

Divisions affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

OXFORD: WESTBURY CRESCENT – PROPOSED HIGHWAY IMPROVEMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following highway improvements on Westbury Crescent in Oxford, as advertised:

- a) **One-way traffic restriction (exemptions for people cycling) with eastbound traffic using the northern leg, and westbound traffic using the southern leg.**
- b) **Traffic calming features in the form of physical planters placed on the highway at various points to narrow the road slightly, with the exception of proposed planters outside 36 and 31 Westbury Crescent which are recommended not to be taken forward.**
- c) **'No Waiting at Any Time' (double yellow lines) parking restrictions at various locations to support the traffic calming features with the exception of proposed 'No Waiting at Any Time' (double yellow lines) parking restrictions in the vicinity of 36 and 31 Westbury Crescent which (subject to 'b') would not be required to be taken forward**

Executive Summary

2. This report presents responses to the statutory consultation on the proposals to introduce a new traffic improvement scheme for Westbury Crescent in Oxford. An informal consultation on proposals was undertaken in Summer 2024, the outcomes of which informed the subsequent formal consultation on proposals in September/ October 2024.
3. There was a notable (109) number of responses to the formal consultation which provided a mixed opinion on proposals. Supportive comments for the scheme typically highlighted benefits for improved balance in vehicle flows in

the area, benefits of reduced speeding and opportunities for local planting. Key themes raised by those objecting or raising concerns on the scheme included concerns about impact of additional journey times, safety concerns relating to proposed planters, queries about the benefit of the measures and observations about traffic measures across the wider area. In considering consultation feedback officers are recommending approval of measures with some localised amendments.

Context

4. Local concerns have been raised in Westbury Crescent about a disproportionate balance of vehicle flow on Westbury Crescent (Oxford). The implementation of a Low Traffic Neighbourhood to Cowley in 2021 is considered to have exacerbated this issue. Subsequent traffic surveys have confirmed that a significantly higher volume of vehicle traffic uses the southern half of the crescent compared to the northern half of the crescent. Concerns with vehicle speeding have also been raised and wider safety concerns were also locally raised.
5. An informal consultation was undertaken in June 2024 to gather feedback on potential measures to address these concerns. The outcome of this consultation was used to inform a subsequent formal consultation which ran between September and October 2024.

Financial Implications

6. The value of the scheme is £225,000 and the scheme has allocated funding of £225,000. Funding is drawn which from the councils £4m vision zero programme and specifically a £1m workstream within the Vision Zero funding for the Low Traffic Neighbourhood (LTN) programme. £775k of the £1m workstream has been previously allocated to measures relating to the LTN programme leaving a residual £225k budget for the Westbury Crescent project. The total spend to-date for design, consultation including commitments is £31,519. Delivery of the project could be expected to have an increased additional maintenance implication and cost. The project budget includes a £10k allowance for future maintenance of the scheme. This is expected to cover initial maintenance to help establish the proposed planters as well as annual maintenance costs for the lifetime of the planters. It is noted that through the consultation there is interest from the local community in helping to plant and maintain the proposed planted areas of the scheme. There are no further anticipated financial implications of the scheme for the council.

Comments checked by: Rob Finlayson, Strategic Finance Business Partner (Environment & Highways; Economy & Place) – Rob.Finlayson@oxfordshire.gov.uk

Staffing

7. Design and implementation of the scheme will be met by existing staff resource with time recharged to the project budget.

Legal Implications

8. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority. Legal advice required for the project will be met from existing council resources.
9. The consultation that has been undertaken, which will aid development of the scheme designs, complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and related regulations.
10. The relevant statutory procedures for introducing a TRO have been followed.

Comments checked by: Jennifer Crouch, Head of Law (Environmental), Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

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

Sustainability Implications

12. The proposals seek to provide a better distribution of vehicle traffic, provide an enhanced environment for active travel modes as well as helping to improve road safety in the immediate area.

Formal Consultation

13. A formal consultation was carried out between 26 September and 25 October 2024. 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, Littlemore Parish Council, the local City Cllr's, and the local County Councillors representing the Cowley, and the Rose Hill & Littlemore divisions.
14. Letters were sent directly to approx. 595 properties in the immediate vicinity, and public notices were also placed on site.
15. 100 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
One-way restriction	52	17	26	5	100

Traffic calming & parking restrictions	59	15	21	5	100
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16. Additionally, a further nine emails were received, with Thames Valley Police & Oxford Bus company submitting non-objections, the local County Councillors for both Cowley the Rose Hill & Littlemore division offering their support, three local residents raising concerns, and a further resident not objecting.
17. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

18. Thames Valley Police submitted a non-objection whilst Oxford Bus Company also had no objection to the scheme.
19. Both the local County Councillor for Cowley, and the County Councillor for the neighbouring ward of Rose Hill and Littlemore, as well as pedestrian/ cycle groups (Cyclox and Oxfordshire Liveable Streets) were supportive of the proposal. In indicating their support for the scheme, some asked that consideration be given to the introduction of cycle bypasses at the proposed planters (see further comment below).
20. Of those who objected or raised concerns with the proposal there were a combination of general comments as well as specific details;

General Comments

Measures are not necessary and will increase traffic/ journey times

21. Proposals were generated following local resident and councillor feedback about an unequal balance of vehicle flows on Westbury Crescent and concerns with traffic speed and safety. Subsequent traffic surveys confirmed that there is a large imbalance in the proportion of vehicles using 'Westbury Crescent South' compared to 'Westbury Crescent North'. Officers consider that the proposals will help rebalance and address this issue.
22. Whilst it is true that there may be some slight journey time increases for vehicles using Westbury Crescent, these increases are considered negligible and are offset against hoped improvement to the environment and provision for pedestrians and people cycling in the area as a result of the scheme.
- #### Concern that planters will be a safety hazard
23. It is acknowledged that the introduction of one-way vehicle working can create unintended consequences of increased vehicle speed. This is proposed to be mitigated through the use of planters along Westbury Crescent. A number of respondents cited concerns that the allowance of bi-directional cycling along Westbury Crescent could create pinch-point hazards for people cycling and suggested that cycle bypasses should be added.
24. It is recognised that guidance from cycle note LTN 1/20 encourages the use of cycle bypasses in such a circumstance. This however needs to be carefully

considered. A cycle bypass could become unusable unless regularly maintained and given the vertical aspect of the planters, sufficient width for a cycle bypass would be needed to make it usable. Subsequent assessment of widths including vehicle swept paths suggests that it would not be possible to provide with width for a cycle bypass to desired standards and also retain the planters.

25. Whilst the concern is acknowledged there is precedent of contraflow cycling on narrow one-way streets where there are build outs. These schemes have performed well with no significant safety issues to-date. Subject to approval, and implementation the scheme would be subject to an independent Road Safety Audit (RSA). Subject to any actions arising from this RSA, the scheme will be monitored to confirm that it is operating safely. Proposals will also be subject to detailed design which will ensure road markings advising of contraflow cycling are consistent with best practice guidance of LTN 1/20. Identification of the planters as a preferred measure to assist with traffic calming followed an informal consultation on proposals in June 2024.

26. A number of responses also raised concerns about the dimensions of planters affecting visibility for residents parking on driveways. All proposed locations for planters have been subject to a swept path analysis, along with on-site observations to ensure that access is not restricted. Further checks will be undertaken on site when positioning the planters. Whilst we do not believe it to be the case, should there be any residual issues after delivery, planters can be relatively easily repositioned where required.

That a proposed green space on entry to Westbury Crescent is not required and could be unsightly

27. A physical build out at the entry to Westbury Crescent is proposed to assist self-enforcement of the proposed one way working. This facility could provide an opportunity to provide wider greening and other public amenities (noting that these are unlikely to be funded through this immediate project). Concerns about such an area being under maintained and underutilised are acknowledged, however the council is supportive of local residents being involved in the design and development of what this space could look like. Consultation feedback and informal/ formal local discussions suggest there could be some localised interest in this approach amongst residents.

Disagree with proposals for 'No Waiting at Any Time' (double yellow lines) parking restrictions

28. At a number of locations in proximity to proposed physical features, no waiting restrictions are proposed. These are considered necessary in order to ensure the safe working of proposals. Informed by parking surveys of the area in total it is anticipated that existing on-street capacity across Westbury Crescent and Church Hill Road is for 128 parking spaces which would be reduced to approximately 73 parking spaces with this scheme. Existing on-street parking demand is a mixed picture with parking demand ranging from 47% average occupancy (Thursdays) to 70% average occupancy (Wednesdays). There are currently no parking restrictions in the area.

29. Although at certain times existing demand for on-street parking would exceed the proposed number of on-street spaces, it is observed that many properties in the area have off-street parking facilities. It is expected that there is a level of commuter parking within the area.

Specific issues

Concerns with the location of planters on entry to Westbury Crescent North (From Rose Hill)

30. Concern has been raised about the location of proposed planters on entry to Westbury Crescent (north) from Rose Hill and that the nature of some resident vehicle movements would be compromised. It is suggested that removal of these proposed planters – proposed outside 36 and 31 Westbury Crescent, alongside proposed waiting restrictions in this immediate area would not compromise the overall scheme. Following on site discussions, officers and the design team agree that the scheme would not be compromised by the removal of these proposed planters and recommend that they are not taken forward for delivery.

Concerns with the location of planters on south side of Westbury Crescent

31. Concern was also raised that the siting of specific planters on the south side of Westbury Crescent could affect accessibility for residents with particular access requirements. Officers have carefully considered responses and consider that vehicle swept path analysis confirms that there should be no material difference for access compared to the existing situation. As mentioned earlier, should there be any unintended consequences at a later date, the design of the planters means that amendments/ relocation of planters can be undertaken fairly easily if required. It is considered removal of planters on the south side of Westbury Crescent would risk adversely affecting vehicle speeds.

Other

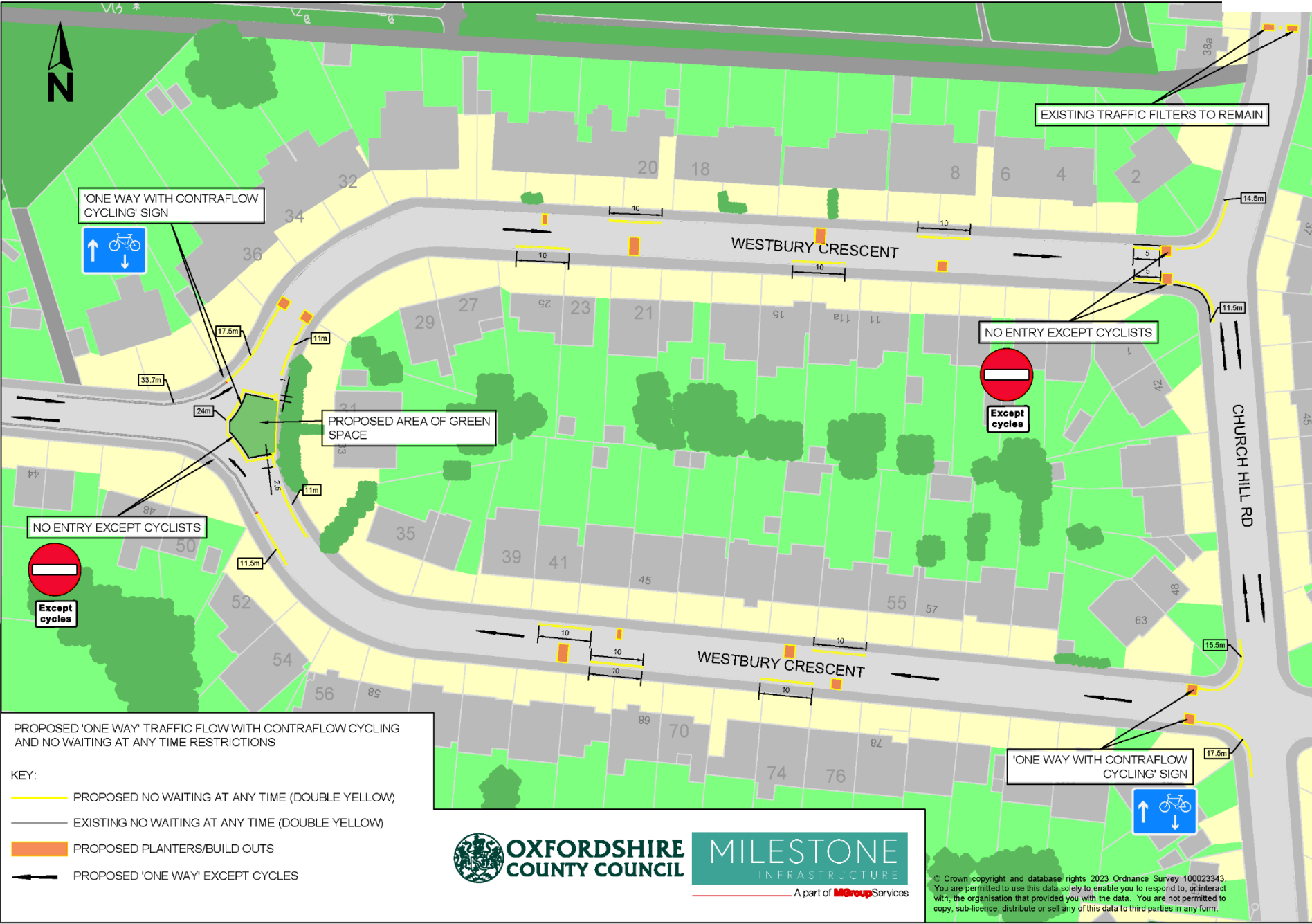
32. A number of suggestions were made through the consultation regarding alternative highway proposals for the area. These were considered outside the scope of this project but will be carefully considered for other committed county council projects in the area.
33. A number of responses also made general comments about traffic filter points in the area including suggested alterations to traffic filter points on Church Hill Road. Consideration of this is outside the scope of the project with decisions previously taken at a previous County Cabinet meeting in July 2022.

Paul Fermer
Director of Environment and Highways

December 2024

Annexes
Annexes 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Robert Freshwater (Infrastructure Development Lead - Place Making)



'ONE WAY WITH CONTRAFLOW CYCLING' SIGN



EXISTING TRAFFIC FILTERS TO REMAIN

NO ENTRY EXCEPT CYCLISTS



Except cycles

NO ENTRY EXCEPT CYCLISTS



Except cycles

PROPOSED AREA OF GREEN SPACE

'ONE WAY WITH CONTRAFLOW CYCLING' SIGN



PROPOSED 'ONE WAY' TRAFFIC FLOW WITH CONTRAFLOW CYCLING AND NO WAITING AT ANY TIME RESTRICTIONS

- KEY:
- PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW)
 - EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW)
 - PROPOSED PLANTERS/BUILD OUTS
 - ➔ PROPOSED 'ONE WAY' EXCEPT CYCLES

OXFORDSHIRE COUNTY COUNCIL
MILESTONE INFRASTRUCTURE
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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – however there must be no expectation placed on the Police in terms of enforcement. Any enforcement must be subject to your own powers under Part 6 of the TMA.</p> <p>Clear signing will be an important part of this scheme especially for the benefit of cyclists and can I assume this change has the full support of residents.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – We can confirm that this does not affect bus operations</p>
(3) Local County Cllr, (Rose Hill & Littlemore division)	<p>Support – I would just like reassurance that the two way cycle route is a safe option (a few resident raised concerns about the safety and legal aspect) and also that the boxes will be maintained</p>
(4) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – but ask that consideration be given to including cycle bypasses in the chicanes, and that guidance from LTN 1/20 "Cycle Infrastructure Design" be considered more broadly. It is important that the planters or build-outs not obscure drivers' views of people cycling contraflow - including, potentially, children.</p>
(5) Local resident, (Oxford, Westbury Crescent)	<p>Concerns – My wife and I live on the major bend of its northern side. If the proposals for a clockwise one way system go ahead, we are going to have great difficulty reversing the car out of our drive. We may not be able to get out of our drive safely. We would also have to follow a very convoluted route to get out of the Crescent. We are very worried about this.</p> <p>I wrote about this in emails to the LTS Team on 1st July 2024.</p> <p>If this scheme goes ahead we might have to create a hard stand on our entire front garden in order to manoeuvre. Also we might have to apply and pay for getting the curb dropped in the area adjacent to the right hand side of our property as it faces the road.</p>

	<p>I would be very grateful if you could consider our situation urgently as the details of this scheme are very greatly to our disadvantage.</p>
<p>(6) Local resident, (Oxford, Church Hill Road)</p>	<p>Concerns – I am very concerned about your proposed plans at Westbury Crescent, the reason being that we in Church Hill Road are experiencing at least 30 - 40 motorbikes going through the no entry gates at the top of the hill. They are breaking the law. They will also have a very dangerous impact on the smooth running of the one-way system proposed for Westbury Crescent as they have no respect for rules.</p>
<p>(7) Local resident, (Oxford, Westbury Crescent)</p>	<p>Concerns – We have concerns that the presence of this extra pair of planters outside 36/38 westbury crescent (at the western end of the northern leg) increase the risk of an accident for the residents of no. 36 who will have no visibility of oncoming traffic when pulling out from behind the planters, as well as reducing the forward visibility for all traffic travelling round the right hand tight corner immediately after the planters, including oncoming cyclists.</p> <p>We believe that traffic speed will already be restricted by the proposed narrowing of the open area at the mouth of junction, and do not believe the extra planters and associated extension of the double yellow lines outside 36/38 westbury crescent are required. We also note that the proposed scheme has already determined that no planters are required in the same part of the opposite (southern) leg of the crescent. The associated double yellow lines also remove residents parking, and are only included due to the presence of the planters.</p> <p>The extra pair of planters above also remove the reasonable access for 38 westbury crescent with a car trailer. Currently there is access/egress via the right turn and open area, but this would be removed by the one way scheme. Access/egress via the left turn and one way system would also be impossible with the inclusion of the pair of planters outside 36/38 westbury crescent. I have been using the trailer since 2016, and am happy to provide details if required.</p> <p>Can we please formally request that in light of the above, the officers review the inclusion of the extra pair of planters outside 36/38 westbury crescent and remove from the proposal both this pair of planters and the associated double yellow lines from outside 36/38 westbury crescent. We believe they do not provide any real benefit, but instead reduce safety for all traffic including oncoming cyclists and reduce reasonable access to residents.</p>

<p>(8) As part of a group/organisation, (Cyclox, Apsley Road)</p>	<p>One-way restriction – Support The measures should improve safety for pedestrians and cyclists. We would also recommend that the scheme includes cycling bypasses at the traffic calming points to reduce the potential conflict of cyclists and motorists at these points.</p> <p>Traffic calming & parking restrictions – Support The measures should improve safety for pedestrians and cyclists. We would also recommend that the scheme includes cycling bypasses at the traffic calming points to reduce the potential conflict of cyclists and motorists at these points.</p> <p>Other comments – n/a</p>
<p>(9) Local resident, (Temple Cowley, Church Hill Road)</p>	<p>One-way restriction – Object We are not happy with this proposed new one way system and this will significantly increase the amount of time it takes for us to leave our home and get onto Rose Hill. We have no problem with the current two way system on Westbury Crescent and have never experienced any issues with traffic. We would prefer to leave the current road system as is, so that we can enter and exit the northern side of Westbury Crescent as it currently stands.</p> <p>Traffic calming & parking restrictions – No objection The parking restrictions are fine to go ahead, we just do not support a one way system for cars as we prefer being able to access Westbury Crescent from both sides at any time.</p> <p>Other comments – We do not support the one way system as residents of Church Hill Road.</p>
<p>(10) Local resident, (Littlemore, Herschel crescent)</p>	<p>One-way restriction – Object There are no parking issues in this street, the only issues are the number of works vans parked close to street corners which can easily be managed by yellow lines.</p> <p>Traffic calming & parking restrictions – No objection I'm assuming this is instead of a ridiculous ltn as this is a sensible solution to cutting traffic through streets, and could have very easily have been used in numerous locations instead of ltns.</p>

	<p>Other comments – Please stop victimising car owners, firstly you Don want us to use them to get to work, now you want to charge us to knave them at home!</p>
<p>(11) Local resident, (Oxford, 44 Churchill road)</p>	<p>One-way restriction – Object By restricting access to both lanes of Westbury crescent not only are you directing cars towards increased traffic and potential accidents as it would be tightening the access to houses, but also inconvenient as it is not that much of a problem or risk in it's current state.</p> <p>Traffic calming & parking restricvtions – Object As it is inconvenient</p> <p>Other comments – Please leave the road as it is</p>
<p>(12) Member of public, (Oxford, Ashurst way)</p>	<p>One-way restriction – Object Hi as it takes effect when I take the kids to school traffic all over rosehill.</p> <p>Traffic calming & parking restricvtions – Object Traffic filters, and parking permit causing too much traffic in this city now as a local resident its taking effect.</p> <p>Other comments – We want our beautiful city to traffic less.</p>
<p>(13) Local resident, (Oxford, Bodley road)</p>	<p>One-way restriction – Object There are no needs for any more parking restrictions in Oxford</p> <p>Traffic calming & parking restricvtions – Object Traffic is fine and does not require more restrictions</p> <p>Other comments – n/a</p>

<p>(14) Local resident, (Oxfordshire, Church hii road)</p>	<p>One-way restriction – Object I am a resident. It will cause traffic outside of my home.</p> <p>Traffic calming & parking restricvtions – Object I can't afford to pay the parking.</p> <p>Other comments – n/a</p>
<p>(15) Local resident, (Oxford, Church hill)</p>	<p>One-way restriction – Object It will turn two useful roads into more time wastage, which will add to the commute to work more than the LTN bollards already have. Why does the government persist on making things that work more difficult for the residents that live in these areas, specifically cowley area.</p> <p>Traffic calming & parking restricvtions – Object Many people in these streets and the neighbouring have cars and use them frequently. I believe putting parking restrictions will only complicate the matter rather than solving the issue.</p> <p>Other comments – n/a</p>
<p>(16) Local resident, (Oxfordshire, Church Hill Road)</p>	<p>One-way restriction – Object I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. We have a disable person and 2 young children in the house . The vehicles in this closed neighbourhood speed pass.</p> <p>Traffic calming & parking restricvtions – Object I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. I have a disable person and 2 young children in the</p> <p>Other comments – We don't need one way system in this block, one way system will make it dangerous with drivers speeding through it'll be better to have other form of traffic calming scheme there are other alternatives.</p>

<p>(17) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Object No Real reason to make it one way, it will cause unnecessary changes to a system that already works perfectly fine. If speed was an issue with other local residents, a simple speed hump will be a fitting resolution for the issue.</p> <p>Traffic calming & parking restrictions – Object It works well, every resident has access to park outside their homes if need be. I have not seen any other people parking in the area but residents and guests that may need to park when visiting the area.</p> <p>Other comments – I have seen some proposals to change the system on Westbury crescent but i cannot see why. I know that very few people that reside on Westbury crescent have an issue with vehicles that speed past on their side of Westbury crescent. I believe that these ha</p>
<p>(18) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Object Will cause traffic and congestion in our local area,</p> <p>Traffic calming & parking restrictions – Object unable to afford permit</p> <p>Other comments –i strongly believe that no changes to the area need to be made. It does not benefit anyone and if anything is disturbing local residence getting in and out of the area.</p>
<p>(19) Local resident, (Oxford, Church hill road)</p>	<p>One-way restriction – Object By introducing one way scheme in westbury crescent will increase in cars speeding, specially in church hill road. I have a disable wife and two grandchildren under the age of three years old.</p> <p>Traffic calming & parking restrictions – Object We don't need parking restrictions our street is not overly busy specially with the introduction of LTN.</p> <p>Other comments –After the road being closed at the top of church hill Road traffic has dropped dramatically we don't need CPZ or the one way system.</p>

<p>(20) Local resident, (Cowley, Church hill road)</p>	<p>One-way restriction – Object I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. I look after a disabled lady and have 2 young children of my own. The vehicles in this closed neighbourhood speed pass.</p> <p>Traffic calming & parking restrictions – Object I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. I look after a disabled lady and have 2 young childr</p> <p>Other comments – n/a</p>
<p>(21) Local resident, (Oxford, Church hill road)</p>	<p>One-way restriction – Object I have a child with health needs and often needs to be rush to the hospital this is making my journey uneasy longer and making more traffic it's not needed and I don't think it would be followed</p> <p>Traffic calming & parking restrictions – Object Again not needed and a waste of money</p> <p>Other comments – I think the government should think of ways to improve the nhs instead of controlling people as how they get home or not</p>
<p>(22) Local resident, (Oxford, Churchill road)</p>	<p>One-way restriction – Object As it would cause more congestion and problems when it comes to parking</p> <p>Traffic calming & parking restrictions – Object It would cause more congestion and problems when it comes to parking</p> <p>Other comments – It's not q busy road we don't need that</p>

<p>(23) Local resident, (Oxford, Churchill Road)</p>	<p>One-way restriction – Object This will directly impact the traffic flow of this road negatively. First of all many cyclists use the left side of Westbury crescent as it is much quieter than the other side due to people not having the need to drive down it. I personally live in-between the two parts of the crescent on Churchill road. This will also impact the traffic flow directly outside my house sending more cars Infront. There have been many accidents of people crashing into parked cars along my part of the road after the turn onto Churchill road. This proposal seems very much unnecessary. The traffic flows fine through Westbury crescent and adding this system will just cause extra hassle for locals as well as busier routes for the cyclists. The only arguement for a one way system along these roads are to improve fluidity and I can tell you from personal experience that it never takes longer than expected to get down Westbury crescent and there's plenty of room of give way when necessary.</p> <p>Traffic calming & parking restricvtions – Object Adding parking restrictions in a residential zone is criminal. We pay road tax and we pay council tax but you want to add restrictions to calm traffic in a quite residential zone. I don't know who came to the conclusion that Westbury crescent requires tra</p> <p>Other comments – I really hope you consider what I have said as I am not speaking just for myself but these are concerns of many of the neighbours that I've spoken to about this. Not all of them are technically inclined and struggle with using the internet therefore haven</p>
<p>(24) Local resident, (Oxford, Churchill Road)</p>	<p>One-way restriction – Object It will increase the traffic going around my home which is situated between both Westbury crescent turnings on Churchill Road. I have young children.</p> <p>Traffic calming & parking restricvtions – Object Unsafe proposal for a small loop</p> <p>Other comments – n/a</p>
<p>(25) Local resident, (Littlemore, Cowley Road)</p>	<p>One-way restriction – Object Will create more traffic problems</p>

	<p>Traffic calming & parking restrictions – Object Will create more problems</p> <p>Other comments – The majority oppose these measures, yet you ignore that. Undemocratic.</p>
<p>(26) Local resident, (Oxford, Gaisford Road)</p>	<p>One-way restriction – Object All planters & road closure & ANPR of any kind should be removed immediately</p> <p>Traffic calming & parking restrictions – Object All planters & road closure & ANPR of any kind should be removed immediately</p> <p>Other comments – All planters & road closure & ANPR of any kind should be removed immediately</p>
<p>(27) Local resident, (Oxford, Gaisford Road)</p>	<p>One-way restriction – Object Causes traffic backlogs, pollution because of the traffic build up due to the LTNs. Impacts home care hinders older people from traveling. Increases travel time. Hinders quality of life</p> <p>Traffic calming & parking restrictions – Object The traffic calming measure to date have brought misery air pollution and total chaos</p> <p>Other comments – Please rethink the traffic measures not all are bad but to date nothing positive has been achieved</p>
<p>(28) Local resident, (Oxford, Hillsborough)</p>	<p>One-way restriction – Object It doesn't make sense to have all traffic going down Westbury Crescent to the residents who live on the south side of Westbury.</p> <p>Traffic calming & parking restrictions – Object I object to all parking/ traffic restrictions.</p> <p>Other comments – n/a</p>

<p>(29) Local resident, (Oxford, Kelburne road)</p>	<p>One-way restriction – Object We don't need none of this in our area. We are perfectly happy with our current situation</p> <p>Traffic calming & parking restrictions – Object We don't need of this. We are not paying someone to park on the street. It's one way in and one way out there is no reason to park anywhere in the block unless you live there.</p> <p>Other comments – Scrap it. Find another area to extortion.</p>
<p>(30) Member of public, (Oxford, Leiden)</p>	<p>One-way restriction – Object All these restrictions everywhere are making unnecessary traffic on all roads.</p> <p>Traffic calming & parking restrictions – Object All these restrictions everywhere are making unnecessary traffic on all roads.</p> <p>Other comments – All these restrictions everywhere are making unnecessary traffic on all roads. It will be great if all ltns are removed</p>
<p>(31) Member of public, (Oxford, Leiden road)</p>	<p>One-way restriction – Object It will cause traffic and cues</p> <p>Traffic calming & parking restrictions – Object Too much traffic nowhere to park</p> <p>Other comments – You are putting all these rules up for a greener Oxford, but the opposite is happening. There is so much more traffic and inconvenience, causing more pollution.</p>
<p>(32) Local resident, (Cowley, Mayfair Riad)</p>	<p>One-way restriction – Object I don't mind the idea for one way but the boxes, reduction in parking and having cycling go two ways is dangerous and ridiculous. You might as well not bother changing it if you're going to make it worse</p>

	<p>Traffic calming & parking restrictions – Object Dangerous and awful.</p> <p>Other comments – Yet another example of creating new problems that are worse than the situation you're trying to resolve.</p>
<p>(33) Local resident, (Cowley, Mayfair Road)</p>	<p>One-way restriction – Object This issue has been created by the council with the LTNs. Now they want to impose more restraints on residents movements.</p> <p>Traffic calming & parking restrictions – Object The planters are totally unnecessary as the parked cars create a chicane. Other planter boxes only grow weeds, become rubbish bins and attract vermin. The reduction of parking spaces will cause an overflow into other roads which do not have an problem a</p> <p>Other comments – The one way scheme is to allow cycles to go either way. This I assume is Pedal cycles only and not electric propelled vehicles. Cameras will be required at the entry and exits of the one way roads as motor bikes ignore the signage on the LTN boxes.</p>
<p>(34) Member of public, (Oxford, Merewood avenue)</p>	<p>One-way restriction – Object I visit my sister who lives there! We deal with enough traffic as it it to come visit her!</p> <p>Traffic calming & parking restrictions – Object Too much traffic around that area as it is. I visit my sister who lives there!</p> <p>Other comments – Complete nonsense!</p>
<p>(35) Local resident, (Oxford, Newman Road)</p>	<p>One-way restriction – Object May I ask the reason why is the county council proposing one way system in the first place. There's no issue at present with traffic flow.</p>

	<p>Traffic calming & parking restrictions – Object You can consider speed bumps to slow the traffic down.</p> <p>Other comments – n/a</p>
<p>(36) Local resident, (Oxford, Oxford Rd)</p>	<p>One-way restriction – Object Need to use the road- work and family. It will add to unnecessary congestion</p> <p>Traffic calming & parking restrictions – Object Its an unnecessary burden on the local people in every way- financial, time management, effect on small business, elderly increased congestion</p> <p>Other comments – n/a</p>
<p>(37) Local resident, (Oxford, rose hill)</p>	<p>One-way restriction – Object Unecessary</p> <p>Traffic calming & parking restrictions – Object Already a no through area without any real problems. Your proposals are over controlling and needless and will only upset a lot of people with little advantage, if any.</p> <p>Other comments – Leave well alone</p>
<p>(38) Local resident, (Oxford, Rosehill)</p>	<p>One-way restriction – Object As it would cause to much traffic on the roads</p> <p>Traffic calming & parking restrictions – Object Because it would cause alot of problems within the community</p> <p>Other comments – n/a</p>

<p>(39) Local resident, (Oxford, Rosehill)</p>	<p>One-way restriction – Object Because 5 family's living there are my close family's and this kind of rules make our lives hard to visit each other</p> <p>Traffic calming & parking restricvtions – Object As I already mentioned i have 5 family's who live there it makes it harder for us to visit</p> <p>Other comments – I think this scheme is just a money making scheme for government we are good citizens let us live peace</p>
<p>(40) Local resident, (,)</p>	<p>One-way restriction – Object Not needed, will adversely affect residents you've forced restrictions on, existing car parking slows down traffic. You'd do better enforcing restrictions on motorbikes and mopeds.</p> <p>Traffic calming & parking restricvtions – Object Restrictions and your plans aren't needed.</p> <p>Other comments – Why are you trying to make life difficult for people?</p>
<p>(41) Local resident, (Littlemore, Vandiemans)</p>	<p>One-way restriction – Object It would seem that a one way scheme is for the buses to navigate and for no other reason. Speed is not an issue as it is already a twenty mph in place. However the road has no need for speed humps as it has been badly damaged by buses and there is already a 7.5 ton weight limit !</p> <p>Traffic calming & parking restricvtions – Object I live in Van-Diemans and there was parking created for residents as we don't have drives. I have 2 vehicles per household but also need a vehicle for work as I'm an emergency responder ! So I would object to CPZ as I don't have a drive.</p> <p>Other comments – Please just apply a sign in Van-Deimans lane car park so it indicates that it is only for the residents who do NOT own a drive. No to CPZ</p>

	<p>No to LTNs Please leave Littlemore alone it's already become worse since the road restrictions on Newman rd, and sinc</p>
<p>(42) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object It will impact my living on Westbury Crescent.</p> <p>Traffic calming & parking restricvtions – Object It will impact on my living on Westbury Crescent</p> <p>Other comments – It will make harder living on this Road</p>
<p>(43) Local resident, (Oxford, Westbury)</p>	<p>One-way restriction – Object I object because the issue with increased traffic is because of the blocking of the junction of Mayfair Road and Littlemore Road. This has made vehicle traffic that needs to reach Kelbourne road, Hillsborough Road and Church Hill Road travel through Westbury Crescent. I believe traffic calming methods such as speed awareness signs and speed humps would slow down traffic.</p> <p>Traffic calming & parking restricvtions – Object I object to the proposals because they hinder vehicle traffic for residents.</p> <p>Other comments – There will be reduce access to residents houses with the introduction of traffic calming planters and reduced visibility for residents accessing their driveways. The introduction of a contraflow for cyclists is dangerous for both vehicles and cyclists bec</p>
<p>(44) Local resident, (Littlemore, Westbury crecent)</p>	<p>One-way restriction – Object Causing vehicles to travel extra distance residence south complain out heavy traffic they will have even more from north side and north side will get all of Mayfair road and south side total madness . Has anybody thought about the safety aspect of 1 way for cars and 2 way for electric bikes an cycles with the bollards they will both be in the middle of the road the speed of ebikes its an accident waiting to happen</p> <p>Traffic calming & parking restricvtions – Object</p>

	<p>There is no parking problems around the crescent</p> <p>Other comments – Spending money trying to cover over the created problem of ltn total waist public money</p>
<p>(45) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object I don't think changes are essential. Speeding on Westbury Crescent was much worse before the introduction of the LTNs and closure of Church Hill Rd. In general, I would describe the road as reasonably quiet, with only occasionally speeding, and I think there is some risk that speeding may get worse with the introduction of a one way system (even with proposed calming measures). I also think that it won't be well policed, and with with mopeds and motor bikes doing whatever they want, and with bikes going in both directions (but most cars expecting it to be one way) it could be dangerous. Very clear signage will be essential if it goes ahead,</p> <p>Traffic calming & parking restricvtions – Object Please note, I have stated 'objection' because I object to the proposed area of green space at the entrance to the road, although I do not object (overall) to the traffic calming measures, but do note a few concerns: 1) Although we do not have exact di</p> <p>Other comments – If cycles are to be allowed in both directions, signage must be really clear so that drivers understand this otherwise could be really dangerous.</p>
<p>(46) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object Both my mother and I live on Westbury Crescent, and we think that this change will have a negative effect on the road and community. My mum is in a wheelchair and has benefitted as a result of the LTNs from less traffic allowing her to get out and about more. We are worried that making the road one way will lead to cars speeding along the road, as they are aware that there will be no cars coming in the other direction. This is compounded with the removal of a large number of parking spaces for planters, which will make it more difficult for us to park her disabled wheelchair accessible vehicle, with our neighbours losing the parking spaces directly outside of our house. Our view is that there isn't currently a significant problem on Westbury Crescent, and these changes alongside the controlled parking zone are not necessary. They come at significant cost to the tax payer and will make the lived experiences of people on the road worse.</p> <p>Traffic calming & parking restricvtions – Object</p>

	<p>There are currently no problems with parking on Westbury Crescent. The traffic calming measures will lead to people experiencing problems finding parking spaces.</p> <p>The planters are unlikely to slow cars down, as cars will be aware the road is one-way they</p> <p>Other comments – This scheme does not benefit the people living on Westbury Crescent, please do not approve it.</p>
<p>(47) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object I have lived on Westbury Crescent for over 30 years, and current traffic is far less than it was before the LTNs were implemented. I support the LTNs that have been put in place. Before the LTNs were implemented we had 3 cars written off from dangerous driving around the crescent.</p> <p>I do not support the change to a 1 way road, as I worry that it will lead to people driving too fast, knowing that no cars are coming in the other direction. At the moment traffic around the crescent is generally careful - aware of the risk of cars coming towards them.</p> <p>I am wheelchair bound, and worry that this will make it more dangerous for me to go and explore my local area.</p> <p>Traffic calming & parking restrictions – Object I worry that this faster speed of car, alongside the need to move around planters, will make it more dangerous to reverse out of drive ways. At the moment it is quite clear and straight, allowing cars to see if anything is reversing. With the planters and</p> <p>Other comments – n/a</p>
<p>(48) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object I have moved here quite recently and feel that parking and traffic work well and that no changes are needed and the ones proposed would not make residents' lives any easier. Parking is fine, cars and bicycles can circulate (I use both) and there is not a problem in this area.</p> <p>Traffic calming & parking restrictions – Object The same as before, I don't see any need for any changes.</p> <p>Other comments – With the LTNs in place I think the traffic systems here work well.</p>

<p>(49) Local resident, (Oxford, Westbury crescent)</p>	<p>One-way restriction – Object Creates more traffic</p> <p>Traffic calming & parking restrictions – Object Creates more traffic</p> <p>Other comments – n/a</p>
<p>(50) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object I am in favour of the one way system. However I am completely against the physical planters initiative. This won't resolve any speed issues but will create a large amount of hassle for us residents. I am a young carer and have disabled siblings. This reduction in parking availability will significantly impact my ability to park near my home, which is particularly concerning when we have disabled children/adults in our home and don't have quick access to a vehicle and at times when ambulances are called to our house in medical emergencies. Furthermore you will be causing more issues rather than resolving them. There are other resolutions to encourage vehicles to reduce their speed such as incorporating speed humps.</p> <p>Traffic calming & parking restrictions – Object I am in favour of the one way system. However I am completely against the physical planters initiative. This won't resolve any speed issues but will create a large amount of hassle for us residents. I am a young carer and have disabled siblings. This redu</p> <p>Other comments – Please keep in mind all residents rather than a small percentage. Everyone lives here as a little community and speed hunks are a very beneficial way to reduce speeding. The plant pit initiative will ruin the street and how residents live and feel at the</p>
<p>(51) Local resident, (Oxford, WESTBURY CRESCENT)</p>	<p>One-way restriction – Object As a resident of Westbury Crescent, I think having a one way system supported by physical planters is ludicrous.</p> <ul style="list-style-type: none"> * Their is already lack of Parking spaces available, especially when their are builders or workers of any sort working in a house. * Having double yellow lines and planters will further escalate this problem.

	<p>* Having a one way system, will surely collapse as when there is a big lorry/truck unloading goods off (sand/cement) etc, which will cause the road to block, and in turn will cause tail back of traffic, and local residents unable to drive out off Westbury Crescent, until the lorry/truck etc is finished unloading, resulting in unnecessary traffic.</p> <p>* The planters themselves look untidy, spoil the no one takes care of them.</p> <p>* The best solution is to have Speed Humps in the Crescent, which will slow down drivers, and not have any adverse effect on the residents.</p> <p>Traffic calming & parking restrictions – Object Already lack of Parking spaces available Having double yellow lines will further alleviate the problem. Planters look awful, and untidy. Spoils the landscape. Having one way system will not work, for example when there is a big Truck/Lorry unloading in t</p> <p>Other comments – Speed Humps is best way for the Crescent. The only objection of the residents are the cars speeding. If you have Speed Humps, it will slow the speeding cars, but cause any nuisance to the residents.</p>
<p>(52) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object Westbury has been turned into a speeding through road in lieu of Crowell Rd for Mayfair estate, This is a bandaid for a problem that was created by council.</p> <ol style="list-style-type: none"> 1. inconvenient and creates double traffic pollution as residents must travel all around the crescent each trip, 2. cyclists going contra flow is dangerous with oncoming traffic. All road users should follow same direction 3. Double yellow lines opposite planter inconveniences residents, and by maintaining 2 lanes create a chicane for speedsters. A planter or parked car opposite is a better traffic calmer. 4. Council planter boxes are unattractive and a visibility hazard for cars reversing out of driveways. Plantings should be at ground level with a concrete surround. <p>Traffic calming & parking restrictions – Object Westbury Cres does not have a parking problem. IULEZ will have a larger long-term environmental problems. It will force more residents to demolish their front gardens for parking, reducing the green cover and increasing the hard surface. This creates a</p>

	<p>Other comments – It would be cheaper for council to solve the problems of Westbury, Newman and Between Towns Rds to remove the Mayfair bollard and open Crowell Rd. If parking at park and rided were free, and there were express city buses, there would be no attraction in c</p>
<p>(53) Local resident, (Oxford, Westbury Crescent (No. 38))</p>	<p>One-way restriction – Object I object to the proposal as it will increase traffic around the crescent as all residents of the north side will now have to travel around the block each day. The planters will also be unsightly. the pair of planters at the west end of the northern leg of the crescent are also completely necessary as there is already a width restriction proposed prior to them. They will create an access restriction for me (at number 38) as I will not be able to leave my driveway with a car trailer (which I have done for the past eight years). they will also create a safety issue for number 36 as they would be pulling out from behind the planters. The proposal to allow cyclists to cycle both ways also contravenes rule 143 of the highway code, which states that "..Busses and/or cycles may have a contraflow lane.." no such lane is proposed, and the planters will see cars moving along both sides of the road. The best solution to the problem of speeding traffic (the actual issue here) is to put speed humps on both legs of the crescent.</p> <p>Traffic calming & parking restricvtions – Object I object to the proposals as this will see parking reduced, and will not stop speeding traffic. the best solution would be to install speed humps on both legs of the crescent instead. The planters at the western end of the northern leg of the crescent,</p> <p>Other comments – Whilst I object overall to the scheme in its current form, I specifically object to the location of the planters at the western end of the northern leg of the crescent. these planters serve no real purpose apart from blocking access/egress to my house wi</p>
<p>(54) Rather not say, (Oxford, Westbury crescent care worker)</p>	<p>One-way restriction – Object It is a small road which has no other way in or out due to the ltns on Churchill road making it a one way for cars and letting cyclists use it both ways is very dangerous for cyclists as there are sharp bends which are not visible at all times and then to put planters in the road is even more dangerous to both pedestrians and cyclists</p> <p>Traffic calming & parking restricvtions – Object It is dangerous for both cyclists and pedestrians as cars coming out of driveways would not have a clear view to see</p>

	<p>Other comments – It is a big waste of time and money as the money could be used for other projects to help the city</p>
<p>(55) Local resident, (Oxford, Westbury People's Gallery)</p>	<p>One-way restriction – Object People will drive too fast on any stretch they can - people who don't like LTNs do that as a principle</p> <p>Traffic calming & parking restrictions – Object I support traffic calming but see no benefit to the CPZ - it is better if there are more cars so that traffic is slowed down</p> <p>Other comments – The scheme in place should be allowed to stay with more traffic calming on the south side. A few are complaining a lot and tend to shout down any who would like to leave the road as it is now.</p>
<p>(56) Local resident, (Oxford, Wykeham crescent)</p>	<p>One-way restriction – Object No access into Wykeham Crescent! With the proposed one way system I won't be able to get to my home..... Either the LTN at the northern side needs to be open to residents or the system needs to be two way.</p> <p>Traffic calming & parking restrictions – Object A one way system with the road blocked at one end will prevent access to Wykeham Crescent!</p> <p>Other comments – This does not seem like a fully considered idea, surely a road system cannot be implemented that would prevent access to residents of the local area!</p>
<p>(57) Local resident, (Oxford, Wykeham Crescent)</p>	<p>One-way restriction – Object Will create further traffic chaos due to enforced LTN in this area.</p> <p>Traffic calming & parking restrictions – Object Said before</p> <p>Other comments – Install cameras</p>

<p>(58) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Object I had responded to a previous survey this summer stating that I was in full support but it is clear from your diagram that all the traffic accessing Church Hill Road from the northern side of Westbury Crescent will be turning right onto Church Hill Road and speeding past our part of the street to access Wykeham Crescent, Kelburne Road, Mayfair Road etc. Currently they go speeding up and down the southern side of Westbury Crescent. I therefore cannot support your proposal unless traffic calming measures are introduced on Church Hill Road, between Westbury Crescent north and south.</p> <p>Traffic calming & parking restrictions – Partially support Fully support the traffic calming and parking restrictions, if the same is done for Church Hill Road as stated in my answer to number 4.</p> <p>Other comments – It is a very good start but you must prevent Church Hill Road from becoming a race track - which Westbury Crescent south currently is. I am always in support of any measure that will hopefully reduce car use in Oxford. Love the LTNs. Too many people ma</p>
<p>(59) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Object Traffic in the crescent needs to be slowed down. Speed bumps or speed cameras would be most effective. To have a one way system for cars but two way for cycles is very dangerous. ANPR cameras are needed at the filter at the top of the hill in Church Hill Road, Currently motorbikes and scooters go through on a regular basis. They will probably also ignore the one way system. as there is no enforcement.</p> <p>There is a problem re dropped curbs (these are not shown on the map by the way). Where a double yellow line will be drawn across an area with dropped curb it should continue across the whole dropped curb length. eg if a 10 m dyl is drawn across 11A and 15, facing the planter outside 14, it will stop part way across the dropped kerb. People will follow the very visible dyl but may park across the dropped kerb where the dyl stops. So where there are dropped curbs the double yellow lines need to be extended as necessary.</p> <p>There is no indication of the size of proposed planters an how far out they will extend. This makes it hard to envisage or plan exiting our drives in safety. The height is also crucial as we need clear vision in all directions - a problem especially for children on bikes.</p> <p>The residents I know consider the green space at the entrance to the crescent to be rather a waste of money. Also, drug paraphernalia has been found in that area so the space could become very "untidy".</p>

	<p>Traffic calming & parking restrictions – Partially support Traffic in the crescent needs to be slowed down. Speed bumps or speed cameras would be most effective. To have a one way system for cars but two way for cycles is very dangerous. ANPR cameras are needed at the filter at the top of the hill in Church Hill</p> <p>Other comments – I believe that motorbikes and scooters will flout any rules and signage as they do at the moment. If there is a way to stop them going through the filter in Church Hill Road the area will become much safer. Otherwise they will go in any direction they ch</p>
<p>(60) Local resident, (Oxford, Wykeham Crescent)</p>	<p>One-way restriction – Object My main objection is to allowing cyclists to cycle both ways and I think this will inevitably lead to a serious if not fatal accident especially where the road splits and goes round the blind corner. I plan never to cycle against the flow of traffic. The extra yards it adds are minimal. There are drivers that will go faster down Westbury Crescent assuming that no traffic will be entering from the opposite direction. It is a miserable solution for those living at the east end of Westbury Crescent (I don't) as they will have to drive all the way round every time they arrive or leave and overall therefore there will be an increase in traffic fumes pumped into the atmosphere (although they will be shared out more evenly).</p> <p>Traffic calming & parking restrictions – Partially support Traffic calming measures will be needed otherwise cars will race along the road, some do already. The parking restrictions should be completely around the curve at the east end not just half way as proposed</p> <p>Other comments – It is an unneeded waste of council money in these times</p>
<p>(61) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Partially support I support the one-way system in general, there is clearly a need to more fairly distribute the traffic. I am appalled that you have not listened to residents of Church Hill Road and our repeated submissions informing you of the risk of traffic speeding and the historical damage to property due to this. There is an urgent need for traffic calming measures on Church Hill Road at the same time as imposing the one way system. Residents sent twenty submissions making you aware of this. The plans show no provision for any traffic calming.</p> <p>Traffic calming & parking restrictions – No objection n/a</p>

	<p>Other comments – Again, we submitted twenty responses to the informal survey and no changes were made to the plans. We can see that you did take some residents submissions into considerations as there have been changes to the plans for positioning of the planters. There i</p>
<p>(62) Local resident, (Littlemore, Hillsborough close)</p>	<p>One-way restriction – Partially support I support the one way system, but not more planters as they are an eyesore and unnecessary.</p> <p>Traffic calming & parking restrictions – Object No to the cpz, why should I pay to park outside my own home. I have lived here 25 years with no problem.</p> <p>Other comments – This is just a money making scheme, we have no need for cpz in my street.</p>
<p>(63) Local resident, (Littlemore, Longwall)</p>	<p>One-way restriction – Partially support Cyclists should also obey one way system as very dangerous with blind corners</p> <p>Traffic calming & parking restrictions – Object It is extremely difficult already to tend to the graves of family in St James church, due to bollards. We are unable to carry necessary tools, water (there is none at the church) and flowers from a distance but unable to get a blue badge. There should at</p> <p>Other comments – No consideration for less able, as usual. This will impact on other neighbouring areas until eventually no parking anywhere without residents permits which have to be paid for.</p>
<p>(64) Local resident, (Oxford, Mayfair)</p>	<p>One-way restriction – Partially support The idea of one way system is fine , do not agree with cyclists using both roads both ways</p> <p>Traffic calming & parking restrictions – Object The planters would be an eyesore and the residents should not be punished to be able to park on the street they live at</p> <p>Other comments – It feels like money making exercise</p>

<p>(65) Local resident, (Oxford, Mayfair Road)</p>	<p>One-way restriction – Partially support I support a one way system but this should apply to all road users which will make the road safer for all road users and pedestrians. What on earth is the reason for cyclists to be able to ride both ways!!! In addition the extra planters are unnecessary as Travis does not speed in that area EVER!</p> <p>Traffic calming & parking restrictions – Object The proposed traffic calming is totally unnecessary as traffic does not speeding that area and claims of speeding are not evidenced except for the unlicenced scooters in that area. The parking restrictions imposed by the traffic calming measures will hurt</p> <p>Other comments – Words fail me!!</p>
<p>(66) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support We are in support of a fair one way system to share the traffic flow on both sides of the crescent. This became a big issue with your introduction of LTNs at Churchill road and Mayfair road and restricting the way residents could access and exit the area. The best way forward in our opinion would be to introduce the one way system only, and this be monitored. If successful then there would be no need for the truly Awful planters or double yellow lines, both of which seem a possible overkill when the current cars parked on the road basically already reduce traffic speed. Also, the introduction of planters and double yellow lines would cause serious parking issues for the residents considering most driveways are not wide enough to easily exit the properties. And consideration should be made for elderly residents who will find it difficult parking on their street,</p> <p>Traffic calming & parking restrictions – Object Both planters and double yellow lines is too much and will clutter the street. Just introducing the one way is enough. We live here and need to have somewhere to park our cars, if you take that away then we will need to find another street to park on push</p> <p>Other comments – The one way system is fair, the LTNs you introduced have causes this problem. Please don't make it worse.</p>

<p>(67) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support I support this in that it will help alleviate the amount of traffic in WC South but do not feel that it will solve the issue of speeding and may make it worse</p> <p>Traffic calming & parking restrictions – Object I do not feel that the parking controls are needed and will not deal with any of the few issues that we currently have</p> <p>Other comments – n/a</p>
<p>(68) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support It would be better to flow the traffic but don't need planters .</p> <p>Traffic calming & parking restrictions – Object We are 68 westbury Crescent and have 2 disabled children that we look after and we don't need planters or yellow lines outside our house we asked for a line put in front of our house so no one parks here as we often have ambulances turn up and have to park</p> <p>Other comments – One way system is ok to slow the traffic with road humps less costly but we don't need planters and yellow line we're do the residents park</p>
<p>(69) Local resident, (Oxford, Banbury road)</p>	<p>One-way restriction – Partially support Support the traffic controls. They should apply to all road users equally, that means cyclists as well. This is for their own safety and everyone else's. Cyclists, their wealthy lobbyists and their agents in the council seem to think cyclists should be given free reign to behave how they like on the roads without consideration for themselves or others.</p> <p>Traffic calming & parking restrictions – Partially support See previous</p> <p>Other comments – See previous</p>

<p>(70) Local resident, (Cowley, Church Hill Road)</p>	<p>One-way restriction – Partially support If the road system is made one way I'm not sure why the planters are needed. Speeding in Westbury Crescent does not seem to be an issue. Nor are the traffic levels currently a problem.</p> <p>Traffic calming & parking restrictions – Partially support They seem largely unnecessary</p> <p>Other comments – None</p>
<p>(71) Local resident, (Cowley, Westbury Crescent)</p>	<p>One-way restriction – Partially support Bollards would be preferable to planters which potentially will become overgrown and unsightly as in other local roads. Cycles should also follow the one way system as it will be dangerous if they are allowed both ways!</p> <p>Traffic calming & parking restrictions – Partially support The use of planters and yellow lines will cause problems for residents who have cars parked on the road outside their property as it will restrict spaces.</p> <p>Other comments – In general I think a one way system is fair as traffic will be distributed evenly on both sides of the Crescent. I definitely think for safety cyclists should also use the one way system.</p>
<p>(72) Local resident, (Oxford, Westbury crescent)</p>	<p>One-way restriction – Partially support Improvements to reduce and slow traffic on Westbury Crescent are good</p> <p>Traffic calming & parking restrictions – Partially support In favour of reducing and slowing traffic in Westbury Crescent</p> <p>Other comments – The one way system rather than a plugged road will increase traffic on Westbury Cr south as all Westbury north traffic will have to use the south side</p>

<p>(73) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support Are planters going to reduce speed</p> <p>Traffic calming & parking restrictions – Partially support Will planters extend enough into the road to reduce speeds? There's a lot of parking lost as part of this scheme. Speed humps would be simpler and more effective and maintain parking. Moving the Mayfair Road LTN would be cheaper and more effective than th</p> <p>Other comments – n/a</p>
<p>(74) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support In principle a one way system might work BUT I have significant reservations about the proposed planters and how effectively they will actually slow the traffic down. The ones on WC north seem to create a chicane effect which may be more successful in reducing traffic speeds. The proposal for WC south seems to just create a straight, albeit narrowed, channel for vehicles. This probably won't reduce speeds by much because there will be no possibility of oncoming traffic to slow people down. Why are they not similar to the WC north ones? I cannot see how the proposed WC south planters will be any more effective in reducing traffic speed than the cars currently parked on the road. There will also be an impact on the amount of parking available in the street. My other significant concern is that if a cyclist is exiting WC south onto Church Hill road (or exiting WC north towards the Rose Hill road) they will be forced into the path of oncoming vehicles when going through the planters at the ends of the roads. This will be dangerous due to a relative lack of visibility as vehicles come round the corners- particularly at the junction of WC south/Church Hill road as there are 3 directions traffic comes from: Wykham Crescent, Church Hill road and Kelburne road. Why can there not be a channel for bikes to the left of the planter so bikes are kept separate from vehicles? I still fail to see why this is a better solution than moving the Mayfair Road filter to another location on that estate and allowing some cars to exit onto Oxford Road Littlemore. That would have been far cheaper and less complicated. I would like to see far more detail in the plans regarding size and location of the planters and how the Council envision speed reduction. Unless the two aims of reducing overall traffic in WC south AND the excessive speeding are met, a lot of money will be spent for no reason. Additionally if the speed restrictions don't work then you will have created more dangerous roads. Without any oncoming traffic, vehicles in a one-way system will see it as a green light to drive even faster. It is absolutely imperative that both aims are achieved.</p>

	<p>Traffic calming & parking restrictions – Partially support See above comments</p> <p>Other comments – Far more consideration should have been given to relocating the Mayfair Road planter.</p>
<p>(75) Local resident, (Oxford, Wykeham Crescent)</p>	<p>One-way restriction – Partially support Why are you putting in a green space as you drive down Westbury Crescent before the North or South roads? Who on earth is going to sit there and watch traffic? It's a waste of money putting that section in</p> <p>Traffic calming & parking restrictions – Partially support See previous comment about Green area. Also the cyclists, scooters and mopeds cause as much trouble as cars so the roads should be completely one way , not allowing exceptions.</p> <p>Other comments – n/a</p>
<p>(76) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support This is a poor alternative to re-positioning the planters from Mayfair Road to the junction of Church Hill Road and Kelburne Road. Residents of Nos 38, 40, 42, 44, 46, 48 & 50 initially benefitted from the closure of Churchill Hill Road at the junction with Westbury Crescent (North) only to have the benefit completely negated by the planter at Mayfair Road making all traffic having to exit the Mayfair Road/Kelburne Road estate via Westbury Crescent.</p> <p>Traffic calming & parking restrictions – Support We will not benefit from this scheme but I support it for the benefit of my neighbours as a poor alternative - see previous comment</p> <p>Other comments – n/a</p>
<p>(77) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Partially support</p>

	<p>I am supporting the proposal for one-way traffic across Westbury crescent. I do have a concern with the proposed planters / buildouts. I believe that on W/C south they are positioned closer together than on the north side - is this for a reason, and what is the expectation of having these features more closely positioned on different sides of the road?</p> <p>Traffic calming & parking restrictions – Support no comments</p> <p>Other comments – I generally support the proposal. I do think there needs to be signage to re-enforce the 20mph speed limit, or indeed some active sign / speed camera, as currently the hardened speeders pay no attention to the passive signs.</p>
<p>(78) Member of public, (Oxford, Troy close)</p>	<p>One-way restriction – No objection I think this is a better idea than putting planters even better would be to remove the LTNS and traffic will reduce even more</p> <p>Traffic calming & parking restrictions – Object Remove LTNS</p> <p>Other comments – REMOVE LTNS</p>
<p>(79) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – No objection Due to the existing LTN in place on Church Hill Road I have not experienced any issues with excessive traffic or parking issues on the road. Therefore I do not feel there is a desperate need for the proposed new traffic improvements, but also have no issue against the proposal for the one way system.</p> <p>Traffic calming & parking restrictions – Object Restricting parking will be a nuisance for me as I rely on family to care for my children which involves family members parking outside my house during week days.</p> <p>Other comments – I've lived on Westbury Crescent for past 6 months only (from May 2024). Due to the existing LTN in place on Church Hill Road I have not experienced any issues with excessive traffic or parking issues on the road. Therefore I do not feel there is a desperate</p>

<p>(80) Local resident, (Cowley, Mayfair Road)</p>	<p>One-way restriction – No objection Hopefully a one-way system will help traffic flow</p> <p>Traffic calming & parking restrictions – Partially support Some local traffic calming measures are sensible others absolutely not. If residents have off road parking they should be encouraged to use it. Fees for additional parking permits require more consideration for individual circumstances.</p> <p>Other comments – If the LTN scheme was designed to encourage people not to drive, it has clearly not worked. People continue to drive, as is their right, but now have to take longer routes causing greater congestion and pollution.</p>
<p>(81) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – No objection It reduces speeding on the road. It creates a fairer distribution of ongoing traffic between the North and South part of the Crescent.</p> <p>Traffic calming & parking restrictions – Partially support Residents should not be charged for parking in front of their houses.</p> <p>Other comments – n/a</p>
<p>(82) Local resident, (Cowley, Wykeham crescent)</p>	<p>One-way restriction – No objection I live in Wykeham crescent and often drive through the Westbury crescent. Proposed one-direction traffic arrangement will speed up the traffic and make driving safer without causing any additional inconvenience.</p> <p>Traffic calming & parking restrictions – Partially support I think traffic calming is not necessary, since the road section is short and limit is already 20mph on this road. The traffic calming will just reduce parking options for local residents.</p> <p>Other comments – n/a</p>

<p>(83) Local resident, (Oxford, Hillsborough Rd)</p>	<p>One-way restriction – Support I support this and think a one way system will distribute exiting traffic more evenly. More importantly, though, I am urging the council again to install traffic lights where Westbury Crescent meets Rose Hill. There is a zebra crossing with traffic lights just a few metres up towards the ring road to allow pedestrians to safely cross, and it would be an easy fix to just move this zebra crossing and the traffic light these few metres down to the T-junction in order to also allow cyclists and cars to enter and exit safely into and from Westbury Crescent.</p> <p>Traffic calming & parking restrictions – No objection seems reasonable</p> <p>Other comments – again, please install a traffic light at the junction Westbury Crescent/Rose Hill. This is the only way to enter/exit this entire area since the other points have been closed off with the LTN scheme. One depends on the 'kindness of strangers' in the main</p>
<p>(84) Local resident, (Oxford, Mayfair Road)</p>	<p>One-way restriction – Support This scheme would mean traffic is fairly distributed along both North and South sides of Westbury Crescent.</p> <p>Traffic calming & parking restrictions – No objection This issue is for those living in Westbury Crescent.</p> <p>Other comments – Speed restrictions must be enforced</p>
<p>(85) Member of public, (Oxford, Canning crescent)</p>	<p>One-way restriction – Support My brother lives in this street, since the change with LTNS, when visiting I've noticed his road had become so dangerous to drive down. Cars and cyclists have no regard for safety and drive and cycle like maniacs.</p> <p>Traffic calming & parking restrictions – Object These restrictions would not be required if churchill road was not restricted with an LTN. Also planters are very expensive and ugly. Road humps across the road would be better placed. Also restricted parking as in the reduction from 128 parking spaces t</p>

	<p>Other comments – One way system is only needed due to LTN introductions. If it goes ahead cycle use should also be restricted to the one way system. A one way system with oncoming cyclists makes for terrible road safety. Also charging households for the privilege to park</p>
<p>(86) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Support Less traffic flow, makes life easy for all</p> <p>Traffic calming & parking restrictions – Object There is not enough parking places as it is, makes life worse when there are workmen or builders coming to work in the street, then there are no places available to park. A lot of people park their cars on Westbury Crescent that don't even live here</p> <p>Other comments – I am up for one way traffic, but I don't agree on the planters, as this ruins the street's landscape and takes up all the available parking spaces</p>
<p>(87) Local resident, (Oxford, Wykeham Crescent)</p>	<p>One-way restriction – Support This will be helpful.</p> <p>Traffic calming & parking restrictions – Object One way system should take care of other issues.</p> <p>Other comments – n/a</p>
<p>(88) Local resident, (Oxford, Long Lane)</p>	<p>One-way restriction – Support Seems sensible</p> <p>Traffic calming & parking restrictions – Partially support Not sure how the planters will work, or what that will mean for the parking spaces</p> <p>Other comments – In favour of changing something</p>

<p>(89) Local resident, (Oxford, Westbury Crescent (North))</p>	<p>One-way restriction – Support I live in Westbury Crescent North. This scheme will mean more traffic on this road but I am happy as it takes some traffic away from Westbury South. I am pleased cyclist will be able to go both ways along this road.</p> <p>Traffic calming & parking restrictions – Partially support I would like to feel confident that the traffic calming measures will slow down the traffic. In particular we get a lot of fast motorbikes along Westbury Crescent North that cut through the filter at the top of Church Hill Road. They shouldn't go through</p> <p>Other comments – As cyclists will be permitted to travel against the flow of traffic it would be safer if there were cut-throughs for cyclists on the planters to avoid the cyclist having to go round the planters and possibly straight towards vehicles coming the other way.</p>
<p>(90) Member of public, (Oxford, Belvedere road)</p>	<p>One-way restriction – Support It will distribute the traffic flow & put less strain on other main roads</p> <p>Traffic calming & parking restrictions – Support Flow distribution</p> <p>Other comments – Wish this happened ASAP</p>
<p>(91) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Support Many people drive too fast through Westbury Crescent south branch.</p> <p>Traffic calming & parking restrictions – Support It will help slow traffic down</p> <p>Other comments – It's important to make the area safe for cyclists - improvements are needed to the junction of Westbury Crescent and Rose Hill, and to the whole of Church Cowley Road which needs cycle lanes.</p>

<p>(92) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Support This will distribute traffic evenly on both sides of Westbury Crescent and the planters will control the speed of traffic. At the moment traffic mostly uses one side of Westbury Crescent and goes much too fast.</p> <p>Traffic calming & parking restrictions – Support See previous comment. It is important to engage and support the residents of Westbury Crescent in looking after the planters. The current traffic filters had very poor soil which meant the lavender planted in them did not flourish.</p> <p>Other comments – n/a</p>
<p>(93) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Support Fair distribution of traffic between north and south arms of Westbury Crescent</p> <p>Traffic calming & parking restrictions – Support As more houses are being built, more congestion is caused and everyone needs to rely less on their cars, especially for short journeys that could be done by foot or cycle. The only way to do this is by making driving expensive or inconvenient, and restrict</p> <p>Other comments – This is long overdue.</p>
<p>(94) Local resident, (Oxford, Church Hill Road)</p>	<p>One-way restriction – Support It will distribute the traffic better on both sides of Westbury Crescent</p> <p>Traffic calming & parking restrictions – Support It will help to regulate the speed of traffic, but WHY isn't there traffic calming provision in Church Hill Road? I live on Church Hill Road and I fear that people will speed up once they reach Church Hill Road on their way to Kelburne Road and beyond.</p> <p>Other comments – n/a</p>

<p>(95) Local resident, (Littlemore North, Church Hill Road)</p>	<p>One-way restriction – Support I live on the corner where the southern end of Westbury Crescent meets Church Hill Road. I both see (as a resident) and experience (as a motorist and cyclist) the challenges with the current road layout and behaviours exhibited by some drivers - fast speeds by some, limited scope for passing places given the volume of parked traffic, and parking within 10m of the junction (resulting in restricted visibility at the crossroads). I think that the proposed arrangements will serve to mitigate these problems. I wouldn't have thought it would be necessary for there to be two-way cycle system, given the short distances involved in getting from one end of the crescent to the other; indeed, I think it will be very confusing to know who has the right of way at the junction where the crescent splits, and more dangerous for cyclists in the contraflow lane coming from either direction. Keeping the crescent one-way for all vehicles and users seems most straightforward to me.</p> <p>Traffic calming & parking restrictions – Support I live on the corner where the southern end of Westbury Crescent meets Church Hill Road. I both see (as a resident) and experience (as a motorist and cyclist) the challenges with the current road layout and behaviours exhibited by some drivers - fast speed</p> <p>Other comments – I think the specifics of this scheme for Westbury Crescent are to be commended, but I have general reservations of the (unintended?) consequences of some of the other recent traffic schemes in the Littlemore North and general East Oxford area. Arterial road</p>
<p>(96) Local resident, (Oxford, Florence Park Road)</p>	<p>One-way restriction – Support Will even out traffic flows.</p> <p>Traffic calming & parking restrictions – Support Should reduce speeding</p> <p>Other comments – n/a</p>
<p>(97) Local resident, (Oxford, Hillsborough Road)</p>	<p>One-way restriction – Support It would help traffic movement around Westbury Crescent.</p> <p>Traffic calming & parking restrictions – Support</p>

	<p>They should help make the one-way system work, by lowering speeds and improving visibility at junctions.</p> <p>Other comments – None</p>
(98) Local resident, (Oxford, Kelburne road)	<p>One-way restriction – Support Good idea to spread the traffic load between westbury crescent</p> <p>Traffic calming & parking restrictions – Support Slows cars down But not sure where all the cars will park. The road is sometimes chockablock with parked cars</p> <p>Other comments – n/a</p>
(99) Local resident, (Oxford, Kelburne Road)	<p>One-way restriction – Support Because traffic calming measures are desperately needed on Westbury Crescent. The cars parked on both sides of the road on Westbury Crescent force all cars to drive down the middle of the road with many driving too fast and not giving way. The tight corners at the west end of Westbury Crescent are extremely dangerous for the same reason. I have had countless near missed with drivers flying around the corner too fast. The one way system would solve these problems.</p> <p>Traffic calming & parking restrictions – Support Anything that can be done to reduce the speed of some drivers is a good thing.</p> <p>Other comments – Fully support it, it's long overdue</p>
(100) Local resident, (Cowley, Mayfair)	<p>One-way restriction – Support The flow of traffic will be greatly improved</p> <p>Traffic calming & parking restrictions – Support I support the directional flow of traffic suggested with cycles being aloud access in all directions as long as this doesn't encourage or allow motor cycles this access to go in the alternative direction to the proposed traffic direction</p>

	<p>Other comments – It will make Westbury crescent safer to drive</p>
<p>(101) Local resident, (Oxford, Mayfair Road)</p>	<p>One-way restriction – Support This can reduce traffic congestion and will give more protection to cyclists on roads</p> <p>Traffic calming & parking restrictions – Support This can reduce traffic congestion and pollution</p> <p>Other comments – No</p>
<p>(102) Local resident, (Oxford, Mayfair Road)</p>	<p>One-way restriction – Support There is clearly an issue with some people speeding down Westbury Crescent and the disproportionate use of the southern side of the crescent, so it makes sense to have a one way system.</p> <p>Traffic calming & parking restrictions – Support Some of the planters/ build outs look small, so just wondering what planting they would be able to support (or maybe only the bigger ones are planters).</p> <p>Other comments – I am in support of trialing this scheme, if protections for cyclists are in place.</p>
<p>(103) Local resident, (Oxford, Rivermead Road)</p>	<p>One-way restriction – Support A one-way system with traffic calming makes sense in terms of spreading entering/leaving traffic from the LTN across both arms of Westbury Crescent, with previously the southern arm getting too much volume, and creating conflicts between cars moving in different directions.</p> <p>Traffic calming & parking restrictions – Support Traffic calming will be important for maintaining resident, pedestrian and cyclist safety. This is also East-West cycle access corridor, so retaining contraflow cycle access is important.</p> <p>Other comments – Please consider cyclist road position entering/leaving the two arms (including via contraflow) when designing the additional green space at the junction.</p>

<p>(104) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Support The LTN filter on Mayfair Rd which I support, has resulted in most of the traffic from Mayfair rd and beyond exiting to Rose Hill via WC South and very low traffic flows on WC North. It seems only fair to share this traffic and this sort of "one-way" system seems a reasonable way to do that.</p> <p>We had hoped that once the traffic using the two sides of the street WC North and South was all local traffic that local residents would drive considerately and safely. But this has definitely not been the case. There is a lot of fast traffic on both sides of the street. Thus for everyone's safety it is essential that all traffic is slowed down, on both the straight sections and on the bends. The concerns are that a oneway system will encourage people to drive faster as they won't meet traffic coming the other way. My only reservation is whether these planters will create a suitably "severe" slalom to slow drivers down enough. Has this style of speed reduction been proven to work effectively? I am not clear why the planters are not as equally spaced on the South side as they are on the North so that drivers may continue to drive out fast round the bend.</p> <p>I know that cycles will be allowed to use the street as a contraflow which may help to slow down drivers, but people cycling really don't want to have to put this to the test. For this reason I wonder whether the planters could be of a size and position to allow cycles to bypass the main traffic flow between the planter and the curb (as for example on the way to Sandford village near the railway bridge)? Alternatively, I'd like to see plenty of cycle symbols painted on the road where the width restrictions are to draw attention to people cycling and even to have signs saying "give way to cycles".</p> <p>Traffic calming & parking restrictions – Support I support there being fewer parking spaces to discourage commuter or shopping parkers.</p> <p>Other comments – I hope it will be possible to have a local group of people involved in planting the green space and may be some seating? Or cycle parking for visitors coming by bike to visit local residents? I'm still very concerned that the residents of the street bot</p>

<p>(105) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Support To reduce the antisocial driving being experienced since LTN introduction</p> <p>Traffic calming & parking restrictions – Support Westbury North and South require speeding to be reduced</p> <p>Other comments – n/a</p>
<p>(106) Local resident, (Oxford, Westbury Crescent)</p>	<p>One-way restriction – Support I don't want traffic using our road as a short-cut and speeding through. It would make the street noisy, dangerous and unhealthy.</p> <p>Traffic calming & parking restrictions – Support I've lived in this street for more than 30 years and have seen the traffic along it increase in number and speed, up until the LTN planters were built. Since then we have enjoyed relative peace and safety on our side of the Crescent. Traffic restrictions</p> <p>Other comments – It is a good scheme but the rules will need to be policed effectively. Atm we have motor cyclists driving illegally through the planters. Some drivers in the neighbourhood flout the rules.</p>
<p>(107) Local resident, (Rose Hill, Westbury Crescent)</p>	<p>One-way restriction – Support Guesstimate 90% (+/-) traffic flowing to/from Rose Hill uses south branch of Westbury Crescent for both ingress and egress, affecting directly our air quality (prevailing wind direction S.W.). Proposal should reduce air fouling south side by 30+% before slowing effect is added in. 'Dustbin Days' may be more frustrating for drivers, tempting 'up/down the wrong branch' behaviour.</p> <p>Traffic calming & parking restrictions – Support Slowing i.c. engined vehicles leads, on balance (but not always), to a small reduction (at the speeds we are considering here) in pro rata pollution. Recently cars have been and are parked half pavement/half road, occasionally very inconsiderately, for th</p>

	<p>Other comments – Overall I have high hopes for the improvement to the ambience of our 'plot of earth'. The general introduction of electric vehicles will not detract from the need for this scheme, but it does bring to mind a current 'misuse' of traffic calming here; motor</p>
<p>(108) Local resident, (Oxford, Westbury Crescent.)</p>	<p>No objection – I'm not aware of any problems, so I wonder if the proposals are 'solutions in search of a problem'! This said, plans ok, planters etc a good idea. Is the proposed gap on either side of the 'area of green space' wide enough for cars and vans to drive through? It doesn't look so on the consultation diagrams.</p>
<p>(109) Local County Cllr, (Cowley division)</p>	<p>Support - As the local County Councillor, I am strongly in favour of this proposal being delivered. Residents on the south branch of Westbury Crescent have been calling for changes here for the last three years, and this project has been worked up over a long series of informal and formal meetings between residents of multiple streets in the local area, councillors, and council officers. The fundamental issues to address are ones of fairness (i.e. the fair and even distribution of traffic on both branches of Westbury Crescent) and road danger (i.e. reducing speeding along the straight sections of road on Westbury Crescent and also reducing the speed at which vehicle drivers come around the corners, following a number of near misses). The new layout has been designed to address these concerns of fairness and reducing road danger and, in doing so, I believe has well balanced the needs of local residents in the process. The design also enables a green space and additional opportunities for greening and planting, in an area of relatively low green infrastructure, and there are a group of residents who are keen to 'adopt' this green space to help with the maintenance of it.</p> <p>I appreciate that some residents may have concerns re: reduction in parking (to allow for chicanes to address speeding) and others may be annoyed at having to drive a little further to use the one-way system. However, I think the benefits that the scheme will bring for fairness and safety far outweigh these costs. Overall, then, I am strongly in favour of this scheme going ahead for delivery as soon as possible.</p> <p>I wish to put on record my high levels of thanks and appreciation to the officers who have led and worked on this project. They have gone above and beyond in attending community workshops over many months, and they have well and truly applied co-production principles to this project, which is highly commendable. I hope that these principles and approaches can be more widely adopted by the council for other projects of a similar nature in future.</p>