being where the zebra crossing will be located. Firstly, the drawing seems to indicate a loss of verge up to the fence of our property. We do not support this loss of greenery. My other concern relates to the parking space between the entrance to our drive and the start of the zebra - it is difficult to be sure of the size of this from the drawing. But I would want to be clear that it is of an appropriate size for one or two cars to park without being tempted to encroach over the entrance space to our drive, the view from which on leaving the property can be limited in any case. It would be better to have double yellow lines on this side up to the zebra crossing, but leave them on the other side.</p>
<p>(6) Member of the Public, (Oxford, Botley Road)</p>	<p>Support – Safe for pedestrians and cyclists</p>

Divisions affected: *Bicester Town; Ploughley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022

BICESTER: A4421 CHARBRIDGE LANE - PROPOSED TOUCAN CROSSING AND EXTENSION OF SHARED USE FOOTWAY / CYCLETRACK

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed toucan crossing and associated extension of a shared use footway and cycle track.

Executive summary

2. This report presents responses received to a consultation on a proposed toucan crossing and associated extension of a shared use footway and cycle track as shown in **Annex 1**. The proposal seeks to provide a safe and convenient crossing for pedestrians and pedal cyclists travelling between Launton and Bicester.

Financial Implications

3. Funding for consultation on the proposals and design and delivery of the scope has been provided by OCC drawdown on the OCC contribution to the EWR Project (NR EWR EEH Work in Kind (WiK) Funding Mechanism).

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 safety of pedestrians and pedal cyclists.

Consultation

6. Consultation was carried out between 29 June and 29 July 2022. An email was sent to statutory consultees & key stakeholders, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Bicester Town Council, Launton Parish Council, Cherwell District Council, and the local County Councillors representing the Bicester North, Bicester Town, and Ploughley divisions. Street notices were also placed on site in the immediate vicinity of the proposals.
7. 30 responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Toucan crossing	3 (10%)	3 (10%)	24 (77%)	1	31
Shared-use cycle path	1 (3%)	2 (6%)	26 (84%)	2	31

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

Officer response to objections/concerns

9. Thames Valley Police raised no objection, providing that necessary speed data had been collected and it supports such a crossing, and that the current design standards have been fully met. Noting these comments it is confirmed that speed data has been obtained and that the national design guidance has been met
10. Three objections to the proposed toucan crossing were received from members of the public on the grounds of a lack of need, with also a separate concern being raised that the siting of the crossing might encourage rat-running through Launton village if drivers saw the crossing travelling south east on the A4421 perimeter road saw queuing for the crossing when the signal is at red for traffic, and that an alternative location of the crossing west of the roundabout would avoid this risk.
11. In respect of the objections on the grounds of a lack of need, pedestrians and cyclists wishing to travel to and from Launton and Bicester currently have to cross the A4421 at an uncontrolled crossing, and it is anticipated that usage – which is already moderate – will increase appreciably in the future.
12. The concern over the possible diversion of traffic through Launton village is noted but mindful that even with increased crossing demand, the proposed crossing is unlikely to very materially change the attractiveness of a route though Launton mindful that there is already a shuttle working signal layout across the rail bridge; furthermore Launton Parish Council in their response to the consultation stated that while they are aware that there has been a concern about drivers deciding to use Launton as a cut through rather than wait at the

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lights, the Council agreed that the crossing was more important and that this was unlikely to be a major deciding factor in coming through Launton.

13. The suggested alternative location is not judged to be as attractive as the proposed crossing for most pedestrians and cyclists, although subject to future assessment and funding may be appropriate as an additional crossing point.
14. One of the concerns raised a query that pedestrians and cyclists may still continue to use the uncontrolled crossing point in preference to the toucan, and acknowledging this, pedestrian guard railing is to be provided to deter this.
15. A further two concerns were expressed on the proposed toucan crossing by members of the public but with no specific grounds being stated.
16. One objection was received from a member of the public to the proposed extension of the shared use footway cycle track on the grounds of the lack of need, and a further two concerns were received (also from members of the public), one citing a more general concern over their adequacy and maintenance, and one not stating any specific reasons.
17. Launton Parish Council expressed support for the proposals, as did twenty-three members of the public (one of whom was also a local councillor).

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

September 2022



Drawing No.

Revision0


Key

Proposed location of Toucan Crossing

Proposed Shared Use Cycle Track

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

PROPOSED TOUCAN CROSSING AND
SHARED USE CYCLE TRACK

Drawing title

A4421 CHARBRIDGE LANE
BICESTER

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	06/22		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection providing the necessary speed data has been collected and it supports such a crossing, and that current design standards have been fully met.
(2) Launton Parish Council	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Launton Parish Council considered the proposal for the installation of the toucan crossing across the A4421 Charbridge Lane at a meeting on 7 July and strongly supported it.</p> <p>We understand that there has been a concern about drivers deciding to use Launton as a cut through rather than wait at the lights but the Council agreed that the crossing was more important and that this was unlikely to be a major deciding factor in coming through Launton.</p>
(3) Member of public, (Launton, The Glades)	<p>Toucan crossing - Object Shared-use cycle path - Object</p> <p>This is not required. Traffic light madness prevails every time there is a roundabout. Let's annoy the motorist yet again with a crazy toucan crossing. Looks like another insane "money to waste" venture. As for a cycle path, what cyclist actually uses them?</p>
(4) Member of public, (Launton, Sherwood Close)	<p>Toucan crossing - Object Shared-use cycle path - Support</p> <p>I don't believe there is sufficient need to justify the cost of a pelican crossing across Charbridge Lane</p>

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<p>(5) Member of public, (Launton, Sherwood Close)</p>	<p>Toucan crossing - Object Shared-use cycle path - Support</p> <p>The crossing isn't needed. I have no issue with the current waiting to cross and I do this most day's stuff Putting in a toucan will slow down traffic flow and also increase my wait time to cross</p>
<p>(6) Member of public, (Launton)</p>	<p>Toucan crossing - Concerns Shared-use cycle path – No opinion</p> <p>The proposed location is likely to affect our village. With the location of the proposed toucan crossing on Charbridge lane this is likely to cause more vehicles to use Launton as a cut through to save getting caught at lights. We currently have gridlock through the village during Peak times and this adds more safety risks to the villagers and road users (not to mention more pollution from vehicles).</p> <p>Proposal: Could the crossing be located on the Bicester road side of the roundabout and then a second crossing being put opposite the entrance to the allotments/ EWR entrance (on the road going up to Launton bridge). This may work as an deterrent for the rat runners coming through the village so therefore would be a safety/ traffic calming measure at the same time. (I've adapted your plan attached ... my locations in yellow with footpath on side of green line).</p> <p>I do recognise the importance of having a crossing especially for the amount of families that walk/ cycle to the village school from Bicester, we just need to find the right place for it.</p>
<p>(7) Member of public, (Launton, Ancil Avenue)</p>	<p>Toucan crossing - Concerns Shared-use cycle path - Concerns</p> <p>Traffic</p>
<p>(8) Member of public, (Launton, West End)</p>	<p>Toucan crossing - Concerns Shared-use cycle path - Support</p>

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	<p>I'm concerned that the crossing is too far from the roundabout. The people you should be most trying to help are children on bikes heading to/from Cooper school in the morning/afternoon. It's unlikely they will travel an extra 36 metres out of their way only to cross and then go another 36 metres back again. Most likely they will continue to use the existing crossing (unless you are going to put a barrier there?). Why not do the crossing nearer to the roundabout? You see crossings like this (usually traffic light controlled) at many other busy roundabouts. Also odd that this wasn't all planned as part of the EWR road upgrade - doubtless would have been cheaper to combine the works then rather than consider this only now.</p>
<p>(9) Member of public, (Bicester, Foundation Square)</p>	<p>Toucan crossing - Support Shared-use cycle path - Concerns</p> <p>The road is too fast for the amount of pedestrian/cycle traffic that will eventually use it. No-one maintains the shared cycleway properly</p>
<p>(10) Local Cllr, (Launton, Skinner Road)</p>	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I am partially sighted and regularly need to walk between Launton and Bicester. My children also both bike to and from The Bicester School and I have wanted to have a safer path for them to navigate the fast and heavily used roundabout. I fully support this application, especially as a resident.</p>
<p>(11) Member of public, (Bicester, Oak Close)</p>	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>It will be great to help pedestrians and cyclists get safely across the road.</p>
<p>(12) Member of public, (Launton, Yew Tree Close)</p>	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Important for improved access to Bicester. May also act as traffic calming into Launton.</p>

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(13) Member of public, (Launton, Blackthorn Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Crossing Charbridge Lane - which a lot of children have to do to get to Cooper School from our village - is difficult and the speed of oncoming vehicles can make it dangerous. This proposal makes a lot of sense.</p>
(14) Member of public, (Launton, West End)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Safety</p>
(15) Member of public, (Launton, Sycamore Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I feel it is dangerous for children and other residents of Launton to safely cross the road to and from Launton to Bicester. A number of children and young teenagers walk or ride bikes each day to get to school in Bicester.</p>
(16) Member of public, (Launton, Blackthorn Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Safety of pedestrians & cyclists</p>
(17) Member of public, (Launton, Blackthorn Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>My Child cycling to school</p>

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(18) Member of public, (Launton, Chestnut Close)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Our son might cycle to school when he goes to secondary school.</p>
(19) Member of public, (Launton, West End)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I occasionally walk or cycle from Launton into Bicester, a crossing would make it safer. I would also suggest some 'rumble strips' to slow vehicles before the new crossing as they gather speed coming off the new bridge.</p>
(20) Member of public, (Launton, Yew Tree Close)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>With the additional speed that cars are making on the new bridge it is essential that there is a safe crossing for children going to school from Launton and for cyclists travelling into town.</p>
(21) Member of public, (Launton, Station Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I see many school children and families trying to cross this busy road. Visibility due to the speed with which the traffic approaches from the roundabout and the new EWR bridge makes more dangerous.</p>
(22) Member of public, (Launton, Station Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Children cycling to school, charbridge road is a discount road to cross and I feel a toucan crossing would improve safety and reduce the risk of fatality at this crossing.</p>

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(23) Member of public, (Launton, Coppice way)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I live in Launton and it can be hard to cross that road safely during busy times. The road is big and wide with a straight approach so a toucan crossing seems safe and easy to put in. It will significantly improve the safety of cyclists and pedestrians accessing Bicester from Launton and vice versa</p>
(24) Member of public, (Launton, Station Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Charbridge lane is now very busy, and vehicles leaving roundabout do so at speed. Many residents, and school children walk or cycle to Bicester regularly. Only concern would be if no barrier was put on the curve of the road preventing crossing before the toucan crossing, I think a barrier is a must.</p>
(25) Member of public, (Launton, Sherwood Close)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I often walk to Bicester with my Grandson.</p>
(26) Member of public, (Launton, Bicester Road)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Very busy and difficult to cross the road</p>
(27) Member of public, (Launton, Woodland Close)	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>It is currently dangerous for school children crossing, and also for cyclists going to and from Launton.</p>

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<p>(28) Member of public, (Launton, Yew Tree Close)</p>	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>I believe the current set up there is unsafe for adults particularly wheelchair users and those with buggies or cyclist with a trailer on to transport children.</p> <p>The road users fail to use their vehicle indicator and it is often difficult to predict the direction the road user will take in their vehicle.</p> <p>The vehicles drive at speed, I worry they wouldn't be able to stop if there was a secondary school child crossing on their way to school and found it hard to predict when to cross the road.</p> <p>I find it difficult as an adult and regular user of Charbridge Lane. I am a registered childminder, the children and I walk this route once or twice a week. I have personal experience of finding it difficult to predict what some road users are doing when they fail to follow the Highway Code.</p> <p>Charbridge Lane crossing is very busy and I fear for people's lives when they cross from Launton especially. This includes children, adults, families with buggies or bikes, walkers, runners and also cyclists.</p>
<p>(29) Member of public, (Launton, The Spinney)</p>	<p>Toucan crossing - Support Shared-use cycle path - Support The current situation is dangerous, during the summer months visibility of cars coming from Launton or from the ring road for pedestrians crossing is poor and the road is very busy and is getting busier.</p> <p>Children regularly have to cross the road to get to secondary schools from the village and it is a matter of time before we have an accident.</p> <p>I would encourage the distance to get to the crossing from the roundabout to be the bare minimum otherwise people will take risks and not use it, preferring the shorter riskier route.</p>
<p>(30) Member of public, (Launton, Blackthorn Road)</p>	<p>Toucan crossing - Support Shared-use cycle path - Support</p> <p>Vehicles drive fast around island and onto Charbridge Lane across which children walk to school, people and bikes cross etc. My own child was nearly hit there a few years ago.</p>

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(31) Member of public, (Launton, Blackthorn Road)	Toucan crossing - Support Shared-use cycle path - Support Easier crossing of a busy junction., increased safety

Divisions affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 8 SEPTEMBER 2022

WANTAGE: A417 READING ROAD & ELDER WAY – PROPOSED BUS GATE AND TURNING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve implementation of the proposed 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons and associated turning prohibitions for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417.

Executive summary

2. Following consideration at the Cabinet Member – Highways Management Decisions meeting on 26 May 2022 of a proposal to introduce a 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons (the first side road within the estate), it was agreed to **DEFER** implementation of the proposals to allow further consideration to be given to how the proposals might be aligned with the wider development issues, including coherent active travel links between the development and the town centre.
3. The plan in Annex 1 shows details of the above proposal, which will prohibit motor vehicles from entering that section of road, with exemptions applying to buses, pedal-cycles & taxis. In order to help reinforce the bus gate restriction, turning prohibitions will be introduced for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417 – again, similar exemptions will apply to buses, pedal-cycles & taxis.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic and provide appropriate priority for bus services, increasing their attractiveness in journey time terms over the private car.

Consultation

7. Full details of the consultation on the proposal, including the responses received are included in the report considered at the Cabinet Member – Highways Management Decisions meeting on 26 May 2022.

Linkage of proposals to wider development issues, including coherent active travel links between the development and the town centre

8. As noted in the report take to the meeting on 26 May, it has always been the intention that the main strategic access points to Crab Hill will be via the Wantage Eastern Link Road (WELR) from either the A417 or the A338. In the case of the former, upon the trigger point of 280 dwelling units (secured through a Deed of Variation to amend the original 180 dwelling unit trigger) for the main development and 70 occupations for the separate phase 1A, the proposed bus gate of the main eastern access on the A417 will be required to be modified to become a bus only gated provision. For this provision to be implemented, the proposed WELR roundabout junction onto the A417 will also require to be implemented concurrently. The roundabout will provide a safer and more convenient access provision onto the A417, overcoming any queuing associated with the interim T junction main access. For information, the proposed bus route modifications and the associated WELR/A417 roundabout provisions, are referenced within the agreed/signed S106 dated 13/7/15 of planning permission P13/V1764/O (Schedule 9/para 4.4).
9. For reference, the bus service which will use the link X36, every 30 mins between Kingsgrove, Wantage town centre, Grove, Milton Park and Didcot). In future other services may also use the link.
10. The concerns received in the consultation on the need for coherent active travel links between the development and the town centre are acknowledged and as applies to all development, the planning authority with the input from the Oxfordshire County Council Transport Development Control team will always seek to secure contributions from developers that enable high quality active travel infrastructure to be provided, while also acknowledging that development is an incremental process and that the opportunities for providing such infrastructure will be constrained by what is reasonably deliverable by any one project.

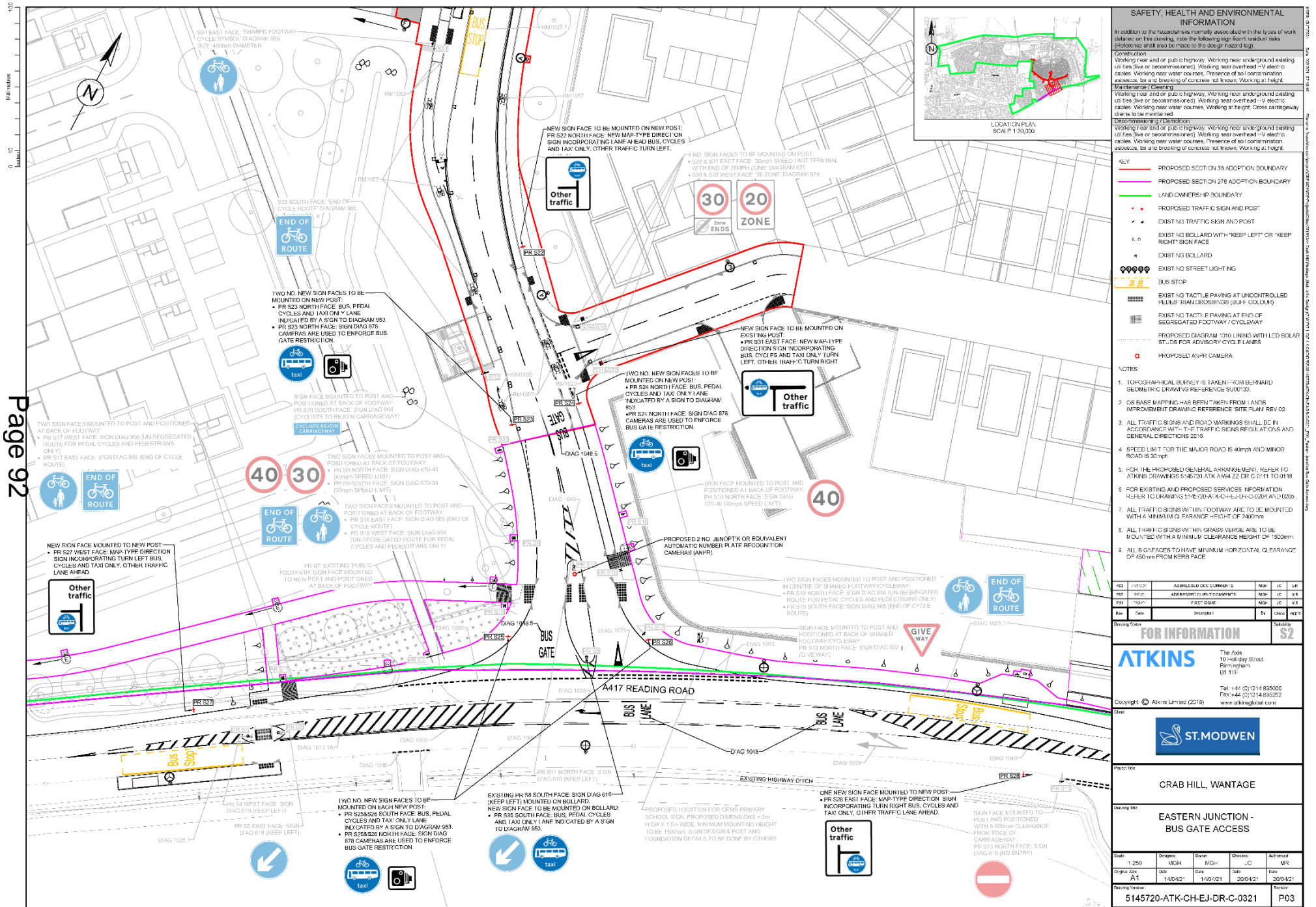
11. To facilitate this process, developing a Local Cycling and Walking Infrastructure Plan for Wantage is a high priority for the County Council and although timescales are dependent on securing staff resources for this work, it is anticipated that work will start in 2023, and will include consultation with local councils and pedestrian and cycle groups.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1 Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Cathy Champion 07920 084256
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September 2022



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards normally associated with the types of work detailed on this drawing, note the following sign board residual risks (reference shall also be made to the design hazard log):

Construction
 Working near and on public highway. Working near underground existing utilities (live or de-commissioned). Working near overhead -V electric cables. Working near water courses. Presence of soil contamination, asbestos, but also breaking of concrete not known. Working at height.

Maintenance / Clearing
 Working near and on public highway. Working near underground existing utilities (live or de-commissioned). Working near overhead -V electric cables. Working near water courses. Working at height. Cross carriageway drains to be maintained.

De-commissioning / Demolition
 Working near and on public highway. Working near underground existing utilities (live or de-commissioned). Working near overhead -V electric cables. Working near water courses. Presence of soil contamination, asbestos, but also breaking of concrete not known. Working at height.

KEY

- PROPOSED SECTION 38 ADOPTION BOUNDARY
- PROPOSED SECTION 27B ADOPTION BOUNDARY
- LAND OWNERSHIP BOUNDARY
- PROPOSED TRAFFIC SIGN AND POST
- EXISTING TRAFFIC SIGN AND POST
- EXISTING BOLLARD WITH "KEEP LEFT" OR "KEEP RIGHT" SIGN FACE
- EXISTING BOLLARD
- EXISTING STREET LIGHTING
- BUS STOP
- EXISTING TACTILE PAVING AT UNCONTROLLED PELICAN CROSSINGS (BUFF COLOUR)
- EXISTING TACTILE PAVING AT END OF SEGREGATED FOOTWAY / CYCLEWAY
- PROPOSED DIAGRAM 1010 LUNING WITH LED SOLAR STUDS FOR ADVISORY CYCLE LINES
- PROPOSED ANPR CAMERA

NOTES

- TOPOGRAPHICAL SURVEY IS TAKEN FROM BERNARD GEOMETRIC DRAWING REFERENCE S00103.
- OS BASE MAPPING HAS BEEN TAKEN FROM LANDS IMPROVEMENT DRAWING REFERENCE SITE PLAN REV 02.
- ALL TRAFFIC SIGNS AND ROAD MARKINGS SHALL BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2019.
- SPEED LIMIT FOR THE MAJOR ROAD IS 40mph AND MINOR ROAD IS 30mph.
- FOR THE PROPOSED GENERAL ARRANGEMENT, REFER TO ATKINS DRAWINGS 514220-ATK-LAM-ZZ-DR-C-311 TO 3118.
- FOR EXISTING AND PROPOSED SERVICES INFORMATION, REFER TO DRAWINGS 514220-ATK-CH-EJ-CH-DR-C-0320 AND 0320.
- ALL TRAFFIC SIGNS WITHIN FOOTWAY ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE HEIGHT OF 2400mm.
- ALL TRAFFIC SIGNS WITHIN GRASS VERGE ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE HEIGHT OF 1500mm.
- ALL SIGN FACES TO HAVE MINIMUM HORIZONTAL CLEARANCE OF 400mm FROM KERB FACE.

FOR INFORMATION

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Client: **ST. MODWEN**

Project: **CRAB HILL, WANTAGE**

Drawing title: **EASTERN JUNCTION - BUS GATE ACCESS**

Date	Designed	Drawn	Checked	Authorised
1/2/20	MGH	W/G	JC	MR

Original size	Scale	Date	Scale	Date
A1	1:4000	1/10/21	200/421	20/04/21

Drawing number: **5145720-ATK-CH-EJ-DR-C-0321** Revision: **P03**

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - I am still not convinced of the need or justification for this kind of restriction .I am not aware of any similar restriction being proposed on any other new development throughout Oxfordshire apart from one at Didcot. The Didcot one is well within the housing development and does not affect a busy road junction on a busy route.</p> <p>In principle I am not objecting assuming this design was originally approved during planning.</p> <p>My concern is the confusion this arrangement is likely to cause once implemented , taking into account this junction has been the only route in and out of the estate for many months and likely to be so until the new road layout is completed which again is likely to be months/years ahead .</p> <p>I welcome this restriction is going to be enforced by ANPR, however there is no mention how the banned turning manoeuvres on the main A417 will be enforced.</p> <p>This restriction if implemented must not place any burden for enforcement on the Police.</p> <p>Can the exemptions within the order be modified to include Police Vehicle on patrol as well as in an Emergency .And should Private Hire be included within the exemptions.</p>
(2) Vale of White Horse District Council, (Planning Services)	No objection
(3) Wantage Town Council	<p>Object – It is not understood what the issue is that is looking to be solved by introducing a bus gate.</p> <p>If it is to discourage car use we do not believe this will be achieved. The result could be that car use increases due to the extra distance drivers may now need to drive to get to Wantage Town Centre and its supermarkets.</p> <p>If the objective is to reduce congestion for the bus route, is there data that suggests that congestion is a problem?</p>

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	<p>We are concerned that this plan will have an unintended consequence of increasing traffic along the A417. If through drivers believe that all the residents of Crab Hill are joining via the link road and this road becomes congested then through drivers may choose to use the A417 preferentially on their journey through Wantage. This could increase the number of cars driving through the town centre, something we are keen to avoid. We would prefer to reduce through traffic in the town centre and the associated air pollution by encouraging through traffic to make use of the link road instead.</p> <p>We assume that this scheme would not be implemented until the link road was completed? We also would like to see data and analysis that supports the case.</p>
(4) Local Cllr, (Wantage, Ormond Road)	<p>Object – The proposal gives no real details of the problem they are addressing I .e. Traffic survey, problems that have arisen etc.) It seems on the face of it, perverse to stop general access from the existing A417 because it is a major road and then. To redirect traffic away from this junction towards the WELR which will become the major (A417) road.</p> <p>Even if there is a potential issue here it is premature to make this proposal before the opening of the link road and analysis of the new traffic patterns.</p>
(5) Local group/organisation, (Oxfordshire Cycling Network)	<p>Support – We support the Bus Gate and Turn restrictions in order to manage traffic within the Crab Hill development, creating streets where the motor traffic will be relatively light and thus encouraging for walking and cycling. However, the biggest opportunity on this development has been lost with the lack of coherent active travel links between the development and the town centre. The cycle route runs out half way from this entry point to Charlton Village Road, which is a travesty of planning. If this could be remedied, it would be very valuable for residents.</p>
(6) As an individual, (Wantage, Crab Hill)	<p>Object – Strongly OBJECTED I have bought a property on this estate with a. Easy access to the a417 to either wantage to Didcot. Am a on call firefighter who lives on the estate. Who response to wantage fire station for emergency calls. If this bus gate does get put in place this will cause major Disruptions to my response times to attend a emergency call.</p> <p>I am not the only on call fire fighter who live on this estate. This is a primary and only route to response to event to a emergency calls out.</p>

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(7) As an individual, (Wantage, Appletons)	Object – As an Appletons resident this will be hugely disruptive to our day to day living and I do not feel the outcome will be beneficial enough to justify such a sacrifice.
(8) As an individual, (Wantage, Appletons)	Object – We brought our property on kings grove estate with the knowledge that we will be living by the entrance. This has been kept a secret to property owners and is false advertisement when you are purchasing a property with st Moderns. It's disgusting to find out this is a money saving plan for the developers. Where's our compensation? This road change will effect many people in the community we moved out of oxford city centre because of the council making it impossible to travel around I do not expect this to be happening in Wantage too.
(9) As an individual, (Wantage, Appletons)	Object – I don't understand how turning this into a bus gate will alleviate delays at the the junction, buses will still need to turn onto the A417. I live in Appletons and this was not disclosed that this would come into effect when we purchased the property. One of the stipulating factors of purchasing our house was the location within the development, this is due to my husband being an on call firefighter at Wantage fire station and being able to respond to incidents. If this comes into effect it could seriously impact the response time of a fire engine attending incidents.
(10) As an individual, (Wantage, Appletons)	Object – I am a on-call firefighter for Oxfordshire County Council Fire and Rescue Service. If these restrictions are to be enforced then it would significantly delay my ability to respond to Wantage Fire Station and put lives at danger due to the increased turnout period. Further to this, I don't believe this would make the junction anymore safe and just a pointless exercise. The A417 between Lockinge and Wantage will become far less busy once the new bypass road is complete – making it far more safer without introducing a bus gate.
(11) As an individual, (Wantage, Appletons)	Object – Increased response times for on call emergency services based on the estate. Increased traffic through Appletons and Cherry Croft.
(12) As an individual, (Wantage, Appletons)	Object – Will add unnecessary journey time, particularly for those living on the south edge of the build, and increase traffic through the estate

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(13) As an individual, (Wantage, Appletons)	<p>Object – This survey and suggestion is clearly premature, without the link road open and completed, how are residents supposed to know if it is suitable?</p> <p>The proposal should be paused until such a time that the link road has been opened and the number of residents has increased. The suggested purpose of the proposal is to minimise disruption to the A147, whilst facilitating buses and taxis access, yet the same amount of residential traffic will still need to leave and access these roads from the A147 now via the Wantage Eastern Link Road. The council offers no assessment of the impact that this change will have on direct traffic through the estate.</p>
(14) As an individual, (Wantage, Appletons)	<p>Object- I believe it will be difficult to join the main road by the new proposed way. It's really difficult enough to pull out now due to traffic speed. I'm not sure I see the point in only having a road where buses, bikes and ,taxis can use.</p>
(15) As an individual, (Wantage, Appletons)	<p>Object – Will make commute difficult for the residents</p>
(16) As an individual, (Wantage, Appletons)	<p>Object – I would like to raise our concerns and ultimately our objection for the proposal due to a number of reasons. I have summarised why, and also added further detail below.</p> <p>In summary:</p> <ul style="list-style-type: none"> • Significant impact to home owners on Appletons safety and living conditions • Appletons is a tertiary road, and would in effect change to a continuation of a primary road (Elder Way) and it is not built for that purpose • Additional wear & tear to Appletons, a road that is not adopted by the council therefore a cost to the Kingsgrove residents • Environmental impact due to increase of journey distances and times • Current usage of gateway is inflated as the only current gateway, due to workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate • The true impact to traffic volumes and flow can only be realised when the link road has been opened and all gateways opened • The flow to the traffic on the A417 towards Wantage is already managed with a 'ghost island' for cars to turn right • The flow naturally will be obstructed with the new roundabout in place

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- An alternative if required to manage to the flow of traffic on the A417 towards Reading would be to have a 'No right turn' on the gateway exit and the roundabout used to go in whatever direction required

When leaving the Kingsgrove estate on Elder Way towards the A417 the bus gate starts just after the Appletons road entrance. For anyone intending to leave the estate in that direction who then finds themselves unable to exit is then likely to use Appletons as a cut through to Cherry Croft Road.

Cherry Croft road is due to have priority chicanes on the road, therefore encouraging traffic to use Appletons where there is not any physical speed or volume control.

Appletons road is currently a tertiary road with block paving not built for this purpose or adopted by the council. The situation of the bus gate subsequently results in Appletons becoming a continuation of a primary road, Elder Way. This causes a major concern for the safety of the road for all residents, especially children that currently play safely between houses.

This gateway to the estate is currently the only one, and volumes likely to be at its highest usage point with current residents, workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate. When the link road opens this will only reduce the gateways usage as the workman traffic, deliveries of construction materials, home sales, off estate families have other accessible gateways to reach the areas of the development.

This then leaves current residents situated to the South of the development significantly impacted by this change. The residents situated in this location are still likely to use the A417 to enter Wantage/and leave but will have their journey in and out of the estate extended more than twice fold. This not only has a residential impact but an environmental impact causing traffic pollution to the residential area in addition to journey distances being increased.

In terms of residential impact this in turn to impact our financial investments in our homes where previously there being easy access to our homes without having to use multiple primary and secondary roads, and would now find ourselves tucked into the least accessible part of the estate. Not a desirable location within the estate.

We feel have been mis sold the Kinggrove vision and the bus gate is not included in the Design and Access Statement within the planning permission, reference P17/V0652/FUL. There are a number of contradictory statements and each gateway within the document is annotated the same as a strategic gateway with no reference to a bus gate.

Other bus gates situated in the Oxfordshire area are based in Oxford City Centre, the centre of a city oppose to the outskirts of a town. The city centre encouraging commercial users to use public transport and support pedestrian safety. Whereas this bus gate impacts people accessing their homes, without taking a convoluted route. Even the High Street bus gate is only for a set number of hours in the day.

The reason of need for the bus gate in the statement of reasons of 'helping to ensure the safe and free flow traffic on

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	<p>the A417'. How has this gateway been deemed unsafe especially if scoped before the commencement of the estate even being built?</p> <p>Being situated on Appletons and living here for a number of months I have not witnessed any congestion or still traffic on the A417 by this gateway. There is already a mid section in the road to prevent a blockage to the flow of traffic when turning right into the estate. In addition the new roundabout itself will naturally slow the flow of traffic in the direction to Reading.</p> <p>I strongly feel this should not even be considered until the link road is in place and being used. The true impact to traffic volumes and flow can only be realised when the link road has been opened. The next appropriate measure being traffic survey.</p> <p>My suggestion is that if the flow of traffic is part of the reason for change. That alongside the mid section in the A417 road that prevents a blockage of the flow towards Wantage, that when exiting the estate from this gateway there is a 'No right turn' so that you do not have to cross traffic and the new roundabout can be used to go in whatever direction required instead.</p>
<p>(17) As an individual, (Wantage, Appletons)</p>	<p>Object – This proposal to close the 'primary' road off the A417 will cause more congestion along the proposed relief road and create harm to the safety of residents who live on the secondary roads. Cars already speed along Cherrycroft where young children play, the proposal will force cars to use the secondary roads as 'rat runs' putting young children's lives at risk.</p> <p>Why is this proposal only being implemented now and not via the original outline permission (P13/V1764/O)? Having read the outline planning permission report OCC highways raised no objection to the use of the A417 eastern access road, nor were restrictions included within the S106 agreement or via condition.</p> <p>The county urgently needs more infrastructure to support the new homes that are being delivered, not road closures. It is diabolical that the county are considering ANPR as a method to enforce this road closure. I, and most other young families in the development consider OCC are using this as a way to generate more income at residents expense.</p> <p>What is apparent is the high number of cars which park on the development's cycle ways, this is also a danger to young children, many of whom use this to travel to school. I strongly suggest the road closure and bus gate is refused, and resources are directed to a TRO preventing cars from parking on the developments cycle ways.</p>

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<p>(18) As an individual, (Wantage, Appletons)</p>	<p>Object – This proposal to close the ‘primary’ road off the A417 will cause more congestion along the proposed relief road and create harm to the safety of residents who live on the secondary roads. Cars already speed along Cherrycroft where young children play, the proposal will force cars to use the secondary roads as ‘rat runs’ putting young children’s lives at risk. Why is this proposal only being implemented now and not via the original outline permission (P13/V1764/O)? Having read the outline planning permission report OCC highways raised no objection to the use of the A417 eastern access road, nor were restrictions included within the S106 agreement or via condition. I am so disappointed that a letter has been sent to the residents of Kingsgrove whereby the facts are incorrect, pushing residents to believe this proposal is a given. I truly hope that the falsities in the letter are revoked and this is taken into consideration when the final decision is made. The county urgently needs more infrastructure to support the new homes that are being delivered, not road closures. It is diabolical that the county are considering ANPR as a method to enforce this road closure. I, and most other young families in the development consider OCC are using this as a way to generate more income at residents expense. OCC should be supporting local families during this economic crisis, not taking more money from family’s when infrastructure could be improved on the A417.</p> <p>What is apparent is the high number of cars which park on the development’s cycle ways. This is also a danger to young children, many of whom use this to travel to school. I strongly suggest the road closure and bus gate is refused, and resources are directed to a TRO preventing cars from parking on the developments cycle ways. I assume this proposal has been in the pipeline, via discussion, for a while (pre pandemic) between OCC and St Modwen? To what merit is it deemed necessary given the reduction in traffic, due to home working nowadays? There are residents on this development, whereby the journey time will be significantly lengthened if this proposal is approved, causing unnecessary harm to our already fragile environment.</p>
<p>(19) As an individual, (Wantage, Appletons)</p>	<p>Object – Buses and large vehicles already pose a hazard entering an exiting onto Elder Way via the A417 as they are too slow to be able to safely join and exit the road. On numerous occasions since moving in I have seen and been obstructed by bus drivers on the A417. By allowing only buses while all other vehicles are diverted you will be creating more oncoming traffic for the buses to pull out in front of. Encouraging bus use given the current climate is also a poor idea considering they are completely unsafe and are the perfect enclosed environment for disease transmission with no disinfection protocols between every user. The proposed bus routes also focus on access into Oxford particularly the Ciity Centre which I believe is not in the residents interests. If visiting Oxford I am not going into the City Centre as it is overcrowded and I am usually visiting family which would take me hours on the bus to get to making buses completely impractical. I also work in Berkshire and Wiltshire for which you seem to have neglected presuming people want access to Oxford. Realistically rather than transport links people want amenities nearer as personally I would prefer to walk or cycle and avoid vehicles all together. Diverting all cars past the amenities for the development, such</p>

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	as the school and play area is also clearly increasing the danger to pedestrians, a large number of which will be children given the nature of these amenities. It is concerning that this had to be included as part of the planning permission for the development given there would be no physical evidence to demonstrate the benefit of such restrictions until the site is completed and traffic can be observed. If you really want to improve safety and are going to invest money in cameras, a speed camera on the A417 would be much more beneficial as already there are numerous drivers speeding as they enter and exit Wantage.
(20) As an individual, (Wantage, Appletons)	Object – These restrictions would increase the traffic through Appletons, a residential road. It would also force all traffic to drive through the development. This would be an extreme measure to take for the amount of buses that actually use this route. Currently there have been no issues or incidents with the roads current layout and I would suggest once the roundabout is in action this stretch of road will see a lower flow of traffic. Maybe this money could be better spent on facilities actually needed by the community, a new gym facility for example.
(21) As an individual, (Wantage, Appletons)	Object – I am a police officer and live on Appletons. If these measures are put in, this will add the amount of time that it takes to get to and from work. When I work shift and long hours, extra time to and from work can be extremely dangerous for me. My partner is also an on call officer so this could seriously effect their line of work and their response time responding to a serious incident which can have major effects on members of the public. This was also not mentioned when we moved onto the estate.
(22) As an individual, (Wantage, Appletons)	Object – This is extreme to restrict all resident for only one bus (X36). The A417 is also the main access to Wantage, for all resident from south of the development. In case of serious emergency, we will not be able to use it and extra time will have to be taken but emergency it doesn't work like that.. you should focus on how to slow down vehicle within the development as people are driving too fast, especially appletons which have a long straight street... child and pedestrians are not secure at all here.. same for the A417!! Just wait for an accident with people (incl child..) crossing the road without any traffic light....
(23) As an individual, (Wantage, Appletons)	Object – I think the proposed situation will be less safe. Traffic coming from Didcot going towards Wantage is often speeding. Therefore, joining the main needs to happen in a safe place where you have a good overview on traffic coming from both ways. I don't think this will be the case in the new plan.

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(24) As an individual, (Wantage, Bramble Lane)	Object – I live on this estate and it will make it a nightmare to get in and out daily and add so much more time on my commute
(25) As an individual, (Wantage, Cherry Croft)	Object – Concentrating traffic in to and out of the Kingsgrove estate to fewer places. If there is an accident or other issue on one exit, this will create unnecessary traffic and potentially mean we have fewer options to travel out of the estate or if we need to get out in an emergency.
(26) As an individual, (Wantage, Cherry Croft)	Object – I am objecting because it is easier for me and many of my neighbours to use the entrance and was not informed of this when I bought my house
(27) As an individual, (Wantage, Cherry Croft)	Object – Having to go a longer route to and from home
(28) As an individual, (Wantage, Cherry Croft)	Object – I live on cherry Croft which is the second turning on the right after Appleton's I feel that this is causing unnecessary driving across the estate I'd be driving further just to get on the main road. This would cause more traffic on the estate for the people that live close to the main entrance. If you are coming from didcot can you turn right onto the new link road as if you cannot them this will be causing people to drive through the town causing extra air pollution that is not necessary
(29) As an individual, (Wantage, Coates Close)	Object – I firmly wholeheartedly object to this proposal. The Eastern access to Crab Hill from the outset was promoted as a relief road for Wantage to alleviate traffic passing through the town at peak times. Millions have been spent on building the road. This proposal demonstrates no knowledge whatsoever of the town and its needs. To propose use this road as a bus gate route is insulting, a massive underuse of a valuable route through the town and totally counterproductive. The proposal is utter nonsense.
(30) As an individual, (Wantage, Coates Close)	Object – This area is in the process of development and the original development plans do not contain such a limitation of road usage. I would like to encourage the free movement of vehicles in the area. Also, we do not have any heavy traffic area that justify such a proposal. Did the proposal have any supporting data that was gathered over a certain period or its simply try to force the people to a set idea.

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(31) As an individual, (Wantage, Coates Close)	Object – I live down the road. This is a bad plan, it will push all the Kingsgrove traffic onto a338. It's ridiculous. And there's not even a decent bus service to support having a bus gate! Yet another terrible traffic plan from Oxfordshire council created to punish car drivers without actually helping anyone else in return.
(32) As an individual, (Wantage, Coates Close)	Object – With this many houses being built restrictions of any sort that don't prioritise safety are a waste. I live on phase 1a of this development, I have hardly ever seen anyone use the bus. Mostly these are parked up for the drivers breaks. My child goes to Wantage primary academy, access to the school is important and this will be a significant inconvenience. The main road going past the development is the biggest problem, drivers leave the roundabout and are very rarely keeping within the speed limits. Mostly they just come off the roundabout by the Nelson and put their foot down. Also during bad weather drainage is bad both of which make our commute to the school dangerous. When we do drive, pulling out is generally a bit of a gamble too. Introducing another measure further down which means the only thing drivers have to slow for is the occasional bus will only make things worse. Wantage is too small to warrant this sort of infrastructure, people can walk into town easily so why the focus on buses which are so rarely used by the local community they are empty half of the time.
(33) As an individual, (Wantage, Crab Hill)	Object – Sounds absurd to suggest such an idea I hope there are thousands of others who agree n do not roll over to being pushed in such a way
(34) As an individual, (Wantage, Elder Way)	Object – As someone who lives on the Kingsrove Estate we have never known a major traffic problem to which this is needed. Also there needs to be more planning and thinking about how we are going to access the estate. We are aware of a new entrance being made for access but is that not just moving a traffic problem up the road? Also to where the speed limit is 50mph instead of the 40mph the Elder Way entrance is?
(35) As an individual, (Wantage, Elder Way)	Object – I live on Elder way (Flat 17), this would impact my daily life in having to add extra time to my journey. I do not see the point to a "bus gate" if the council really wants this, then they should allow residents to continue to use this road and allow us to put our number plates into the ANPR system. This just seems like a waste of public money.
(36) As an individual, (Wantage, Elder Way)	

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	Object – Those that live on elder way and that side of the development will have to go out of their way and do longer journeys to reach the A417. Those closer to the new road will use that anyway cutting down on the traffic using elder way and as such putting measures in place is an unnecessary waste of public funds.
(37) As an individual, (Wantage, Elder way)	Object – I think it's a silly idea there will be accidents with people crossing at that turn with busses and taxis. I think it runs just fine the way it is
(38) As an individual, (Wantage, Flower Drive)	Object – This proposal creates inconvenience for residents living on the estate. We were not informed of these plans when we purchased our property. This will create confusion for visitors, deliveries and other services. It also increases drive time and people having to drive the long way around the estate to get to their house.
(39) As an individual, (Wantage, Goldsmith Close)	Object – Please leave it as it is. I don't want to waste fuel going long ways around to exit the estate. It's not good for the climate and I will be inclined to move house.
(40) As an individual, (Wantage, Goldsmith Close)	<p>Object – It adds unnecessary inconvenience to both myself and my partner for commuting and general travel.</p> <p>It seems rushed to be suggesting changes to the road layout for the Elder Way junction at this stage before the before the Wantage Eastern Link Road is finished. Surely it makes more sense to evaluate the situation after the new road is complete so a better assessment of the traffic around the A417 and Elder Way junction can be made.</p> <p>The WELR should alleviate traffic along the A417 when complete, the suggested change seems thought it would simply move the current problem further up the road rather than allowing both roads/junctions to share the traffic.</p>
(41) As an individual, (Wantage, Goldsmith Close)	Object – This is a horrifically thought out plan which will turn areas of Crab Hill estate into a rat run from the new entrance to the St Modwen & CALA homes developments. This will put children, animals and adults at risk, result in far more traffic than currently. What a horrific idea and a complete nonsensical approach.
(42) As an individual, (Wantage, Goldsmith Close)	Object – I feel it will be extremely inconvenient to the residents of the new development as they will have to take a long winded route to get to the town centre or elsewhere from the newbuild estate if this road is closed for normal traffic. Moreover, the bus service is hardly used, with maybe a person or two at a time – the buses run empty most of

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	the time. For such a big development, it would be common sense to assume a entry/exit via the main road i.e. A417 and in that case I believe this will proposal will only lead to endless penalties for unsuspecting common man caught unawares using the proposed bus lane. I can't see what benefit this bus gate brings to the immediate community of the Crabhill development or to the wider area but it will certainly increase journey time for the residents, quite frequent penalties for the visitors and more use of fossil fuels.
(43) Online response, (Wantage, Goodenough Drive)	Object – Will make access to my house confusing
(44) As an individual, (Wantage, Goodenough Drive)	Object – I live in the development and this small change will affect and increase my journey as I will have to drive around the whole estate to get to my house when I live just at the end of elder way
(45) Online response, (Wantage, Ickleton Road)	Object – It will stop my colleagues responding too shouts for the fire service
(46) As an individual, (Wantage, Larkdown)	Object – Not sure I understand the need for a bus gate at this location. What is the objective? Does this achieve it? For example if the idea is that this will reduce traffic on the A417 I don't think it will achieve it. I also have concerns that it will make the A417 more attractive to use for through traffic rather than using the link road – resulting in more traffic going through the town centre. Is there any data to support the case? Concerned that this will increase car use and congestion as drivers from crab hill will now have to drive further to get to Wantage town if they are for example driving to a supermarket to do a weekly shop (assuming this is not implemented until the link road is built).
(47) As an individual, (Wantage, Primrose Avenue)	Object – This has a direct impact on our family for work and family travelling. This increases the journey time to our destinations. When we bought the house, the motivator was the ease of access to wantage, Didcot, the school etc. we don't want additional journey time added which increases emissions and time to our journeys.
(48) As an individual, (Wantage, Primrose Avenue)	Object – I live on kingsgrove and my daughter attends the school. I'm a single parent who is a keyworker (audiology and education) with deaf students. We moved two streets up onto the estate to be nearer the school and make life easier for ourselves. I work at a school for the deaf between Newbury and wantage. I have travelled everyday

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	<p>including lockdowns. I have been called into school on weekends and evenings as it is a boarding school. The only means of transport to get there is a car. I'm balancing a full time job with vulnerable students and my daughter. Therefore I need to be able to get between home/ wantage primary academy and my work as quickly and safely as I can. The extra time to travel around the site means less time with students or my daughter or inconveniencing school by being late for picking up.</p> <p>It also cuts the estate off from Charlton/ Wantage. That is where my support network is and that makes me nervous. I'm on my own with a small child.</p> <p>I was not told this when I bought and it may have stopped me purchasing on kingsgrove for these reasons. I'm also concerned about the Increased traffic on our side of the development due to the st modern houses needing to cross the estate rather than exiting on the nearest exit to them. I can see them coming down Primrose Avenue as a cut through to the Link road in the grove direction. Children are used to playing on this quiet road.</p> <p>To conclude, I want a safe home for my daughter without cars rat running across the estate to get out quickly, I need my visitors to be able to come without hassle/ fines and most importantly I want to be able to get safely and in good time to and from the estate to my family/ friends and most importantly to the vulnerable people within my care. This move was supposed to make life easier not increase stress levels and my carbon footprint. Please do not implement the bus gate we need to be able to exit that way to wantage for all the reasons stated.</p>
(49) As an individual, (Wantage, Rae Crescent)	<p>Object – As a resident of the Crabhill at Kingsgrove Estate in Wantage, I am objecting to the proposed traffic restrictions. Once complete, the Estate will have approximately 1,500 new homes. Restricting motor vehicles from using Elder Way will simply push all of the estate residential traffic to a chokepoint on the Wantage Eastern Link Road. A better traffic improvement for the junction of Elder Way and the A417 would be a dedicated cycle path along the A417 heading South-West into Wantage, and a pedestrian crossing to enable residents to cross the public foot path (heading towards the Vale Way) across the A417.</p>
(50) As an individual, (Wantage, Smiths Wharf)	<p>Object – Access should be for all & we shouldn't have bus gates at all in Oxfordshire</p>
(51) As an individual, (Wantage, St Marys)	<p>Object – The estate is new I don't see any need for there to be a bus gate or turn restrictions. Restricting the number of access roads to the estate would create more traffic through Wantage town and the roads already can't cope with the amount of traffic.</p>

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(52) As an individual, (Wantage, Truelocks Way)	<p>Object – I think this is a really bad idea. It will be difficult to enforce particularly out of hours. It would be far better just to close Elder Way and the buses take the same route into the development as cars. It's not a long detour for the busses, and far safer. It would also get rid the traffic islands on the A417 opposite Elder Way, which are extremely poorly designed and misaligned with the carriageway.</p> <p>You could keep the Elder Way entrance open for bicycles and pedestrians. But then design a safe entrance, with suitable capacity off the link road, ideally with a roundabout to protect traffic turning into the estate.</p>
(53) As an individual, (Wantage, Wilkins Way)	<p>Object – The addition of a bus gate and/ or turn restrictions at the junction of Elder Way and Reading Road will have several negative impacts on the lives of those who live in the Kingsgrove development, especially residents of the Bellway and St. Modwen homes. This will create longer car journeys, which for most of us would otherwise take less than one minute. The additional mileage covered for each individual journey, when compounded over the years, will significantly increase the carbon footprint of each resident of the development. Traffic jams will also likely be created along the road that follows the outer edge of the development, by keeping the elder way junction open to motorists, we can disperse the concentration of vehicles around the neighbourhood. Finally, by concentrating traffic only to certain areas, we will be putting the children who are unlucky enough to live near those main roads at greater risk (having more entry/ exit points to the develop keeps every road a little quieter, instead of creating a single busy road)- I think it is very unfair that those who are put most at risk of this are too young to have a voice and speak up on this survey. If the issue around the elder way / reading road junction is traffic flows, why not consider a traffic light or roundabout? Most people who live at kingsgrove don't even use the bus, so why not reinvest our council tax payments into something we can actually make use of?</p>
(54) As an individual, (Wantage, Wilkins Way)	<p>Object – We live very close to the junction with the A417. It seems to me that, under the proposals, we would have to drive through more of the Kingsgrove development in order to get in and out, which puts more cars nearer to the residential houses rather than getting traffic in and out via the A417 and the Elder Way junction. As a parent, I enjoy travelling around the development with my two small children, using either their bikes or scooters, and feel that if more cars are driving through the development in order to reach the new link road, this may not be as safe as it currently is.</p>
(55) As an individual, (Wantage, Witan Way)	<p>Object – The planning process is clearly flawed. This will just make things worse for 99% of people. Why was this not considered before. Secondly why spend on buses when you could build a cycle path alongside the A417</p>

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(56) As an individual, (Grove, Woodgate)	Object – It will impact the response time of firefighters responding to wantage fire station.
(57) As an individual, (Wantage, Primrose Avenue)	<p>Object – Given that I need to travel for work and for pleasure, the Bud Gate will have a direct impact on me and my family. Buses into the area are limited, and implementing this measure for them alone has a much greater impact on general traffic.</p> <p>Traffic into Wantage will increase, despite not necessarily having to travel that way, this will incur greater emissions when we're at a key moment in time to ensure our emissions impacts be reduced as quickly as possible. We should be taking measures to reduce this, not make it worse. Are you prepared to be a factor in our undoing?</p>
(58) As an individual, (Wantage, Clover Close)	<p>Object – As Oxford/shire is cutting bus services, creating a bus-only entrance to the Kingsgrove development seems unnecessary, instead it would be more beneficial to close the road completely and create more green space (grass areas and trees) and direct buses and all other traffic round the proposed Wantage East Link Road (WELR).</p> <p>The green space at the entrance of the Kingsgrove development is very pleasant and especially the views over the large hills and Larkhill – if the road were closed and replaced with more green area, it would enhance the estate – and of course, save money – no need to ANPR/Traffic Lights etc.</p> <p>Cutting all traffic from the front of the estate would also make the existing green areas safer! The changes I propose are to direct buses to use the same entrance as all other traffic and extend the green area, all good in anyone's book, no?</p>
(59) As an individual, (Wantage, Clover Close)	<p>Object – If the WELR becomes the main access to the Kingsgrove development, it will increase traffic through the centre of the development where the public square, children's park and primary school are located, thus increasing the risk of accidents to pedestrians and in particular children that will be the primary users of that area.</p> <p>By keeping the current entrance via Elder Way open to all traffic it would reduce traffic in those public areas in the centre of the development as traffic to the currently occupied houses in the development will use that entrance. The concerns of traffic becoming worse in Reading Road (A417) by keeping this entrance open is not justifiable as currently this access is not worsening traffic in Reading Road and most of the potential users of this access are currently already in the development. The WLER will be used mostly by future phases of the development that can easily avoid the public areas in the centre if the Elder Way entrance stays open.</p>

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	<p>If the bus gate installation still goes ahead, then a different access, other than the proposed layout of the WELR, should be built to avoid increased traffic through the public areas in the centre of the development.</p>
<p>(60) As an individual, (Wantage, Rae Crescent)</p>	<p>Object - 1- Your proposal gathering all the traffic coming from/to the A338 along the WELR will create traffic and congestion that we, residents at Crabhill will be forced to join.</p> <p>2. Residents at St Modwen will be in the worst situation, we will be located at the very opposite end to the WELR access and be obliged to travel the extra distance causing additional air pollution in the area.</p> <p>3. If you want to protect the Crabhill residents from non local traffic shortcutting across the development, I suggest that your Number Plate Recognition cameras are programmed to allow the Crabhill residents's vehicles to use the Elder Way junction.</p>
<p>(61) As an individual, (Wantage, Appletons)</p>	<p>Object – I am very disappointed and strongly object to hear this might be coming into play.</p> <p>I am against these plans and I assure you everyone on the estate who in currently living here will be against these plans. There will be 'rat runs' around the Appleton's and cherry Croft estate causing life risk to children who play in these streets every day, especially in half term breaks.</p> <p>This proposal wasn't included in the plan when I moved into this estate, could you please give me an example where ANPR of any development (apart from in central Oxford) where number plate recognition was in place for a bus gate, on a housing development.</p> <p>I have been living on this estate over a year, I picked my house due to the easy access in and out of the estate onto the A417 heading into wantage. I have never had any issues with traffic getting in or out of the estate on to A417.</p> <p>I left Oxford due how its impossible to get around with all the new Restrictions in place. I moved to wantage to have easy access to everything and not have to worry about any restrictions, bus gates and everything like that.</p> <p>Also I am a proud On call fire fighter who serve the community of wantage and there are few more firefighters who live on the same estate.</p> <p>If this bus gate gets put in place , This will massively reduce our response times to responding to emergency incidents in wantage and Oxfordshire.</p>

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	<p>Please do not go ahead with this plan as it will cause major issues and emergency responds time will be massively affected by this plan.</p> <p>Please consider and NOT put this bus gate in and think life's at risk if we can't reach our response times.</p>
(62) Email response, (unknown)	<p>Object – I would like to raise our concerns and ultimately our objection for the proposal due to a number of reasons. I have summarised why, and also added further detail below. In summary:</p> <ul style="list-style-type: none"> • Significant impact to home owners on Appletons safety and living conditions • Appletons is a tertiary road, and would in effect change to a continuation of a primary road (Elder Way) and it is not built for that purpose • Additional wear & tear to Appletons, a road that is not adopted by the council therefore a cost to the Kingsgrove residents • Environmental impact due to increase of journey distances and times • Current usage of gateway is inflated as the only current gateway, due to workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate • The true impact to traffic volumes and flow can only be realised when the link road has been opened and all gateways opened • The flow to the traffic on the A417 towards Wantage is already managed with a 'ghost island' for cars to turn right • The flow naturally will be obstructed with the new roundabout in place • An alternative if required to manage to the flow of traffic on the A417 towards Reading would be to have a 'No right turn' on the gateway exit and the roundabout used to go in whatever direction required <p>When leaving the Kingsgrove estate on Elder Way towards the A417 the bus gate starts just after the Appletons road entrance. For anyone intending to leave the estate in that direction who then finds themselves unable to exit is then likely to use Appletons as a cut through to Cherry Croft Road.</p> <p>Cherry Croft road is due to have priority chicanes on the road, therefore encouraging traffic to use Appletons where there is not any physical speed or volume control.</p> <p>Appletons road is currently a tertiary road with block paving not built for this purpose or adopted by the council. The situation of the bus gate subsequently results in Appletons becoming a continuation of a primary road, Elder Way. This causes a major concern for the safety of the road for all residents, especially children that currently play safely between houses.</p>

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This gateway to the estate is currently the only one, and volumes likely to be at its highest usage point with current residents, workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate. When the link road opens this will only reduce the gateways usage as the workman traffic, deliveries of construction materials, home sales, off estate families have other accessible gateways to reach the areas of the development.

This then leaves current residents situated to the South of the development significantly impacted by this change. The residents situated in this location are still likely to use the A417 to enter Wantage/and leave but will have their journey in and out of the estate extended more than twice fold. This not only has a residential impact but an environmental impact causing traffic pollution to the residential area in addition to journey distances being increased.

In terms of residential impact this in turn to impact our financial investments in our homes where previously there being easy access to our homes without having to use multiple primary and secondary roads, and would now find ourselves tucked into the least accessible part of the estate. Not a desirable location within the estate. We feel have been mis-sold the Kingsgrove vision and the bus gate is not included in the Design and Access Statement within the planning permission, reference P17/V0652/FUL. There are a number of contradictory statements and each gateway within the document is annotated the same as a strategic gateway with no reference to a bus gate.

Other bus gates situated in the Oxfordshire area are based in Oxford City Centre, the centre of a city oppose to the outskirts of a town. The city centre encouraging commercial users to use public transport and support pedestrian safety. Whereas this bus gate impacts people accessing their homes, without taking a convoluted route. Even the High Street bus gate is only for a set number of hours in the day.

The reason of need for the bus gate in the statement of reasons of 'helping to ensure the safe and free flow traffic on the A417'. How has this gateway been deemed unsafe especially if scoped before the commencement of the estate even being built? Being situated on Appletons and living here for a number of months I have not witnessed any congestion or still traffic on the A417 by this gateway. There is already a mid section in the road to prevent a blockage to the flow of traffic when turning right into the estate. In addition the new roundabout itself will naturally slow the flow of traffic in the direction to Reading.

I strongly feel this should not even be considered until the link road is in place and being used. The true impact to traffic volumes and flow can only be realised when the link road has been opened. The next appropriate measure being traffic survey. My suggestion (although I appreciate not requested!) is that if the flow of traffic is part of the reason for change. That alongside the mid section in the A417 road that prevents a blockage of the flow towards

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	<p>Wantage, that when exiting the estate from this gateway there is a 'No right turn' so that you do not have to cross traffic and the new roundabout can be used to go in whatever direction required instead.</p>
(63) As an individual, (Wantage, Appletons)	<p>Object – As a resident of Appletons I would like to strongly oppose the proposal for the following reasons:</p> <p>The proposal outlines that these changes to the road access will ensure that traffic entering and leaving the new development at the junction will be kept to a minimum. However, once the new Wantage Eastern Link Road (WELR) is completed this in itself, will alleviate a vast amount of traffic on the A417 passing the development. The main access outlined in the proposal should this come into effect, will result in all residential traffic on the south side of the estate being forced through the estate, past the school, to exit.</p> <p>Furthermore, when buying our home, one of the main stipulations to the houses we could consider was the location of them on the development. This is due to my husband being an on-call Firefighter for Oxfordshire County Council based at Wantage Fire Station. If this proposal were to come into effect it would have a detrimental impact on his ability to respond to emergency incidents in a timely manner due to the junction being his primary route in and out of the development.</p> <p>I would be grateful if you could answer the following queries:</p> <ul style="list-style-type: none"> • Where in the S106 agreement this was referenced and what evidence is there to support the proposal being beneficial? • Will residents' feedback be considered in the decision making? As I am aware that a significant number of residents have opposed this via the survey: https://letstalk.oxfordshire.gov.uk/wantage_a417crabhill_busgate2022 • If the bus gate comes into effect, with the ANPR cameras as mentioned, will there be consideration for emergency service respondents to hold permits to bypass the bus gate?
(64) As an individual, (Wantage)	<p>Object – As a resident I wish to make it clear that I strongly object this proposal for a number of reasons listed below;</p> <p>Whilst the S106 may of been underwritten at time of application, I was NOT informed about it at time of purchase from our developer (Bellway).</p> <p>The proposal claims that the bus gate will help the flow of traffic on the A417 and reduce the volume of traffic around the development - what evidence is there to support this? I feel that the introduction of a bus gate would be more</p>

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	<p>dangerous for road users that are unfamiliar with the area as they will be hesitant and unpredictable at the junction due to it being a bus gate.</p> <p>In addition to this, this proposal will only increase the amount of traffic going through the estate - as all the residents who live near the Elder Way exit will be forced through the centre of the development in order to leave, resulting in an increase of traffic through the development.</p> <p>In the period of time that I have lived at this property, I have observed that the slow traffic is due to the location of the bus stops along the A417 itself, rather than it being due to vehicles turning in and out of the development. The introduction of a bus gate will not alleviate the issue of buses having to give way to join the A417.</p> <p>Another reason for the objection is that I work as an On-Call FireFighter for Oxfordshire Fire and Rescue Service at Wantage Fire Station. If this proposal was to come into effect this would significantly increase the time taken to respond to emergencies in a safe manner. These delays will increase the turnout time for the fire appliance which will hinder our ability to save lives and protect property. I am aware that the station manager has collated responses on behalf of Oxfordshire Fire and Rescue Service.</p> <p>I also believe that the opening of the Wantage Eastern Link Road (WELR) will alleviate a vast amount of traffic away from the junction of Elder Way, rendering some of the arguments for the bus gate useless.</p>
(65) As an individual, (Wantage, Cherry Croft)	<p>Concerns - The addition of restrictions would mean that Cherry Croft would become a rat run for all vehicles to the south west of the estate. Currently it is a very peaceful road and the majority have young children who play outside their houses on the street. When residents purchased houses on this street it was never in the layout that this would become a busy main road, many may not have purchased if this was known</p>
(66) As an individual, (Wantage, Clover Close)	<p>Concerns - Will cause massive problems with the traffic in the estate</p>
(67) As an individual, (Wantage, Clover Close)	<p>Concerns - As I live on Kingsgrove I would like to better understand the impact for residents</p>

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(68) As an individual, (Wantage, Appletons)	<p>Concerns - What evidence is there that the bus gate is required. What safety issues have been documented?</p> <p>Speed of traffic along the A417 remains a greater safety issue from my daily observations. Keen to understand how these are being tackled in parallel.</p>
(69) As an individual, (Wantage, Appletons)	<p>Support - I previously selected object as I was confused by the plan, but I now support.</p>
(70) As an individual, (Wantage, Appletons)	<p>Support - Because I support this good idea</p>
(71) As an individual, (Wantage, Appletons)	<p>Support - The a417 in respect of the section where it is adjacent to the new development should have a speed camera installed to force drivers to comply with the speed limit for safety reasons and reduce noise pollution.</p>
(72) As an individual, (Wantage, Armitage Drive)	<p>Support - I regularly walk on the Kingsgrove estate for exercise and already feel unsafe with the number of cars along elder way despite the estate not being completed. The air quality would be enhanced limiting access to certain vehicles only.</p>
(73) As an individual, (Wantage, Charlton Road)	<p>Support - Keep traffic off/away from the A417 near Wantage as much as possible</p>
(74) As an individual, (Wantage, Cherry Croft)	<p>Support - I have been aware that this was happening for some time and do not have any objections. I overall support the measure to support flowing traffic and the change has a negligible impact on me.</p>
(75) As an individual, (Wantage, Coates Close)	<p>Support - Improve flow of traffic in A417 and decrease traffic within main roads within Kingsgrove estate</p>

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(76) As part of a group/organisation, (Grove, Main Street)	Support - I am very much in favour of supporting and facilitating active travel in Wantage and the surrounding area. Especially for new developments like Crab Hill, it is essential to limit the assumed dominance of the car as a mode of transport for every journey. Anything like this which restricts the flow of motorised traffic is a good thing. We hope that the new east-west road will reduce motorised traffic through the centre of Wantage and this proposal will help towards that. I would add that, alongside this, OCC and the developers need to do more to improve cycling and walking links into the centre of Wantage - in other words don't just be seen to 'punish' drivers but be seen to be supporting and facilitating other modes of transport locally.
(77) As an individual, (Wantage, Primrose Avenue)	Support - I think restricting the access is a good idea and I was aware of the proposals when I purchased my property from Cala in august 20. Currently a large of amount of traffic accesses the development from the main A417 via Elder Way and many drivers have little or no regard for the local speed limits on the estate. Primrose Avenue and Elder Way are used as access roads to the primary school from non residents and many of these drivers drive at speed along Primrose Avenue. Maintaining the Elder Way access for buses/taxis only and requesting all other vehicular access to drive via the main link road would ensure only main roads are use by the majority of the cars/delivery drivers. To ensure that smaller roads do not become short cuts and rat runs, perhaps the council could consider speed humps on smaller roads too.
(78) As an individual, (Wantage, Primrose Avenue)	Support - To quieten traffic heading into the Kingsgrove development via Elder Way. - Rerouting of school traffic away from residential roads eg Primrose Avenue - We were advised by the housing developer that this was part of the plans and it did influence our purchase
(79) As an individual, (Wantage, Primrose Avenue)	Support - Calming traffic on Elder Way and connecting residential roads Re-routing school traffic away from Primrose Avenue. This is a very good idea but I do wonder if it is possible to include traffic calming to some (all) of the residential roads. In the 18 months we have been here we have been surprised at the speed at which people travel along Primrose Avenue
(802) As an individual, (Wantage, Primrose Avenue)	Support - It will reduce the amount of traffic going past our house to the school

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<p>(81) As an individual, (Wantage, Wilkins Way)</p>	<p>Support - I think it's a great example to try and reduce car usage in the development as well as increasing the level of public transport available! Really hope this comes forward as a way to set an example to future developments across the county.</p>
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